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Sayers Common

Collision Data: 01/09/2020 - 31/08/2025

SCALE	1 : 12500
DATE	09/10/2025
DRAWING No.	
DRAWN BY	

INTERMEDIATE COLLISION REPORT
Total collisions: 19

Run on: 09/10/2025 14:13:03

Accidents between dates: 01/09/2020 and 31/08/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION					VEHICLE / CASUALTY DETAILS			
	Police Ref. Severity	Date Weather	Time Speed	Day Darkness / Light	Rd cond Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info

20982676	16/09/2020	1440 hrs	Wed	Daylight					
Serious	Fine without high winds		Road Dry						
A23	70 mph		E527010	N117923	Veh 1	Goods < 3.5t	Going ahead	N - S	
A23					Veh 2	Car	Going ahead	N - S	Casualty: Dri Slight Casualty: FSP Serious

VEHICLE 1 TRAVELING SOUTHBOUND ON A23 IN LN2 VEHICLE 2 TRAVELING SOUTHBOUND ON A23 IN LN1. VEHICLE 1 DEVIATES SLIGHTLY TO LEFT AND NEARSIDE OF VEHICLE 1 COLLIDES WITH VEHICLE 2 OFFSIDE. VEHICLE 2 SPINS OFF CARRIAGEWAY TO NEARSIDE.

201005305	08/12/2020	0837 hrs	Tue	Daylight					
Slight	Fine without high winds		Road Wet/Damp						
B2118	60 mph		E526972	N118752	Veh 1	Car	Going ahead left hand bend	W - NE	Casualty: Dri Slight

MILL LANE (B2118) - 35 METRES FROM JUNCTION WITH B2118
V1 HAS TAKEN THE SECOND EXIT ON THE ROUNDABOUT AND CONTINUED STRAIGHT COLLIDING WITH A BRIDGE CAUSE DAMAGE TO BRIDGE AND VEHICLE AS WELL AS SLIGHT INJURY TO DRIVER OF V1.

211014310	13/01/2021	1703 hrs	Wed	Dark: street lights lit					
Slight	Raining without high winds		Road Wet/Damp						
A23	70 mph		E526953	N119135	Veh 1	Car	Going ahead	S - N	
A23 - 38 METRES FROM JUNCTION WITH A23					Veh 2	Car	Starting	S - N	Casualty: Dri Slight

V2 WAS AT SIDE OF SLIP ROAD DUE TO FLAT TYRE. TYRE WAS REPAIRED AND V2 WAS IN PROCESS OF MOVING OFF AND IN MOTION WHEN V1 CAME DOWN SLIP ROAD AND FAILED TO SEE V2 UNTIL LAST MINUTE. V1 COLLIDED WITH REAR OF V2.

211119807	09/12/2021	2137 hrs	Thu	Dark: street lights lit					
Slight	Raining without high winds		Road Wet/Damp						
A23	70 mph		E526888	N120520	Veh 1	Car	Changing lane to right	N - S	
A23 - 37 METRES FROM JUNCTION WITH A2300					Veh 2	Car	Going ahead	N - S	Casualty: Dri Slight

V2 TRAVELLING SOUTH BOUND ON A23. V1 ALSO TRAVELLING SOUTH BOUND IN FRONT OF V2. V1 COMES OFF ONTO SLIP ROAD THEN PULLS ACROSS BACK OUT ON MAIN A23 CARRIAGEWAY INTO PATH OF V2. V2 BRAKES HARD LOOSES CONTROL, LEAVES CARRIAGEWAY TO NEARSIDE, COLLIDES WITH LAMPPOST AND ROLLS. V1 FAILED TO STOP.

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LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS				
						Veh No / Type	Manoeuvre	Direction	Casualty Info	
	221164581	04/04/2022	2347 hrs	Mon	Dark: street lights lit					
	Serious	Fine without high winds		Road Dry		Veh 1 Car	Changing lane to left	N - S		
	A23	70 mph		E526983	N119118					
	A23 - 53 METRES FROM JUNCTION WITH A23, SAYERS COMMON, WEST SUSSEX					Veh 2	M/C < 125 cc	Going ahead	N - S	Casualty: Dri Serious
	V2 TRAVELING SB A23 IN LANE 1. SUDDENLY V1 HAS DRIVEN INTO BACK OF V2.									

	221177104	14/05/2022	1015 hrs	Sat	Daylight					
	Slight	Other		Road Dry		Veh 1 Car	Starting	S - E		
	A2300	60 mph		E527017	N120279					
	A2300 AT JUNCTION WITH A2300, HICKSTEAD, TWINEHAM, WEST SUSSEX					Veh 2	Pedal cycle	Going ahead	W - E	Casualty: Dri Slight
	VEHICLE 2 HAS BEEN ALREADY ON ROUNDABOUT, VEHICLE 1 HAS APPROACHED FROM THE RIGHT COMING ONTO ROUNDABOUT AND CLIPPED THE BACK WHEEL OF VEHICLE 2.									

	221179389	19/05/2022	2357 hrs	Thu	Dark: no street lighting					
	Slight	Fine without high winds		Road Dry		Veh 1 Car	Turning left	NE - E		
	A2300	60 mph		E527274	N120252					
	A2300 - 24 METRES FROM JUNCTION WITH POOKBOURNE LANE, SAYERS COMMON, WEST SUSSEX					Veh 2	Car	Going ahead	W - E	Casualty: Dri Slight
	V2 TRAVELLING EASTBOUND ALONG DUAL CARRIAGEWAY. ON APPROACH TO THE JUNCTION, V1 HAS EXITED AND FORCED V2 TO TAKE AVOIDING ACTION. V2 HAS LEFT ROAD NEARSIDE AND ROLLED.									

	221207111	17/07/2022	1810 hrs	Sun	Daylight					
	Slight	Fine without high winds		Road Dry		Veh 1 Car	Going ahead	S - N	Casualty: FSP Slight Casualty: RSP Slight	
	A23	70 mph		E526930	N119549					
	A23, SAYERS COMMON, WEST SUSSEX					Veh 2	Car	Stopping	S - N	
						Veh 3	Car	Stopping	S - N	
	V1 WAS TRAVELLING NORTHBOUND ON THE A23 NEAR HICKSTEAD WHEN AN UNKNOWN VEHICLE HAS SLOWED DOWN FOR A BUILD UP OF TRAFFIC. V1 HAS THEN HIT THE REAR OF V2 IN LANE 2 OF 2 OF THE A23 CAUSING AIRBAGS TO BE DEPLOYED. THIS IMPACT WAS AT APPROXIMATELY 40-50MPH. REAR SEAT PASSENGER OF V1 WAS NOT WEARING A SEATBELT AT THE TIME OF COLLISION. AMBULANCE ATTENDED AND TOOK THIS PATIENT FOR CHECKS AT HOSPITAL ALTHOUGH THIS IS BELIEVED TO BE MINOR INJURIES ONLY.									

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	Severity	Weather	Rd cond	Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info

221206589	07/08/2022	0500 hrs	Sun	Dark: no street lighting	Veh 1	Car	Going ahead	SE - NW	Casualty: Dri Serious
Serious	Fine without high winds		Road Dry						
A23	70 mph		E526899	N119904					
A23 - 59 METRES FROM JUNCTION WITH LONDON ROAD (A23), HICKSTEAD, WEST SUSSEX									
V1 LEFT CARRIAGEWAY AND HIT A TREE									

231306062	08/05/2023	2312 hrs	Mon	Dark: street lights lit	Veh 1	Car	Going ahead	S - N	Casualty: Dri Serious
Serious	Raining without high winds		Road Wet/Damp						
A23	70 mph		E526918	N119775					
A23 NEAR JUNCTION WITH A23, SAYERS COMMON, WEST SUSSEX									
VEHICLE 1 TRAVELLING NORTH ON A23 FOR UNKNOWN REASON LEAVES CARRIAGEWAY TO NEARSIDE COLLIDES WITH TREES AND REBOUNDS COMING TO REST IN CARRIAGEWAY.									

231307146	12/05/2023	1020 hrs	Fri	Daylight	Veh 1	Car	Going ahead	S - N	
Serious	Fine without high winds		Road Dry						
A23	70 mph		E526924	N119668					
A23 - 122 METRES FROM JUNCTION WITH A23, SAYERS COMMON, WEST SUSSEX									
					Veh 2	Car	Going ahead	S - N	Casualty: Dri Serious
					Veh 3	Car	Going ahead	S - N	
					Veh 4	Car	Stopping	S - N	
TRAVELLING NORTHBOUND ON A23 AN UNKNOWN RED TESLA (V4) HAS BRAKED IN FRONT OF V3 THE MERCEDES CAUSING IT TO BRAKE SUDDENLY. V1 THE CLIO HAS SUBSEQUENTLY STRUCK V2 THE AUDI FIRST TO THE REAR SENDING IT OFF THE CARRIAGEWAY BEFORE HITTING V3 AND COMING TO REST.									

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	Police Ref. Severity	Date Weather	Time Speed	Day Rd cond	Darkness / Light Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info
231331064	19/07/2023	1225 hrs	Wed	Daylight					
Slight	Fine without high winds		Road Dry			Veh 1 Car	Going ahead	S - N	
A23	70 mph		E526959	N119114					
A23 - 59 METRES FROM JUNCTION WITH A23, SAYERS COMMON, WEST SUSSEX						Veh 2 Car	Going ahead	S - N	Casualty: FSP Slight Casualty: Dri Slight
						Veh 3 Goods > 7.5t	Going ahead	S - N	
						Veh 4 Goods < 3.5t	Going ahead	S - N	
VEH 1 LEARNER DRIVER HAS JOINED MAIN CARRIAGEWAY , VEH 2 HAS BRAKED HARD FOR VEH 1, VEH 3 HAS HIT REAR OF VEH 2									

231350948	09/09/2023	1005 hrs	Sat	Daylight					
Slight	Fine without high winds		Road Dry			Veh 1 Car	Going ahead	N - S	
A23	70 mph		E526948	N119922					
A23 - 33 METRES FROM JUNCTION WITH A2300, HICKSTEAD, WEST SUSSEX						Veh 2 Car	Going ahead	N - S	Casualty: Dri Slight
V1 AND V2 TRAVELLING SOUTHBOUND ON THE A23 IN LANE 2 AT APPROXIMATELY 60 MPH. ADJACENT TO BURGESS HILL A2300 ON SLIP V2 BRAKES TO SLOW AND V1 DOES NOT REACT IN TIME COLLIDING WITH THE REAR OF V2									

231392318	27/12/2023	0040 hrs	Wed	Dark: no street lighting					
Slight	Raining without high winds		Road Wet/Damp			Veh 1 Car	Going ahead	N - S	Casualty: Ped Slight
A23	70 mph		E526949	N119972					
A2300 NEAR JUNCTION WITH A23, HICKSTEAD, WEST SUSSEX									
V1 WAS HEADING SOUTHBOUND ON THE A23 JUST PAST HICKSTEAD SERVICES. PEDESTRIAN HAS WALKED DOWN THE ON-SLIP FROM THE SERVICES AND OUT INTO LANE 1 OF THE A23, INTO THE PATH OF V1, WHICH HAS SWERVED TO AVOID THEM AND THE PEDESTRIAN HAS COLLIDED WITH V1'S WING MIRROR ONLY.									

241416366	02/03/2024	2352 hrs	Sat	Dark: street lights lit					
Serious	Fine without high winds		Road Dry			Veh 1 Car	Going ahead	S - N	Casualty: Dri Serious
B2118	30 mph		E526652	N117933					
MINI-ROUNDBOULT, LONDON ROAD (B2118) NEAR JUNCTION WITH FURZELAND WAY, SAYERS COMMON, WEST SUSSEX									
V1 WAS DRIVING NORTH ALONG THE B2118, SAYERS COMMON, AT THE MINI-ROUNDBOULT CONNECTING FURZELAND WAY. ON APPROACHING THE MINI-ROUNDBOULT V1 COLLIDED WITH THE CENTRAL BOLLARD/RESERVATION AND KNOCKED DOWN THE BOLLARDS AND THE HAZARD STREETLIGHT. V1 THEN CONTINUED ACROSS THE MINI-ROUNDBOULT AND TRAVELLED LEFTWARDS JUST PAST THE MINI-ROUNDBOULT, ONTO THE GRASS AND STOPPED JUST PRIOR TO COLLIDING WITH A WOODEN RESIDENTIAL FENCE, STOPPING APPROX 4 METRES OFF THE ROAD. NO VISUAL DAMAGE HAS BEEN CAUSED TO THE WOODEN FENCE. DEBRIS FROM THE CENTRAL BOLLARDS AND HAZARD STREET LIGHT WERE SCATTERED ACROSS THE ROAD FROM THE DAMAGED PROPERTY AND THE VEHICLE.									

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	Severity	Weather	Rd No.	Speed	Rd cond	Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info
	Location Description POLICE OFFICERS ACCOUNT OF COLLISION									

241473193	26/07/2024	1920 hrs	Fri	Daylight							
Serious	Fine without high winds		Road Dry				Veh 1 Car	Overtaking moving vehicle offside	N - S		
A23	70 mph		E526891	N120547			Veh 2 Car	Going ahead	N - S	Casualty: Dri Serious	
SLIP ROAD TO BURGESS HILL A2300, A2300 - 33 METRES FROM JUNCTION WITH A23, HICKSTEAD, WEST SUSSEX								Veh 3 Car	Going ahead	N - S	
<p>V1 TRAVELLING SOUTHBOUND ON THE A23 OVERTAKING VEHICLES ON THE NEAR SIDE AND OFFSIDE TRAVELLING IN EXCESS OF THE SPEED LIMIT. V1 HAS THEN COLLIDED WITH V2 AND V3 WHICH WERE IN LANES 1 AND 2 AND CAUSED V2 TO ROLL SEVERAL TIMES TO THE NEAR SIDE ACROSS THE DEDICATED SLIP AND INTO THE HEDGE ON THE NEAR SIDE. IT HAS ALSO CAUSED V3 TO LEAVE THE CARRIAGEWAY TO THE NEAR SIDE AND ACROSS THE DEDICATED SLIP ROAD AND INTO THE HEDGE. V1 HAS ALSO LEFT THE CARRIAGEWAY TO THE NEAR SIDE ACROSS THE SLIP ROAD AND INTO THE HEDGE APPROXIMATELY 15 METRES NORTH OF THE V2 AND V3.</p>											

241472831	27/07/2024	1525 hrs	Sat	Daylight						
Slight	Fine without high winds		Road Dry				Veh 1 Car	Going ahead	S - N	Casualty: Ped Slight
U	20 mph		E526918	N119323						
HICKSTEAD SHOWGROUND, UNCLASSIFIED ROAD - 27 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD, HURSTPIERPOINT, WEST SUSSEX										
<p>V1 WAS DRIVING NORTH ALONG THE ROAD INTO THE SHOWGROUND. C1 HAS REQUESTED V1 TO STOP SO THAT THEY CAN GET THEIR TICKETS FOR THE SHOWGROUND. C1 HAS BRIEFLY STOPPED V1 AND THEY HAVE SAID THAT THEIR TICKETS ARE INSIDE. V1 HAS THEN DRIVEN OFF AND C1 HAS GRABBED HOLD OF THE PASSENGER DOOR HANDLE, BEING DRAGGED ALONGSIDE THE VEHICLE. V1 HAS STOPPED A SHORT DISTANCE AROUND THE CORNER.</p>										

251581865	17/04/2025	1740 hrs	Thu	Daylight						
Less Serious	Fine without high winds		Road Dry				Veh 1 Pedal cycle	Going ahead	S - N	Casualty: Dri Less Serious
A23	40 mph		E526876	N120254						
OLD POST OFFICE, LONDON ROAD (A23) - 24 METRES FROM JUNCTION WITH A23, HICKSTEAD, WEST SUSSEX										
<p>BICYCLE RIDER CYCLING ALONG THE ROAD, FALLEN FROM BICYCLE SOMEHOW, NO MEMORY OF INCIDENT OR ARRIVING HOME, BIKE IS BADLY DAMAGED, HELMET IS DAMAGED</p>										

251617035	13/06/2025	1452 hrs	Fri	Daylight						
Slight	Fine without high winds		Road Dry				Veh 1 Car	Starting	E - S	Casualty: Dri Slight
B2118	30 mph		E526739	N118401			Veh 2 Car	Parked	UK - UK	
SAYERS COMMON COMMUNITY SHOP, LONDON ROAD (B2118) NEAR JUNCTION WITH UNCLASSIFIED ROAD, SAYERS COMMON, WEST SUSSEX										
<p>V1 PULLED OUT OF DRIVEWAY AND HIT ACCELERATOR INSTEAD OF BRAKES, V1 HAS COLLIDED WITH V2 CAUSING DAMAGE. INJURIES SUSTAINED TO DRIVER OF V1.</p>										

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	Severity	Weather		Rd cond		Veh No / Type	Manoeuvre	Direction	Casualty Info
	Road No.	Speed		Grid Ref.					
	Location Description								
	POLICE OFFICERS ACCOUNT OF COLLISION								

APPENDIX B. ATE Checklist

The cells in columns A-C identify ten active travel assessment criteria for new developments, a brief description of each criterion and the common shortfalls found in planning application submissions to date.

Please enter a rating, comments and any relevant local policy and guidance against each criterion. This text will appear in the Assessment Report table in the 'Appraiser report' sheet alongside pre-populated national policies and guidance.

Criterion	Description	Common Shortfalls	Rating	Appraiser Comments	Local Policy & Guidance
1. Trip generation and assignment	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	Source data is not representative of the proposed development, is out-of-date or is confined to commuting journeys only. Forecasted trip generation is limited to motor vehicle traffic or peak hours only. Future year forecasts do not realise the potential of the development to support a greater number of walking, wheeling and cycling journeys or do not align with the national target (or any adopted local targets) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030.	Exemplar	Yes, a multi-modal trip generation assessment has been undertaken to estimate the trip generation of the proposed residential development. A vision-based scenario and associated impact trip generation has also been undertaken (a 10% reduction in vehicular traffic generated by the site) as a result of the comprehensive mobility strategy proposed at the site.	Paragraph 115 of the National Planning Policy Framework (NPPF) - "Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."
2. Active travel route audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	Local pedestrian and cycling routes are only identified in application documents by their location, with no assessment provided on whether these are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20). Applications that include new dwellings have not demonstrated how local schools and colleges will be accessed by active travel modes. Qualitative analysis to inform any necessary improvements to the design and accessibility of key routes does not include maps, photographs and comments nor has regard to the following guidance, tools and plans in the assessment of key routes: <ul style="list-style-type: none"> Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and Sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate); PAS 6463: Design for the Mind (Sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12); LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool); the government's Walking Route Audit Tool; and any adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs). 	Pass	An appropriate assessment on the design and accessibility of existing travel routes in the locality of the site has been undertaken. The assessment has informed the necessary improvements which are proposed as part of the development.	Manual for Streets, NPPF, LTN 1/20
3. Pedestrian access to local amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	Trip lengths to key amenities as presented in application documents are based on straight-line distances from site boundaries or main access points. There are few everyday amenities within the recommended distance from most buildings using safe and accessible routes for pedestrians. Footpaths/ways to local amenities do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: <ul style="list-style-type: none"> have a minimum width of 2m, with limited pinch points no less than 1.5m; are step-free; have a smooth, even surface; have seating at regular intervals; are uncluttered; have good natural surveillance and clear lines of sight; have street lighting; have wayfinding; and have crossing points suitable for the speed and traffic flow of the road(s). 	Pass	A number of key facilities are located within 800m, including Isabellos Pre-school, Sayers Common Community Shop, the Village Hall, and Oakhurst play area. All of these facilities are accessed via a direct and accessible walking route which conforms to National Design Guidance.	National Design Guidance and Manual for Streets
4. Cycling accessibility	Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?	Cycle routes relied on by the development are not coherent, direct, safe, comfortable or attractive in line with the five core design principles and geometric requirements in LTN 1/20 (see Sections 4.2 and 5). This may be due to physical features, steps, steep gradients or surface quality; or the absence of ramps, lighting or appropriate crossing facilities. The development relies on shared use routes in full or intermittently, which conflicts with the clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians. There is insufficient protection from motor traffic in accordance with the suitability and segregation standards in LTN 1/20 (see Figure 4.1 and Section 6) such that some potential cyclists would be excluded.	Pass	A range of local amenities are accessible via a coherent, direct, safe, comfortable and attractive route. There is no NCN Routes within the vicinity of the site. A scheme of potential cycle improvements to provide a connection between the Mill Lane Roundabout to the A2300 has been provided as part of the TA. This identifies a series of local widening that could be undertaken to provide an off-carriageway shared 3.0m footway / cycleway. The applicant is therefore willing to provide a proportionate financial contribution towards the delivery of these works.	LTN 1/20
5. Access to public transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	There are no public transport nodes with a regular service (this will differ between urban and rural areas) within the recommended distances. Local bus stops do not have good natural surveillance or do not provide seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs. Local rail stations do not provide sufficient cycle parking, including spaces for non-standard cycles. Footpaths/ways to public transport nodes do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: <ul style="list-style-type: none"> have a minimum width of 2m, with limited pinch points no less than 1.5m; are step-free; have a smooth, even surface; have seating at regular intervals; are uncluttered; have good natural surveillance and clear lines of sight; have street lighting; have wayfinding; and have crossing points suitable for the speed and traffic flow of the road(s). 	Exemplar	Both northbound and southbound stops are located on the B2118 and a comfortable walking distance of circa 100m from the site. Bus service 100 operates from these bus stops on an hourly basis on Mondays to Saturdays and serves Burgess Hill, Storrington, Pulborough, Billingshurst and Horsham. Similarly, bus service 273 runs between Brighton and Crawley and also serves the bus stops opposite the site. The service also operates circa every hour on Mondays to Sundays. School bus service 331 also operates twice a day in the morning and afternoon from the bus stops to Downlands School. The development proposes to deliver the provision of RTPI and bus border kerbs at the northbound and southbound bus stops within proximity of the site on the B2218 to facilitate and prioritise sustainable transport journeys to and from the site.	NPPF
6. Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	The application fails to identify necessary, directly related and proportionate improvements or contributions to: <ul style="list-style-type: none"> footpaths/ways in line with the design standards identified in criteria 3 and 5; cycling routes in line with LTN 1/20 standards identified in criteria 4; or public transport infrastructure (where this is not provided on-site) that may include: new or extended services; seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs at bus stops; and secure cycle parking with pumps and repair tools at rail stations and mobility hubs. The application fails to identify the mechanism to secure identified improvements and the trigger point(s) for delivery or payment. Proposed road/junction improvements do not prioritise pedestrian and cycling movements, including appropriate crossings.	Exemplar	The development will deliver a range of off-site sustainable transport improvements to facilitate and prioritise sustainable transport journeys to and from the site. The improvements include: 1) Provision of RTPI and bus border kerbs at the northbound and southbound bus stops within proximity of the site on the B2218. 2) Widening of the existing footway on the B2218 north of the site access to the B2218 / Mill Lane Roundabout to provide a 3.0m wide shared use pedestrian / cycle route. 3) Provision of an uncontrolled crossing on the B2218 and a new footway / cycleway on the western	Manual for Streets) NPPF Paragraph 115 - Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.
7. Site permeability	Does the development prioritise pedestrian and cycle movements within the site?	Opportunities have been missed to maximise accessibility for active travel modes, including: <ul style="list-style-type: none"> the development does not provide or safeguard pedestrian and cycling connections to neighbouring sites including future phases of development; routes for pedestrians and cyclists are not at least as direct – and preferably more direct – than the equivalent by car; routes are not fully accessible or do not have adjacent accessible alternatives (e.g. ramps alongside steps or bound paths next to unbound paths); inappropriate or infrequent crossings are proposed (see Inclusive Mobility Sections 4.10-4.11, PAS 6463 Section 7.6.2, LTN 1/20 Table 10-2, Manual for Streets Section 6.3 and Manual for Streets 2 Section 9.3); pedestrians and cyclists are not prioritised at side road crossing points (see LTN 1/20 Figure 10.13); priority junctions have radii that interrupts the pedestrian desire line (see Manual for Streets Sections 6.3-6.4 and Manual for Streets 2 Section 9.4); there are red/zero scores when applying the Junction Assessment Tool in LTN 1/20; signalised junctions do not have pedestrian aspects on some arms; where cyclists would mix with motor vehicles, lane widths are between 3.2m and 3.9m (paragraph 7.2.5 of LTN 1/20 identifies that such widths allow motor vehicles to drive alongside a cyclist without a safety margin for their comfort and protection); there are unsafe or poorly signed transitions for cyclists when moving between cycleways on and off the carriageway; or cycleways within commercial sites are not continuous through to cycle parking areas. Shared use routes for pedestrians and cyclists are proposed and these do not meet the limited situations listed in paragraph 6.5.6 of LTN 1/20. Where shared use routes are acceptable, their widths are below 3m (<300 cyclists per hour) or below 4.5m elsewhere, contrary to LTN 1/20 Table 6-3.	Pass	The development prioritises pedestrian and cycle movements. Footways, measuring 2.0m in width, will be provided either side of the site access roads onto the B2218 to tie into the existing footway network. Dropped kerbs and tactile paving will be provided to enable safe and continuous pedestrian movement across the site frontage. The detailed layout of the scheme (which will be determined through a separate reserved matter application), will have due regard to Manual for Streets and LTN 1/20.	Manual for Streets and LTN 1/20.

8. Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	<p>The design of streets does not encourage social interaction or create attractive, safe and accessible open spaces that would support an active life for everyone, contrary to the National Design Guide (See Part 2). This may include missed opportunities to incorporate green infrastructure / street trees, shared space residential streets (such as appropriately designed home-zones, mews and culs-de-sac), equipped play facilities, seating at regular intervals, and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking).</p> <p>Aspects of the proposed design give rise to personal and highway safety concerns, including:</p> <ul style="list-style-type: none"> streets, public transport nodes and other public spaces do not benefit from appropriate levels of natural surveillance and lighting; the requirements of disabled people have not been appropriately considered; the development includes 'blind-spots', sharp turns or high-sided boundary treatments; the development does not provide continuous and legible routes or is not supported by an effective wayfinding strategy; or residential or local streets encourage traffic movements through the site or are not designed for a 20mph speed limit (see Manual for Streets Section 7.4 for guidance on achieving appropriate traffic speeds). <p>There are gaps in the provision of well-located, on-site amenities to support the quantum of development proposed, in conflict with paragraph 83 of the National Design Guide. For larger residential-led developments, this may include a lack of evidence that the applicant has utilised local authority pupil yield data (or the Department for Education's Pupil Yield Dashboard in the absence of such) to inform the need for new schools and early years settings.</p>	Pass	The development establishes a strong sense of place, with well-designed streets. The illustrative masterplan shows public spaces will be provided throughout the development. The detailed layout of the scheme (which will be determined through a separate reserved matter application), will have due regard to attractive safe spaces which support an active life for everyone.	National Design Guidance, NPPF, Manual for Streets, LTN 1/20
9. Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	<p>Cycle parking is not provided in accordance with up-to-date local standards, or Section 11 of LTN 1/20 in the absence of such. Details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate is not provided (highly accessible cycle parking is essential for people with sensory and/or information processing differences and disabled cyclists who may be unable to walk very far or navigate a change in levels).</p> <p>For workplaces, public buildings (including those used for leisure and recreation) larger retail developments and other developments with communal parking:</p> <ul style="list-style-type: none"> internal cycle stores cannot be accessed from building frontages, are not step-free or require passing through more than two sets of doors; a proportion of cycle parking (typically 5%) is not provided for non-standard cycles to accommodate people with mobility impairments, which is contrary to paragraph 11.3.2 of LTN 1/20 (Table 11-2 also advises on bay lengths and access aisle widths for larger cycles using Sheffield stands); or high-quality facilities including showers, lockers, changing rooms and drying areas are not provided for cyclists in non-residential settings (see Section 11.7 of LTN 1/20, BREEAM guidance and any local standards). <p>The quantum and quality of the cycle parking and trip-end facilities proposed does not align with travel plan targets for cycling or application objectives to deliver a sustainable form of development.</p>	Pass	Parking on the site will also be determined as part of a future reserved matters application relating to layout. The site layout has provided car and cycle parking in accordance with standards set out in the West Sussex County Council Guidance on Parking at New Developments (September 2020) SPD. Cycle parking will be provided within covered and convenient spaces in the curtilage of each property (i.e. garage or shed).	West Sussex County Council Guidance on Parking at New Developments (September 2020) SPD.
10. Travel planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	<p>A 'full', 'framework' or 'interim' travel plan has not been submitted as appropriate (a framework travel plan is generally only appropriate for commercial developments where the end user is unknown, while an interim travel plan can be acceptable where the split of uses is not yet confirmed).</p> <p>Where the appropriate travel plan has been submitted:</p> <ul style="list-style-type: none"> targets for active travel mode share lack ambition or do not align with the national target (or any adopted local target) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030; mode share targets are not set for the end of each phase (where identifiable) nor extend to five years beyond the final occupation of the development; there is an absence of travel plan targets for all uses proposed within the application site as appropriate; the travel plan does not provide sufficient detail on the active travel and public transport infrastructure to be provided or improved (both on and off-site) or how its use will be embedded by initiatives and incentives to be secured through planning conditions and obligations; or there are no details of effective and influential actions to be taken if targets are not met, with the intention for these to be secured and monitored (if triggered) through planning conditions and obligations. 	Exemplar	A Framework Residential Travel Plan has been prepared as part of the proposal. The key target of the Travel Plan is to reduce the number of single occupancy vehicular trips generated by the site by 10%. The monitoring programme will last for 5 years and will be undertaken through TRICS SAM Surveys and direct correspondence with residents via the TPC. There are a range of 'hard' and 'soft' measures proposed as part of the Travel Plan to encourage travel via sustainable modes.	Paragraph 118 of the NPPF notes that: "All developments that will generate significant amounts of movement should be required to provide a travel plan and the application should be supported by a vision-led transport assessment so that the likely impacts of the proposal can be assessed and monitored."

APPENDIX C. TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days

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

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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: 105 to 380 (units:)
 Range Selected by User: 100 to 400 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday 4 days
 Wednesday 2 days
 Thursday 1 days

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

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Neighbourhood Centre (PPS6 Local Centre) 5

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 3
 Village 4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

Use Class:

C3 7 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 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	3 days
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	6 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	5 days
No	2 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	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HC-03-A-32 GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 105 <i>Survey date: THURSDAY 29/06/23</i>	MIXED HOUSES & FLATS	HAMPSHIRE	<i>Survey Type: MANUAL</i>
2	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 <i>Survey date: WEDNESDAY 27/09/17</i>	MIXED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
3	KC-03-A-08 MAIDSTONE ROAD CHARING Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 <i>Survey date: TUESDAY 22/05/18</i>	MIXED HOUSES	KENT	<i>Survey Type: MANUAL</i>
4	NF-03-A-43 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 <i>Survey date: WEDNESDAY 15/09/21</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
5	NF-03-A-52 LYNNSPORT WAY KING'S LYNN Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 130 <i>Survey date: TUESDAY 07/11/23</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
6	SC-03-A-09 AMLETS LANE CRANLEIGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>	MIXED HOUSES & FLATS	SURREY	<i>Survey Type: MANUAL</i>
7	WS-03-A-15 HILLAND ROAD BILLINGSHURST Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 380 <i>Survey date: TUESDAY 23/11/21</i>	MIXED HOUSES	WEST SUSSEX	<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	COVID-19

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.81

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	7	200	0.070	7	200	0.270	7	200	0.340
08:00 - 09:00	7	200	0.122	7	200	0.353	7	200	0.475
09:00 - 10:00	7	200	0.127	7	200	0.138	7	200	0.265
10:00 - 11:00	7	200	0.113	7	200	0.140	7	200	0.253
11:00 - 12:00	7	200	0.121	7	200	0.132	7	200	0.253
12:00 - 13:00	7	200	0.153	7	200	0.129	7	200	0.282
13:00 - 14:00	7	200	0.137	7	200	0.126	7	200	0.263
14:00 - 15:00	7	200	0.128	7	200	0.147	7	200	0.275
15:00 - 16:00	7	200	0.217	7	200	0.148	7	200	0.365
16:00 - 17:00	7	200	0.244	7	200	0.160	7	200	0.404
17:00 - 18:00	7	200	0.303	7	200	0.155	7	200	0.458
18:00 - 19:00	7	200	0.263	7	200	0.146	7	200	0.409
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.998			2.044			4.042

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

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

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Parameter summary

Trip rate parameter range selected: 105 - 380 (units:)
 Survey date date range: 01/01/16 - 14/11/23
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TAXIS

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	7	200	0.003	7	200	0.004	7	200	0.007
08:00 - 09:00	7	200	0.006	7	200	0.006	7	200	0.012
09:00 - 10:00	7	200	0.002	7	200	0.000	7	200	0.002
10:00 - 11:00	7	200	0.000	7	200	0.001	7	200	0.001
11:00 - 12:00	7	200	0.004	7	200	0.004	7	200	0.008
12:00 - 13:00	7	200	0.001	7	200	0.001	7	200	0.002
13:00 - 14:00	7	200	0.001	7	200	0.001	7	200	0.002
14:00 - 15:00	7	200	0.000	7	200	0.001	7	200	0.001
15:00 - 16:00	7	200	0.004	7	200	0.002	7	200	0.006
16:00 - 17:00	7	200	0.003	7	200	0.002	7	200	0.005
17:00 - 18:00	7	200	0.000	7	200	0.000	7	200	0.000
18:00 - 19:00	7	200	0.001	7	200	0.001	7	200	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.023			0.048

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

MULTI-MODAL OGVS

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	7	200	0.001	7	200	0.001	7	200	0.002
08:00 - 09:00	7	200	0.004	7	200	0.004	7	200	0.008
09:00 - 10:00	7	200	0.003	7	200	0.004	7	200	0.007
10:00 - 11:00	7	200	0.005	7	200	0.005	7	200	0.010
11:00 - 12:00	7	200	0.002	7	200	0.003	7	200	0.005
12:00 - 13:00	7	200	0.004	7	200	0.005	7	200	0.009
13:00 - 14:00	7	200	0.000	7	200	0.001	7	200	0.001
14:00 - 15:00	7	200	0.001	7	200	0.001	7	200	0.002
15:00 - 16:00	7	200	0.001	7	200	0.001	7	200	0.002
16:00 - 17:00	7	200	0.002	7	200	0.001	7	200	0.003
17:00 - 18:00	7	200	0.002	7	200	0.004	7	200	0.006
18:00 - 19:00	7	200	0.001	7	200	0.001	7	200	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.031			0.057

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.

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

MULTI-MODAL PSVS

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	7	200	0.000	7	200	0.000	7	200	0.000
08:00 - 09:00	7	200	0.000	7	200	0.000	7	200	0.000
09:00 - 10:00	7	200	0.001	7	200	0.001	7	200	0.002
10:00 - 11:00	7	200	0.001	7	200	0.001	7	200	0.002
11:00 - 12:00	7	200	0.001	7	200	0.001	7	200	0.002
12:00 - 13:00	7	200	0.001	7	200	0.001	7	200	0.002
13:00 - 14:00	7	200	0.001	7	200	0.001	7	200	0.002
14:00 - 15:00	7	200	0.001	7	200	0.001	7	200	0.002
15:00 - 16:00	7	200	0.000	7	200	0.000	7	200	0.000
16:00 - 17:00	7	200	0.001	7	200	0.001	7	200	0.002
17:00 - 18:00	7	200	0.001	7	200	0.001	7	200	0.002
18:00 - 19:00	7	200	0.001	7	200	0.001	7	200	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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.

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

MULTI-MODAL CYCLISTS

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	7	200	0.001	7	200	0.009	7	200	0.010
08:00 - 09:00	7	200	0.006	7	200	0.024	7	200	0.030
09:00 - 10:00	7	200	0.004	7	200	0.003	7	200	0.007
10:00 - 11:00	7	200	0.003	7	200	0.002	7	200	0.005
11:00 - 12:00	7	200	0.003	7	200	0.000	7	200	0.003
12:00 - 13:00	7	200	0.004	7	200	0.003	7	200	0.007
13:00 - 14:00	7	200	0.003	7	200	0.004	7	200	0.007
14:00 - 15:00	7	200	0.003	7	200	0.008	7	200	0.011
15:00 - 16:00	7	200	0.019	7	200	0.012	7	200	0.031
16:00 - 17:00	7	200	0.014	7	200	0.009	7	200	0.023
17:00 - 18:00	7	200	0.009	7	200	0.004	7	200	0.013
18:00 - 19:00	7	200	0.006	7	200	0.002	7	200	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.080			0.155

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 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	7	200	0.083	7	200	0.413	7	200	0.496
08:00 - 09:00	7	200	0.147	7	200	0.612	7	200	0.759
09:00 - 10:00	7	200	0.167	7	200	0.197	7	200	0.364
10:00 - 11:00	7	200	0.150	7	200	0.192	7	200	0.342
11:00 - 12:00	7	200	0.160	7	200	0.187	7	200	0.347
12:00 - 13:00	7	200	0.202	7	200	0.181	7	200	0.383
13:00 - 14:00	7	200	0.198	7	200	0.175	7	200	0.373
14:00 - 15:00	7	200	0.182	7	200	0.207	7	200	0.389
15:00 - 16:00	7	200	0.384	7	200	0.212	7	200	0.596
16:00 - 17:00	7	200	0.416	7	200	0.224	7	200	0.640
17:00 - 18:00	7	200	0.492	7	200	0.230	7	200	0.722
18:00 - 19:00	7	200	0.430	7	200	0.227	7	200	0.657
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.011			3.057			6.068

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.*

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

MULTI-MODAL PEDESTRIANS

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	7	200	0.011	7	200	0.030	7	200	0.041
08:00 - 09:00	7	200	0.020	7	200	0.091	7	200	0.111
09:00 - 10:00	7	200	0.039	7	200	0.042	7	200	0.081
10:00 - 11:00	7	200	0.026	7	200	0.025	7	200	0.051
11:00 - 12:00	7	200	0.026	7	200	0.020	7	200	0.046
12:00 - 13:00	7	200	0.019	7	200	0.023	7	200	0.042
13:00 - 14:00	7	200	0.036	7	200	0.029	7	200	0.065
14:00 - 15:00	7	200	0.035	7	200	0.046	7	200	0.081
15:00 - 16:00	7	200	0.112	7	200	0.041	7	200	0.153
16:00 - 17:00	7	200	0.032	7	200	0.032	7	200	0.064
17:00 - 18:00	7	200	0.027	7	200	0.019	7	200	0.046
18:00 - 19:00	7	200	0.026	7	200	0.021	7	200	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.409			0.419			0.828

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.

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

MULTI-MODAL BUS/TRAM PASSENGERS

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	7	200	0.000	7	200	0.017	7	200	0.017
08:00 - 09:00	7	200	0.000	7	200	0.012	7	200	0.012
09:00 - 10:00	7	200	0.000	7	200	0.011	7	200	0.011
10:00 - 11:00	7	200	0.004	7	200	0.006	7	200	0.010
11:00 - 12:00	7	200	0.005	7	200	0.006	7	200	0.011
12:00 - 13:00	7	200	0.007	7	200	0.005	7	200	0.012
13:00 - 14:00	7	200	0.006	7	200	0.005	7	200	0.011
14:00 - 15:00	7	200	0.006	7	200	0.010	7	200	0.016
15:00 - 16:00	7	200	0.022	7	200	0.001	7	200	0.023
16:00 - 17:00	7	200	0.016	7	200	0.006	7	200	0.022
17:00 - 18:00	7	200	0.014	7	200	0.003	7	200	0.017
18:00 - 19:00	7	200	0.006	7	200	0.001	7	200	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.083			0.169

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.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

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	7	200	0.000	7	200	0.016	7	200	0.016
08:00 - 09:00	7	200	0.000	7	200	0.011	7	200	0.011
09:00 - 10:00	7	200	0.000	7	200	0.002	7	200	0.002
10:00 - 11:00	7	200	0.000	7	200	0.001	7	200	0.001
11:00 - 12:00	7	200	0.001	7	200	0.001	7	200	0.002
12:00 - 13:00	7	200	0.001	7	200	0.003	7	200	0.004
13:00 - 14:00	7	200	0.002	7	200	0.002	7	200	0.004
14:00 - 15:00	7	200	0.001	7	200	0.000	7	200	0.001
15:00 - 16:00	7	200	0.004	7	200	0.002	7	200	0.006
16:00 - 17:00	7	200	0.003	7	200	0.001	7	200	0.004
17:00 - 18:00	7	200	0.016	7	200	0.000	7	200	0.016
18:00 - 19:00	7	200	0.012	7	200	0.000	7	200	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.039			0.079

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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	7	200	0.000	7	200	0.033	7	200	0.033
08:00 - 09:00	7	200	0.000	7	200	0.023	7	200	0.023
09:00 - 10:00	7	200	0.000	7	200	0.013	7	200	0.013
10:00 - 11:00	7	200	0.004	7	200	0.007	7	200	0.011
11:00 - 12:00	7	200	0.006	7	200	0.007	7	200	0.013
12:00 - 13:00	7	200	0.008	7	200	0.008	7	200	0.016
13:00 - 14:00	7	200	0.008	7	200	0.007	7	200	0.015
14:00 - 15:00	7	200	0.007	7	200	0.010	7	200	0.017
15:00 - 16:00	7	200	0.026	7	200	0.004	7	200	0.030
16:00 - 17:00	7	200	0.019	7	200	0.006	7	200	0.025
17:00 - 18:00	7	200	0.030	7	200	0.003	7	200	0.033
18:00 - 19:00	7	200	0.019	7	200	0.001	7	200	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.127			0.122			0.249

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.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.81

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	7	200	0.094	7	200	0.486	7	200	0.580
08:00 - 09:00	7	200	0.174	7	200	0.750	7	200	0.924
09:00 - 10:00	7	200	0.211	7	200	0.255	7	200	0.466
10:00 - 11:00	7	200	0.183	7	200	0.226	7	200	0.409
11:00 - 12:00	7	200	0.194	7	200	0.215	7	200	0.409
12:00 - 13:00	7	200	0.233	7	200	0.215	7	200	0.448
13:00 - 14:00	7	200	0.245	7	200	0.215	7	200	0.460
14:00 - 15:00	7	200	0.227	7	200	0.271	7	200	0.498
15:00 - 16:00	7	200	0.541	7	200	0.268	7	200	0.809
16:00 - 17:00	7	200	0.481	7	200	0.272	7	200	0.753
17:00 - 18:00	7	200	0.558	7	200	0.255	7	200	0.813
18:00 - 19:00	7	200	0.480	7	200	0.253	7	200	0.733
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.621			3.681			7.302

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.

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

MULTI-MODAL CARS

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	7	200	0.052	7	200	0.222	7	200	0.274
08:00 - 09:00	7	200	0.092	7	200	0.301	7	200	0.393
09:00 - 10:00	7	200	0.104	7	200	0.119	7	200	0.223
10:00 - 11:00	7	200	0.089	7	200	0.110	7	200	0.199
11:00 - 12:00	7	200	0.093	7	200	0.097	7	200	0.190
12:00 - 13:00	7	200	0.122	7	200	0.102	7	200	0.224
13:00 - 14:00	7	200	0.112	7	200	0.099	7	200	0.211
14:00 - 15:00	7	200	0.109	7	200	0.127	7	200	0.236
15:00 - 16:00	7	200	0.191	7	200	0.137	7	200	0.328
16:00 - 17:00	7	200	0.213	7	200	0.139	7	200	0.352
17:00 - 18:00	7	200	0.267	7	200	0.137	7	200	0.404
18:00 - 19:00	7	200	0.237	7	200	0.126	7	200	0.363
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.681			1.716			3.397

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.

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

MULTI-MODAL LGVS

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	7	200	0.014	7	200	0.041	7	200	0.055
08:00 - 09:00	7	200	0.021	7	200	0.039	7	200	0.060
09:00 - 10:00	7	200	0.016	7	200	0.013	7	200	0.029
10:00 - 11:00	7	200	0.017	7	200	0.022	7	200	0.039
11:00 - 12:00	7	200	0.021	7	200	0.026	7	200	0.047
12:00 - 13:00	7	200	0.024	7	200	0.019	7	200	0.043
13:00 - 14:00	7	200	0.021	7	200	0.022	7	200	0.043
14:00 - 15:00	7	200	0.015	7	200	0.017	7	200	0.032
15:00 - 16:00	7	200	0.019	7	200	0.009	7	200	0.028
16:00 - 17:00	7	200	0.024	7	200	0.016	7	200	0.040
17:00 - 18:00	7	200	0.031	7	200	0.014	7	200	0.045
18:00 - 19:00	7	200	0.021	7	200	0.017	7	200	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.244			0.255			0.499

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.

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

MULTI-MODAL MOTOR CYCLES

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	7	200	0.000	7	200	0.002	7	200	0.002
08:00 - 09:00	7	200	0.000	7	200	0.004	7	200	0.004
09:00 - 10:00	7	200	0.001	7	200	0.001	7	200	0.002
10:00 - 11:00	7	200	0.000	7	200	0.000	7	200	0.000
11:00 - 12:00	7	200	0.000	7	200	0.001	7	200	0.001
12:00 - 13:00	7	200	0.001	7	200	0.001	7	200	0.002
13:00 - 14:00	7	200	0.001	7	200	0.001	7	200	0.002
14:00 - 15:00	7	200	0.001	7	200	0.000	7	200	0.001
15:00 - 16:00	7	200	0.001	7	200	0.000	7	200	0.001
16:00 - 17:00	7	200	0.001	7	200	0.000	7	200	0.001
17:00 - 18:00	7	200	0.002	7	200	0.001	7	200	0.003
18:00 - 19:00	7	200	0.002	7	200	0.001	7	200	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.012			0.022

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.

APPENDIX D. Distribution Model

Employment

Location	Route 1	Route 2	Route 3	Journey Time (mins)	Average Time	2011 Census		P/T	% of total	Car driver mode split	% of Car Driver	% by Route	% of Car Driver by Route
						Total Population							
Balcombe	B2118 N	B2118 N - A23	/	16	16	1,424	89	89	0.4%	89%	0%	100%	0%
Brighton	B2118 S	/	/	26	26	229,700	8835	81%	36.0%	29%	35%	100%	35%
Burgess Hill	B2118 N	B2118 N - A23	A23 - A2300	11	11	30,109	2737	77%	11.2%	9%	10%	100%	10%
Crawley	B2118 N	B2118 N - A23	/	15	15	106,943	7130	92%	29.1%	27%	32%	100%	32%
Crawley Down	B2118 N	B2118 N - A23	/	22	22	4,598	209	63%	0.9%	1%	1%	100%	1%
Hassocks	B2118 S	B2118 S - Albourne Road	/	11	11	7,667	697	64%	2.8%	2%	2%	100%	2%
Haywards Heath	B2118 N	B2118 N - A23	/	13	13	27,057	2081	82%	8.5%	7%	8%	50%	4%
	B2118 N	B2118 N - A23	A23 - A2300	13	13			82%				50%	4%
Horsham	B2118 N	B2118 N - A23	/	22	22	2,199	100	0%	0.4%	0%	0%	100%	0%
Lewes	B2118 S	/	/	24	24	1,753	73	90%	0.3%	0%	0%	100%	0%
Bolney	B2118 N	B2118 N - A23	/	7	7	1,668	238	28%	1.0%	0%	0%	100%	0%
Goddards Green	B2118 N	B2118 N - Mill Lane	/	6	6	1,533	256	89%	1.0%	1%	1%	100%	1%
Hurstpierpoint West	B2118 S	B2118 S - Albourne Road	/	6	6	1,783	297	89%	1.2%	1%	1%	100%	1%
Poynings	B2118 S	/	/	12	12	1,666	139	89%	0.6%	1%	1%	100%	1%
Sayers Common	B2118 S	/	/	1	1	1,576	1576	89%	6.4%	6%	7%	100%	7%
Tandridge	B2118 N	B2118 N - A23	/	30	30	1,529	51	28%	0.2%	0%	0%	100%	0%
							24507		100.0%		100%	100%	100%

Education

Location	Route 1	Route 2	Route 3	Journey Time (mins)	Average Time	2011 Census		P/T	% of total	Car driver mode split	% of Car Driver	% by Route	% of Car Driver by Route
						Total Population							
Balcombe - CE Primary School	B2118 N	B2118 N - A23	/	16	16	1,424	89	89%	0.4%	0%	0%	100%	0%
Brighton - King's School Hove	B2118 S	/	/	19	19	229,700	12089	81%	49.3%	40%	48%	100%	48%
Burgess Hill - Burgess Hill Academy	B2118 N	B2118 N - A23	A23 - A2300	14	14	30,109	2151	77%	8.8%	7%	8%	100%	8%
Crawley - Thomas Bennett Community College	B2118 N	B2118 N - A23	/	15	15	106,943	7130	92%	29.1%	27%	32%	100%	32%
Crawley Down - Imberhome School	B2118 N	B2118 N - A23	/	33	33	4,598	139	63%	0.6%	0%	0%	100%	0%
Hassocks - Downlands Community School	B2118 S	B2118 S - Albourne Road	/	14	14	7,667	548	64%	2.2%	1%	2%	100%	2%
Haywards Heath College	B2118 N	B2118 N - A23	/	16	16	27,057	1691	82%	6.9%	6%	7%	50%	3%
	B2118 N	B2118 N - A23	A23 - A2300	16	16			82%				50%	3%
Horsham - The Forest School	B2118 N	B2118 N - A23	/	22	22	2,199	100	0%	0.4%	0%	0%	100%	0%
Lewes - Old Grammar Junior School	B2118 S	/	/	26	26	1,753	67	90%	0.3%	0%	0%	100%	0%
Bolney - CE Primary School	B2118 N	B2118 N - A23	/	7	7	1,668	238	28%	1.0%	0%	0%	100%	0%
Goddards Green - St. Paul's Catholic College	B2118 N	B2118 N - Mill Lane	/	7	7	1,533	219	89%	0.9%	1%	1%	100%	1%
Hurstpierpoint West	B2118 S	B2118 S - Albourne Road	/	6	6	1,783	297	89%	1.2%	1%	1%	100%	1%
Poynings	B2118 S	/	/	12	12	1,666	139	89%	0.6%	1%	1%	100%	1%
Sayers Common	B2118 S	/	/	1	1	1,576	1576	89%	6.4%	6%	7%	100%	7%
Tandridge - St. Peter's CE	B2118 N	B2118 N - A23	/	37	37	1,529	41	28%	0.2%	0%	0%	100%	0%
							26515		108.2%		108%	100%	108%

Leisure

Location	Route 1	Route 2	Route 3	Journey Time (mins)	Average Time	2011 Census		P/T	% of total	Car driver mode split	% of Car Driver	% by Route	% of Car Driver by Route
						Total Population							
Balcombe - Cricket Club	B2118 N	B2118 N - A23	/	16	16	1,424	89	89%	0.4%	0%	0%	100%	0%
Brighton - Beach	B2118 S	/	/	26	26	229,700	8835	81%	36.0%	29%	35%	100%	35%
Burgess Hill - The Triangle	B2118 N	B2118 N - A23	A23 - A2300	11	11	30,109	2737	77%	11.2%	9%	10%	100%	10%
Crawley - K2	B2118 N	B2118 N - A23	/	15	15	106,943	7130	92%	29.1%	27%	32%	100%	32%
Crawley Down - Worth Way Country Park	B2118 N	B2118 N - A23	/	22	22	4,598	209	63%	0.9%	1%	1%	100%	1%
Hassocks - Sports Centre	B2118 S	B2118 S - Albourne Road	/	11	11	7,667	697	64%	2.8%	2%	2%	100%	2%
Haywards Heath - The Dolphin	B2118 N	B2118 N - A23	/	13	13	27,057	2081	82%	8.5%	7%	8%	50%	4%
	B2118 N	B2118 N - A23	A23 - A2300	13	13			82%				50%	4%
Horsham - Park	B2118 N	B2118 N - A23	/	22	22	2,199	100	0%	0.4%	0%	0%	100%	0%
Lewes - Golf Club	B2118 S	/	/	24	24	1,753	73	90%	0.3%	0%	0%	100%	0%
Bolney - Wine Estate	B2118 N	B2118 N - A23	/	7	7	1,668	238	28%	1.0%	0%	0%	100%	0%
Goddards Green - AR Kartz	B2118 N	B2118 N - Mill Lane	/	6	6	1,533	256	89%	1.0%	1%	1%	100%	1%
Hurstpierpoint West - Highfield Astro	B2118 S	B2118 S - Albourne Road	/	6	6	1,783	297	89%	1.2%	1%	1%	100%	1%
Poynings - Cricket Club	B2118 S	/	/	12	12	1,666	139	89%	0.6%	1%	1%	100%	1%
Sayers Common	B2118 S	/	/	1	1	1,576	1576	89%	6.4%	6%	7%	100%	7%
Tandridge	B2118 N	B2118 N - A23	/	30	30	1,529	51	28%	0.2%	0%	0%	100%	0%
							24507		100.0%		100%	100%	100%

Combined

Location	Route 1	Route 2	Route 3	Average Journey Time	2011 Census		P/T	% of total	Car driver mode split	% of Car Driver	% by Route	% of Car Driver by Route
					Total Population							
Balcombe	B2118 N	B2118 N - A23	/	16	1,424	89	89	0.4%	89%	0%	100%	0%
Brighton	B2118 S	/	/	24	229,700	9706	81%	39.6%	32%	39%	100%	39%
Burgess Hill	B2118 N	B2118 N - A23	A23 - A2300	12	30,109	2509	77%	10.2%	8%	9%	100%	9%
Crawley	B2118 N	B2118 N - A23	/	15	106,943	7130	92%	29.1%	27%	32%	100%	32%
Crawley Down	B2118 N	B2118 N - A23	/	26	4,598	179	63%	0.7%	0%	1%	100%	1%
Hassocks	B2118 S	B2118 S - Albourne Road	/	12	7,667	639	64%	2.6%	2%	2%	100%	2%
Haywards Heath	B2118 N	B2118 N - A23	/	14	27,057	1933	82%	7.9%	6%	8%	50%	4%
	B2118 N	B2118 N - A23	A23 - A2300	13			82%				50%	4%
Horsham	B2118 N	B2118 N - A23	/	22	2,199	100	0%	0.4%	0%	0%	100%	0%
Lewes	B2118 S	/	/	25	1,753	71	90%	0.3%	0%	0%	100%	0%
Bolney	B2118 N	B2118 N - A23	/	7	1,668	238	28%	1.0%	0%	0%	100%	0%
Goddards Green	B2118 N	B2118 N - Mill Lane	/	6	1,533	242	89%	1.0%	1%	1%	100%	1%
Hurstpierpoint West	B2118 S	B2118 S - Albourne Road	/	6	1,783	297	89%	1.2%	1%	1%	100%	1%
Poynings	B2118 S	/	/	12	1,666	139	89%	0.6%	1%	1%	100%	1%
Sayers Common	B2118 S	/	/	1	1,576	1576	89%	6.4%	6%	7%	100%	7%
Tandridge	B2118 N	B2118 N - A23	/	32	1,529	47	28%	0.2%	0%	0%	100%	0%
						24895		101.6%		101%	100%	102%

Where there is no relevant existing facility

Route 1	Proportion of Cars	57%
B2118 N	53%	30%
B2118 S	47%	26%
Total	100%	57%

Route 2	Proportion of Cars	57%
B2118 N - A23	52%	30%
B2118 N - Mill Lane	1%	1%
B2118 S - Albourne Road	3%	2%
/	43%	24%
Total	100%	57%

Route 3	Proportion of Cars	57%
A23 - A2300	14.52%	8%
/	85.48%	49%
Total	100%	57%

APPENDIX E. Junctions 11 Outputs

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: A2300_A23 Slip Roads_Shell Access.j11
Path: S:\Projects\19000 Series\19984ITS - Land West of B2118 Sayers Common\Tech\Junction Assessments\Arcady\A2300_A23 Slip Road_Shell Access
Report generation date: 06/01/2026 12:10:45

- »D3 - 2025 | Observed | AM
- »D4 - 2025 | Observed | PM
- »D5 - 2031 | Future Year | AM
- »D6 - 2031 | Future Year | PM
- »D9 - 2031 | 'With Development' | AM
- »D10 - 2031 | 'With Development' | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2025 - Observed												
A23 Off-Slip	D3	1.2	4.51	0.54	A	5.12	D4	0.9	3.73	0.46	A	4.58
A2300 (East)		1.8	4.74	0.64	A			1.5	4.21	0.60	A	
Shell Access		0.6	12.26	0.37	B			0.6	10.96	0.36	B	
A2300 (West)		0.9	4.89	0.48	A			0.7	4.58	0.41	A	
2031 - Future Year												
A23 Off-Slip	D5	1.4	5.04	0.58	A	5.75	D6	1.0	4.04	0.50	A	5.03
A2300 (East)		2.1	5.34	0.68	A			1.7	4.64	0.63	A	
Shell Access		0.7	14.87	0.43	B			0.7	12.92	0.41	B	
A2300 (West)		1.0	5.19	0.51	A			0.8	4.78	0.43	A	
2031 - 'With Development'												
A23 Off-Slip	D9	1.4	5.04	0.58	A	5.77	D10	1.0	4.05	0.50	A	5.04
A2300 (East)		2.1	5.38	0.68	A			1.7	4.64	0.63	A	
Shell Access		0.8	15.06	0.43	C			0.7	12.92	0.41	B	
A2300 (West)		1.0	5.19	0.51	A			0.8	4.80	0.43	A	

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

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

File summary

File Description

Title	A2300 / A23 Slip Roads / Shell Access
Location	Sayers Common
Site number	
Date	15/07/2025
Version	
Status	Existing
Identifier	
Client	Wates Developments Ltd
Jobnumber	ITS19984
Enumerator	DM
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2024	Base Flows	AM	ONE HOUR	07:45	09:15	15			
D2	2024	Base Flows	PM	ONE HOUR	16:15	17:45	15			
D3	2025	Observed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1
D4	2025	Observed	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G2
D5	2031	Future Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3*G3
D6	2031	Future Year	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4*G4
D7	Development AM	Base	AM	ONE HOUR	07:45	09:15	15			
D8	Development PM	Base	PM	ONE HOUR	16:15	17:45	15			
D9	2031	'With Development'	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7
D10	2031	'With Development'	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D6+D8

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2025		1.0155
G2	2024-2025		1.0155
G3	2025-2030		1.0575
G4	2025-2030		1.0580

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

Analysis Set Details

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

D3 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / A23 Slip Roads / Shell Access	Standard Roundabout		1, 2, 3, 4, 5	5.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.12	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A23 Off-Slip		
2	A2300 (East)		
3	Shell Access		
4	A23 SB On-Slip		
5	A2300 (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A23 Off-Slip	8.06	9.56	3.3	16.1	49.7	67.0	✓	
A2300 (East)	7.88	8.36	5.8	18.9	49.7	59.0		
Shell Access	3.20	3.86	3.9	25.2	49.7	9.0		
A23 SB On-Slip								✓
A2300 (West)	3.63	5.40	6.2	15.8	49.7	6.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A23 Off-Slip	0.675	2257
A2300 (East)	0.683	2243
Shell Access	0.537	1190
A23 SB On-Slip		
A2300 (West)	0.588	1478

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2025	Observed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Off-Slip		ONE HOUR	✓	842	100.000
A2300 (East)		ONE HOUR	✓	1231	100.000
Shell Access		ONE HOUR	✓	157	100.000
A23 SB On-Slip					
A2300 (West)		ONE HOUR	✓	612	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)
From	A23 Off-Slip	0	733	51	7	51
	A2300 (East)	0	56	85	352	737
	Shell Access	0	48	0	51	59
	A23 SB On-Slip	0	0	0	0	0
	A2300 (West)	0	549	43	20	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)
From	A23 Off-Slip	0	0	0	0	0
	A2300 (East)	0	0	0	0	0
	Shell Access	0	0	0	0	0
	A23 SB On-Slip	0	0	0	0	0
	A2300 (West)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Off-Slip	0.54	4.51	1.2	A	772	1159
A2300 (East)	0.64	4.74	1.8	A	1129	1694
Shell Access	0.37	12.26	0.6	B	144	217
A23 SB On-Slip						
A2300 (West)	0.48	4.89	0.9	A	562	843

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	634	158	537	1895	0.334	632	0	0.0	0.5	2.844	A
A2300 (East)	927	232	129	2155	0.430	924	1040	0.0	0.7	2.915	A
Shell Access	119	30	918	697	0.170	118	134	0.0	0.2	6.204	A
A23 SB On-Slip			713				323				
A2300 (West)	461	115	78	1432	0.322	459	635	0.0	0.5	3.694	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	757	189	643	1823	0.415	756	0	0.5	0.7	3.371	A
A2300 (East)	1106	277	154	2138	0.517	1105	1245	0.7	1.1	3.480	A
Shell Access	142	35	1099	600	0.236	141	160	0.2	0.3	7.836	A
A23 SB On-Slip			853				387				
A2300 (West)	550	138	93	1423	0.387	550	760	0.5	0.6	4.119	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	927	232	787	1726	0.537	925	0	0.7	1.1	4.484	A
A2300 (East)	1355	339	189	2115	0.641	1352	1523	1.1	1.8	4.706	A
Shell Access	173	43	1345	468	0.370	172	196	0.3	0.6	12.121	B
A23 SB On-Slip			1044				473				
A2300 (West)	674	169	114	1411	0.478	673	930	0.6	0.9	4.871	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	927	232	788	1725	0.537	927	0	1.1	1.2	4.509	A
A2300 (East)	1355	339	189	2114	0.641	1355	1526	1.8	1.8	4.741	A
Shell Access	173	43	1347	467	0.371	173	197	0.6	0.6	12.263	B
A23 SB On-Slip			1046				474				
A2300 (West)	674	169	114	1411	0.478	674	932	0.9	0.9	4.886	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	757	189	645	1822	0.415	759	0	1.2	0.7	3.390	A
A2300 (East)	1106	277	155	2138	0.518	1109	1249	1.8	1.1	3.511	A
Shell Access	142	35	1103	598	0.237	143	161	0.6	0.3	7.923	A
A23 SB On-Slip			857				388				
A2300 (West)	550	138	94	1423	0.387	552	764	0.9	0.6	4.138	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	634	158	540	1893	0.335	635	0	0.7	0.5	2.864	A
A2300 (East)	927	232	129	2155	0.430	928	1045	1.1	0.8	2.938	A
Shell Access	119	30	923	695	0.171	119	135	0.3	0.2	6.255	A
A23 SB On-Slip			717				325				
A2300 (West)	461	115	78	1432	0.322	462	639	0.6	0.5	3.711	A

D4 - 2025 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / A23 Slip Roads / Shell Access	Standard Roundabout		1, 2, 3, 4, 5	4.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2025	Observed	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G2

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Off-Slip		ONE HOUR	✓	762	100.000
A2300 (East)		ONE HOUR	✓	1151	100.000
Shell Access		ONE HOUR	✓	169	100.000
A23 SB On-Slip					
A2300 (West)		ONE HOUR	✓	523	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)
From	A23 Off-Slip	0	670	53	3	36
	A2300 (East)	0	23	67	416	644
	Shell Access	0	64	0	44	61
	A23 SB On-Slip	0	0	0	0	0
	A2300 (West)	0	454	48	21	0

Vehicle Mix

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

Heavy Vehicle %

From	To					
	A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)	
A23 Off-Slip	0	0	0	0	0	0
A2300 (East)	0	0	0	0	0	0
Shell Access	0	0	0	0	0	0
A23 SB On-Slip	0	0	0	0	0	0
A2300 (West)	0	8	0	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Off-Slip	0.46	3.73	0.9	A	699	1048
A2300 (East)	0.60	4.21	1.5	A	1056	1584
Shell Access	0.36	10.96	0.6	B	155	232
A23 SB On-Slip						
A2300 (West)	0.41	4.58	0.7	A	480	720

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	573	143	457	1949	0.294	572	0	0.0	0.4	2.611	A
A2300 (East)	866	217	120	2161	0.401	864	909	0.0	0.7	2.768	A
Shell Access	127	32	858	729	0.174	126	126	0.0	0.2	5.959	A
A23 SB On-Slip			621				363				
A2300 (West)	394	98	65	1439	0.274	392	555	0.0	0.4	3.690	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	685	171	548	1887	0.363	684	0	0.4	0.6	2.990	A
A2300 (East)	1034	259	144	2145	0.482	1033	1088	0.7	0.9	3.235	A
Shell Access	152	38	1027	639	0.237	151	150	0.2	0.3	7.377	A
A23 SB On-Slip			743				435				
A2300 (West)	470	118	78	1432	0.328	470	665	0.4	0.5	4.020	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	839	210	671	1805	0.465	837	0	0.6	0.9	3.717	A
A2300 (East)	1267	317	176	2123	0.597	1265	1332	0.9	1.5	4.185	A
Shell Access	186	46	1257	515	0.360	185	184	0.3	0.6	10.856	B
A23 SB On-Slip			909				532				
A2300 (West)	576	144	96	1422	0.405	575	813	0.5	0.7	4.567	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	839	210	672	1804	0.465	839	0	0.9	0.9	3.729	A
A2300 (East)	1267	317	177	2123	0.597	1267	1334	1.5	1.5	4.205	A
Shell Access	186	46	1259	514	0.361	186	184	0.6	0.6	10.955	B
A23 SB On-Slip			911				533				
A2300 (West)	576	144	96	1421	0.405	576	815	0.7	0.7	4.576	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	685	171	550	1886	0.363	686	0	0.9	0.6	3.003	A
A2300 (East)	1034	259	144	2145	0.482	1036	1091	1.5	0.9	3.256	A
Shell Access	152	38	1030	637	0.238	153	151	0.6	0.3	7.447	A
A23 SB On-Slip			746				437				
A2300 (West)	470	118	79	1431	0.328	471	667	0.7	0.5	4.033	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	573	143	460	1947	0.295	574	0	0.6	0.4	2.625	A
A2300 (East)	866	217	121	2161	0.401	867	913	0.9	0.7	2.786	A
Shell Access	127	32	862	727	0.174	127	126	0.3	0.2	6.005	A
A23 SB On-Slip			624				365				
A2300 (West)	394	98	66	1439	0.274	394	558	0.5	0.4	3.706	A

D5 - 2031 | Future Year | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / A23 Slip Roads / Shell Access	Standard Roundabout		1, 2, 3, 4, 5	5.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031	Future Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3*G3

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Off-Slip		ONE HOUR	✓	890	100.000
A2300 (East)		ONE HOUR	✓	1302	100.000
Shell Access		ONE HOUR	✓	166	100.000
A23 SB On-Slip					
A2300 (West)		ONE HOUR	✓	648	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)
From	A23 Off-Slip	0	775	54	8	54
	A2300 (East)	0	59	90	373	780
	Shell Access	0	50	0	54	62
	A23 SB On-Slip	0	0	0	0	0
	A2300 (West)	0	581	45	21	0

Vehicle Mix

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

Heavy Vehicle %

From	To					
	A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)	
A23 Off-Slip	0	0	0	0	0	0
A2300 (East)	0	0	0	0	0	0
Shell Access	0	0	0	0	0	0
A23 SB On-Slip	0	0	0	0	0	0
A2300 (West)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Off-Slip	0.58	5.04	1.4	A	817	1225
A2300 (East)	0.68	5.34	2.1	A	1194	1791
Shell Access	0.43	14.87	0.7	B	153	229
A23 SB On-Slip						
A2300 (West)	0.51	5.19	1.0	A	594	891

Main Results for each time segment
07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	670	168	567	1874	0.358	668	0	0.0	0.6	2.980	A
A2300 (East)	980	245	136	2150	0.456	977	1099	0.0	0.8	3.058	A
Shell Access	125	31	971	669	0.187	124	142	0.0	0.2	6.602	A
A23 SB On-Slip			754				341				
A2300 (West)	488	122	82	1430	0.341	485	672	0.0	0.5	3.805	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	800	200	680	1798	0.445	799	0	0.6	0.8	3.600	A
A2300 (East)	1170	293	163	2132	0.549	1169	1316	0.8	1.2	3.725	A
Shell Access	150	37	1162	566	0.264	149	170	0.2	0.4	8.620	A
A23 SB On-Slip			902				409				
A2300 (West)	582	146	98	1420	0.410	581	804	0.5	0.7	4.289	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	980	245	832	1696	0.578	978	0	0.8	1.4	5.000	A
A2300 (East)	1433	358	199	2107	0.680	1430	1610	1.2	2.1	5.285	A
Shell Access	183	46	1421	427	0.429	182	208	0.4	0.7	14.594	B
A23 SB On-Slip			1103				500				
A2300 (West)	713	178	120	1407	0.507	712	983	0.7	1.0	5.166	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	980	245	834	1695	0.578	980	0	1.4	1.4	5.038	A
A2300 (East)	1433	358	200	2107	0.680	1433	1614	2.1	2.1	5.339	A
Shell Access	183	46	1425	425	0.431	183	208	0.7	0.7	14.873	B
A23 SB On-Slip			1107				501				
A2300 (West)	713	178	121	1407	0.507	713	986	1.0	1.0	5.187	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	800	200	683	1797	0.445	803	0	1.4	0.8	3.631	A
A2300 (East)	1170	293	164	2132	0.549	1174	1321	2.1	1.2	3.773	A
Shell Access	150	37	1167	564	0.266	151	170	0.7	0.4	8.761	A
A23 SB On-Slip			907				411				
A2300 (West)	582	146	99	1420	0.410	583	808	1.0	0.7	4.313	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	670	168	571	1872	0.358	671	0	0.8	0.6	3.000	A
A2300 (East)	980	245	137	2150	0.456	981	1105	1.2	0.8	3.084	A
Shell Access	125	31	976	666	0.188	126	143	0.4	0.2	6.668	A
A23 SB On-Slip			758				343				
A2300 (West)	488	122	83	1429	0.341	488	675	0.7	0.5	3.827	A

D6 - 2031 | Future Year | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / A23 Slip Roads / Shell Access	Standard Roundabout		1, 2, 3, 4, 5	5.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031	Future Year	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4*G4

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Off-Slip		ONE HOUR	✓	806	100.000
A2300 (East)		ONE HOUR	✓	1217	100.000
Shell Access		ONE HOUR	✓	178	100.000
A23 SB On-Slip					
A2300 (West)		ONE HOUR	✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)
From	A23 Off-Slip	0	709	56	3	38
	A2300 (East)	0	25	71	441	681
	Shell Access	0	68	0	46	64
	A23 SB On-Slip	0	0	0	0	0
	A2300 (West)	0	480	50	23	0

Vehicle Mix

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

Heavy Vehicle %

		To				
From		A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)
	A23 Off-Slip	0	0	0	0	0
	A2300 (East)	0	0	0	0	0
	Shell Access	0	0	0	0	0
	A23 SB On-Slip	0	0	0	0	0
	A2300 (West)	0	8	0	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Off-Slip	0.50	4.04	1.0	A	739	1109
A2300 (East)	0.63	4.64	1.7	A	1117	1676
Shell Access	0.41	12.92	0.7	B	164	245
A23 SB On-Slip						
A2300 (West)	0.43	4.78	0.8	A	508	762

Main Results for each time segment
16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	607	152	484	1931	0.314	605	0	0.0	0.5	2.712	A
A2300 (East)	916	229	127	2156	0.425	914	961	0.0	0.7	2.887	A
Shell Access	134	34	908	703	0.191	133	133	0.0	0.2	6.313	A
A23 SB On-Slip			657				384				
A2300 (West)	417	104	69	1437	0.290	415	588	0.0	0.4	3.778	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	724	181	580	1866	0.388	724	0	0.5	0.6	3.150	A
A2300 (East)	1094	274	152	2139	0.512	1093	1151	0.7	1.0	3.436	A
Shell Access	160	40	1086	607	0.264	160	159	0.2	0.4	8.046	A
A23 SB On-Slip			786				460				
A2300 (West)	497	124	83	1429	0.348	497	703	0.4	0.6	4.149	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	887	222	709	1778	0.499	886	0	0.6	1.0	4.026	A
A2300 (East)	1340	335	187	2116	0.633	1338	1409	1.0	1.7	4.610	A
Shell Access	196	49	1329	476	0.412	195	195	0.4	0.7	12.741	B
A23 SB On-Slip			962				563				
A2300 (West)	609	152	101	1418	0.430	608	860	0.6	0.8	4.772	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	887	222	711	1777	0.499	887	0	1.0	1.0	4.043	A
A2300 (East)	1340	335	187	2116	0.633	1340	1411	1.7	1.7	4.642	A
Shell Access	196	49	1332	475	0.413	196	195	0.7	0.7	12.918	B
A23 SB On-Slip			964				564				
A2300 (West)	609	152	102	1418	0.430	609	862	0.8	0.8	4.783	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	724	181	582	1864	0.389	726	0	1.0	0.6	3.164	A
A2300 (East)	1094	274	153	2139	0.512	1097	1155	1.7	1.1	3.465	A
Shell Access	160	40	1090	605	0.265	162	160	0.7	0.4	8.148	A
A23 SB On-Slip			790				462				
A2300 (West)	497	124	84	1429	0.348	498	706	0.8	0.6	4.162	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	607	152	487	1929	0.315	607	0	0.6	0.5	2.725	A
A2300 (East)	916	229	128	2156	0.425	918	966	1.1	0.7	2.909	A
Shell Access	134	34	912	700	0.192	135	134	0.4	0.2	6.372	A
A23 SB On-Slip			660				386				
A2300 (West)	417	104	70	1437	0.290	417	591	0.6	0.4	3.798	A

D9 - 2031 | 'With Development' | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / A23 Slip Roads / Shell Access	Standard Roundabout		1, 2, 3, 4, 5	5.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2031	'With Development'	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Off-Slip		ONE HOUR	✓	890	100.000
A2300 (East)		ONE HOUR	✓	1307	100.000
Shell Access		ONE HOUR	✓	166	100.000
A23 SB On-Slip					
A2300 (West)		ONE HOUR	✓	648	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)
From	A23 Off-Slip	0	775	54	8	54
	A2300 (East)	0	59	90	375	783
	Shell Access	0	50	0	54	62
	A23 SB On-Slip	0	0	0	0	0
	A2300 (West)	0	581	45	21	0

Vehicle Mix

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

Heavy Vehicle %

From	To					
	A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)	
A23 Off-Slip	0	0	0	0	0	0
A2300 (East)	0	0	0	0	0	0
Shell Access	0	0	0	0	0	0
A23 SB On-Slip	0	0	0	0	0	0
A2300 (West)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Off-Slip	0.58	5.04	1.4	A	817	1225
A2300 (East)	0.68	5.38	2.1	A	1199	1798
Shell Access	0.43	15.06	0.8	C	153	229
A23 SB On-Slip						
A2300 (West)	0.51	5.19	1.0	A	594	891

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	670	168	567	1874	0.358	668	0	0.0	0.6	2.980	A
A2300 (East)	984	246	136	2150	0.457	980	1099	0.0	0.8	3.067	A
Shell Access	125	31	975	667	0.188	124	142	0.0	0.2	6.627	A
A23 SB On-Slip			756				343				
A2300 (West)	488	122	82	1430	0.341	485	674	0.0	0.5	3.805	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	800	200	680	1798	0.445	799	0	0.6	0.8	3.600	A
A2300 (East)	1175	294	163	2132	0.551	1173	1316	0.8	1.2	3.747	A
Shell Access	150	37	1166	564	0.265	149	170	0.2	0.4	8.670	A
A23 SB On-Slip			905				411				
A2300 (West)	582	146	98	1420	0.410	581	807	0.5	0.7	4.289	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	980	245	832	1696	0.578	978	0	0.8	1.4	5.000	A
A2300 (East)	1439	360	199	2107	0.683	1435	1610	1.2	2.1	5.326	A
Shell Access	183	46	1427	424	0.432	182	208	0.4	0.7	14.765	B
A23 SB On-Slip			1107				502				
A2300 (West)	713	178	120	1407	0.507	712	987	0.7	1.0	5.166	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	980	245	834	1695	0.578	980	0	1.4	1.4	5.038	A
A2300 (East)	1439	360	200	2107	0.683	1438	1614	2.1	2.1	5.383	A
Shell Access	183	46	1430	422	0.434	183	208	0.7	0.8	15.057	C
A23 SB On-Slip			1110				503				
A2300 (West)	713	178	121	1407	0.507	713	989	1.0	1.0	5.187	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	800	200	683	1797	0.445	803	0	1.4	0.8	3.631	A
A2300 (East)	1175	294	164	2132	0.551	1178	1321	2.1	1.2	3.788	A
Shell Access	150	37	1171	561	0.267	151	170	0.8	0.4	8.814	A
A23 SB On-Slip			910				413				
A2300 (West)	582	146	99	1420	0.410	583	811	1.0	0.7	4.311	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	670	168	571	1872	0.358	671	0	0.8	0.6	3.000	A
A2300 (East)	984	246	137	2150	0.458	985	1105	1.2	0.8	3.096	A
Shell Access	125	31	980	664	0.189	126	143	0.4	0.2	6.696	A
A23 SB On-Slip			760				345				
A2300 (West)	488	122	83	1429	0.341	488	678	0.7	0.5	3.827	A

D10 - 2031 | 'With Development' | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / A23 Slip Roads / Shell Access	Standard Roundabout		1, 2, 3, 4, 5	5.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2031	'With Development'	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D6+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Off-Slip		ONE HOUR	✓	806	100.000
A2300 (East)		ONE HOUR	✓	1217	100.000
Shell Access		ONE HOUR	✓	178	100.000
A23 SB On-Slip					
A2300 (West)		ONE HOUR	✓	556	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)
From	A23 Off-Slip	0	709	56	3	38
	A2300 (East)	0	25	71	441	681
	Shell Access	0	68	0	46	64
	A23 SB On-Slip	0	0	0	0	0
	A2300 (West)	0	483	50	23	0

Vehicle Mix

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

Heavy Vehicle %

		To				
From		A23 Off-Slip	A2300 (East)	Shell Access	A23 SB On-Slip	A2300 (West)
	A23 Off-Slip	0	0	0	0	0
	A2300 (East)	0	0	0	0	0
	Shell Access	0	0	0	0	0
	A23 SB On-Slip	0	0	0	0	0
	A2300 (West)	0	8	0	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Off-Slip	0.50	4.05	1.0	A	739	1109
A2300 (East)	0.63	4.64	1.7	A	1117	1676
Shell Access	0.41	12.92	0.7	B	164	245
A23 SB On-Slip						
A2300 (West)	0.43	4.80	0.8	A	510	766

Main Results for each time segment
16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	607	152	486	1929	0.314	605	0	0.0	0.5	2.715	A
A2300 (East)	916	229	127	2156	0.425	914	964	0.0	0.7	2.887	A
Shell Access	134	34	908	703	0.191	133	133	0.0	0.2	6.313	A
A23 SB On-Slip			657				384				
A2300 (West)	419	105	69	1437	0.291	417	588	0.0	0.4	3.785	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	724	181	582	1864	0.389	724	0	0.5	0.6	3.155	A
A2300 (East)	1094	274	152	2139	0.512	1093	1154	0.7	1.0	3.436	A
Shell Access	160	40	1086	607	0.264	160	159	0.2	0.4	8.046	A
A23 SB On-Slip			786				460				
A2300 (West)	500	125	83	1429	0.350	500	703	0.4	0.6	4.158	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	887	222	713	1776	0.500	886	0	0.6	1.0	4.036	A
A2300 (East)	1340	335	187	2116	0.633	1338	1412	1.0	1.7	4.610	A
Shell Access	196	49	1329	476	0.412	195	195	0.4	0.7	12.741	B
A23 SB On-Slip			962				563				
A2300 (West)	613	153	101	1418	0.432	612	860	0.6	0.8	4.787	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	887	222	714	1775	0.500	887	0	1.0	1.0	4.053	A
A2300 (East)	1340	335	187	2116	0.633	1340	1414	1.7	1.7	4.642	A
Shell Access	196	49	1332	475	0.413	196	195	0.7	0.7	12.918	B
A23 SB On-Slip			964				564				
A2300 (West)	613	153	102	1418	0.432	612	862	0.8	0.8	4.801	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	724	181	585	1863	0.389	726	0	1.0	0.6	3.169	A
A2300 (East)	1094	274	153	2139	0.512	1097	1158	1.7	1.1	3.465	A
Shell Access	160	40	1090	605	0.265	162	160	0.7	0.4	8.148	A
A23 SB On-Slip			790				462				
A2300 (West)	500	125	84	1429	0.350	501	706	0.8	0.6	4.173	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Off-Slip	607	152	489	1927	0.315	607	0	0.6	0.5	2.730	A
A2300 (East)	916	229	128	2156	0.425	918	969	1.1	0.7	2.909	A
Shell Access	134	34	912	700	0.192	135	134	0.4	0.2	6.369	A
A23 SB On-Slip			660				386				
A2300 (West)	419	105	70	1437	0.292	419	591	0.6	0.4	3.802	A

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: A2300_Hickstead Lane.j11
Path: S:\Projects\19000 Series\19984ITS - Land West of B2118 Sayers Common\Tech\Junction Assessments\Arcady\A2300_Hickstead Lane
Report generation date: 06/01/2026 12:12:33

- »D3 - 2025 | Observed | AM
- »D4 - 2025 | Observed | PM
- »D5 - 2031 | Future Year | AM
- »D6 - 2031 | Future Year | PM
- »D9 - 2031 | 'With Development' | AM
- »D10 - 2031 | 'With Development' | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2025 - Observed												
A2300 (E)	D3	2.5	9.77	0.72	A	10.59	D4	1.7	7.42	0.63	A	7.63
A2300 (S)		2.0	12.38	0.67	B			1.2	8.44	0.55	A	
Hickstead Lane		0.3	9.73	0.22	A			0.1	6.16	0.08	A	
A2300 (N)		0.0	4.08	0.03	A			0.0	3.32	0.04	A	
2031 - Future Year												
A2300 (E)	D5	3.1	11.42	0.76	B	12.94	D6	1.9	8.23	0.66	A	8.62
A2300 (S)		2.7	16.08	0.74	C			1.5	9.83	0.61	A	
Hickstead Lane		0.4	11.28	0.26	B			0.1	6.68	0.09	A	
A2300 (N)		0.0	4.18	0.03	A			0.0	3.39	0.04	A	
2031 - 'With Development'												
A2300 (E)	D9	3.1	11.54	0.76	B	13.00	D10	1.9	8.23	0.66	A	8.75
A2300 (S)		2.7	16.08	0.74	C			1.6	10.13	0.62	B	
Hickstead Lane		0.4	11.28	0.26	B			0.1	6.76	0.09	A	
A2300 (N)		0.0	4.18	0.03	A			0.0	3.41	0.04	A	

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

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

File summary

File Description

Title	A2300 / Hickstead Lane
Location	Sayers Common
Site number	
Date	15/07/2025
Version	
Status	Existing
Identifier	
Client	Wates Developments Ltd
Jobnumber	ITS19984
Enumerator	DM
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2024	Base Flows	AM	ONE HOUR	07:45	09:15	15			
D2	2024	Base Flows	PM	ONE HOUR	16:15	17:45	15			
D3	2025	Observed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1
D4	2025	Observed	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G2
D5	2031	Future Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3*G3
D6	2031	Future Year	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4*G4
D7	Development AM	Base	AM	ONE HOUR	07:45	09:15	15			
D8	Development PM	Base	PM	ONE HOUR	16:15	17:45	15			
D9	2031	'With Development'	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7
D10	2031	'With Development'	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D6+D8

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2025		1.0155
G2	2024-2025		1.0155
G3	2025-2030		1.0575
G4	2025-2030		1.0580

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

Analysis Set Details

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

D3 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / Hickstead Lane	Standard Roundabout		1, 2, 3, 4	10.59	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.59	B

Arms

Arms

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

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A2300 (E)	4.00	5.77	5.1	10.1	32.6	48.0		
A2300 (S)	3.90	5.05	4.8	17.2	32.6	9.0		
Hickstead Lane	3.30	6.40	5.6	27.1	32.6	19.0		
A2300 (N)	3.00	7.20	7.2	53.3	32.6	12.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A2300 (E)	0.540	1303
A2300 (S)	0.628	1469
Hickstead Lane	0.611	1408
A2300 (N)	0.638	1477

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2025	Observed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A2300 (E)		ONE HOUR	✓	847	100.000
A2300 (S)		ONE HOUR	✓	536	100.000
Hickstead Lane		ONE HOUR	✓	106	100.000
A2300 (N)		ONE HOUR	✓	26	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
	A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)	
A2300 (E)	0	0	69	778	
A2300 (S)	505	0	8	23	
Hickstead Lane	84	0	0	21	
A2300 (N)	22	0	4	0	

Vehicle Mix

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

Heavy Vehicle %

From	To				
	A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)	
A2300 (E)	0	0	0	0	
A2300 (S)	0	0	0	0	
Hickstead Lane	11	0	0	14	
A2300 (N)	21	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A2300 (E)	0.72	9.77	2.5	A	777	1166
A2300 (S)	0.67	12.38	2.0	B	492	738
Hickstead Lane	0.22	9.73	0.3	A	97	145
A2300 (N)	0.03	4.08	0.0	A	24	36

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	638	159	3	1301	0.490	634	458	0.0	0.9	5.365	A
A2300 (S)	404	101	637	1069	0.378	401	0	0.0	0.6	5.373	A
Hickstead Lane	80	20	977	811	0.098	79	61	0.0	0.1	5.488	A
A2300 (N)	20	5	441	1195	0.017	20	616	0.0	0.0	3.589	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	761	190	4	1301	0.585	760	548	0.9	1.4	6.631	A
A2300 (S)	482	121	763	989	0.487	481	0	0.6	0.9	7.057	A
Hickstead Lane	95	24	1171	692	0.137	95	73	0.1	0.2	6.724	A
A2300 (N)	24	6	528	1140	0.021	24	738	0.0	0.0	3.780	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	932	233	4	1300	0.717	928	669	1.4	2.4	9.564	A
A2300 (S)	590	148	933	883	0.669	586	0	0.9	1.9	11.971	B
Hickstead Lane	116	29	1430	534	0.218	116	89	0.2	0.3	9.598	A
A2300 (N)	29	7	644	1065	0.027	29	901	0.0	0.0	4.071	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	932	233	4	1300	0.717	932	673	2.4	2.5	9.768	A
A2300 (S)	590	148	937	880	0.670	590	0	1.9	2.0	12.377	B
Hickstead Lane	116	29	1438	529	0.220	116	89	0.3	0.3	9.728	A
A2300 (N)	29	7	648	1063	0.027	29	905	0.0	0.0	4.081	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	761	190	4	1301	0.585	766	554	2.5	1.4	6.780	A
A2300 (S)	482	121	769	986	0.489	486	0	2.0	1.0	7.261	A
Hickstead Lane	95	24	1182	685	0.139	95	73	0.3	0.2	6.814	A
A2300 (N)	24	6	534	1136	0.021	24	744	0.0	0.0	3.796	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	638	159	3	1301	0.490	639	462	1.4	1.0	5.455	A
A2300 (S)	404	101	643	1065	0.379	405	0	1.0	0.6	5.466	A
Hickstead Lane	80	20	986	805	0.099	80	61	0.2	0.1	5.540	A
A2300 (N)	20	5	445	1193	0.017	20	621	0.0	0.0	3.600	A

D4 - 2025 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / Hickstead Lane	Standard Roundabout		1, 2, 3, 4	7.63	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2025	Observed	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G2

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A2300 (E)		ONE HOUR	✓	740	100.000
A2300 (S)		ONE HOUR	✓	481	100.000
Hickstead Lane		ONE HOUR	✓	45	100.000
A2300 (N)		ONE HOUR	✓	39	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)
From	A2300 (E)	0	3	83	654
	A2300 (S)	459	0	12	10
	Hickstead Lane	37	1	0	7
	A2300 (N)	35	0	4	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
	A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)	
A2300 (E)	0	0	0	0	
A2300 (S)	0	0	0	0	
Hickstead Lane	4	0	0	0	
A2300 (N)	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A2300 (E)	0.63	7.42	1.7	A	679	1019
A2300 (S)	0.55	8.44	1.2	A	442	663
Hickstead Lane	0.08	6.16	0.1	A	41	62
A2300 (N)	0.04	3.32	0.0	A	35	53

Main Results for each time segment
16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	557	139	4	1301	0.428	554	397	0.0	0.7	4.804	A
A2300 (S)	362	91	555	1120	0.324	360	3	0.0	0.5	4.728	A
Hickstead Lane	34	8	841	894	0.038	33	75	0.0	0.0	4.320	A
A2300 (N)	29	7	372	1239	0.023	29	503	0.0	0.0	2.974	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	666	166	5	1300	0.512	664	476	0.7	1.0	5.650	A
A2300 (S)	433	108	665	1051	0.412	432	4	0.5	0.7	5.806	A
Hickstead Lane	40	10	1008	792	0.051	40	89	0.0	0.1	4.944	A
A2300 (N)	35	9	446	1192	0.029	35	602	0.0	0.0	3.109	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	815	204	6	1300	0.627	813	582	1.0	1.6	7.354	A
A2300 (S)	530	132	814	958	0.553	528	4	0.7	1.2	8.334	A
Hickstead Lane	49	12	1232	655	0.075	49	109	0.1	0.1	6.139	A
A2300 (N)	42	11	545	1129	0.038	42	737	0.0	0.0	3.312	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	815	204	6	1300	0.627	815	584	1.6	1.7	7.424	A
A2300 (S)	530	132	816	956	0.554	530	4	1.2	1.2	8.441	A
Hickstead Lane	49	12	1236	652	0.075	49	110	0.1	0.1	6.164	A
A2300 (N)	42	11	547	1128	0.038	42	739	0.0	0.0	3.316	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	666	166	5	1300	0.512	668	479	1.7	1.1	5.716	A
A2300 (S)	433	108	669	1049	0.413	435	4	1.2	0.7	5.884	A
Hickstead Lane	40	10	1014	788	0.051	40	90	0.1	0.1	4.972	A
A2300 (N)	35	9	448	1190	0.029	35	606	0.0	0.0	3.117	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	557	139	4	1301	0.428	559	400	1.1	0.8	4.860	A
A2300 (S)	362	91	559	1118	0.324	363	3	0.7	0.5	4.780	A
Hickstead Lane	34	8	848	890	0.038	34	75	0.1	0.0	4.343	A
A2300 (N)	29	7	375	1237	0.023	29	506	0.0	0.0	2.981	A

D5 - 2031 | Future Year | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / Hickstead Lane	Standard Roundabout		1, 2, 3, 4	12.94	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.94	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031	Future Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3*G3

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A2300 (E)		ONE HOUR	✓	896	100.000
A2300 (S)		ONE HOUR	✓	567	100.000
Hickstead Lane		ONE HOUR	✓	112	100.000
A2300 (N)		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

	From	To			
		A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)
	A2300 (E)	0	0	73	823
	A2300 (S)	534	0	9	25
	Hickstead Lane	89	0	0	23
	A2300 (N)	24	0	4	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)
A2300 (E)	0	0	0	0
A2300 (S)	0	0	0	0
Hickstead Lane	11	0	0	14
A2300 (N)	21	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A2300 (E)	0.76	11.42	3.1	B	822	1233
A2300 (S)	0.74	16.08	2.7	C	520	780
Hickstead Lane	0.26	11.28	0.4	B	102	154
A2300 (N)	0.03	4.18	0.0	A	26	38

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	674	169	3	1301	0.518	670	484	0.0	1.1	5.669	A
A2300 (S)	427	107	673	1046	0.408	424	0	0.0	0.7	5.764	A
Hickstead Lane	84	21	1033	776	0.108	84	64	0.0	0.1	5.795	A
A2300 (N)	21	5	466	1179	0.018	21	651	0.0	0.0	3.642	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	805	201	4	1301	0.619	803	579	1.1	1.6	7.201	A
A2300 (S)	510	127	807	962	0.530	508	0	0.7	1.1	7.899	A
Hickstead Lane	100	25	1238	651	0.154	100	77	0.1	0.2	7.286	A
A2300 (N)	25	6	558	1120	0.022	25	780	0.0	0.0	3.852	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	986	247	5	1300	0.758	981	706	1.6	3.0	11.066	B
A2300 (S)	624	156	985	850	0.734	618	0	1.1	2.6	15.154	C
Hickstead Lane	123	31	1509	485	0.253	122	94	0.2	0.4	11.048	B
A2300 (N)	31	8	680	1043	0.029	31	952	0.0	0.0	4.168	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	986	247	5	1300	0.758	986	711	3.0	3.1	11.422	B
A2300 (S)	624	156	991	847	0.737	624	0	2.6	2.7	16.081	C
Hickstead Lane	123	31	1520	479	0.257	123	95	0.4	0.4	11.284	B
A2300 (N)	31	8	685	1039	0.030	31	957	0.0	0.0	4.184	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	805	201	4	1301	0.619	811	588	3.1	1.7	7.432	A
A2300 (S)	510	127	815	957	0.533	516	0	2.7	1.2	8.269	A
Hickstead Lane	100	25	1253	642	0.156	101	78	0.4	0.2	7.433	A
A2300 (N)	25	6	566	1115	0.023	25	788	0.0	0.0	3.872	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	674	169	3	1301	0.518	677	489	1.7	1.1	5.787	A
A2300 (S)	427	107	680	1042	0.410	429	0	1.2	0.7	5.887	A
Hickstead Lane	84	21	1044	770	0.109	84	65	0.2	0.1	5.863	A
A2300 (N)	21	5	471	1176	0.018	21	657	0.0	0.0	3.652	A

D6 - 2031 | Future Year | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / Hickstead Lane	Standard Roundabout		1, 2, 3, 4	8.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.62	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031	Future Year	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4*G4

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A2300 (E)		ONE HOUR	✓	783	100.000
A2300 (S)		ONE HOUR	✓	509	100.000
Hickstead Lane		ONE HOUR	✓	47	100.000
A2300 (N)		ONE HOUR	✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)
From	A2300 (E)	0	3	88	692
	A2300 (S)	486	0	13	11
	Hickstead Lane	39	1	0	8
	A2300 (N)	37	0	4	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
	A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)	
A2300 (E)	0	0	0	0	
A2300 (S)	0	0	0	0	
Hickstead Lane	4	0	0	0	
A2300 (N)	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A2300 (E)	0.66	8.23	1.9	A	719	1078
A2300 (S)	0.61	9.83	1.5	A	467	701
Hickstead Lane	0.09	6.68	0.1	A	43	65
A2300 (N)	0.04	3.39	0.0	A	37	56

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	590	147	4	1301	0.453	586	420	0.0	0.8	5.017	A
A2300 (S)	383	96	587	1100	0.349	381	3	0.0	0.5	4.995	A
Hickstead Lane	36	9	890	864	0.041	35	79	0.0	0.0	4.484	A
A2300 (N)	31	8	393	1226	0.025	31	532	0.0	0.0	3.012	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	704	176	5	1300	0.542	703	503	0.8	1.2	6.013	A
A2300 (S)	458	114	704	1027	0.446	457	4	0.5	0.8	6.303	A
Hickstead Lane	42	11	1066	756	0.056	42	94	0.0	0.1	5.206	A
A2300 (N)	37	9	471	1176	0.031	37	637	0.0	0.0	3.159	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	862	216	6	1300	0.664	859	615	1.2	1.9	8.121	A
A2300 (S)	561	140	861	928	0.604	558	5	0.8	1.5	9.642	A
Hickstead Lane	52	13	1303	611	0.085	52	116	0.1	0.1	6.640	A
A2300 (N)	45	11	576	1109	0.041	45	779	0.0	0.0	3.381	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	862	216	6	1300	0.664	862	617	1.9	1.9	8.227	A
A2300 (S)	561	140	863	927	0.605	561	5	1.5	1.5	9.832	A
Hickstead Lane	52	13	1308	608	0.086	52	116	0.1	0.1	6.681	A
A2300 (N)	45	11	578	1107	0.041	45	782	0.0	0.0	3.387	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	704	176	5	1300	0.542	707	507	1.9	1.2	6.100	A
A2300 (S)	458	114	708	1024	0.447	461	4	1.5	0.8	6.418	A
Hickstead Lane	42	11	1074	752	0.057	43	95	0.1	0.1	5.244	A
A2300 (N)	37	9	475	1173	0.031	37	641	0.0	0.0	3.166	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	590	147	4	1301	0.453	591	423	1.2	0.8	5.084	A
A2300 (S)	383	96	592	1097	0.349	385	3	0.8	0.5	5.059	A
Hickstead Lane	36	9	897	860	0.041	36	79	0.1	0.0	4.512	A
A2300 (N)	31	8	397	1223	0.025	31	536	0.0	0.0	3.017	A

D9 - 2031 | 'With Development' | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / Hickstead Lane	Standard Roundabout		1, 2, 3, 4	13.00	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.00	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2031	'With Development'	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A2300 (E)		ONE HOUR	✓	899	100.000
A2300 (S)		ONE HOUR	✓	567	100.000
Hickstead Lane		ONE HOUR	✓	112	100.000
A2300 (N)		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

	From	To			
		A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)
	A2300 (E)	0	3	73	823
	A2300 (S)	534	0	9	25
	Hickstead Lane	89	0	0	23
	A2300 (N)	24	0	4	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
	A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)	
A2300 (E)	0	0	0	0	
A2300 (S)	0	0	0	0	
Hickstead Lane	11	0	0	14	
A2300 (N)	21	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A2300 (E)	0.76	11.54	3.1	B	825	1237
A2300 (S)	0.74	16.08	2.7	C	520	780
Hickstead Lane	0.26	11.28	0.4	B	102	154
A2300 (N)	0.03	4.18	0.0	A	26	38

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	677	169	3	1301	0.520	672	484	0.0	1.1	5.687	A
A2300 (S)	427	107	673	1046	0.408	424	2	0.0	0.7	5.764	A
Hickstead Lane	84	21	1033	776	0.108	84	64	0.0	0.1	5.795	A
A2300 (N)	21	5	466	1179	0.018	21	651	0.0	0.0	3.642	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	808	202	4	1301	0.621	806	579	1.1	1.6	7.241	A
A2300 (S)	510	127	807	962	0.530	508	3	0.7	1.1	7.899	A
Hickstead Lane	100	25	1238	651	0.154	100	77	0.1	0.2	7.286	A
A2300 (N)	25	6	558	1120	0.022	25	780	0.0	0.0	3.852	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	989	247	5	1300	0.761	984	706	1.6	3.0	11.172	B
A2300 (S)	624	156	985	850	0.734	618	3	1.1	2.6	15.151	C
Hickstead Lane	123	31	1509	485	0.253	122	94	0.2	0.4	11.046	B
A2300 (N)	31	8	680	1043	0.029	31	952	0.0	0.0	4.168	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	989	247	5	1300	0.761	989	711	3.0	3.1	11.541	B
A2300 (S)	624	156	991	847	0.737	624	3	2.6	2.7	16.081	C
Hickstead Lane	123	31	1520	479	0.257	123	95	0.4	0.4	11.284	B
A2300 (N)	31	8	685	1039	0.030	31	957	0.0	0.0	4.184	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	808	202	4	1301	0.621	814	588	3.1	1.7	7.476	A
A2300 (S)	510	127	815	957	0.533	516	3	2.7	1.2	8.269	A
Hickstead Lane	100	25	1253	642	0.156	101	78	0.4	0.2	7.436	A
A2300 (N)	25	6	566	1115	0.023	25	788	0.0	0.0	3.871	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	677	169	3	1301	0.520	679	489	1.7	1.1	5.809	A
A2300 (S)	427	107	680	1042	0.410	429	2	1.2	0.7	5.888	A
Hickstead Lane	84	21	1044	770	0.109	84	65	0.2	0.1	5.861	A
A2300 (N)	21	5	471	1176	0.018	21	657	0.0	0.0	3.652	A

D10 - 2031 | 'With Development' | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A2300 / Hickstead Lane	Standard Roundabout		1, 2, 3, 4	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2031	'With Development'	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D6+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A2300 (E)		ONE HOUR	✓	783	100.000
A2300 (S)		ONE HOUR	✓	519	100.000
Hickstead Lane		ONE HOUR	✓	47	100.000
A2300 (N)		ONE HOUR	✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)
From	A2300 (E)	0	3	88	692
	A2300 (S)	496	0	13	11
	Hickstead Lane	39	1	0	8
	A2300 (N)	37	0	4	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
	A2300 (E)	A2300 (S)	Hickstead Lane	A2300 (N)	
A2300 (E)	0	0	0	0	0
A2300 (S)	0	0	0	0	0
Hickstead Lane	4	0	0	0	0
A2300 (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A2300 (E)	0.66	8.23	1.9	A	719	1078
A2300 (S)	0.62	10.13	1.6	B	476	715
Hickstead Lane	0.09	6.76	0.1	A	43	65
A2300 (N)	0.04	3.41	0.0	A	37	56

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	590	147	4	1301	0.453	586	427	0.0	0.8	5.017	A
A2300 (S)	391	98	587	1100	0.355	389	3	0.0	0.5	5.046	A
Hickstead Lane	36	9	897	860	0.041	35	79	0.0	0.0	4.508	A
A2300 (N)	31	8	401	1221	0.025	31	532	0.0	0.0	3.024	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	704	176	5	1300	0.542	703	512	0.8	1.2	6.013	A
A2300 (S)	467	117	704	1027	0.455	466	4	0.5	0.8	6.402	A
Hickstead Lane	42	11	1075	751	0.057	42	94	0.0	0.1	5.246	A
A2300 (N)	37	9	480	1170	0.031	37	637	0.0	0.0	3.175	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	862	216	6	1300	0.664	859	626	1.2	1.9	8.121	A
A2300 (S)	572	143	861	928	0.616	569	5	0.8	1.6	9.929	A
Hickstead Lane	52	13	1314	605	0.086	52	116	0.1	0.1	6.720	A
A2300 (N)	45	11	587	1102	0.041	45	779	0.0	0.0	3.404	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	862	216	6	1300	0.664	862	628	1.9	1.9	8.227	A
A2300 (S)	572	143	863	927	0.617	572	5	1.6	1.6	10.135	B
Hickstead Lane	52	13	1319	602	0.087	52	116	0.1	0.1	6.763	A
A2300 (N)	45	11	589	1100	0.041	45	782	0.0	0.0	3.409	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	704	176	5	1300	0.542	707	516	1.9	1.2	6.100	A
A2300 (S)	467	117	708	1024	0.456	470	4	1.6	0.8	6.529	A
Hickstead Lane	42	11	1083	746	0.057	43	95	0.1	0.1	5.284	A
A2300 (N)	37	9	484	1168	0.031	37	641	0.0	0.0	3.182	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A2300 (E)	590	147	4	1301	0.453	591	431	1.2	0.8	5.086	A
A2300 (S)	391	98	592	1097	0.356	392	3	0.8	0.6	5.114	A
Hickstead Lane	36	9	905	855	0.042	36	79	0.1	0.0	4.538	A
A2300 (N)	31	8	404	1219	0.025	31	536	0.0	0.0	3.032	A

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: B2118_Furzeland Way.j11
Path: S:\Projects\19000 Series\19984ITS - Land West of B2118 Sayers Common\Tech\Junction Assessments\Arcady\B2118_Furzeland Way Mini-Roundabout
Report generation date: 06/01/2026 12:13:59

- »D3 - 2025 | Observed | AM
- »D4 - 2025 | Observed | PM
- »D5 - 2031 | Future Year | AM
- »D6 - 2031 | Future Year | PM
- »D9 - 2031 | 'With Development' | AM
- »D10 - 2031 | 'With Development' | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 - Observed						
B2118 (S)	0.5	5.03	0.32	0.3	4.40	0.22
Furzeland Way	0.0	0.00	0.00	0.0	0.00	0.00
B2118 (N)	0.4	5.61	0.30	0.6	6.33	0.38
2031 - Future Year						
B2118 (S)	0.5	5.17	0.34	0.3	4.48	0.23
Furzeland Way	0.0	0.00	0.00	0.0	0.00	0.00
B2118 (N)	0.5	5.75	0.32	0.7	6.56	0.40
2031 - 'With Development'						
B2118 (S)	0.6	5.37	0.36	0.3	4.48	0.23
Furzeland Way	0.0	0.00	0.00	0.0	0.00	0.00
B2118 (N)	0.5	5.75	0.32	0.9	7.46	0.48

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

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

File summary

File Description

Title	B2118 / Furzeland Way
Location	Sayers Common
Site number	
Date	15/07/2025
Version	
Status	Existing
Identifier	
Client	Wates Developments Ltd
Jobnumber	ITS19984
Enumerator	DM
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2024	Base Flows	AM	ONE HOUR	07:45	09:15	15			
D2	2024	Base Flows	PM	ONE HOUR	16:15	17:45	15			
D3	2025	Observed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1
D4	2025	Observed	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G2
D5	2031	Future Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3*G3
D6	2031	Future Year	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4*G4
D7		Development	AM	ONE HOUR	07:45	09:15	15			
D8		Development	PM	ONE HOUR	16:15	17:45	15			
D9	2031	'With Development'	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7
D10	2031	'With Development'	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D6+D8

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2025		1.0155
G2	2024-2025		1.0155
G3	2025-2030		1.0575
G4	2025-2030		1.0580

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

Analysis Set Details

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

D3 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 99% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Furzeland Way	Mini-roundabout		1, 2, 3	5.29	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.29	A

Arms

Arms

Arm	Name	Description
1	B2118 (S)	
2	Furzeland Way	
3	B2118 (N)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
B2118 (S)	3.09	3.00	4.81	3.0	12.80	2.00	0.0	
Furzeland Way	2.52	2.00	3.60	1.0	7.00	2.00	0.0	✓
B2118 (N)	3.62	3.00	5.41	3.7	17.00	2.00	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
B2118 (S)	0.613	1052
Furzeland Way	0.451	598
B2118 (N)	0.509	921

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2025	Observed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B2118 (S)		ONE HOUR	✓	305	100.000
Furzeland Way		ONE HOUR	✓	4	100.000
B2118 (N)		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	2	303
Furzeland Way	1	0	3
B2118 (N)	253	1	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	0	0
Furzeland Way	0	0	0
B2118 (N)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B2118 (S)	0.32	5.03	0.5	A	280	419
Furzeland Way	0.00	0.00	0.0	A	0	0
B2118 (N)	0.30	5.61	0.4	A	233	349

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	229	57	0.76	1051	0.218	228	189	0.0	0.3	4.370	A
Furzeland Way	0	0	227	496	0.000	0	2	0.0	0.0	0.000	A
B2118 (N)	191	48	0	921	0.207	190	227	0.0	0.3	4.917	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	274	68	0.91	1051	0.261	274	227	0.3	0.4	4.630	A
Furzeland Way	0	0	272	476	0.000	0	3	0.0	0.0	0.000	A
B2118 (N)	228	57	0	921	0.248	228	272	0.3	0.3	5.189	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	335	84	1	1051	0.319	335	278	0.4	0.5	5.025	A
Furzeland Way	0	0	333	448	0.000	0	3	0.0	0.0	0.000	A
B2118 (N)	280	70	0	921	0.303	279	333	0.3	0.4	5.603	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	335	84	1	1051	0.319	335	278	0.5	0.5	5.031	A
Furzeland Way	0	0	333	448	0.000	0	3	0.0	0.0	0.000	A
B2118 (N)	280	70	0	921	0.303	280	333	0.4	0.4	5.610	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	274	68	0.91	1051	0.261	274	228	0.5	0.4	4.639	A
Furzeland Way	0	0	272	475	0.000	0	3	0.0	0.0	0.000	A
B2118 (N)	228	57	0	921	0.248	229	272	0.4	0.3	5.202	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	229	57	0.77	1051	0.218	230	191	0.4	0.3	4.385	A
Furzeland Way	0	0	228	495	0.000	0	2	0.0	0.0	0.000	A
B2118 (N)	191	48	0	921	0.207	191	228	0.3	0.3	4.934	A

D4 - 2025 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 99% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Furzeland Way	Mini-roundabout		1, 2, 3	5.57	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2025	Observed	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G2

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B2118 (S)		ONE HOUR	✓	209	100.000
Furzeland Way		ONE HOUR	✓	3	100.000
B2118 (N)		ONE HOUR	✓	320	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	1	208
Furzeland Way	2	0	1
B2118 (N)	315	5	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	0	0
Furzeland Way	0	0	0
B2118 (N)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B2118 (S)	0.22	4.40	0.3	A	192	288
Furzeland Way	0.00	0.00	0.0	A	0	0
B2118 (N)	0.38	6.33	0.6	A	294	440

Main Results for each time segment
16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	157	39	4	1049	0.150	157	236	0.0	0.2	4.028	A
Furzeland Way	0	0	156	528	0.000	0	5	0.0	0.0	0.000	A
B2118 (N)	241	60	0	921	0.261	239	156	0.0	0.4	5.270	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	188	47	5	1049	0.179	188	283	0.2	0.2	4.180	A
Furzeland Way	0	0	187	514	0.000	0	5	0.0	0.0	0.000	A
B2118 (N)	288	72	0	921	0.312	287	187	0.4	0.4	5.674	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	230	58	6	1048	0.220	230	346	0.2	0.3	4.400	A
Furzeland Way	0	0	229	495	0.000	0	7	0.0	0.0	0.000	A
B2118 (N)	352	88	0	921	0.382	352	229	0.4	0.6	6.314	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	230	58	6	1048	0.220	230	347	0.3	0.3	4.401	A
Furzeland Way	0	0	229	495	0.000	0	7	0.0	0.0	0.000	A
B2118 (N)	352	88	0	921	0.382	352	229	0.6	0.6	6.326	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	188	47	5	1049	0.179	188	284	0.3	0.2	4.186	A
Furzeland Way	0	0	187	514	0.000	0	5	0.0	0.0	0.000	A
B2118 (N)	288	72	0	921	0.312	288	187	0.6	0.5	5.694	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	157	39	4	1049	0.150	158	237	0.2	0.2	4.040	A
Furzeland Way	0	0	157	527	0.000	0	5	0.0	0.0	0.000	A
B2118 (N)	241	60	0	921	0.261	241	157	0.5	0.4	5.297	A

D5 - 2031 | Future Year | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 99% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Furzeland Way	Mini-roundabout		1, 2, 3	5.44	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031	Future Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3*G3

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B2118 (S)		ONE HOUR	✓	322	100.000
Furzeland Way		ONE HOUR	✓	4	100.000
B2118 (N)		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	2	320
Furzeland Way	1	0	3
B2118 (N)	267	1	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	0	0
Furzeland Way	0	0	0
B2118 (N)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B2118 (S)	0.34	5.17	0.5	A	296	443
Furzeland Way	0.00	0.00	0.0	A	0	0
B2118 (N)	0.32	5.75	0.5	A	246	370

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	243	61	0.80	1051	0.231	241	200	0.0	0.3	4.440	A
Furzeland Way	0	0	240	490	0.000	0	2	0.0	0.0	0.000	A
B2118 (N)	202	51	0	921	0.219	201	240	0.0	0.3	4.992	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	290	72	0.96	1051	0.276	289	240	0.3	0.4	4.724	A
Furzeland Way	0	0	287	469	0.000	0	3	0.0	0.0	0.000	A
B2118 (N)	241	60	0	921	0.262	241	287	0.3	0.4	5.290	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	355	89	1	1051	0.338	354	294	0.4	0.5	5.165	A
Furzeland Way	0	0	352	440	0.000	0	4	0.0	0.0	0.000	A
B2118 (N)	296	74	0	921	0.321	295	352	0.4	0.5	5.747	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	355	89	1	1051	0.338	355	294	0.5	0.5	5.171	A
Furzeland Way	0	0	352	439	0.000	0	4	0.0	0.0	0.000	A
B2118 (N)	296	74	0	921	0.321	296	352	0.5	0.5	5.754	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	290	72	0.97	1051	0.276	290	241	0.5	0.4	4.736	A
Furzeland Way	0	0	288	468	0.000	0	3	0.0	0.0	0.000	A
B2118 (N)	241	60	0	921	0.262	242	288	0.5	0.4	5.302	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	243	61	0.81	1051	0.231	243	202	0.4	0.3	4.457	A
Furzeland Way	0	0	241	489	0.000	0	2	0.0	0.0	0.000	A
B2118 (N)	202	51	0	921	0.219	202	241	0.4	0.3	5.012	A

D6 - 2031 | Future Year | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 99% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Furzeland Way	Mini-roundabout		1, 2, 3	5.74	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031	Future Year	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4*G4

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B2118 (S)		ONE HOUR	✓	221	100.000
Furzeland Way		ONE HOUR	✓	3	100.000
B2118 (N)		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	1	220
Furzeland Way	2	0	1
B2118 (N)	333	5	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	0	0
Furzeland Way	0	0	0
B2118 (N)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B2118 (S)	0.23	4.48	0.3	A	203	305
Furzeland Way	0.00	0.00	0.0	A	0	0
B2118 (N)	0.40	6.56	0.7	A	311	466

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	167	42	4	1049	0.159	166	249	0.0	0.2	4.072	A
Furzeland Way	0	0	165	524	0.000	0	5	0.0	0.0	0.000	A
B2118 (N)	255	64	0	921	0.277	253	165	0.0	0.4	5.378	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	199	50	5	1049	0.190	199	299	0.2	0.2	4.235	A
Furzeland Way	0	0	198	509	0.000	0	6	0.0	0.0	0.000	A
B2118 (N)	304	76	0	921	0.330	304	198	0.4	0.5	5.828	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	244	61	6	1048	0.233	243	366	0.2	0.3	4.474	A
Furzeland Way	0	0	242	489	0.000	0	7	0.0	0.0	0.000	A
B2118 (N)	373	93	0	921	0.405	372	242	0.5	0.7	6.546	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	244	61	6	1048	0.233	244	367	0.3	0.3	4.476	A
Furzeland Way	0	0	242	489	0.000	0	7	0.0	0.0	0.000	A
B2118 (N)	373	93	0	921	0.405	373	242	0.7	0.7	6.562	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	199	50	5	1049	0.190	199	300	0.3	0.2	4.241	A
Furzeland Way	0	0	198	509	0.000	0	6	0.0	0.0	0.000	A
B2118 (N)	304	76	0	921	0.330	305	198	0.7	0.5	5.850	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	167	42	4	1049	0.159	167	251	0.2	0.2	4.081	A
Furzeland Way	0	0	166	523	0.000	0	5	0.0	0.0	0.000	A
B2118 (N)	255	64	0	921	0.277	255	166	0.5	0.4	5.409	A

D9 - 2031 | 'With Development' | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 99% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Furzeland Way	Mini-roundabout		1, 2, 3	5.54	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2031	'With Development'	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B2118 (S)		ONE HOUR	✓	346	100.000
Furzeland Way		ONE HOUR	✓	4	100.000
B2118 (N)		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	2	344
Furzeland Way	1	0	3
B2118 (N)	267	1	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	0	0
Furzeland Way	0	0	0
B2118 (N)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B2118 (S)	0.36	5.37	0.6	A	318	476
Furzeland Way	0.00	0.00	0.0	A	0	0
B2118 (N)	0.32	5.75	0.5	A	246	370

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	261	65	0.80	1051	0.248	259	200	0.0	0.3	4.539	A
Furzeland Way	0	0	258	482	0.000	0	2	0.0	0.0	0.000	A
B2118 (N)	202	51	0	921	0.219	201	258	0.0	0.3	4.992	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	311	78	0.96	1051	0.296	311	240	0.3	0.4	4.862	A
Furzeland Way	0	0	309	459	0.000	0	3	0.0	0.0	0.000	A
B2118 (N)	241	60	0	921	0.262	241	309	0.3	0.4	5.290	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	381	95	1	1051	0.363	381	294	0.4	0.6	5.366	A
Furzeland Way	0	0	378	428	0.000	0	4	0.0	0.0	0.000	A
B2118 (N)	296	74	0	921	0.321	295	378	0.4	0.5	5.747	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	381	95	1	1051	0.363	381	294	0.6	0.6	5.375	A
Furzeland Way	0	0	379	428	0.000	0	4	0.0	0.0	0.000	A
B2118 (N)	296	74	0	921	0.321	296	379	0.5	0.5	5.754	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	311	78	0.97	1051	0.296	312	241	0.6	0.4	4.873	A
Furzeland Way	0	0	310	459	0.000	0	3	0.0	0.0	0.000	A
B2118 (N)	241	60	0	921	0.262	242	310	0.5	0.4	5.304	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	261	65	0.81	1051	0.248	261	202	0.4	0.3	4.558	A
Furzeland Way	0	0	259	481	0.000	0	2	0.0	0.0	0.000	A
B2118 (N)	202	51	0	921	0.219	202	259	0.4	0.3	5.012	A

D10 - 2031 | 'With Development' | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 99% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Furzeland Way	Mini-roundabout		1, 2, 3	6.39	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2031	'With Development'	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D6+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
B2118 (S)		ONE HOUR	✓	221	100.000
Furzeland Way		ONE HOUR	✓	3	100.000
B2118 (N)		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	1	220
Furzeland Way	2	0	1
B2118 (N)	393	5	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	B2118 (S)	Furzeland Way	B2118 (N)
B2118 (S)	0	0	0
Furzeland Way	0	0	0
B2118 (N)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B2118 (S)	0.23	4.48	0.3	A	203	305
Furzeland Way	0.00	0.00	0.0	A	0	0
B2118 (N)	0.48	7.46	0.9	A	366	548

Main Results for each time segment
16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	167	42	4	1049	0.159	166	294	0.0	0.2	4.072	A
Furzeland Way	0	0	165	524	0.000	0	5	0.0	0.0	0.000	A
B2118 (N)	300	75	0	921	0.326	298	165	0.0	0.5	5.760	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	199	50	5	1049	0.190	199	353	0.2	0.2	4.235	A
Furzeland Way	0	0	198	509	0.000	0	6	0.0	0.0	0.000	A
B2118 (N)	358	90	0	921	0.389	358	198	0.5	0.6	6.381	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	244	61	6	1048	0.233	243	432	0.2	0.3	4.474	A
Furzeland Way	0	0	242	489	0.000	0	7	0.0	0.0	0.000	A
B2118 (N)	439	110	0	921	0.476	438	242	0.6	0.9	7.428	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	244	61	6	1048	0.233	244	433	0.3	0.3	4.476	A
Furzeland Way	0	0	242	489	0.000	0	7	0.0	0.0	0.000	A
B2118 (N)	439	110	0	921	0.476	439	242	0.9	0.9	7.460	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	199	50	5	1049	0.190	199	354	0.3	0.2	4.239	A
Furzeland Way	0	0	198	509	0.000	0	6	0.0	0.0	0.000	A
B2118 (N)	358	90	0	921	0.389	359	198	0.9	0.6	6.417	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B2118 (S)	167	42	4	1049	0.159	167	297	0.2	0.2	4.082	A
Furzeland Way	0	0	166	523	0.000	0	5	0.0	0.0	0.000	A
B2118 (N)	300	75	0	921	0.326	301	166	0.6	0.5	5.808	A

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: B2118_Mill Lane_Gated Access.j11
Path: S:\Projects\19000 Series\19984ITS - Land West of B2118 Sayers Common\Tech\Junction Assessments\Arcady\B2118_Mill Lane_Gated Access
Report generation date: 06/01/2026 12:15:06

- »D3 - 2025 | Observed | AM
- »D4 - 2025 | Observed | PM
- »D5 - 2031 | Future Year | AM
- »D6 - 2031 | Future Year | PM
- »D9 - 2031 | 'With Development' | AM
- »D10 - 2031 | 'With Development' | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2025 - Observed												
Mill Lane	D3	0.4	3.64	0.28	A	4.17	D4	0.4	3.64	0.31	A	3.75
B2118 (S)		0.6	4.58	0.38	A			0.4	3.92	0.29	A	
Gated Access		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
B2118 (N)		0.0	0.00	0.00	A			0.0	2.61	0.01	A	
2031 - Future Year												
Mill Lane	D5	0.4	3.73	0.29	A	4.30	D6	0.5	3.74	0.32	A	3.84
B2118 (S)		0.7	4.75	0.41	A			0.4	4.01	0.30	A	
Gated Access		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
B2118 (N)		0.0	0.00	0.00	A			0.0	2.61	0.01	A	
2031 - 'With Development'												
Mill Lane	D9	0.5	3.77	0.30	A	4.31	D10	0.5	3.77	0.30	A	4.31
B2118 (S)		0.7	4.75	0.41	A			0.7	4.75	0.41	A	
Gated Access		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
B2118 (N)		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

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

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

File summary

File Description

Title	B2118 / Mill Lane / Gated Access
Location	Sayers Common
Site number	
Date	15/07/2025
Version	
Status	Existing
Identifier	
Client	Wates Developments Ltd
Jobnumber	ITS19984
Enumerator	DM
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2024	Base Flows	AM	ONE HOUR	07:45	09:15	15			
D2	2024	Base Flows	PM	ONE HOUR	16:15	17:45	15			
D3	2025	Observed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1
D4	2025	Observed	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G2
D5	2031	Future Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3*G3
D6	2031	Future Year	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4*G4
D7	Development AM	Base	AM	ONE HOUR	07:45	09:15	15			
D8	Development PM	Base	PM	ONE HOUR	16:15	17:45	15			
D9	2031	'With Development'	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7
D10	2031	'With Development'	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D7

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2025		1.0155
G2	2024-2025		1.0155
G3	2025-2030		1.0575
G4	2025-2030		1.0580

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

Analysis Set Details

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

D3 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Mill Lane / Gated Access	Standard Roundabout		1, 2, 3, 4	4.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.17	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Mill Lane		
2	B2118 (S)		
3	Gated Access		
4	B2118 (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
Mill Lane	3.32	6.23	13.1	11.3	29.3	34.0		
B2118 (S)	3.79	5.23	4.2	6.1	29.3	8.0		
Gated Access	3.26	4.14	3.1	8.6	29.3	38.0		
B2118 (N)	4.61	5.73	4.6	8.0	29.3	43.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
Mill Lane	0.590	1443
B2118 (S)	0.568	1309
Gated Access	0.491	1023
B2118 (N)	0.560	1398

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2025	Observed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Mill Lane		ONE HOUR	✓	362	100.000
B2118 (S)		ONE HOUR	✓	455	100.000
Gated Access		ONE HOUR	✓	0	100.000
B2118 (N)		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
	Mill Lane	B2118 (S)	Gated Access	B2118 (N)	
Mill Lane	0	349	0	12	
B2118 (S)	27	1	0	427	
Gated Access	0	0	0	0	
B2118 (N)	0	2	0	0	

Vehicle Mix

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

Heavy Vehicle %

From	To				
	Mill Lane	B2118 (S)	Gated Access	B2118 (N)	
Mill Lane	0	6	0	0	
B2118 (S)	0	0	0	2	
Gated Access	0	0	0	0	
B2118 (N)	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Mill Lane	0.28	3.64	0.4	A	332	498
B2118 (S)	0.38	4.58	0.6	A	417	626
Gated Access	0.00	0.00	0.0	A	0	0
B2118 (N)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	272	68	0.76	1443	0.189	271	21	0.0	0.2	3.246	A
B2118 (S)	343	86	9	1304	0.263	341	263	0.0	0.4	3.804	A
Gated Access	0	0	350	851	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	21	1386	0.000	0	329	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	325	81	0.91	1443	0.225	325	25	0.2	0.3	3.405	A
B2118 (S)	409	102	11	1303	0.314	409	315	0.4	0.5	4.099	A
Gated Access	0	0	420	817	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	26	1384	0.000	0	394	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	398	100	1	1443	0.276	398	30	0.3	0.4	3.644	A
B2118 (S)	501	125	13	1301	0.385	500	385	0.5	0.6	4.573	A
Gated Access	0	0	514	771	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	31	1381	0.000	0	482	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	398	100	1	1443	0.276	398	30	0.4	0.4	3.644	A
B2118 (S)	501	125	13	1301	0.385	501	386	0.6	0.6	4.580	A
Gated Access	0	0	514	771	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	31	1381	0.000	0	483	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	325	81	0.91	1443	0.225	325	25	0.4	0.3	3.408	A
B2118 (S)	409	102	11	1303	0.314	410	315	0.6	0.5	4.108	A
Gated Access	0	0	421	817	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	26	1384	0.000	0	395	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	272	68	0.77	1443	0.189	272	21	0.3	0.2	3.255	A
B2118 (S)	343	86	9	1304	0.263	343	264	0.5	0.4	3.817	A
Gated Access	0	0	352	850	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	21	1386	0.000	0	331	0.0	0.0	0.000	A

D4 - 2025 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Mill Lane / Gated Access	Standard Roundabout		1, 2, 3, 4	3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2025	Observed	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G2

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Mill Lane		ONE HOUR	✓	398	100.000
B2118 (S)		ONE HOUR	✓	339	100.000
Gated Access		ONE HOUR	✓	0	100.000
B2118 (N)		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		Mill Lane	B2118 (S)	Gated Access	B2118 (N)
From	Mill Lane	0	386	0	12
	B2118 (S)	10	0	0	329
	Gated Access	0	0	0	0
	B2118 (N)	1	10	0	0

Vehicle Mix

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

Heavy Vehicle %

		To			
From		Mill Lane	B2118 (S)	Gated Access	B2118 (N)
	Mill Lane	0	1	0	0
	B2118 (S)	0	0	0	1
	Gated Access	0	0	0	0
	B2118 (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Mill Lane	0.31	3.64	0.4	A	365	548
B2118 (S)	0.29	3.92	0.4	A	311	467
Gated Access	0.00	0.00	0.0	A	0	0
B2118 (N)	0.01	2.61	0.0	A	10	15

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	300	75	8	1439	0.208	299	8	0.0	0.3	3.184	A
B2118 (S)	255	64	9	1304	0.196	254	297	0.0	0.2	3.460	A
Gated Access	0	0	264	894	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	8	2	8	1394	0.006	8	256	0.0	0.0	2.598	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	358	89	9	1438	0.249	358	10	0.3	0.3	3.364	A
B2118 (S)	305	76	11	1303	0.234	305	356	0.2	0.3	3.641	A
Gated Access	0	0	316	868	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	10	3	9	1393	0.007	10	306	0.0	0.0	2.602	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	438	110	11	1437	0.305	438	12	0.3	0.4	3.636	A
B2118 (S)	373	93	13	1301	0.287	373	436	0.3	0.4	3.913	A
Gated Access	0	0	386	833	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	12	3	11	1392	0.009	12	375	0.0	0.0	2.609	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	438	110	11	1437	0.305	438	12	0.4	0.4	3.639	A
B2118 (S)	373	93	13	1301	0.287	373	436	0.4	0.4	3.916	A
Gated Access	0	0	387	833	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	12	3	11	1392	0.009	12	376	0.0	0.0	2.609	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	358	89	9	1438	0.249	358	10	0.4	0.3	3.369	A
B2118 (S)	305	76	11	1303	0.234	305	356	0.4	0.3	3.644	A
Gated Access	0	0	316	868	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	10	3	9	1393	0.007	10	307	0.0	0.0	2.602	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	300	75	8	1439	0.208	300	8	0.3	0.3	3.191	A
B2118 (S)	255	64	9	1304	0.196	256	298	0.3	0.2	3.470	A
Gated Access	0	0	265	893	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	8	2	8	1394	0.006	8	257	0.0	0.0	2.600	A

D5 - 2031 | Future Year | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Mill Lane / Gated Access	Standard Roundabout		1, 2, 3, 4	4.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031	Future Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3*G3

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Mill Lane		ONE HOUR	✓	382	100.000
B2118 (S)		ONE HOUR	✓	481	100.000
Gated Access		ONE HOUR	✓	0	100.000
B2118 (N)		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Mill Lane	B2118 (S)	Gated Access	B2118 (N)
From	Mill Lane	0	369	0	13
	B2118 (S)	29	1	0	451
	Gated Access	0	0	0	0
	B2118 (N)	0	2	0	0

Vehicle Mix

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

Heavy Vehicle %

		To			
From		Mill Lane	B2118 (S)	Gated Access	B2118 (N)
	Mill Lane	0	6	0	0
	B2118 (S)	0	0	0	2
	Gated Access	0	0	0	0
	B2118 (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Mill Lane	0.29	3.73	0.4	A	351	526
B2118 (S)	0.41	4.75	0.7	A	441	662
Gated Access	0.00	0.00	0.0	A	0	0
B2118 (N)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	288	72	0.81	1443	0.199	287	22	0.0	0.3	3.290	A
B2118 (S)	362	91	10	1304	0.278	361	278	0.0	0.4	3.883	A
Gated Access	0	0	370	841	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	23	1385	0.000	0	348	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	344	86	0.96	1443	0.238	343	26	0.3	0.3	3.463	A
B2118 (S)	433	108	12	1303	0.332	432	333	0.4	0.5	4.211	A
Gated Access	0	0	444	805	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	27	1383	0.000	0	417	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	421	105	1	1443	0.292	421	32	0.3	0.4	3.723	A
B2118 (S)	530	132	14	1301	0.407	529	408	0.5	0.7	4.744	A
Gated Access	0	0	543	756	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	33	1380	0.000	0	510	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	421	105	1	1443	0.292	421	32	0.4	0.4	3.726	A
B2118 (S)	530	132	14	1301	0.407	530	408	0.7	0.7	4.754	A
Gated Access	0	0	544	756	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	33	1380	0.000	0	511	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	344	86	0.97	1443	0.238	344	26	0.4	0.3	3.466	A
B2118 (S)	433	108	12	1302	0.332	433	333	0.7	0.5	4.222	A
Gated Access	0	0	445	805	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	27	1383	0.000	0	418	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	288	72	0.81	1443	0.199	288	22	0.3	0.3	3.300	A
B2118 (S)	362	91	10	1304	0.278	363	279	0.5	0.4	3.900	A
Gated Access	0	0	372	840	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	23	1385	0.000	0	350	0.0	0.0	0.000	A

D6 - 2031 | Future Year | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Mill Lane / Gated Access	Standard Roundabout		1, 2, 3, 4	3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031	Future Year	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4*G4

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Mill Lane		ONE HOUR	✓	421	100.000
B2118 (S)		ONE HOUR	✓	359	100.000
Gated Access		ONE HOUR	✓	0	100.000
B2118 (N)		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	Mill Lane	B2118 (S)	Gated Access	B2118 (N)	
From	Mill Lane	0	408	0	13
	B2118 (S)	11	0	0	348
	Gated Access	0	0	0	0
	B2118 (N)	1	11	0	0

Vehicle Mix

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

Heavy Vehicle %

		To			
From		Mill Lane	B2118 (S)	Gated Access	B2118 (N)
	Mill Lane	0	1	0	0
	B2118 (S)	0	0	0	1
	Gated Access	0	0	0	0
	B2118 (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Mill Lane	0.32	3.74	0.5	A	386	580
B2118 (S)	0.30	4.01	0.4	A	329	494
Gated Access	0.00	0.00	0.0	A	0	0
B2118 (N)	0.01	2.61	0.0	A	11	16

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	317	79	8	1439	0.220	316	9	0.0	0.3	3.235	A
B2118 (S)	270	68	10	1304	0.207	269	314	0.0	0.3	3.510	A
Gated Access	0	0	279	886	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	9	2	8	1394	0.006	9	271	0.0	0.0	2.599	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	379	95	10	1438	0.263	378	11	0.3	0.4	3.431	A
B2118 (S)	323	81	12	1303	0.248	322	376	0.3	0.3	3.708	A
Gated Access	0	0	334	859	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	11	3	10	1393	0.008	11	324	0.0	0.0	2.604	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	464	116	12	1436	0.323	463	13	0.4	0.5	3.732	A
B2118 (S)	395	99	14	1301	0.304	395	461	0.3	0.4	4.008	A
Gated Access	0	0	409	822	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	13	3	12	1391	0.009	13	397	0.0	0.0	2.611	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	464	116	12	1436	0.323	464	13	0.5	0.5	3.735	A
B2118 (S)	395	99	14	1301	0.304	395	461	0.4	0.4	4.012	A
Gated Access	0	0	409	822	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	13	3	12	1391	0.009	13	397	0.0	0.0	2.611	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	379	95	10	1438	0.263	379	11	0.5	0.4	3.436	A
B2118 (S)	323	81	12	1302	0.248	323	377	0.4	0.3	3.711	A
Gated Access	0	0	335	859	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	11	3	10	1393	0.008	11	325	0.0	0.0	2.604	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	317	79	8	1439	0.220	317	9	0.4	0.3	3.244	A
B2118 (S)	270	68	10	1304	0.207	270	316	0.3	0.3	3.521	A
Gated Access	0	0	280	886	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	9	2	8	1394	0.006	9	272	0.0	0.0	2.599	A

D9 - 2031 | 'With Development' | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Mill Lane / Gated Access	Standard Roundabout		1, 2, 3, 4	4.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2031	'With Development'	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Mill Lane		ONE HOUR	✓	395	100.000
B2118 (S)		ONE HOUR	✓	481	100.000
Gated Access		ONE HOUR	✓	0	100.000
B2118 (N)		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		Mill Lane	B2118 (S)	Gated Access	B2118 (N)
From	Mill Lane	0	383	0	13
	B2118 (S)	29	1	0	451
	Gated Access	0	0	0	0
	B2118 (N)	0	2	0	0

Vehicle Mix

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

Heavy Vehicle %

		To			
From		Mill Lane	B2118 (S)	Gated Access	B2118 (N)
	Mill Lane	0	6	0	0
	B2118 (S)	0	0	0	2
	Gated Access	0	0	0	0
	B2118 (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Mill Lane	0.30	3.77	0.5	A	363	544
B2118 (S)	0.41	4.75	0.7	A	441	662
Gated Access	0.00	0.00	0.0	A	0	0
B2118 (N)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	298	74	0.81	1443	0.206	297	22	0.0	0.3	3.313	A
B2118 (S)	362	91	10	1304	0.278	361	288	0.0	0.4	3.883	A
Gated Access	0	0	370	841	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	23	1385	0.000	0	348	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	356	89	0.96	1443	0.246	355	26	0.3	0.3	3.494	A
B2118 (S)	433	108	12	1303	0.332	432	345	0.4	0.5	4.211	A
Gated Access	0	0	444	805	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	27	1383	0.000	0	417	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	435	109	1	1443	0.302	435	32	0.3	0.5	3.769	A
B2118 (S)	530	132	14	1301	0.407	529	422	0.5	0.7	4.744	A
Gated Access	0	0	543	756	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	33	1380	0.000	0	510	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	435	109	1	1443	0.302	435	32	0.5	0.5	3.772	A
B2118 (S)	530	132	14	1301	0.407	530	422	0.7	0.7	4.754	A
Gated Access	0	0	544	756	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	33	1380	0.000	0	511	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	356	89	0.97	1443	0.246	356	26	0.5	0.3	3.497	A
B2118 (S)	433	108	12	1302	0.332	433	345	0.7	0.5	4.224	A
Gated Access	0	0	445	805	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	27	1383	0.000	0	418	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	298	74	0.81	1443	0.206	298	22	0.3	0.3	3.319	A
B2118 (S)	362	91	10	1304	0.278	363	289	0.5	0.4	3.900	A
Gated Access	0	0	372	840	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	23	1385	0.000	0	350	0.0	0.0	0.000	A

D10 - 2031 | 'With Development' | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B2118 / Mill Lane / Gated Access	Standard Roundabout		1, 2, 3, 4	4.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2031	'With Development'	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Mill Lane		ONE HOUR	✓	395	100.000
B2118 (S)		ONE HOUR	✓	481	100.000
Gated Access		ONE HOUR	✓	0	100.000
B2118 (N)		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		Mill Lane	B2118 (S)	Gated Access	B2118 (N)
From	Mill Lane	0	383	0	13
	B2118 (S)	29	1	0	451
	Gated Access	0	0	0	0
	B2118 (N)	0	2	0	0

Vehicle Mix

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

Heavy Vehicle %

		To			
From		Mill Lane	B2118 (S)	Gated Access	B2118 (N)
	Mill Lane	0	6	0	0
	B2118 (S)	0	0	0	2
	Gated Access	0	0	0	0
	B2118 (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
Mill Lane	0.30	3.77	0.5	A	363	544
B2118 (S)	0.41	4.75	0.7	A	441	662
Gated Access	0.00	0.00	0.0	A	0	0
B2118 (N)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	298	74	0.81	1443	0.206	297	22	0.0	0.3	3.313	A
B2118 (S)	362	91	10	1304	0.278	361	288	0.0	0.4	3.883	A
Gated Access	0	0	370	841	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	23	1385	0.000	0	348	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	356	89	0.96	1443	0.246	355	26	0.3	0.3	3.494	A
B2118 (S)	433	108	12	1303	0.332	432	345	0.4	0.5	4.211	A
Gated Access	0	0	444	805	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	27	1383	0.000	0	417	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	435	109	1	1443	0.302	435	32	0.3	0.5	3.769	A
B2118 (S)	530	132	14	1301	0.407	529	422	0.5	0.7	4.744	A
Gated Access	0	0	543	756	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	33	1380	0.000	0	510	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	435	109	1	1443	0.302	435	32	0.5	0.5	3.772	A
B2118 (S)	530	132	14	1301	0.407	530	422	0.7	0.7	4.754	A
Gated Access	0	0	544	756	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	33	1380	0.000	0	511	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	356	89	0.97	1443	0.246	356	26	0.5	0.3	3.497	A
B2118 (S)	433	108	12	1302	0.332	433	345	0.7	0.5	4.224	A
Gated Access	0	0	445	805	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	27	1383	0.000	0	418	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
Mill Lane	298	74	0.81	1443	0.206	298	22	0.3	0.3	3.319	A
B2118 (S)	362	91	10	1304	0.278	363	289	0.5	0.4	3.900	A
Gated Access	0	0	372	840	0.000	0	0	0.0	0.0	0.000	A
B2118 (N)	0	0	23	1385	0.000	0	350	0.0	0.0	0.000	A

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024
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Filename: B2118_Reeds Lane.j11
Path: S:\Projects\19000 Series\19984ITS - Land West of B2118 Sayers Common\Tech\Junction Assessments\Arcady\B2118_Reeds Lane
Report generation date: 06/01/2026 12:16:00

- »D3 - 2025 | Observed | AM
- »D4 - 2025 | Observed | PM
- »D5 - 2031 | Future Year | AM
- »D6 - 2031 | Future Year | PM
- »D9 - 2031 | 'With Development' | AM
- »D10 - 2031 | 'With Development' | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 - Observed						
A - B2218 - S	0.4	4.52	0.30	0.2	3.80	0.20
B - Reeds Lane	0.3	5.94	0.21	0.3	5.81	0.24
C - B2218 - N	0.6	5.17	0.37	0.6	5.08	0.37
2031 - Future Year						
A - B2218 - S	0.5	4.66	0.32	0.3	3.87	0.21
B - Reeds Lane	0.3	6.13	0.23	0.3	5.98	0.25
C - B2218 - N	0.6	5.35	0.39	0.6	5.27	0.39
2031 - 'With Development'						
A - B2218 - S	0.5	4.81	0.34	0.3	3.87	0.21
B - Reeds Lane	0.3	6.27	0.23	0.3	5.98	0.25
C - B2218 - N	0.6	5.35	0.39	0.8	5.82	0.45

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

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

File summary

File Description

Title	
Location	
Site number	
Date	09/07/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2024	Base Flows	AM	ONE HOUR	07:45	09:15	15			
D2	2024	Base Flows	PM	ONE HOUR	16:15	17:45	15			
D3	2025	Observed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1
D4	2025	Observed	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G2
D5	2031	Future Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3*G3
D6	2031	Future Year	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4*G4
D7	Development AM	Base	AM	ONE HOUR	07:45	09:15	15			
D8	Development PM	Base	PM	ONE HOUR	16:15	17:45	15			
D9	2031	'With Development'	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7
D10	2031	'With Development'	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D6+D8

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2024-2025		1.0155
G2	2024-2025		1.0155
G3	2025-2030		1.0575
G4	2025-2030		1.0580

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

Analysis Set Details

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

D3 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 82% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	5.06	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.06	A

Arms

Arms

Arm	Name	Description
A	B2218 - S	
B	Reeds Lane	
C	B2218 - N	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A - B2218 - S	4.03	4.03	6.09	12.3	10.00	2.00	0.0	✓
B - Reeds Lane	2.55	2.00	4.26	27.0	10.00	2.00	0.0	✓
C - B2218 - N	3.13	3.00	5.25	17.0	15.00	2.00	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - B2218 - S	0.569	1264
B - Reeds Lane	0.509	936
C - B2218 - N	0.539	1167

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2025	Observed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2218 - S		ONE HOUR	✓	314	100.000
B - Reeds Lane		ONE HOUR	✓	149	100.000
C - B2218 - N		ONE HOUR	✓	365	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - B2218 - S	B - Reeds Lane	C - B2218 - N	
A - B2218 - S	2	41	271	
B - Reeds Lane	10	1	138	
C - B2218 - N	233	131	1	

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A - B2218 - S	B - Reeds Lane	C - B2218 - N	
A - B2218 - S	0	3	3	
B - Reeds Lane	0	0	1	
C - B2218 - N	6	5	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B2218 - S	0.30	4.52	0.4	1.8	A	288	432
B - Reeds Lane	0.21	5.94	0.3	1.2	A	137	205
C - B2218 - N	0.37	5.17	0.6	2.6	A	335	502

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	236	59	100	1170	0.202	235	183	0.0	0.3	3.849	A
B - Reeds Lane	112	28	206	820	0.137	112	129	0.0	0.2	5.077	A
C - B2218 - N	274	69	10	1100	0.250	273	307	0.0	0.3	4.348	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	282	71	119	1158	0.244	282	220	0.3	0.3	4.107	A
B - Reeds Lane	134	34	246	799	0.168	134	155	0.2	0.2	5.411	A
C - B2218 - N	328	82	12	1099	0.298	327	368	0.3	0.4	4.665	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	345	86	146	1143	0.302	345	269	0.3	0.4	4.512	A
B - Reeds Lane	164	41	301	770	0.213	164	190	0.2	0.3	5.934	A
C - B2218 - N	401	100	15	1097	0.366	401	451	0.4	0.6	5.163	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	345	86	146	1142	0.302	345	269	0.4	0.4	4.517	A
B - Reeds Lane	164	41	302	770	0.213	164	190	0.3	0.3	5.941	A
C - B2218 - N	401	100	15	1097	0.366	401	452	0.6	0.6	5.172	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	282	71	120	1158	0.244	283	220	0.4	0.3	4.114	A
B - Reeds Lane	134	34	247	799	0.168	134	155	0.3	0.2	5.420	A
C - B2218 - N	328	82	12	1099	0.298	328	369	0.6	0.4	4.676	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	236	59	100	1169	0.202	237	185	0.3	0.3	3.862	A
B - Reeds Lane	112	28	207	820	0.137	113	130	0.2	0.2	5.093	A
C - B2218 - N	274	69	10	1100	0.250	275	309	0.4	0.3	4.366	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B - Reeds Lane	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C - B2218 - N	0.33	0.00	0.00	0.33	0.33			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.32	0.00	0.00	0.32	0.32			N/A	N/A
B - Reeds Lane	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C - B2218 - N	0.42	0.00	0.00	0.42	0.42			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.43	0.03	0.25	0.46	0.48			N/A	N/A
B - Reeds Lane	0.27	0.03	0.25	0.46	0.48			N/A	N/A
C - B2218 - N	0.57	0.03	0.25	0.57	0.57			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.43	0.03	0.31	1.35	1.79			N/A	N/A
B - Reeds Lane	0.27	0.03	0.30	0.91	1.22			N/A	N/A
C - B2218 - N	0.57	0.03	0.29	1.17	2.59			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.32	0.00	0.00	0.32	0.32			N/A	N/A
B - Reeds Lane	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C - B2218 - N	0.43	0.00	0.00	0.43	0.43			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B - Reeds Lane	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C - B2218 - N	0.33	0.00	0.00	0.33	0.33			N/A	N/A

D4 - 2025 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	4.89	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2025	Observed	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G2

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2218 - S		ONE HOUR	✓	211	100.000
B - Reeds Lane		ONE HOUR	✓	174	100.000
C - B2218 - N		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - B2218 - S	B - Reeds Lane	C - B2218 - N
A - B2218 - S	1	4	206
B - Reeds Lane	43	0	131
C - B2218 - N	283	94	4

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - B2218 - S	B - Reeds Lane	C - B2218 - N
From	A - B2218 - S	0	0	2
	B - Reeds Lane	2	0	0
	C - B2218 - N	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B2218 - S	0.20	3.80	0.2	1.0	A	194	291
B - Reeds Lane	0.24	5.81	0.3	1.4	A	159	239
C - B2218 - N	0.37	5.08	0.6	2.6	A	350	526

Main Results for each time segment
16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	159	40	74	1198	0.133	158	245	0.0	0.2	3.461	A
B - Reeds Lane	131	33	158	849	0.154	130	74	0.0	0.2	5.000	A
C - B2218 - N	287	72	33	1138	0.253	286	256	0.0	0.3	4.214	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	190	47	88	1190	0.160	190	294	0.2	0.2	3.599	A
B - Reeds Lane	156	39	190	833	0.187	156	88	0.2	0.2	5.315	A
C - B2218 - N	343	86	39	1134	0.303	343	306	0.3	0.4	4.547	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	233	58	108	1179	0.197	232	359	0.2	0.2	3.804	A
B - Reeds Lane	191	48	232	811	0.236	191	108	0.2	0.3	5.802	A
C - B2218 - N	420	105	48	1129	0.372	420	375	0.4	0.6	5.069	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	233	58	108	1179	0.197	233	360	0.2	0.2	3.804	A
B - Reeds Lane	191	48	233	811	0.236	191	108	0.3	0.3	5.808	A
C - B2218 - N	420	105	48	1129	0.372	420	376	0.6	0.6	5.077	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	190	47	89	1190	0.160	190	294	0.2	0.2	3.601	A
B - Reeds Lane	156	39	190	833	0.187	156	89	0.3	0.2	5.324	A
C - B2218 - N	343	86	39	1134	0.303	344	307	0.6	0.4	4.560	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	159	40	74	1198	0.133	159	247	0.2	0.2	3.465	A
B - Reeds Lane	131	33	159	849	0.154	131	74	0.2	0.2	5.017	A
C - B2218 - N	287	72	33	1138	0.253	288	257	0.4	0.3	4.239	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B - Reeds Lane	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - B2218 - N	0.34	0.00	0.00	0.34	0.34			N/A	N/A

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B - Reeds Lane	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C - B2218 - N	0.43	0.00	0.00	0.43	0.43			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.24	0.03	0.25	0.46	0.48			N/A	N/A
B - Reeds Lane	0.31	0.03	0.25	0.46	0.48			N/A	N/A
C - B2218 - N	0.59	0.03	0.25	0.59	0.59			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.25	0.03	0.27	0.49	0.95			N/A	N/A
B - Reeds Lane	0.31	0.03	0.31	1.07	1.36			N/A	N/A
C - B2218 - N	0.59	0.03	0.29	1.14	2.62			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B - Reeds Lane	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C - B2218 - N	0.44	0.00	0.00	0.44	0.44			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B - Reeds Lane	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C - B2218 - N	0.34	0.00	0.00	0.34	0.34			N/A	N/A

D5 - 2031 | Future Year | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 82% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	5.23	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2031	Future Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3*G3

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2218 - S		ONE HOUR	✓	332	100.000
B - Reeds Lane		ONE HOUR	✓	158	100.000
C - B2218 - N		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B2218 - S	B - Reeds Lane	C - B2218 - N
From	A - B2218 - S	2	43	287
	B - Reeds Lane	11	1	146
	C - B2218 - N	246	139	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - B2218 - S	B - Reeds Lane	C - B2218 - N
From	A - B2218 - S	0	3	3
	B - Reeds Lane	0	0	1
	C - B2218 - N	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B2218 - S	0.32	4.66	0.5	2.1	A	304	457
B - Reeds Lane	0.23	6.13	0.3	1.3	A	145	217
C - B2218 - N	0.39	5.35	0.6	2.6	A	354	531

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	250	62	105	1166	0.214	249	194	0.0	0.3	3.918	A
B - Reeds Lane	119	30	217	814	0.146	118	137	0.0	0.2	5.169	A
C - B2218 - N	290	73	10	1099	0.264	289	325	0.0	0.4	4.434	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	298	75	126	1154	0.258	298	232	0.3	0.3	4.204	A
B - Reeds Lane	142	35	260	792	0.179	142	164	0.2	0.2	5.536	A
C - B2218 - N	347	87	13	1098	0.316	346	390	0.4	0.5	4.784	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	365	91	155	1138	0.321	365	285	0.3	0.5	4.655	A
B - Reeds Lane	174	43	319	761	0.228	174	201	0.2	0.3	6.120	A
C - B2218 - N	424	106	15	1097	0.387	424	477	0.5	0.6	5.342	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	365	91	155	1138	0.321	365	285	0.5	0.5	4.661	A
B - Reeds Lane	174	43	319	761	0.228	174	201	0.3	0.3	6.127	A
C - B2218 - N	424	106	15	1097	0.387	424	478	0.6	0.6	5.352	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	298	75	127	1154	0.259	299	233	0.5	0.4	4.213	A
B - Reeds Lane	142	35	261	791	0.179	142	164	0.3	0.2	5.549	A
C - B2218 - N	347	87	13	1098	0.316	347	391	0.6	0.5	4.796	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	250	62	106	1166	0.214	250	195	0.4	0.3	3.934	A
B - Reeds Lane	119	30	219	813	0.146	119	138	0.2	0.2	5.186	A
C - B2218 - N	290	73	11	1099	0.264	291	327	0.5	0.4	4.454	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B - Reeds Lane	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - B2218 - N	0.36	0.00	0.00	0.36	0.36			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B - Reeds Lane	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - B2218 - N	0.46	0.00	0.00	0.46	0.46			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.47	0.03	0.25	0.47	0.48			N/A	N/A
B - Reeds Lane	0.29	0.03	0.25	0.46	0.48			N/A	N/A
C - B2218 - N	0.63	0.03	0.25	0.63	0.63			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.47	0.03	0.31	1.37	2.05			N/A	N/A
B - Reeds Lane	0.29	0.03	0.31	1.03	1.31			N/A	N/A
C - B2218 - N	0.63	0.03	0.28	0.99	2.62			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B - Reeds Lane	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - B2218 - N	0.46	0.00	0.00	0.46	0.46			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B - Reeds Lane	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - B2218 - N	0.36	0.00	0.00	0.36	0.36			N/A	N/A

D6 - 2031 | Future Year | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	5.04	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2031	Future Year	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4*G4

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2218 - S		ONE HOUR	✓	223	100.000
B - Reeds Lane		ONE HOUR	✓	184	100.000
C - B2218 - N		ONE HOUR	✓	404	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - B2218 - S	B - Reeds Lane	C - B2218 - N
A - B2218 - S	1	4	218
B - Reeds Lane	45	0	139
C - B2218 - N	300	100	4

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - B2218 - S	B - Reeds Lane	C - B2218 - N
From	A - B2218 - S	0	0	2
	B - Reeds Lane	2	0	0
	C - B2218 - N	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B2218 - S	0.21	3.87	0.3	1.1	A	205	308
B - Reeds Lane	0.25	5.98	0.3	1.5	A	169	253
C - B2218 - N	0.39	5.27	0.6	2.6	A	371	556

Main Results for each time segment
16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	168	42	78	1196	0.141	168	259	0.0	0.2	3.500	A
B - Reeds Lane	138	35	168	844	0.164	138	78	0.0	0.2	5.087	A
C - B2218 - N	304	76	35	1137	0.268	303	271	0.0	0.4	4.310	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	201	50	94	1187	0.169	201	311	0.2	0.2	3.649	A
B - Reeds Lane	165	41	201	827	0.200	165	94	0.2	0.2	5.434	A
C - B2218 - N	363	91	41	1133	0.321	363	324	0.4	0.5	4.672	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	246	62	115	1175	0.209	246	380	0.2	0.3	3.872	A
B - Reeds Lane	202	51	246	804	0.252	202	115	0.2	0.3	5.976	A
C - B2218 - N	445	111	51	1128	0.394	444	397	0.5	0.6	5.259	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	246	62	115	1175	0.209	246	381	0.3	0.3	3.874	A
B - Reeds Lane	202	51	246	804	0.252	202	115	0.3	0.3	5.982	A
C - B2218 - N	445	111	51	1128	0.394	445	397	0.6	0.6	5.270	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	201	50	94	1187	0.169	201	312	0.3	0.2	3.652	A
B - Reeds Lane	165	41	201	827	0.200	165	94	0.3	0.3	5.443	A
C - B2218 - N	363	91	42	1133	0.321	364	325	0.6	0.5	4.685	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	168	42	79	1195	0.141	168	261	0.2	0.2	3.507	A
B - Reeds Lane	138	35	168	844	0.164	139	79	0.3	0.2	5.105	A
C - B2218 - N	304	76	35	1137	0.268	305	272	0.5	0.4	4.330	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B - Reeds Lane	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C - B2218 - N	0.36	0.00	0.00	0.36	0.36			N/A	N/A

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.20	0.00	0.00	0.20	0.20			N/A	N/A
B - Reeds Lane	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C - B2218 - N	0.47	0.00	0.00	0.47	0.47			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.26	0.03	0.25	0.46	0.48			N/A	N/A
B - Reeds Lane	0.33	0.03	0.25	0.46	0.48			N/A	N/A
C - B2218 - N	0.65	0.03	0.25	0.65	0.65			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.26	0.03	0.29	0.77	1.14			N/A	N/A
B - Reeds Lane	0.33	0.03	0.32	1.16	1.46			N/A	N/A
C - B2218 - N	0.65	0.03	0.28	0.92	2.63			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.20	0.00	0.00	0.20	0.20			N/A	N/A
B - Reeds Lane	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C - B2218 - N	0.48	0.00	0.00	0.48	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B - Reeds Lane	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C - B2218 - N	0.37	0.00	0.00	0.37	0.37			N/A	N/A

D9 - 2031 | 'With Development' | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 82% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	5.30	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2031	'With Development'	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D7

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2218 - S		ONE HOUR	✓	356	100.000
B - Reeds Lane		ONE HOUR	✓	158	100.000
C - B2218 - N		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B2218 - S	B - Reeds Lane	C - B2218 - N
From	A - B2218 - S	2	43	311
	B - Reeds Lane	11	1	146
	C - B2218 - N	246	139	1

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A - B2218 - S	B - Reeds Lane	C - B2218 - N
	A - B2218 - S	0	3	3
	B - Reeds Lane	0	0	1
	C - B2218 - N	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B2218 - S	0.34	4.81	0.5	2.4	A	327	490
B - Reeds Lane	0.23	6.27	0.3	1.3	A	145	217
C - B2218 - N	0.39	5.35	0.6	2.6	A	354	531

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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	268	67	105	1169	0.229	267	194	0.0	0.3	3.988	A
B - Reeds Lane	119	30	235	805	0.148	118	137	0.0	0.2	5.235	A
C - B2218 - N	290	73	10	1099	0.264	289	343	0.0	0.4	4.434	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	320	80	126	1156	0.277	320	232	0.3	0.4	4.300	A
B - Reeds Lane	142	35	282	781	0.182	142	164	0.2	0.2	5.631	A
C - B2218 - N	347	87	13	1098	0.316	346	411	0.4	0.5	4.784	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	392	98	155	1140	0.344	391	285	0.4	0.5	4.807	A
B - Reeds Lane	174	43	345	748	0.232	173	201	0.2	0.3	6.263	A
C - B2218 - N	424	106	15	1097	0.387	424	503	0.5	0.6	5.342	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	392	98	155	1140	0.344	392	285	0.5	0.5	4.813	A
B - Reeds Lane	174	43	346	748	0.232	174	201	0.3	0.3	6.270	A
C - B2218 - N	424	106	15	1097	0.387	424	504	0.6	0.6	5.352	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	320	80	127	1156	0.277	321	233	0.5	0.4	4.311	A
B - Reeds Lane	142	35	283	780	0.182	142	164	0.3	0.2	5.642	A
C - B2218 - N	347	87	13	1098	0.316	347	412	0.6	0.5	4.796	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 side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	268	67	106	1168	0.229	268	195	0.4	0.3	4.002	A
B - Reeds Lane	119	30	237	804	0.148	119	138	0.2	0.2	5.254	A
C - B2218 - N	290	73	11	1099	0.264	291	345	0.5	0.4	4.453	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B - Reeds Lane	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - B2218 - N	0.36	0.00	0.00	0.36	0.36			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B - Reeds Lane	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - B2218 - N	0.46	0.00	0.00	0.46	0.46			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.52	0.03	0.25	0.52	0.52			N/A	N/A
B - Reeds Lane	0.30	0.03	0.25	0.46	0.48			N/A	N/A
C - B2218 - N	0.63	0.03	0.25	0.63	0.63			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.52	0.03	0.30	1.33	2.42			N/A	N/A
B - Reeds Lane	0.30	0.03	0.31	1.05	1.34			N/A	N/A
C - B2218 - N	0.63	0.03	0.28	0.99	2.62			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B - Reeds Lane	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C - B2218 - N	0.46	0.00	0.00	0.46	0.46			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B - Reeds Lane	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C - B2218 - N	0.36	0.00	0.00	0.36	0.36			N/A	N/A

D10 - 2031 | 'With Development' | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D5 - 2031 Future Year AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	5.35	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2031	'With Development'	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D6+D8

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2218 - S		ONE HOUR	✓	223	100.000
B - Reeds Lane		ONE HOUR	✓	184	100.000
C - B2218 - N		ONE HOUR	✓	464	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - B2218 - S	B - Reeds Lane	C - B2218 - N
A - B2218 - S	1	4	218
B - Reeds Lane	45	0	139
C - B2218 - N	360	100	4

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - B2218 - S	B - Reeds Lane	C - B2218 - N
From	A - B2218 - S	0	0	2
	B - Reeds Lane	2	0	0
	C - B2218 - N	0.83	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B2218 - S	0.21	3.87	0.3	1.1	A	205	308
B - Reeds Lane	0.25	5.98	0.3	1.5	A	169	253
C - B2218 - N	0.45	5.82	0.8	2.2	A	426	639

Main Results for each time segment
16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	168	42	78	1196	0.141	168	304	0.0	0.2	3.500	A
B - Reeds Lane	138	35	168	844	0.164	138	78	0.0	0.2	5.087	A
C - B2218 - N	350	87	35	1138	0.307	348	271	0.0	0.4	4.545	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	201	50	94	1187	0.169	201	365	0.2	0.2	3.649	A
B - Reeds Lane	165	41	201	827	0.200	165	94	0.2	0.2	5.434	A
C - B2218 - N	417	104	41	1134	0.368	417	324	0.4	0.6	5.018	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	246	62	115	1175	0.209	246	447	0.2	0.3	3.872	A
B - Reeds Lane	202	51	246	804	0.252	202	115	0.2	0.3	5.976	A
C - B2218 - N	511	128	51	1129	0.453	510	397	0.6	0.8	5.806	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	246	62	115	1175	0.209	246	447	0.3	0.3	3.874	A
B - Reeds Lane	202	51	246	804	0.252	202	115	0.3	0.3	5.982	A
C - B2218 - N	511	128	51	1129	0.453	511	397	0.8	0.8	5.825	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	201	50	94	1187	0.169	201	366	0.3	0.2	3.652	A
B - Reeds Lane	165	41	201	827	0.200	165	94	0.3	0.3	5.443	A
C - B2218 - N	417	104	42	1134	0.368	418	325	0.8	0.6	5.036	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B2218 - S	168	42	79	1195	0.141	168	306	0.2	0.2	3.505	A
B - Reeds Lane	138	35	168	844	0.164	139	79	0.3	0.2	5.105	A
C - B2218 - N	350	87	35	1138	0.307	350	272	0.6	0.4	4.572	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B - Reeds Lane	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C - B2218 - N	0.44	0.00	0.00	0.44	0.44			N/A	N/A

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.20	0.00	0.00	0.20	0.20			N/A	N/A
B - Reeds Lane	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C - B2218 - N	0.58	0.11	0.85	1.37	1.44			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.26	0.03	0.25	0.46	0.48			N/A	N/A
B - Reeds Lane	0.33	0.03	0.25	0.46	0.48			N/A	N/A
C - B2218 - N	0.82	0.03	0.26	0.82	0.82			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.26	0.03	0.29	0.77	1.14			N/A	N/A
B - Reeds Lane	0.33	0.03	0.32	1.16	1.46			N/A	N/A
C - B2218 - N	0.82	0.03	0.27	0.82	2.18			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.20	0.00	0.00	0.20	0.20			N/A	N/A
B - Reeds Lane	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C - B2218 - N	0.59	0.55	1.00	1.40	1.45			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - B2218 - S	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B - Reeds Lane	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C - B2218 - N	0.45	0.03	0.33	1.08	1.29			N/A	N/A

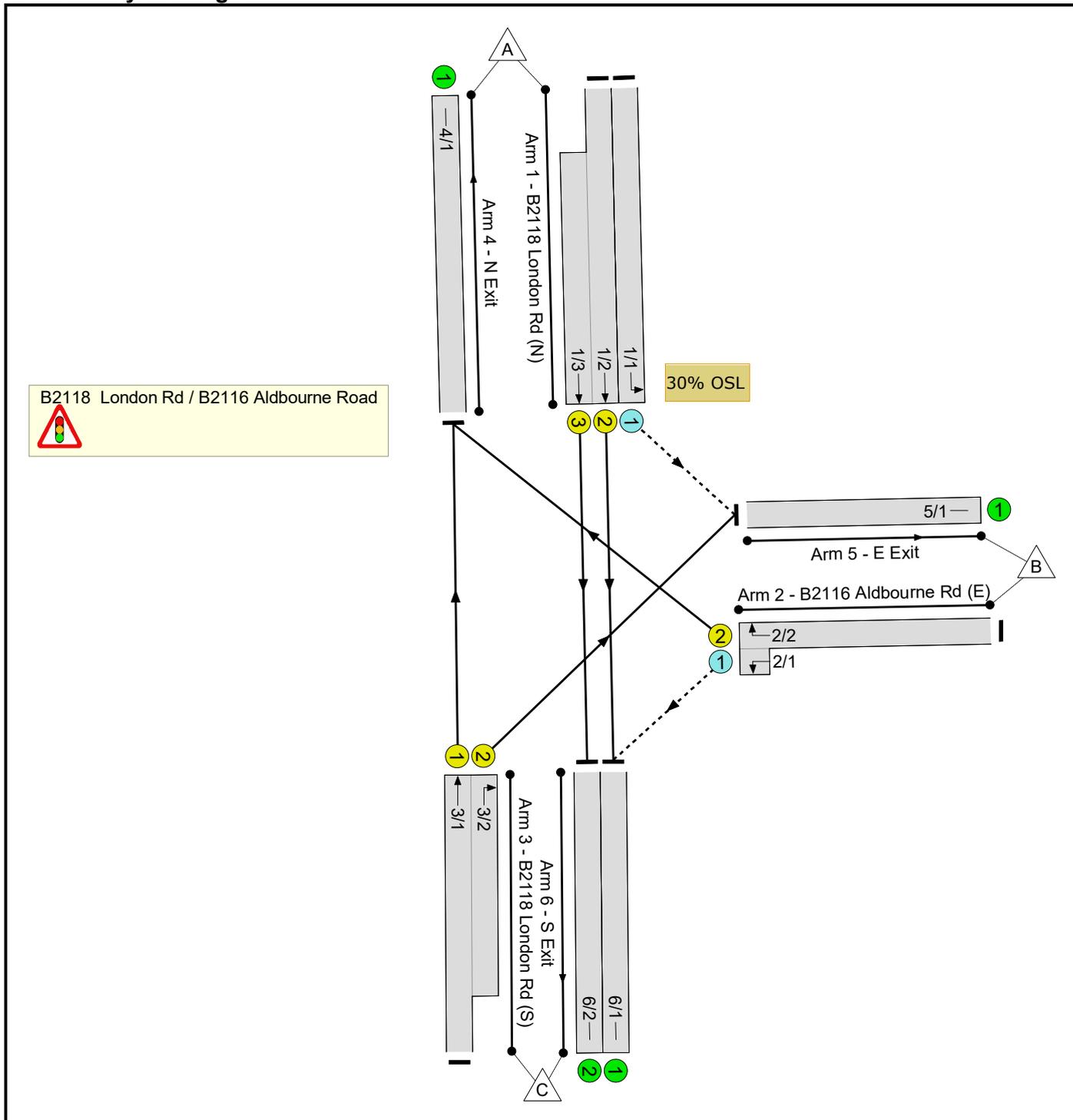
APPENDIX F. LinSig Output

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	
Title:	B2118 London Rd / B2116 Aldbourne Road
Location:	
Additional detail:	Phase delays for cycles assumed not called
File name:	B2118 London Rd_B2116 Aldbourne Road.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



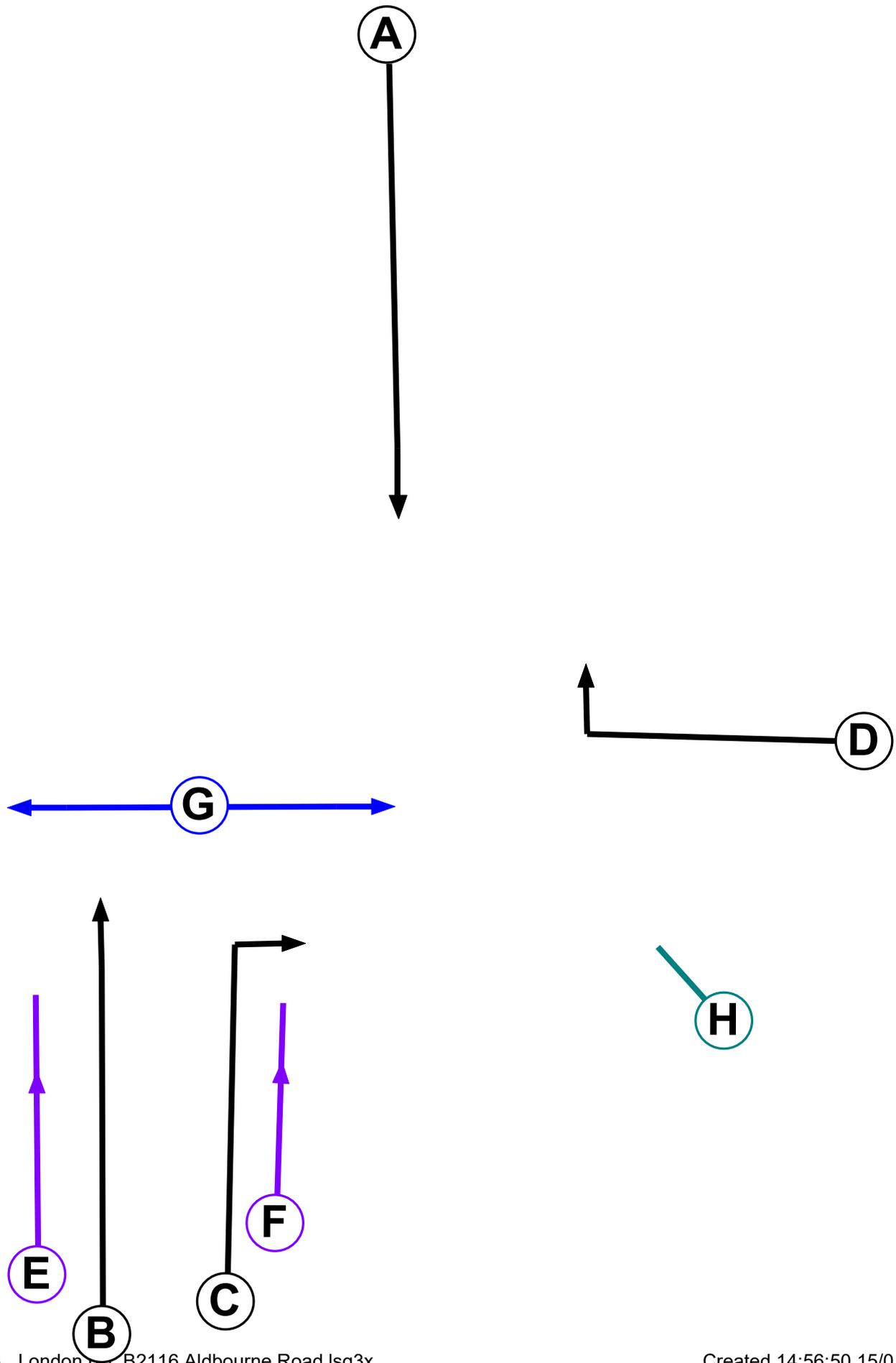
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2026 AM Base	Peds alt	08:00 - 09:00	100	165.7	4.04
2	2	2026 PM Base	Peds alt	16:30 - 17:30	100	180.9	3.07
3	3	2031 AM Base	Peds alt	08:00 - 09:00	100	152.2	4.31
4	4	2031 PM Base	Peds alt	16:30 - 17:30	100	166.0	3.29
5	5	2031 Base + Dev	Peds alt	08:00 - 09:00	100	126.9	4.82
6	6	2031 Base + Dev	Peds alt	16:30 - 17:30	100	156.3	3.74

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - London Rd / Aldbourne Rd	Pek	SE0600	Stage Stream 1	8	4	B2118 London Rd / B2116 Aldbourne Road	spec 26/09/23

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Cycle		7	7
F	Cycle		7	7
G	Pedestrian		6	6
H	Dummy		3	3

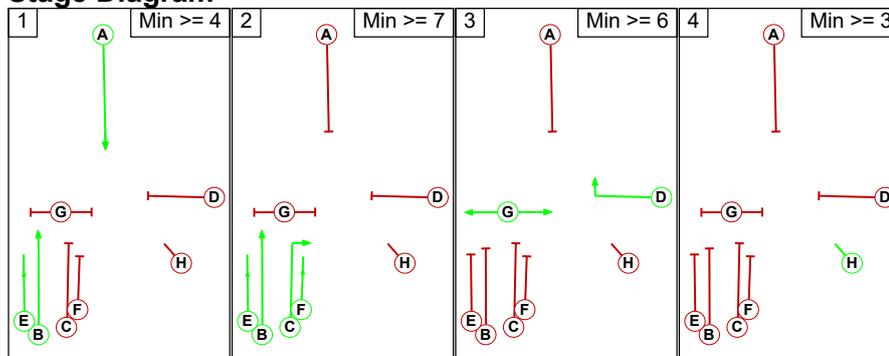
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
	A	B	C	D	E	F	G	H
A	-	9	6	-	9	8	3	
B	-	-	6	-	-	8	3	
C	9	-	6	-	-	8	3	
D	6	6	6	-	6	-	3	
E	-	-	6	-	-	8	3	
F	9	-	6	-	-	8	3	
G	-	9	9	-	-	-	3	
H	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		9	8	3
	2	9		8	3
	3	9	9		3
	4	2	2	2	

Lane Input Data

Junction: B2118 London Rd / B2116 Aldbourne Road												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (B2118 London Rd (N))	O		2	3	4.0	Geom	-	5.00	0.00	Y	Arm 5 Left	40.00
1/2 (B2118 London Rd (N))	U	A	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 6 Ahead	Inf
1/3 (B2118 London Rd (N))	U	A	2	3	15.7	Geom	-	2.75	0.00	N	Arm 6 Ahead	Inf
2/1 (B2116 Aldbourne Rd (E))	O		2	3	1.7	Geom	-	4.40	0.00	Y	Arm 6 Left	15.00
2/2 (B2116 Aldbourne Rd (E))	U	D	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 4 Right	14.00
3/1 (B2118 London Rd (S))	U	B	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 4 Ahead	Inf
3/2 (B2118 London Rd (S))	U	C	2	3	14.3	Geom	-	2.75	0.00	Y	Arm 5 Right	12.00
4/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Give-Way Lane Input Data

Junction: B2118 London Rd / B2116 Aldbourne Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (B2118 London Rd (N))	5/1 (Left)	715	0	3/2	0.22	All	-	-	-	-	-
2/1 (B2116 Aldbourne Rd (E))	6/1 (Left)	715	0	1/2	0.22	All	-	-	-	-	-
				1/3	0.22	All					

Detailed Input Data And Results

Lane Connector Input Data

Junction: B2118 London Rd / B2116 Aldbourne Road				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	5	35
1/2	6/1	Internal	5	35
1/3	6/2	Internal	5	35
2/1	6/1	Internal	5	35
2/2	4/1	Internal	5	35
3/1	4/1	Internal	5	35
3/2	5/1	Internal	5	35

Scenario 1: '1' (FG1: '2026 AM Base', Plan 2: 'Peds alt')

Lane Saturation Flows

Junction: B2118 London Rd / B2116 Aldbourne Road								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B2118 London Rd (N))	5.00	0.00	Y	Arm 5 Left	40.00	100.0 %	2039	2039
1/2 (B2118 London Rd (N))	2.75	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1890	1890
1/3 (B2118 London Rd (N))	2.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2030	2030
2/1 (B2116 Aldbourne Rd (E))	4.40	0.00	Y	Arm 6 Left	15.00	100.0 %	1868	1868
2/2 (B2116 Aldbourne Rd (E))	4.20	0.00	Y	Arm 4 Right	14.00	100.0 %	1838	1838
3/1 (B2118 London Rd (S))	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (B2118 London Rd (S))	2.75	0.00	Y	Arm 5 Right	12.00	100.0 %	1680	1680
4/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2' (FG2: '2026 PM Base', Plan 2: 'Peds alt')**Lane Saturation Flows**

Junction: B2118 London Rd / B2116 Aldbourne Road								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B2118 London Rd (N))	5.00	0.00	Y	Arm 5 Left	40.00	100.0 %	2039	2039
1/2 (B2118 London Rd (N))	2.75	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1890	1890
1/3 (B2118 London Rd (N))	2.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2030	2030
2/1 (B2116 Aldbourne Rd (E))	4.40	0.00	Y	Arm 6 Left	15.00	100.0 %	1868	1868
2/2 (B2116 Aldbourne Rd (E))	4.20	0.00	Y	Arm 4 Right	14.00	100.0 %	1838	1838
3/1 (B2118 London Rd (S))	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (B2118 London Rd (S))	2.75	0.00	Y	Arm 5 Right	12.00	100.0 %	1680	1680
4/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '3' (FG3: '2031 AM Base', Plan 2: 'Peds alt')**Lane Saturation Flows**

Junction: B2118 London Rd / B2116 Aldbourne Road								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B2118 London Rd (N))	5.00	0.00	Y	Arm 5 Left	40.00	100.0 %	2039	2039
1/2 (B2118 London Rd (N))	2.75	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1890	1890
1/3 (B2118 London Rd (N))	2.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2030	2030
2/1 (B2116 Aldbourne Rd (E))	4.40	0.00	Y	Arm 6 Left	15.00	100.0 %	1868	1868
2/2 (B2116 Aldbourne Rd (E))	4.20	0.00	Y	Arm 4 Right	14.00	100.0 %	1838	1838
3/1 (B2118 London Rd (S))	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (B2118 London Rd (S))	2.75	0.00	Y	Arm 5 Right	12.00	100.0 %	1680	1680
4/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '4' (FG4: '2031 PM Base', Plan 2: 'Peds alt')**Lane Saturation Flows**

Junction: B2118 London Rd / B2116 Aldbourne Road								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B2118 London Rd (N))	5.00	0.00	Y	Arm 5 Left	40.00	100.0 %	2039	2039
1/2 (B2118 London Rd (N))	2.75	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1890	1890
1/3 (B2118 London Rd (N))	2.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2030	2030
2/1 (B2116 Aldbourne Rd (E))	4.40	0.00	Y	Arm 6 Left	15.00	100.0 %	1868	1868
2/2 (B2116 Aldbourne Rd (E))	4.20	0.00	Y	Arm 4 Right	14.00	100.0 %	1838	1838
3/1 (B2118 London Rd (S))	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (B2118 London Rd (S))	2.75	0.00	Y	Arm 5 Right	12.00	100.0 %	1680	1680
4/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '5' (FG5: '2031 Base + Dev', Plan 2: 'Peds alt')**Lane Saturation Flows**

Junction: B2118 London Rd / B2116 Aldbourne Road								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B2118 London Rd (N))	5.00	0.00	Y	Arm 5 Left	40.00	100.0 %	2039	2039
1/2 (B2118 London Rd (N))	2.75	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1890	1890
1/3 (B2118 London Rd (N))	2.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2030	2030
2/1 (B2116 Aldbourne Rd (E))	4.40	0.00	Y	Arm 6 Left	15.00	100.0 %	1868	1868
2/2 (B2116 Aldbourne Rd (E))	4.20	0.00	Y	Arm 4 Right	14.00	100.0 %	1838	1838
3/1 (B2118 London Rd (S))	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (B2118 London Rd (S))	2.75	0.00	Y	Arm 5 Right	12.00	100.0 %	1680	1680
4/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '6' (FG6: '2031 Base + Dev', Plan 2: 'Peds alt')**Lane Saturation Flows**

Junction: B2118 London Rd / B2116 Aldbourne Road								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B2118 London Rd (N))	5.00	0.00	Y	Arm 5 Left	40.00	100.0 %	2039	2039
1/2 (B2118 London Rd (N))	2.75	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1890	1890
1/3 (B2118 London Rd (N))	2.75	0.00	N	Arm 6 Ahead	Inf	100.0 %	2030	2030
2/1 (B2116 Aldbourne Rd (E))	4.40	0.00	Y	Arm 6 Left	15.00	100.0 %	1868	1868
2/2 (B2116 Aldbourne Rd (E))	4.20	0.00	Y	Arm 4 Right	14.00	100.0 %	1838	1838
3/1 (B2118 London Rd (S))	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
3/2 (B2118 London Rd (S))	2.75	0.00	Y	Arm 5 Right	12.00	100.0 %	1680	1680
4/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (S Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM Base'	08:00	09:00	01:00	
2: '2026 PM Base'	16:30	17:30	01:00	
3: '2031 AM Base'	08:00	09:00	01:00	
4: '2031 PM Base'	16:30	17:30	01:00	
5: '2031 Base + Dev'	08:00	09:00	01:00	
6: '2031 Base + Dev'	16:30	17:30	01:00	

Traffic Flows, Desired

FG1: '2026 AM Base'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	195	135	330
	B	171	0	52	223
	C	235	52	0	287
	Tot.	406	247	187	840

FG2: '2026 PM Base'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	222	145	367
	B	122	0	57	179
	C	146	45	0	191
	Tot.	268	267	202	737

FG3: '2031 AM Base'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	206	143	349
	B	180	0	55	235
	C	248	55	0	303
	Tot.	428	261	198	887

FG4: '2031 PM Base'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	235	154	389
	B	129	0	60	189
	C	155	47	0	202
	Tot.	284	282	214	780

Detailed Input Data And Results

FG5: '2031 Base + Dev'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	211	199	410
	B	184	0	55	239
	C	269	54	0	323
	Tot.	453	265	254	972

FG6: '2031 Base + Dev'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	237	208	445
	B	129	0	60	189
	C	173	47	0	220
	Tot.	302	284	268	854

Scenario 1: '1' (FG1: '2026 AM Base', Plan 2: 'Peds alt')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	195	135	330
	B	171	0	52	223
	C	235	52	0	287
	Tot.	406	247	187	840

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Detailed Input Data And Results

Scenario 2: '2' (FG2: '2026 PM Base', Plan 2: 'Peds alt')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	222	145	367
	B	122	0	57	179
	C	146	45	0	191
	Tot.	268	267	202	737

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 3: '3' (FG3: '2031 AM Base', Plan 2: 'Peds alt')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	206	143	349
	B	180	0	55	235
	C	248	55	0	303
	Tot.	428	261	198	887

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Detailed Input Data And Results

Scenario 4: '4' (FG4: '2031 PM Base', Plan 2: 'Peds alt')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	235	154	389
	B	129	0	60	189
	C	155	47	0	202
	Tot.	284	282	214	780

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 5: '5' (FG5: '2031 Base + Dev', Plan 2: 'Peds alt')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	211	199	410
	B	184	0	55	239
	C	269	54	0	323
	Tot.	453	265	254	972

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Detailed Input Data And Results

Scenario 6: '6' (FG6: '2031 Base + Dev', Plan 2: 'Peds alt')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	237	208	445
	B	129	0	60	189
	C	173	47	0	220
	Tot.	302	284	268	854

Traffic Flows, Difference

Difference :

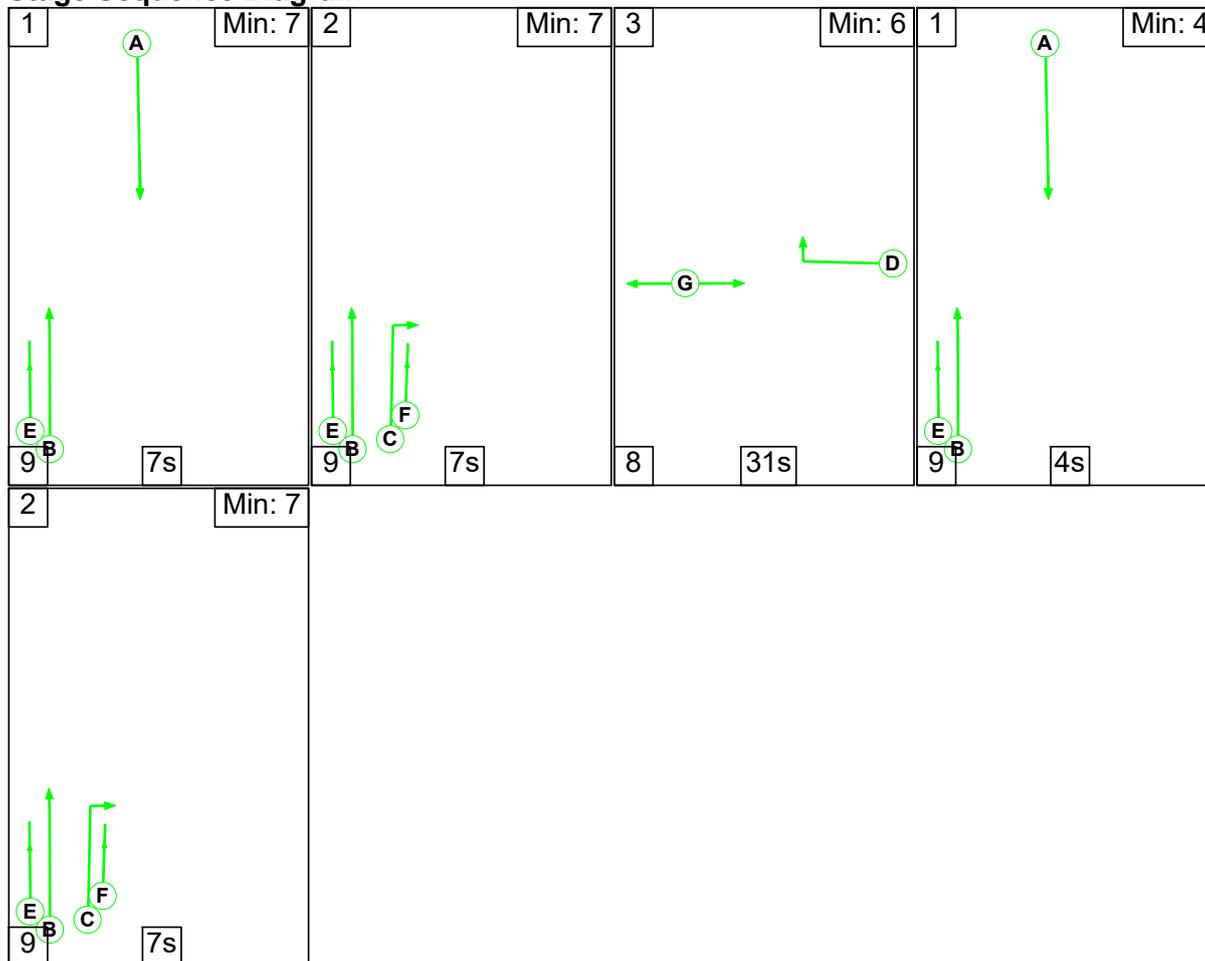
	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: B2118 London Rd / B2116 Aldbourne Road						
1/1	195	222	206	235	211	237
1/2 (with short)	135(In) 95(Out)	145(In) 102(Out)	143(In) 99(Out)	154(In) 108(Out)	199(In) 139(Out)	208(In) 146(Out)
1/3 (short)	40	43	44	46	60	62
2/1 (short)	52	57	55	60	55	60
2/2 (with short)	223(In) 171(Out)	179(In) 122(Out)	235(In) 180(Out)	189(In) 129(Out)	239(In) 184(Out)	189(In) 129(Out)
3/1 (with short)	287(In) 235(Out)	191(In) 146(Out)	303(In) 248(Out)	202(In) 155(Out)	323(In) 269(Out)	220(In) 173(Out)
3/2 (short)	52	45	55	47	54	47
4/1	406	268	428	284	453	302
5/1	247	267	261	282	265	284
6/1	147	159	154	168	194	206
6/2	40	43	44	46	60	62

Scenario 1: '1' (FG1: '2026 AM Base', Plan 2: 'Peds alt')

Stage Sequence Diagram



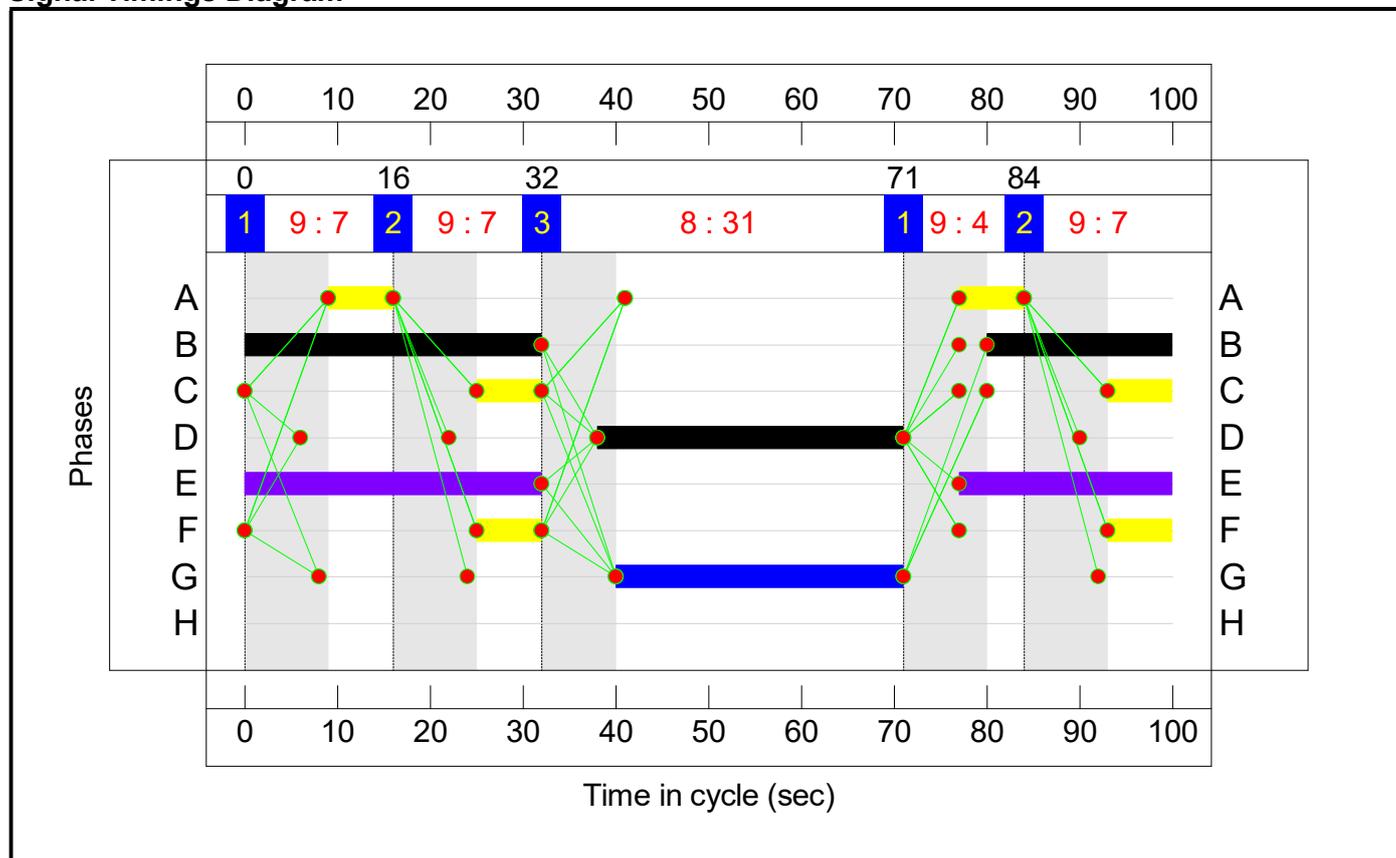
Stage Timings

Stage	1	2	3	1	2
Duration	7	7	31	4	7
Change Point	0	16	32	71	84

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B2118 London Rd (N) Ahead	Traffic	7	9	16	7	77	84
B	B2118 London Rd (S) Ahead	Traffic	52	80	32			
C	B2118 London Rd (S) Right	Traffic	7	25	32	7	93	0
D	B2116 Aldbourne Rd (E) Right	Traffic	33	38	71			
E	Cycles	Cycle	55	77	32			
F	Cycles	Cycle	7	25	32	7	93	0
G	Pedestrians across	Pedestrian	31	40	71			
H	Dummy	Dummy						

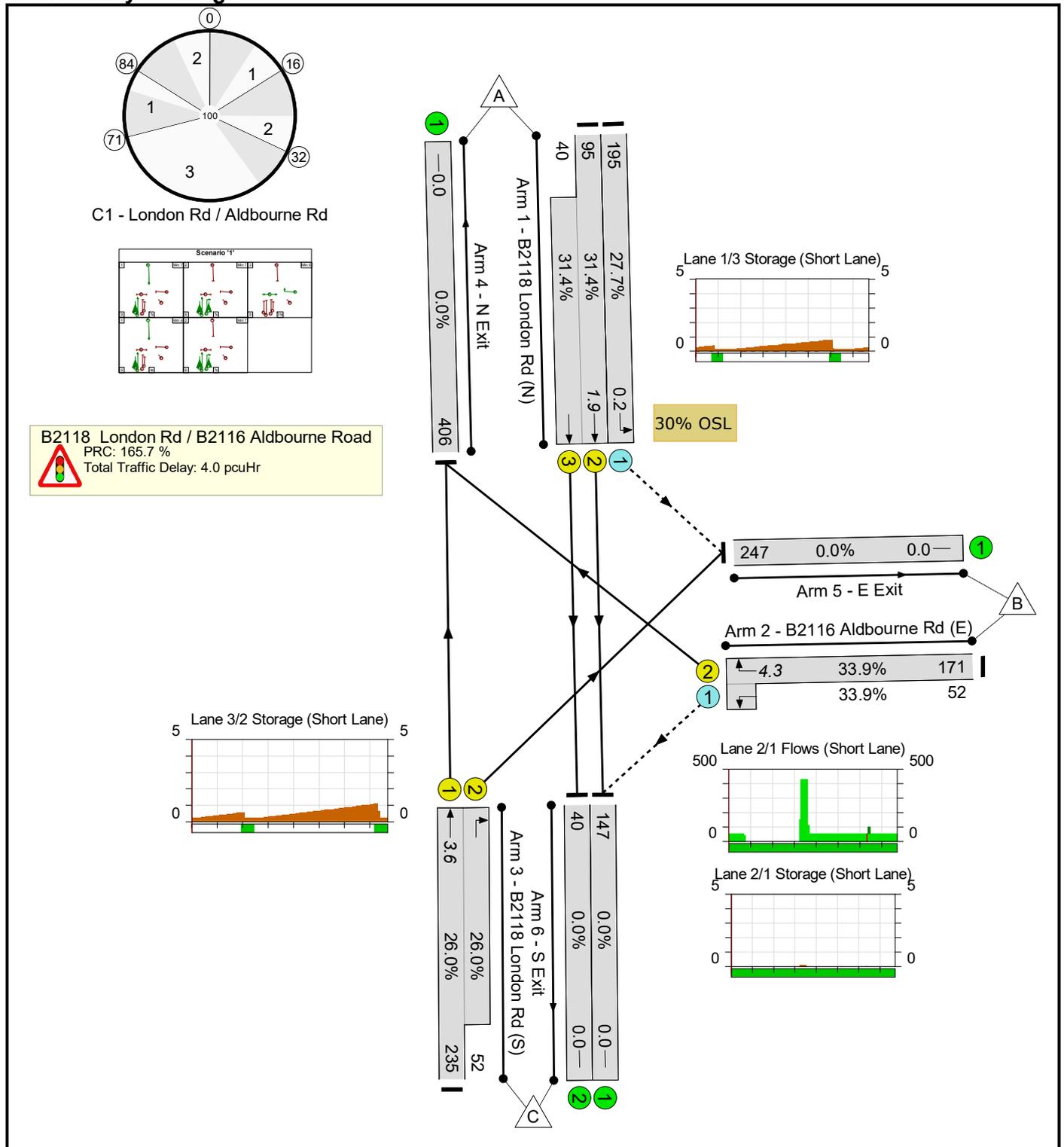
Signal Timings Diagram



Lane Green Times

Junction: B2118 London Rd / B2116 Aldbourne Road					
Lane	Description	Type	Phases	Start Green	End Green
1/2	B2118 London Rd (N) Ahead	U	A	9	16
				77	84
1/3	B2118 London Rd (N) Ahead	U	A	9	16
				77	84
2/2	B2116 Aldbourne Rd (E) Right	U	D	38	71
3/1	B2118 London Rd (S) Ahead	U	B	80	32
3/2	B2118 London Rd (S) Right	U	C	25	32
				93	0

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	33.9%
B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	33.9%
1/1	B2118 London Rd (N) Left	O	N/A	N/A	-		-	-	-	-	195	2039	704	27.7%
1/2+1/3	B2118 London Rd (N) Ahead	U	N/A	N/A	A		2	14	-	-	135	1890:2030	302+127	31.4 : 31.4%
2/2+2/1	B2116 Aldbourne Rd (E) Right Left	U+O	N/A	N/A	D -		1	33	-	-	223	1838:1868	505+154	33.9 : 33.9%
3/1+3/2	B2118 London Rd (S) Ahead Right	U	N/A	N/A	B C		1:2	52:14	-	-	287	1890:1680	904+200	26.0 : 26.0%
4/1	N Exit	U	N/A	N/A	-		-	-	-	-	406	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	-	247	Inf	Inf	0.0%
6/1	S Exit	U	N/A	N/A	-		-	-	-	-	147	Inf	Inf	0.0%
6/2	S Exit	U	N/A	N/A	-		-	-	-	-	40	Inf	Inf	0.0%

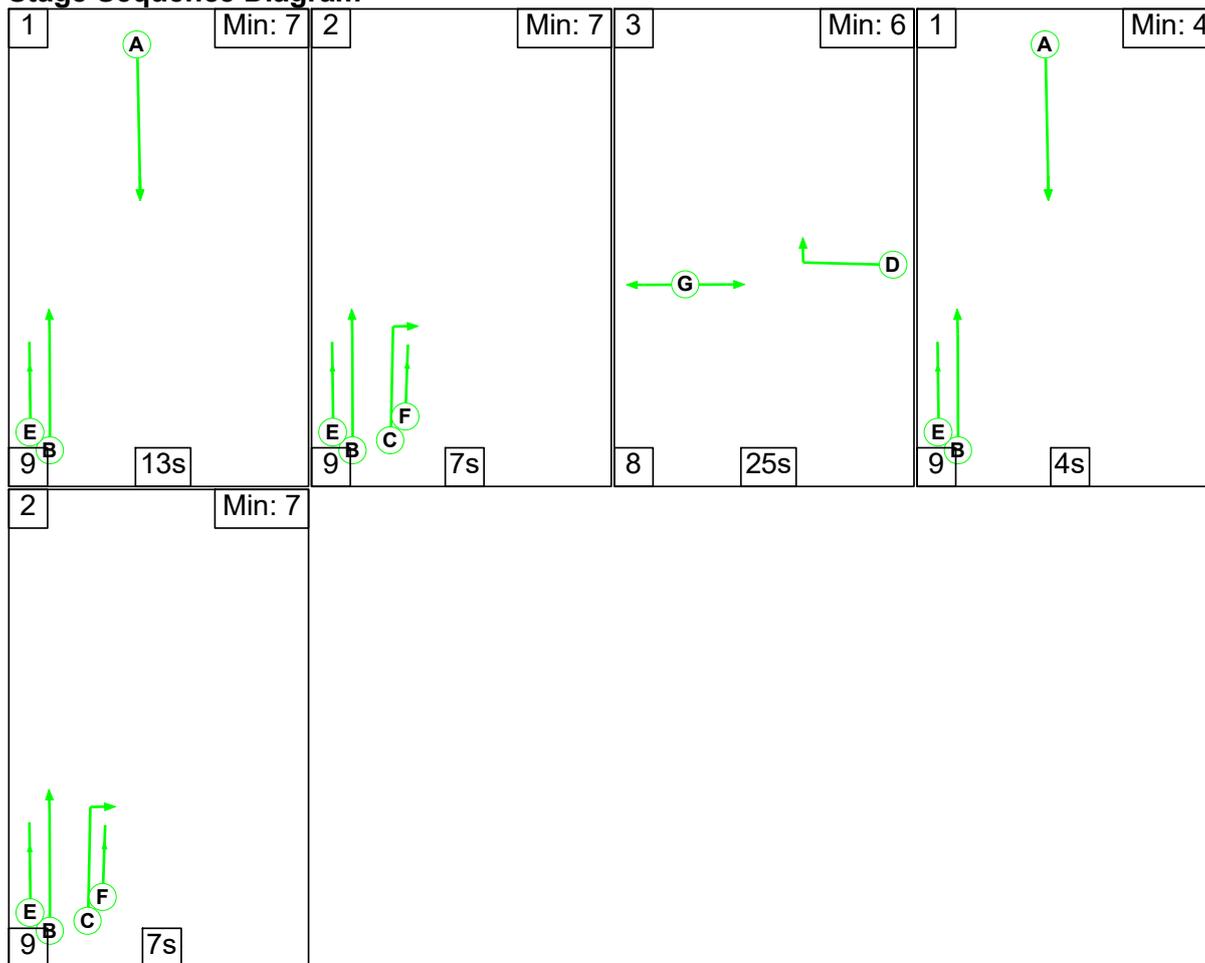
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	35	212	0	3.2	0.9	0.0	4.0	-	-	-	-	
B2118 London Rd / B2116 Aldbourne Road	-	-	35	212	0	3.2	0.9	0.0	4.0	-	-	-	-	
1/1	195	195	31	164	0	0.0	0.2	-	0.2	3.5	0.0	0.2	0.2	
1/2+1/3	135	135	-	-	-	0.8	0.2	-	1.0	27.9	1.7	0.2	1.9	
2/2+2/1	223	223	4	48	0	1.2	0.3	-	1.5	24.0	4.1	0.3	4.3	
3/1+3/2	287	287	-	-	-	1.1	0.2	-	1.3	16.4	3.5	0.2	3.6	
4/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
<p>C1 - London Rd / Aldbourne Rd PRC for Signalled Lanes (%): 165.7 Total Delay for Signalled Lanes (pcuHr): 3.85 Cycle Time (s): 100 PRC Over All Lanes (%): 165.7 Total Delay Over All Lanes(pcuHr): 4.04</p>														

Detailed Input Data And Results

Scenario 2: '2' (FG2: '2026 PM Base', Plan 2: 'Peds alt')

Stage Sequence Diagram



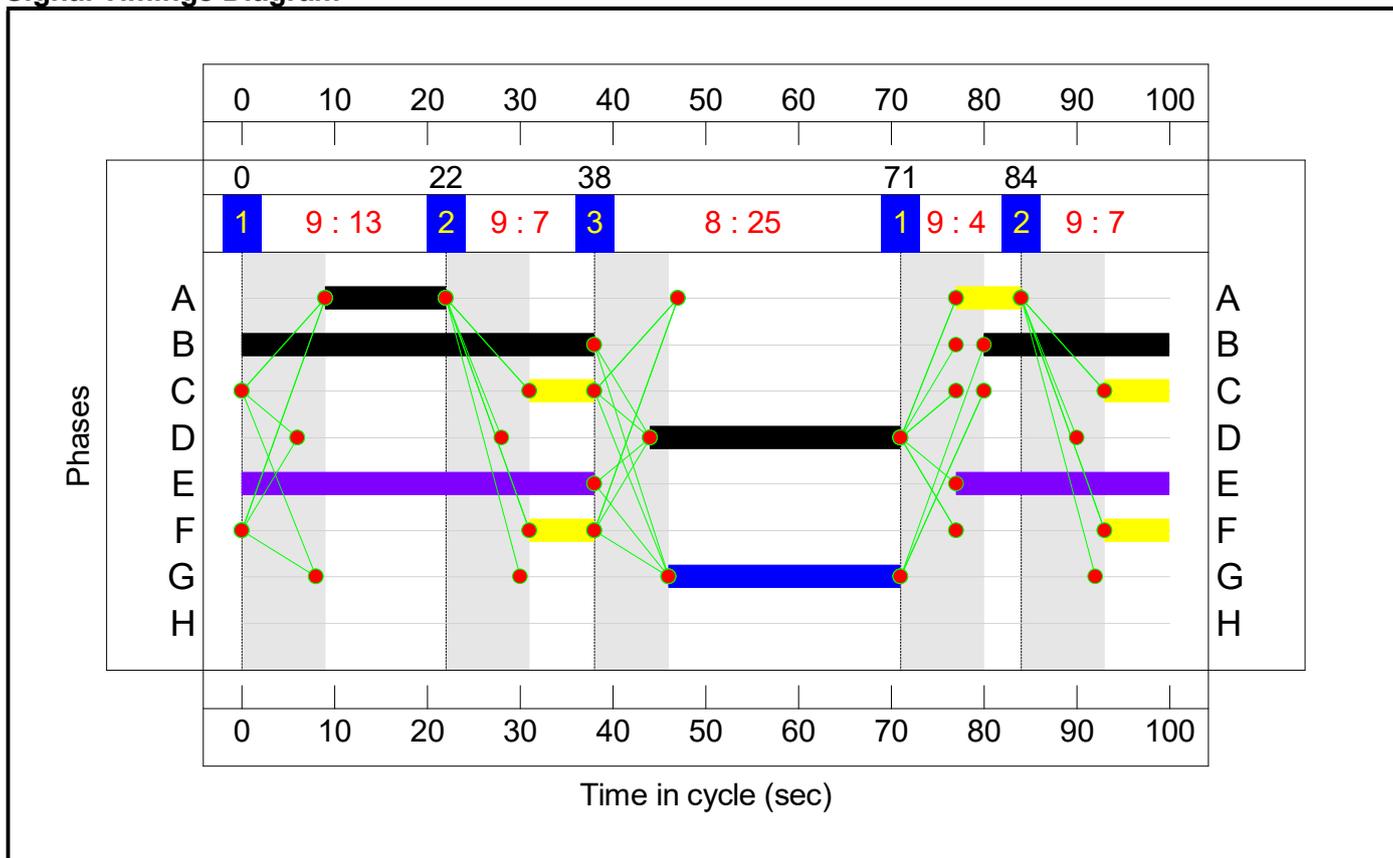
Stage Timings

Stage	1	2	3	1	2
Duration	13	7	25	4	7
Change Point	0	22	38	71	84

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B2118 London Rd (N) Ahead	Traffic	13	9	22	7	77	84
B	B2118 London Rd (S) Ahead	Traffic	58	80	38			
C	B2118 London Rd (S) Right	Traffic	7	31	38	7	93	0
D	B2116 Aldbourne Rd (E) Right	Traffic	27	44	71			
E	Cycles	Cycle	61	77	38			
F	Cycles	Cycle	7	31	38	7	93	0
G	Pedestrians across	Pedestrian	25	46	71			
H	Dummy	Dummy						

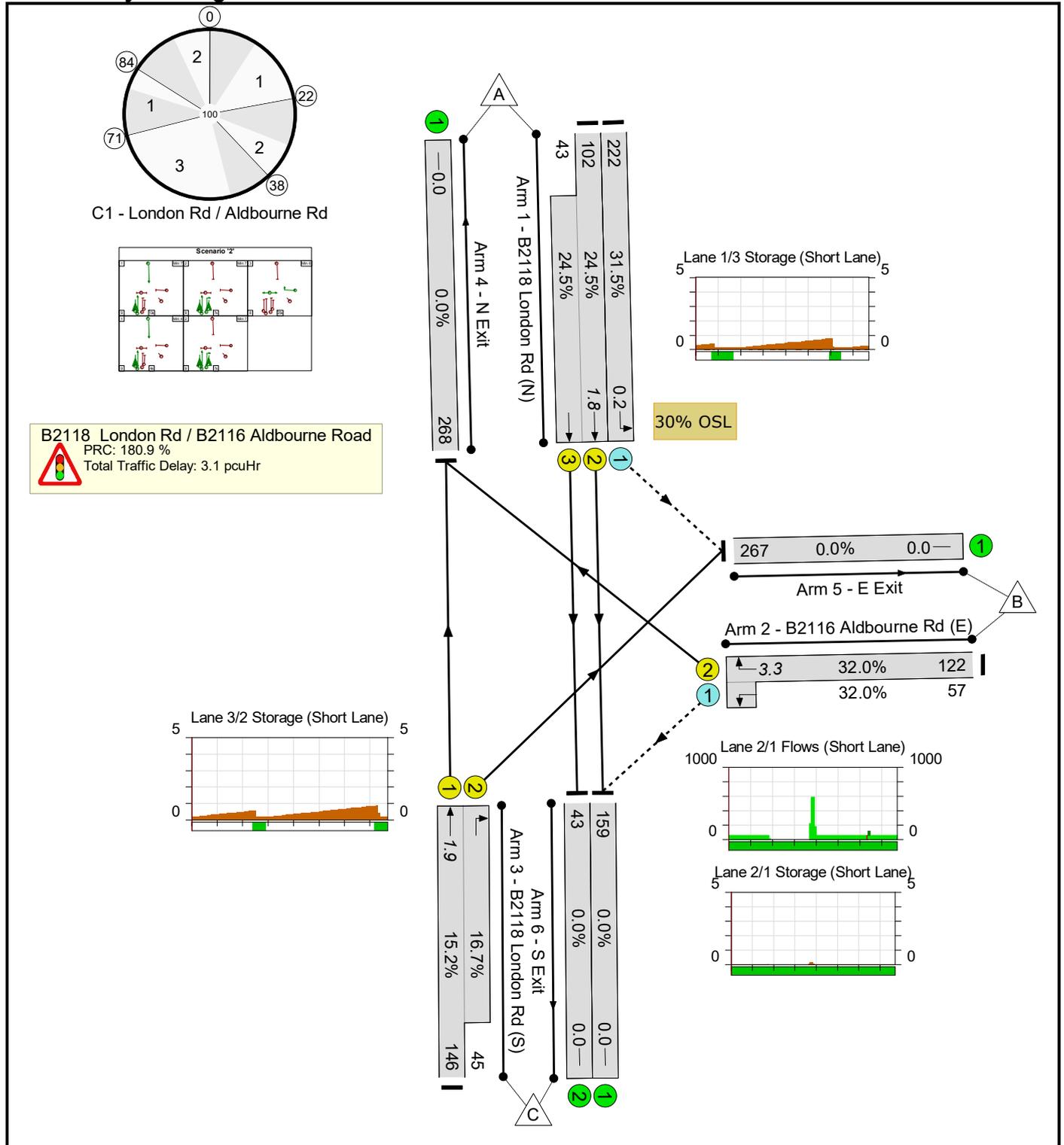
Signal Timings Diagram



Lane Green Times

Junction: B2118 London Rd / B2116 Aldbourne Road					
Lane	Description	Type	Phases	Start Green	End Green
1/2	B2118 London Rd (N) Ahead	U	A	9	22
				77	84
1/3	B2118 London Rd (N) Ahead	U	A	9	22
				77	84
2/2	B2116 Aldbourne Rd (E) Right	U	D	44	71
3/1	B2118 London Rd (S) Ahead	U	B	80	38
3/2	B2118 London Rd (S) Right	U	C	31	38
				93	0

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	32.0%
B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	32.0%
1/1	B2118 London Rd (N) Left	O	N/A	N/A	-		-	-	-	-	222	2039	705	31.5%
1/2+1/3	B2118 London Rd (N) Ahead	U	N/A	N/A	A		2	20	-	-	145	1890:2030	416+175	24.5 : 24.5%
2/2+2/1	B2116 Aldbourne Rd (E) Right Left	U+O	N/A	N/A	D -		1	27	-	-	179	1838:1868	381+178	32.0 : 32.0%
3/1+3/2	B2118 London Rd (S) Ahead Right	U	N/A	N/A	B C		1:2	58:14	-	-	191	1890:1680	960+269	15.2 : 16.7%
4/1	N Exit	U	N/A	N/A	-		-	-	-	-	268	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	-	267	Inf	Inf	0.0%
6/1	S Exit	U	N/A	N/A	-		-	-	-	-	159	Inf	Inf	0.0%
6/2	S Exit	U	N/A	N/A	-		-	-	-	-	43	Inf	Inf	0.0%

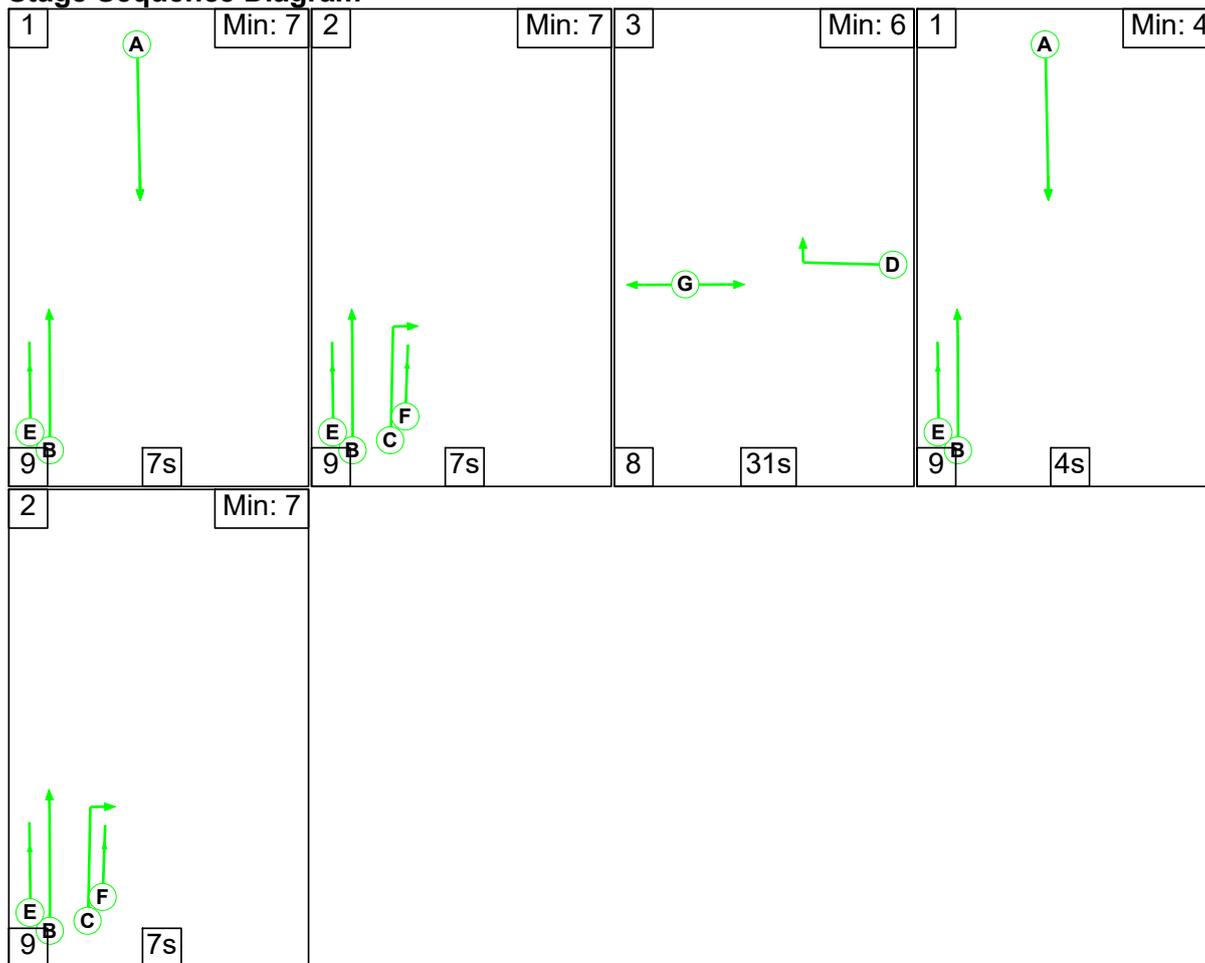
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	46	233	0	2.3	0.7	0.0	3.1	-	-	-	-	
B2118 London Rd / B2116 Aldbourne Road	-	-	46	233	0	2.3	0.7	0.0	3.1	-	-	-	-	
1/1	222	222	36	186	0	0.0	0.2	-	0.2	3.7	0.0	0.2	0.2	
1/2+1/3	145	145	-	-	-	0.7	0.2	-	0.9	22.4	1.6	0.2	1.8	
2/2+2/1	179	179	10	47	0	1.0	0.2	-	1.2	24.7	3.0	0.2	3.3	
3/1+3/2	191	191	-	-	-	0.6	0.1	-	0.7	13.3	1.8	0.1	1.9	
4/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - London Rd / Aldbourne Rd			PRC for Signalled Lanes (%):		180.9	Total Delay for Signalled Lanes (pcuHr):			2.84	Cycle Time (s): 100				
			PRC Over All Lanes (%):		180.9	Total Delay Over All Lanes(pcuHr):			3.07					

Detailed Input Data And Results

Scenario 3: '3' (FG3: '2031 AM Base', Plan 2: 'Peds alt')

Stage Sequence Diagram



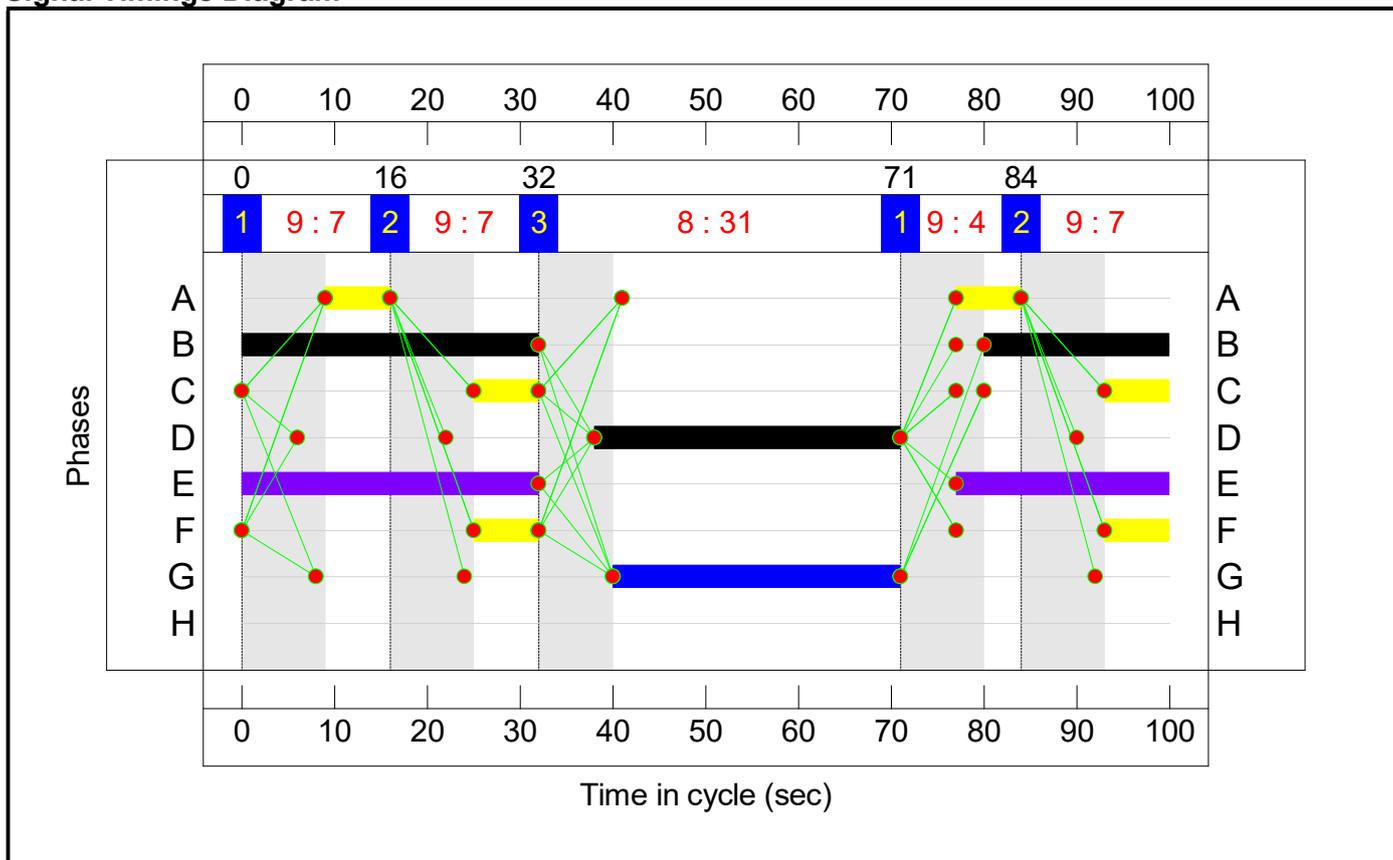
Stage Timings

Stage	1	2	3	1	2
Duration	7	7	31	4	7
Change Point	0	16	32	71	84

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B2118 London Rd (N) Ahead	Traffic	7	9	16	7	77	84
B	B2118 London Rd (S) Ahead	Traffic	52	80	32			
C	B2118 London Rd (S) Right	Traffic	7	25	32	7	93	0
D	B2116 Aldbourne Rd (E) Right	Traffic	33	38	71			
E	Cycles	Cycle	55	77	32			
F	Cycles	Cycle	7	25	32	7	93	0
G	Pedestrians across	Pedestrian	31	40	71			
H	Dummy	Dummy						

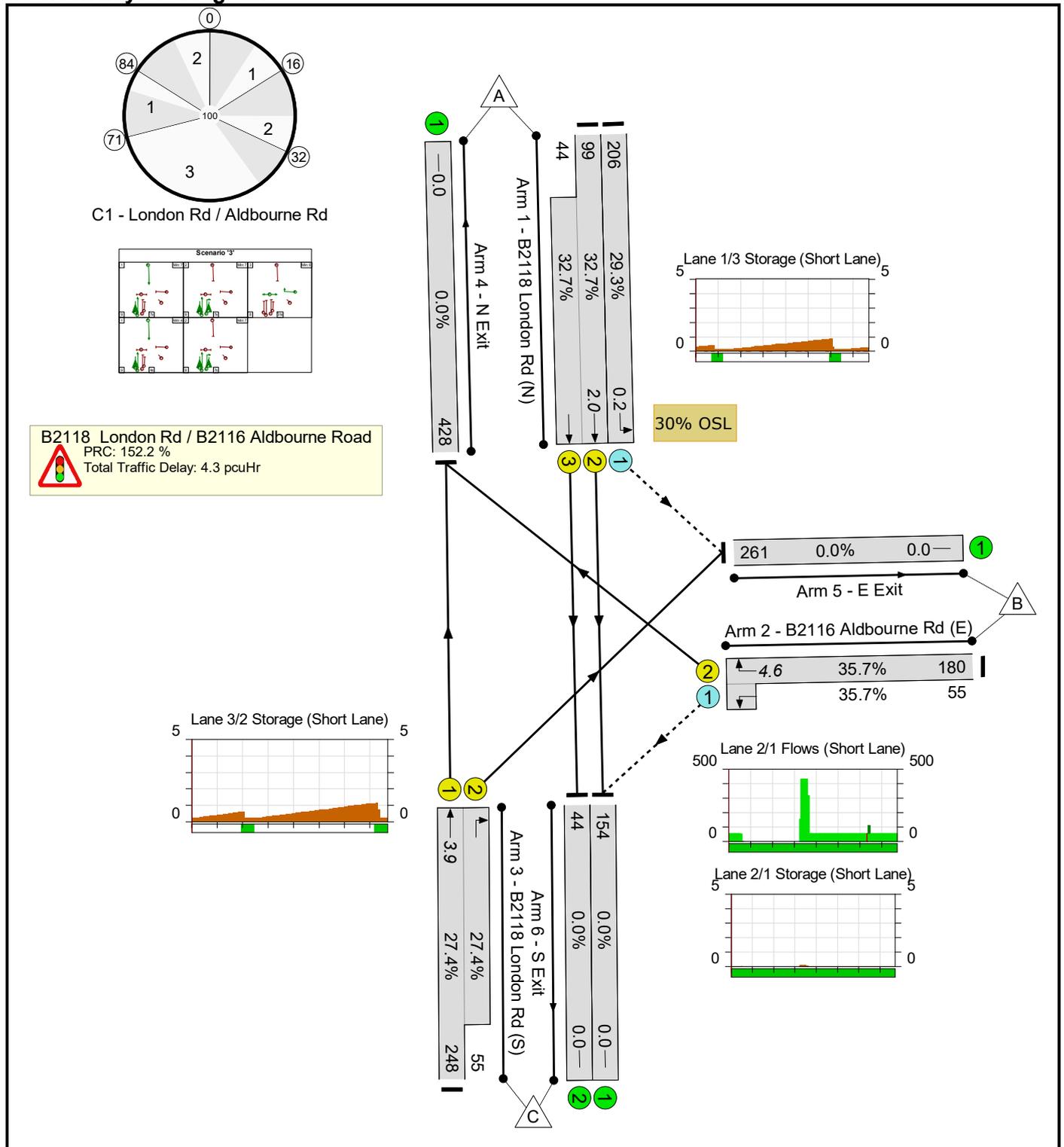
Signal Timings Diagram



Lane Green Times

Junction: B2118 London Rd / B2116 Aldbourne Road					
Lane	Description	Type	Phases	Start Green	End Green
1/2	B2118 London Rd (N) Ahead	U	A	9	16
				77	84
1/3	B2118 London Rd (N) Ahead	U	A	9	16
				77	84
2/2	B2116 Aldbourne Rd (E) Right	U	D	38	71
3/1	B2118 London Rd (S) Ahead	U	B	80	32
3/2	B2118 London Rd (S) Right	U	C	25	32
				93	0

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	35.7%
B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	35.7%
1/1	B2118 London Rd (N) Left	O	N/A	N/A	-		-	-	-	-	206	2039	703	29.3%
1/2+1/3	B2118 London Rd (N) Ahead	U	N/A	N/A	A		2	14	-	-	143	1890:2030	302+134	32.7 : 32.7%
2/2+2/1	B2116 Aldbourne Rd (E) Right Left	U+O	N/A	N/A	D -		1	33	-	-	235	1838:1868	504+154	35.7 : 35.7%
3/1+3/2	B2118 London Rd (S) Ahead Right	U	N/A	N/A	B C		1:2	52:14	-	-	303	1890:1680	904+201	27.4 : 27.4%
4/1	N Exit	U	N/A	N/A	-		-	-	-	-	428	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	-	261	Inf	Inf	0.0%
6/1	S Exit	U	N/A	N/A	-		-	-	-	-	154	Inf	Inf	0.0%
6/2	S Exit	U	N/A	N/A	-		-	-	-	-	44	Inf	Inf	0.0%

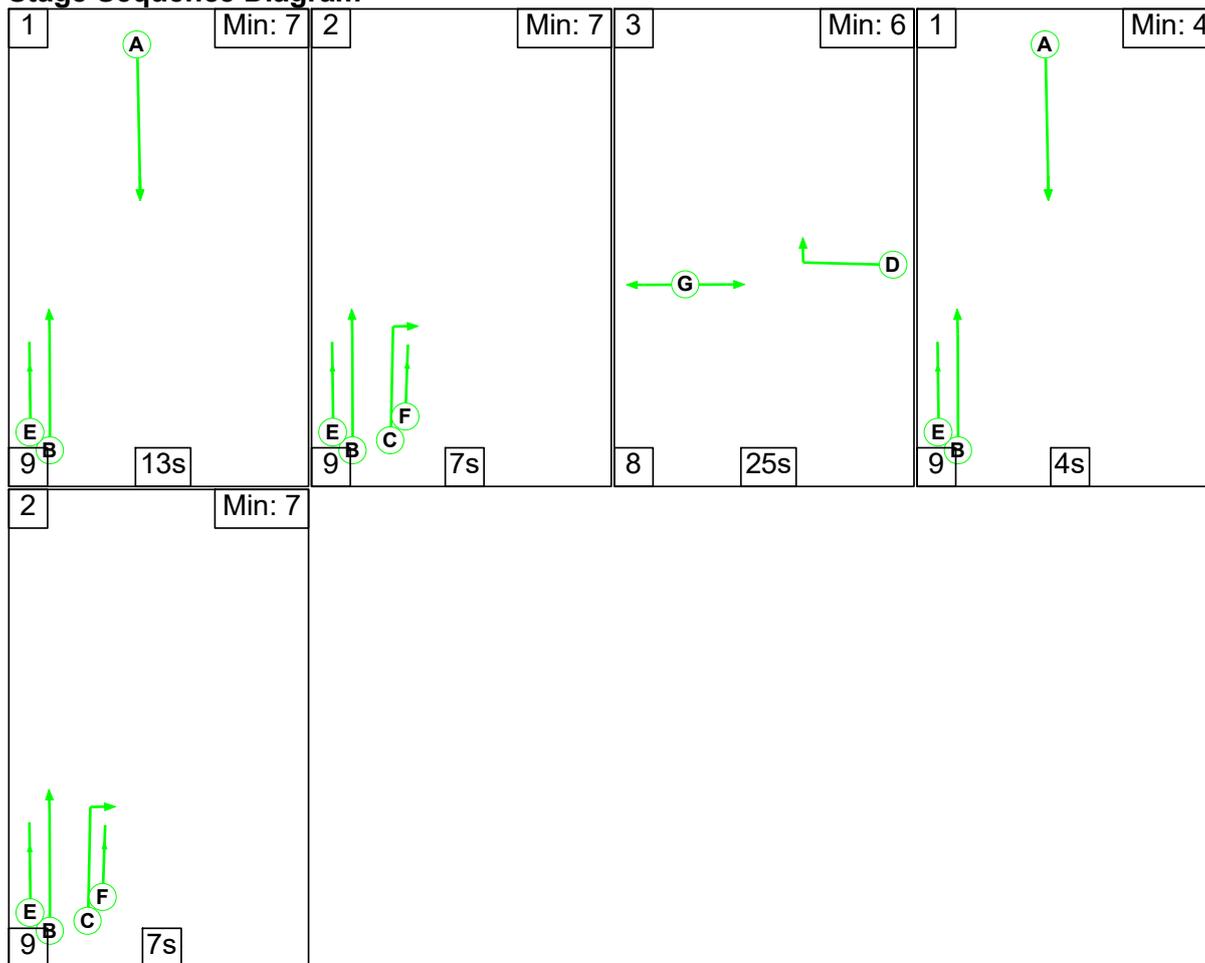
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	37	224	0	3.4	0.9	0.0	4.3	-	-	-	-	
B2118 London Rd / B2116 Aldbourne Road	-	-	37	224	0	3.4	0.9	0.0	4.3	-	-	-	-	
1/1	206	206	33	173	0	0.0	0.2	-	0.2	3.6	0.0	0.2	0.2	
1/2+1/3	143	143	-	-	-	0.9	0.2	-	1.1	28.0	1.7	0.2	2.0	
2/2+2/1	235	235	4	51	0	1.3	0.3	-	1.6	24.4	4.3	0.3	4.6	
3/1+3/2	303	303	-	-	-	1.2	0.2	-	1.4	16.6	3.7	0.2	3.9	
4/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - London Rd / Aldbourne Rd			PRC for Signalled Lanes (%): 152.2		PRC Over All Lanes (%): 152.2		Total Delay for Signalled Lanes (pcuHr): 4.10		Total Delay Over All Lanes(pcuHr): 4.31		Cycle Time (s): 100			

Detailed Input Data And Results

Scenario 4: '4' (FG4: '2031 PM Base', Plan 2: 'Peds alt')

Stage Sequence Diagram



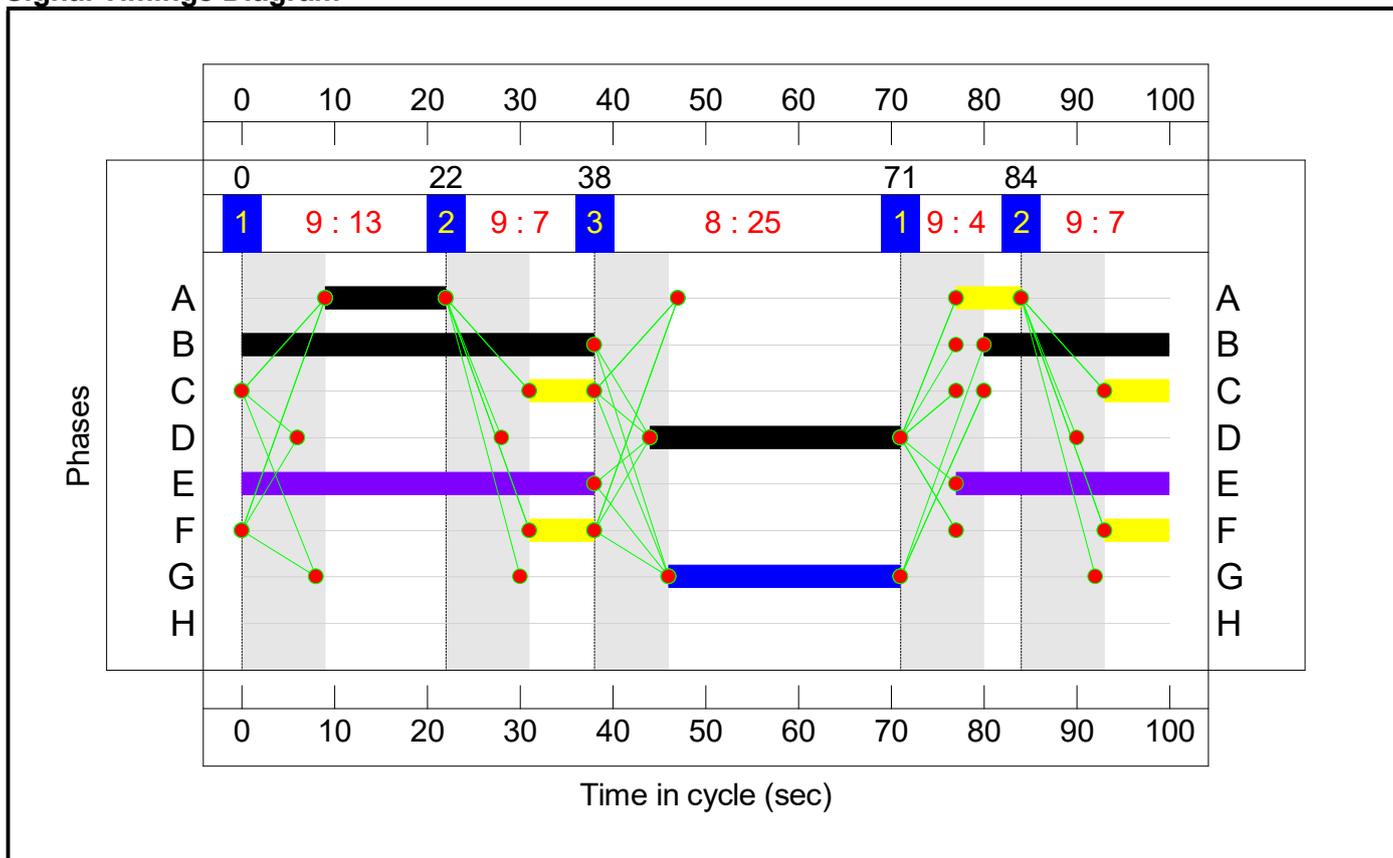
Stage Timings

Stage	1	2	3	1	2
Duration	13	7	25	4	7
Change Point	0	22	38	71	84

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B2118 London Rd (N) Ahead	Traffic	13	9	22	7	77	84
B	B2118 London Rd (S) Ahead	Traffic	58	80	38			
C	B2118 London Rd (S) Right	Traffic	7	31	38	7	93	0
D	B2116 Aldbourne Rd (E) Right	Traffic	27	44	71			
E	Cycles	Cycle	61	77	38			
F	Cycles	Cycle	7	31	38	7	93	0
G	Pedestrians across	Pedestrian	25	46	71			
H	Dummy	Dummy						

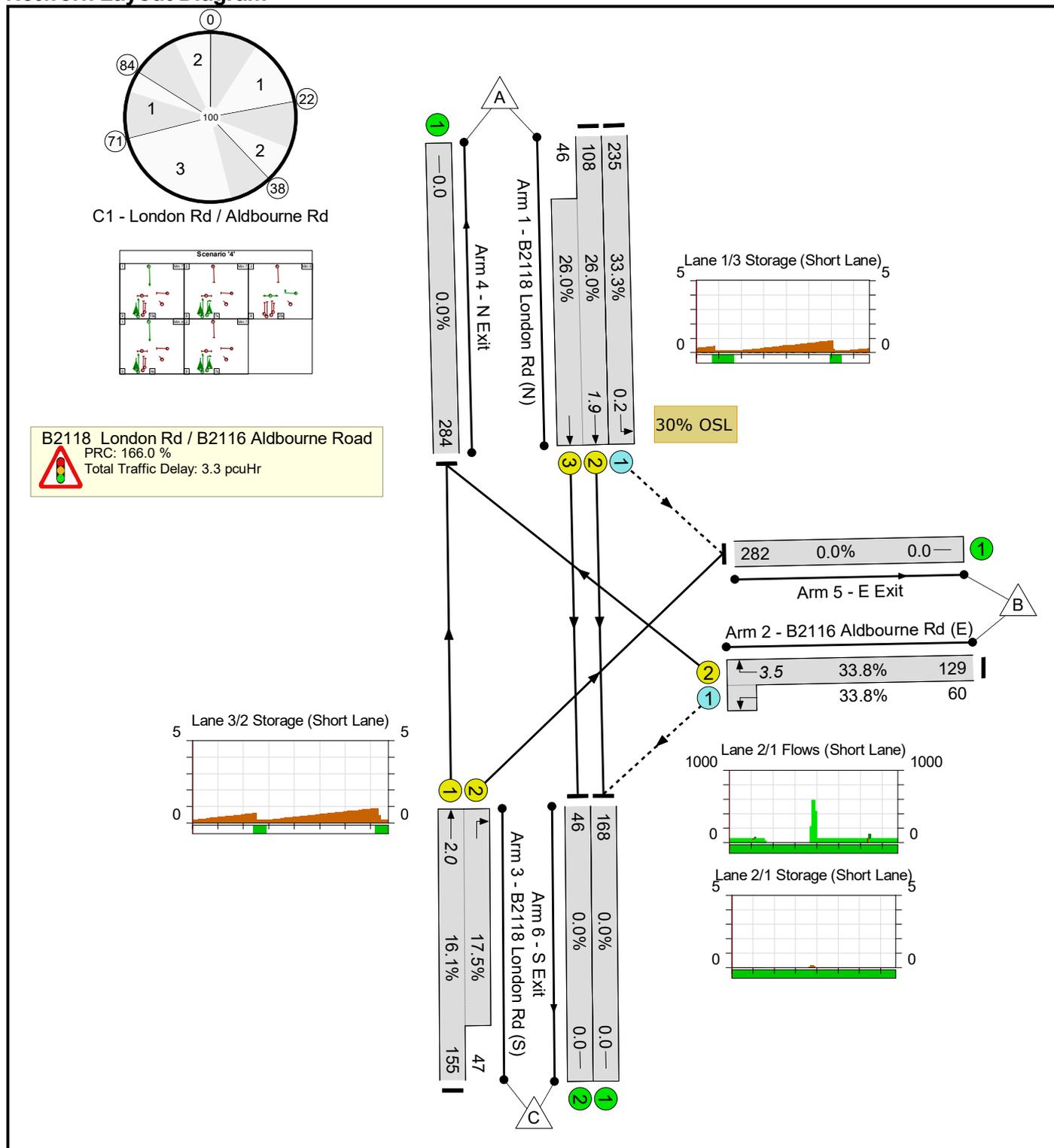
Signal Timings Diagram



Lane Green Times

Junction: B2118 London Rd / B2116 Aldbourne Road					
Lane	Description	Type	Phases	Start Green	End Green
1/2	B2118 London Rd (N) Ahead	U	A	9	22
				77	84
1/3	B2118 London Rd (N) Ahead	U	A	9	22
				77	84
2/2	B2116 Aldbourne Rd (E) Right	U	D	44	71
3/1	B2118 London Rd (S) Ahead	U	B	80	38
3/2	B2118 London Rd (S) Right	U	C	31	38
				93	0

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	33.8%
B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	33.8%
1/1	B2118 London Rd (N) Left	O	N/A	N/A	-		-	-	-	-	235	2039	705	33.3%
1/2+1/3	B2118 London Rd (N) Ahead	U	N/A	N/A	A		2	20	-	-	154	1890:2030	416+177	26.0 : 26.0%
2/2+2/1	B2116 Aldbourne Rd (E) Right Left	U+O	N/A	N/A	D -		1	27	-	-	189	1838:1868	381+177	33.8 : 33.8%
3/1+3/2	B2118 London Rd (S) Ahead Right	U	N/A	N/A	B C		1:2	58:14	-	-	202	1890:1680	962+269	16.1 : 17.5%
4/1	N Exit	U	N/A	N/A	-		-	-	-	-	284	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	-	282	Inf	Inf	0.0%
6/1	S Exit	U	N/A	N/A	-		-	-	-	-	168	Inf	Inf	0.0%
6/2	S Exit	U	N/A	N/A	-		-	-	-	-	46	Inf	Inf	0.0%

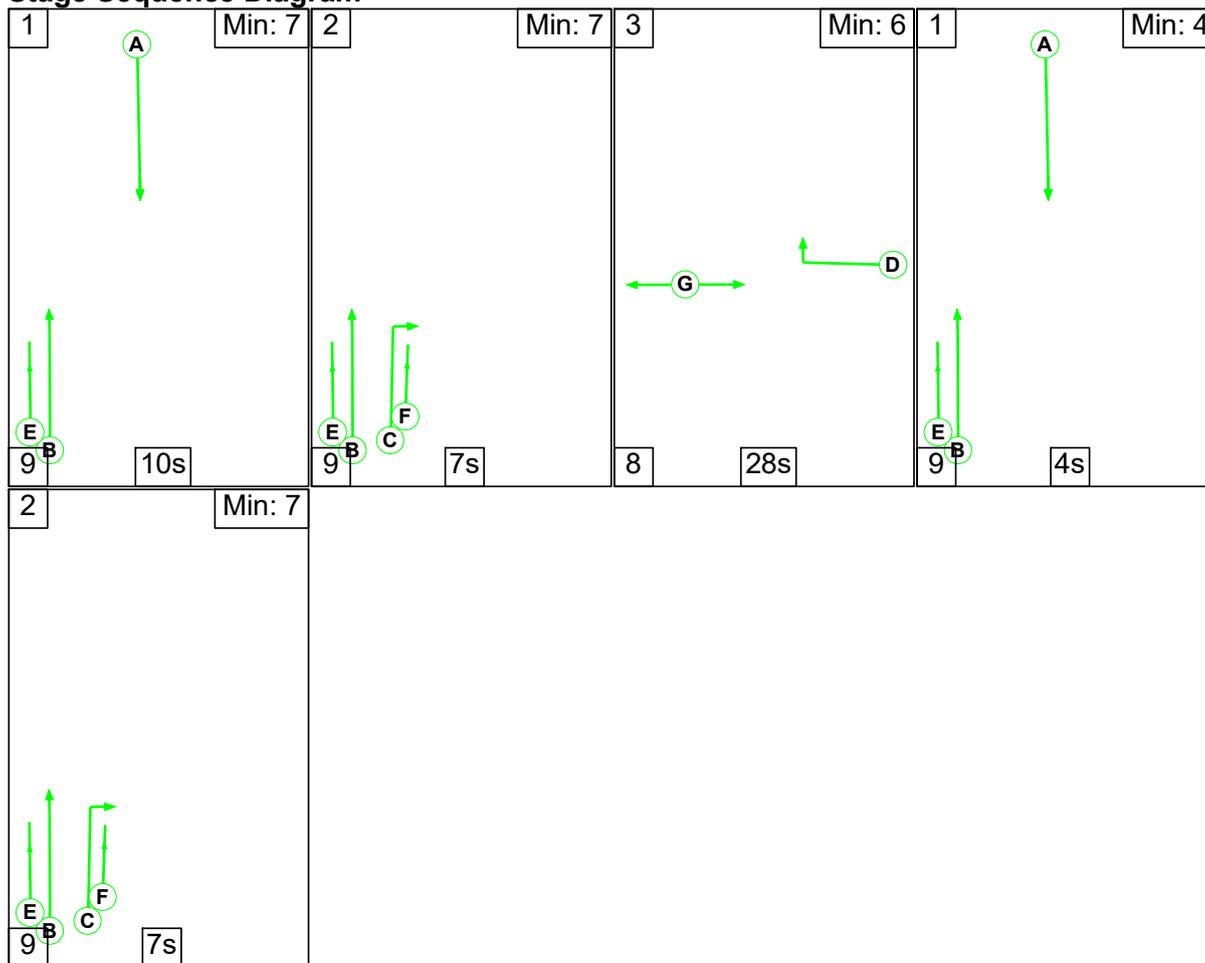
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	47	248	0	2.5	0.8	0.0	3.3	-	-	-	-	
B2118 London Rd / B2116 Aldbourne Road	-	-	47	248	0	2.5	0.8	0.0	3.3	-	-	-	-	
1/1	235	235	38	197	0	0.0	0.2	-	0.2	3.8	0.0	0.2	0.2	
1/2+1/3	154	154	-	-	-	0.8	0.2	-	1.0	22.5	1.7	0.2	1.9	
2/2+2/1	189	189	9	51	0	1.1	0.3	-	1.3	25.2	3.3	0.3	3.5	
3/1+3/2	202	202	-	-	-	0.7	0.1	-	0.7	13.4	1.9	0.1	2.0	
4/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - London Rd / Aldbourne Rd		PRC for Signalled Lanes (%):		166.0	Total Delay for Signalled Lanes (pcuHr):		3.04	Cycle Time (s):		100				
		PRC Over All Lanes (%):		166.0	Total Delay Over All Lanes(pcuHr):		3.29							

Detailed Input Data And Results

Scenario 5: '5' (FG5: '2031 Base + Dev', Plan 2: 'Peds alt')

Stage Sequence Diagram



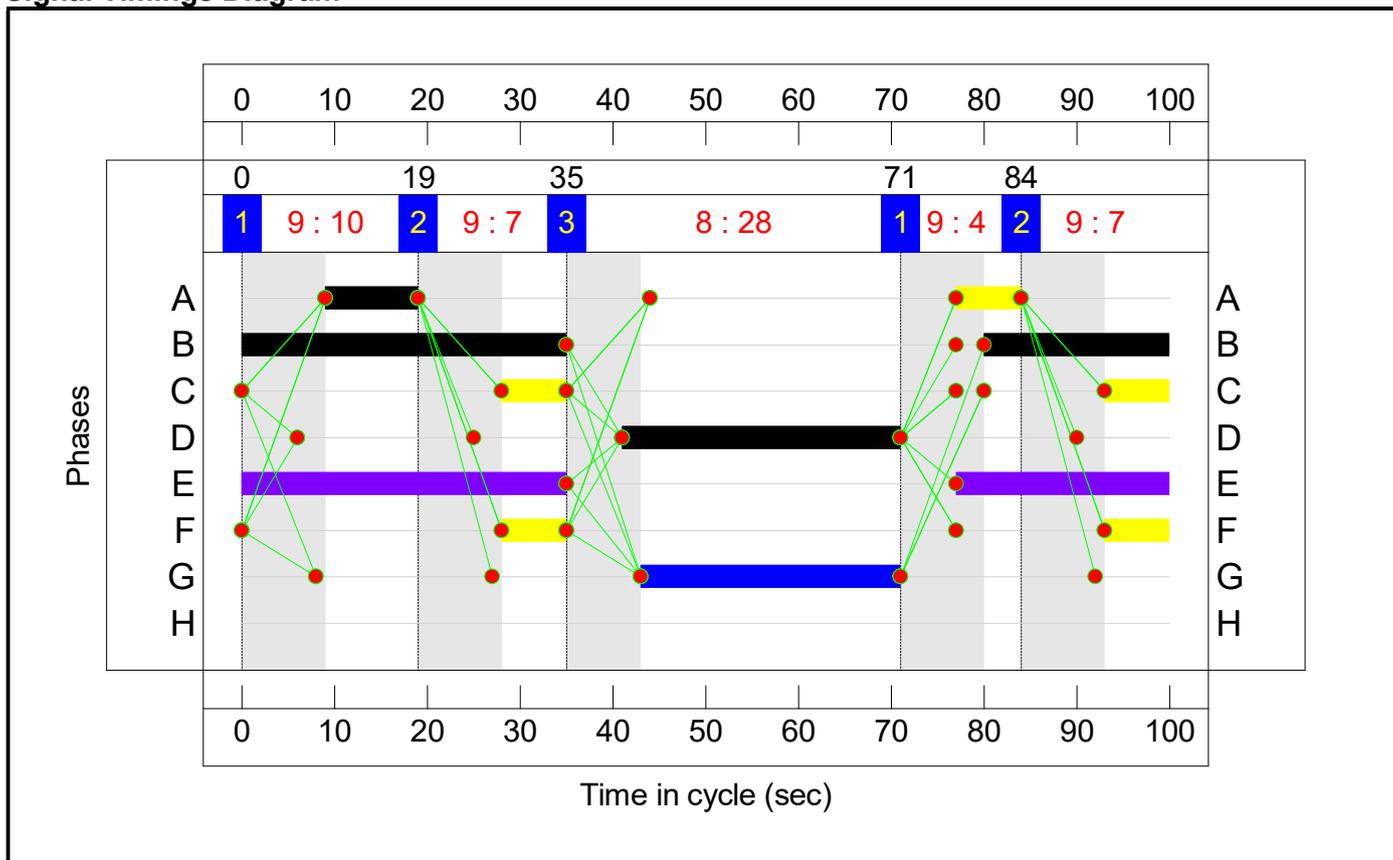
Stage Timings

Stage	1	2	3	1	2
Duration	10	7	28	4	7
Change Point	0	19	35	71	84

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B2118 London Rd (N) Ahead	Traffic	10	9	19	7	77	84
B	B2118 London Rd (S) Ahead	Traffic	55	80	35			
C	B2118 London Rd (S) Right	Traffic	7	28	35	7	93	0
D	B2116 Aldbourne Rd (E) Right	Traffic	30	41	71			
E	Cycles	Cycle	58	77	35			
F	Cycles	Cycle	7	28	35	7	93	0
G	Pedestrians across	Pedestrian	28	43	71			
H	Dummy	Dummy						

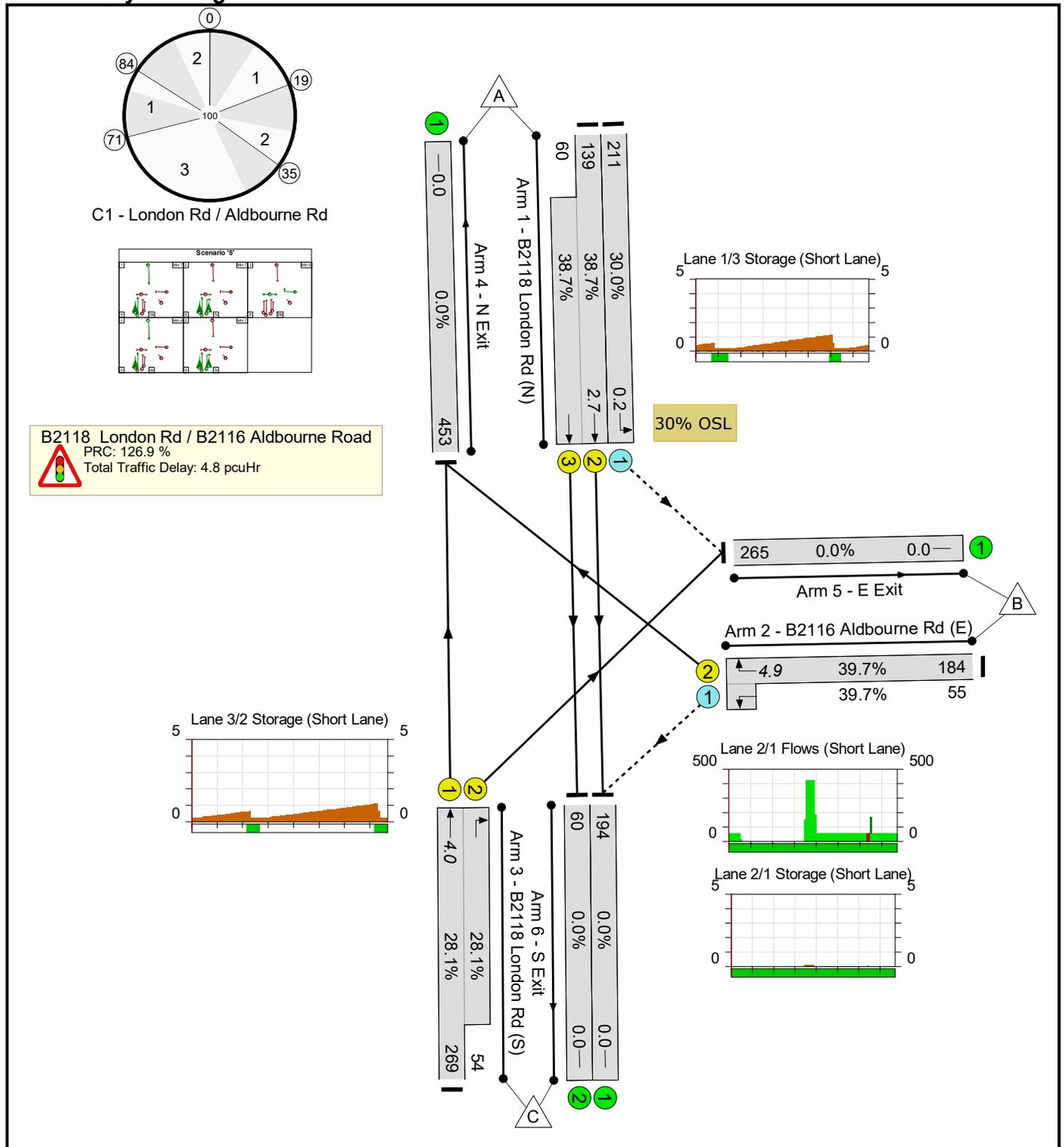
Signal Timings Diagram



Lane Green Times

Junction: B2118 London Rd / B2116 Aldbourne Road					
Lane	Description	Type	Phases	Start Green	End Green
1/2	B2118 London Rd (N) Ahead	U	A	9	19
				77	84
1/3	B2118 London Rd (N) Ahead	U	A	9	19
				77	84
2/2	B2116 Aldbourne Rd (E) Right	U	D	41	71
3/1	B2118 London Rd (S) Ahead	U	B	80	35
3/2	B2118 London Rd (S) Right	U	C	28	35
				93	0

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	39.7%
B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	39.7%
1/1	B2118 London Rd (N) Left	O	N/A	N/A	-		-	-	-	-	211	2039	703	30.0%
1/2+1/3	B2118 London Rd (N) Ahead	U	N/A	N/A	A		2	17	-	-	199	1890:2030	359+155	38.7 : 38.7%
2/2+2/1	B2116 Aldbourne Rd (E) Right Left	U+O	N/A	N/A	D -		1	30	-	-	239	1838:1868	464+139	39.7 : 39.7%
3/1+3/2	B2118 London Rd (S) Ahead Right	U	N/A	N/A	B C		1:2	55:14	-	-	323	1890:1680	958+192	28.1 : 28.1%
4/1	N Exit	U	N/A	N/A	-		-	-	-	-	453	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	-	265	Inf	Inf	0.0%
6/1	S Exit	U	N/A	N/A	-		-	-	-	-	194	Inf	Inf	0.0%
6/2	S Exit	U	N/A	N/A	-		-	-	-	-	60	Inf	Inf	0.0%

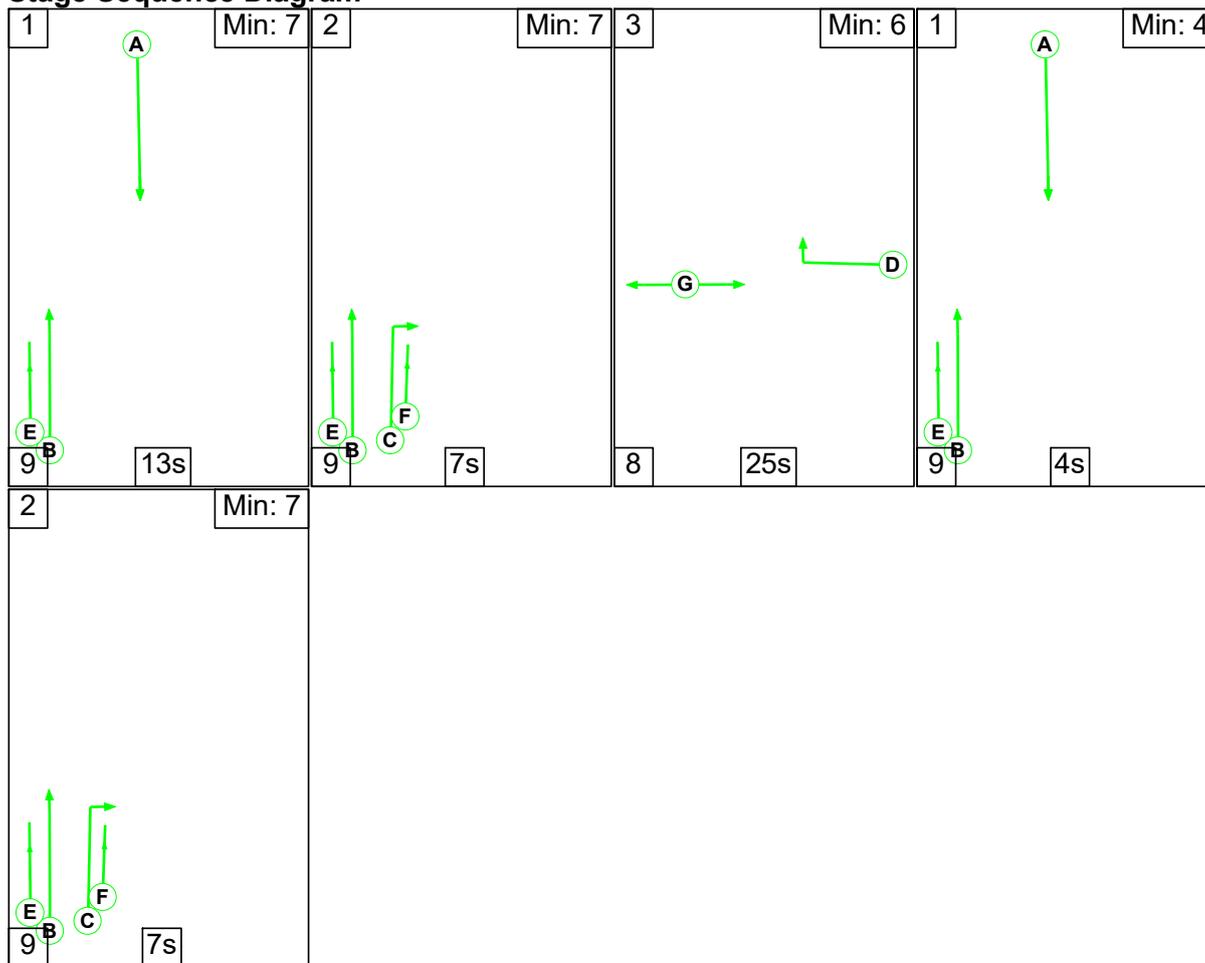
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	38	228	0	3.8	1.1	0.0	4.8	-	-	-	-	
B2118 London Rd / B2116 Aldbourne Road	-	-	38	228	0	3.8	1.1	0.0	4.8	-	-	-	-	
1/1	211	211	34	177	0	0.0	0.2	-	0.2	3.7	0.0	0.2	0.2	
1/2+1/3	199	199	-	-	-	1.1	0.3	-	1.4	26.1	2.4	0.3	2.7	
2/2+2/1	239	239	4	51	0	1.5	0.3	-	1.8	27.3	4.6	0.3	4.9	
3/1+3/2	323	323	-	-	-	1.2	0.2	-	1.3	15.0	3.8	0.2	4.0	
4/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - London Rd / Aldbourne Rd			PRC for Signalled Lanes (%): 126.9		PRC Over All Lanes (%): 126.9		Total Delay for Signalled Lanes (pcuHr): 4.60		Total Delay Over All Lanes(pcuHr): 4.82		Cycle Time (s): 100			

Detailed Input Data And Results

Scenario 6: '6' (FG6: '2031 Base + Dev', Plan 2: 'Peds alt')

Stage Sequence Diagram



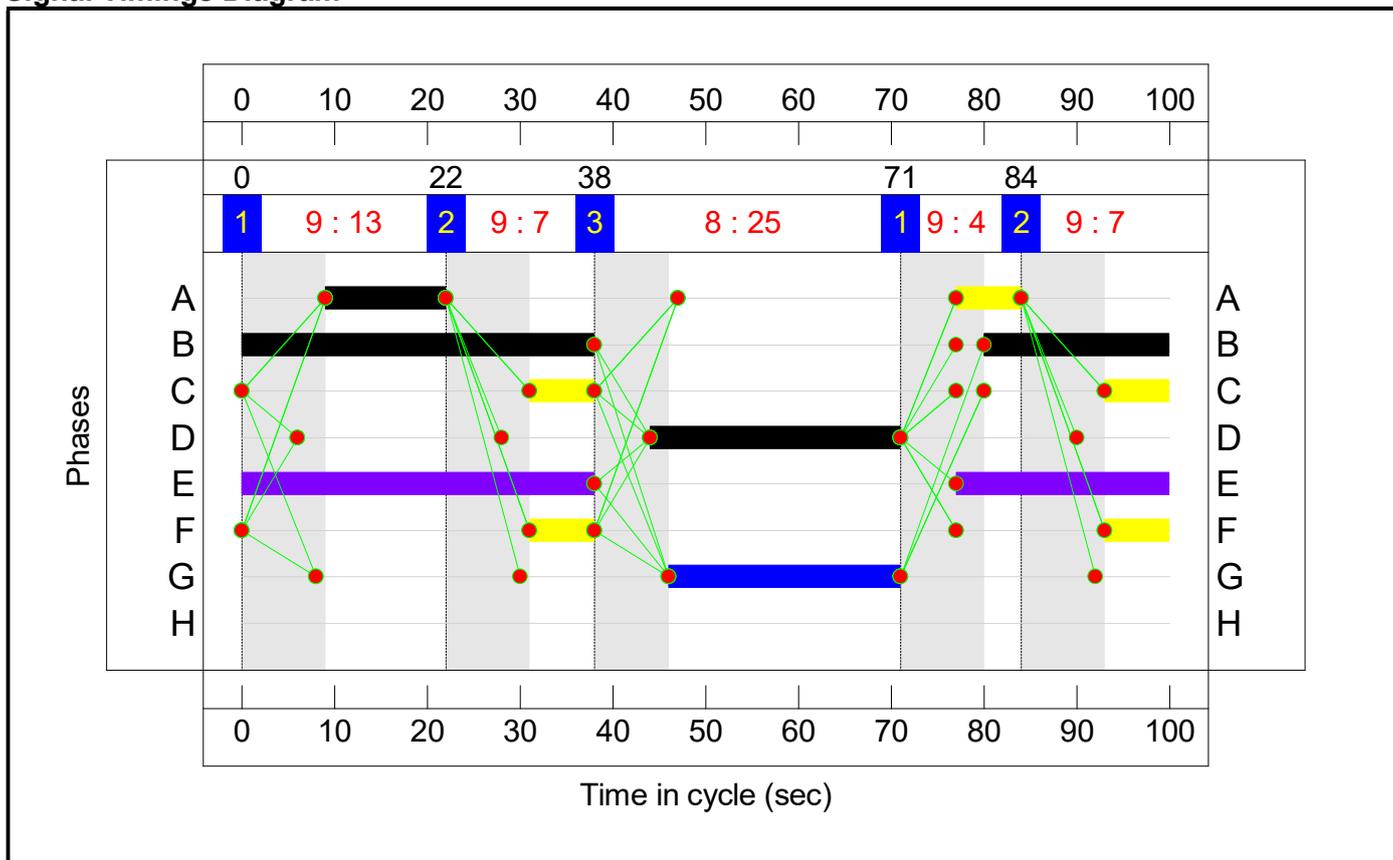
Stage Timings

Stage	1	2	3	1	2
Duration	13	7	25	4	7
Change Point	0	22	38	71	84

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B2118 London Rd (N) Ahead	Traffic	13	9	22	7	77	84
B	B2118 London Rd (S) Ahead	Traffic	58	80	38			
C	B2118 London Rd (S) Right	Traffic	7	31	38	7	93	0
D	B2116 Aldbourne Rd (E) Right	Traffic	27	44	71			
E	Cycles	Cycle	61	77	38			
F	Cycles	Cycle	7	31	38	7	93	0
G	Pedestrians across	Pedestrian	25	46	71			
H	Dummy	Dummy						

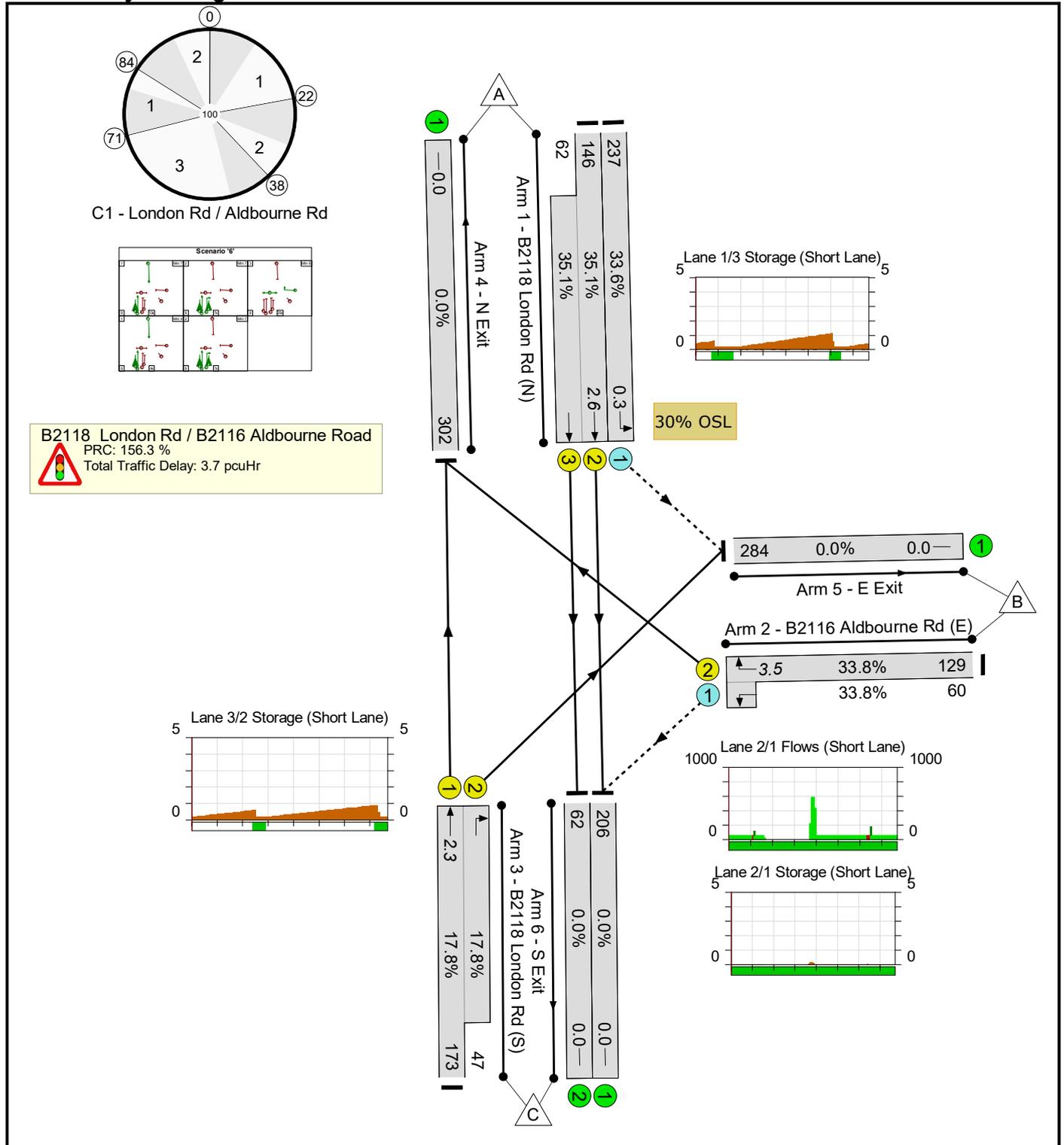
Signal Timings Diagram



Lane Green Times

Junction: B2118 London Rd / B2116 Aldbourne Road					
Lane	Description	Type	Phases	Start Green	End Green
1/2	B2118 London Rd (N) Ahead	U	A	9	22
				77	84
1/3	B2118 London Rd (N) Ahead	U	A	9	22
				77	84
2/2	B2116 Aldbourne Rd (E) Right	U	D	44	71
3/1	B2118 London Rd (S) Ahead	U	B	80	38
3/2	B2118 London Rd (S) Right	U	C	31	38
				93	0

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	35.1%
B2118 London Rd / B2116 Aldbourne Road	-	-	N/A	-	-		-	-	-	-	-	-	-	35.1%
1/1	B2118 London Rd (N) Left	O	N/A	N/A	-		-	-	-	-	237	2039	705	33.6%
1/2+1/3	B2118 London Rd (N) Ahead	U	N/A	N/A	A		2	20	-	-	208	1890:2030	416+177	35.1 : 35.1%
2/2+2/1	B2116 Aldbourne Rd (E) Right Left	U+O	N/A	N/A	D -		1	27	-	-	189	1838:1868	381+177	33.8 : 33.8%
3/1+3/2	B2118 London Rd (S) Ahead Right	U	N/A	N/A	B C		1:2	58:14	-	-	220	1890:1680	974+265	17.8 : 17.8%
4/1	N Exit	U	N/A	N/A	-		-	-	-	-	302	Inf	Inf	0.0%
5/1	E Exit	U	N/A	N/A	-		-	-	-	-	284	Inf	Inf	0.0%
6/1	S Exit	U	N/A	N/A	-		-	-	-	-	206	Inf	Inf	0.0%
6/2	S Exit	U	N/A	N/A	-		-	-	-	-	62	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: B2118 London Rd / B2116 Aldbourne Road	-	-	47	250	0	2.9	0.9	0.0	3.7	-	-	-	-	
B2118 London Rd / B2116 Aldbourne Road	-	-	47	250	0	2.9	0.9	0.0	3.7	-	-	-	-	
1/1	237	237	38	199	0	0.0	0.3	-	0.3	3.8	0.0	0.3	0.3	
1/2+1/3	208	208	-	-	-	1.1	0.3	-	1.3	23.4	2.4	0.3	2.6	
2/2+2/1	189	189	9	51	0	1.1	0.3	-	1.3	25.2	3.3	0.3	3.5	
3/1+3/2	220	220	-	-	-	0.7	0.1	-	0.8	13.3	2.2	0.1	2.3	
4/1	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - London Rd / Aldbourne Rd			PRC for Signalled Lanes (%): 156.3		PRC Over All Lanes (%): 156.3		Total Delay for Signalled Lanes (pcuHr): 3.48		Total Delay Over All Lanes(pcuHr): 3.74		Cycle Time (s): 100			

