

# Do Minimum Junction Modelling Outputs

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: 3b\_B2233 Slip road\_A29.j9

Path: \\uk.wspgroup.com\central data\Projects\700317xx\70031782 - WSCC - A29 Prelim Design and O\02 WIP\TP Transport planning\01 Model\Junction Modelling\Do Minimum Scenarios

Report generation date: 14/08/2020 16:09:34

### «2038 DM, PM

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

### Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>2023 DM</b>								
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.4	20.22	0.29	C	1.0	24.36	0.51	C
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
<b>2038 DM</b>								
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.5	25.03	0.33	D	0.8	25.36	0.46	D
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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	Nyton Road, A29
Location	50.842164°, -0.667523°
Site number	3b
Date	24/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INAA02374
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Analysis Set Details

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

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2038 DM	PM	ONE HOUR	16:45	18:15	15	✓

# 2038 DM, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J3b	B2233 Slip road/ A29	T-Junction	Two-way		1.75	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A29 Nyton Road South		Major
B	B2233 Slip Road		Minor
C	A29 Nyton Road North		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A29 Nyton Road North	6.80		✓	2.20	71.8	✓	1.25

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

### Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B2233 Slip Road	One lane plus flare	10.00	6.70	3.10	3.00	3.00	✓	1.00	25	82

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
J3b	B-A	569	0.100	0.253	0.159	0.361
J3b	B-C	699	0.103	0.261	-	-
J3b	C-B	616	0.230	0.230	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

## Traffic Demand

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 Nyton Road South		ONE HOUR	✓	782	100.000
B - B2233 Slip Road		ONE HOUR	✓	108	100.000
C - A29 Nyton Road North		ONE HOUR	✓	664	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - A29 Nyton Road South	B - B2233 Slip Road	C - A29 Nyton Road North
From	A - A29 Nyton Road South	0	195	587
	B - B2233 Slip Road	108	0	0
	C - A29 Nyton Road North	664	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A29 Nyton Road South	B - B2233 Slip Road	C - A29 Nyton Road North
From	A - A29 Nyton Road South	0	1	2
	B - B2233 Slip Road	1	0	0
	C - A29 Nyton Road North	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.46	25.36	0.8	D	99	149
C-AB	0.00	0.00	0.0	A	0	0
C-A					609	914
A-B					179	268
A-C					539	808

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	534	0.000	0	0.0	0.0	0.000	A
B-A	81	20	357	0.228	80	0.0	0.3	12.970	B
C-AB	0	0	956	0.000	0	0.0	0.0	0.000	A
C-A	500	125			500				
A-B	147	37			147				
A-C	442	110			442				

**17:00 - 17:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	499	0.000	0	0.0	0.0	0.000	A
B-A	97	24	316	0.307	97	0.3	0.4	16.336	C
C-AB	0	0	903	0.000	0	0.0	0.0	0.000	A
C-A	597	149			597				
A-B	175	44			175				
A-C	528	132			528				

**17:15 - 17:30**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	447	0.000	0	0.0	0.0	0.000	A
B-A	119	30	261	0.456	117	0.4	0.8	24.888	C
C-AB	0	0	829	0.000	0	0.0	0.0	0.000	A
C-A	731	183			731				
A-B	215	54			215				
A-C	646	162			646				

**17:30 - 17:45**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	446	0.000	0	0.0	0.0	0.000	A
B-A	119	30	261	0.456	119	0.8	0.8	25.357	D
C-AB	0	0	829	0.000	0	0.0	0.0	0.000	A
C-A	731	183			731				
A-B	215	54			215				
A-C	646	162			646				

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	498	0.000	0	0.0	0.0	0.000	A
B-A	97	24	316	0.307	99	0.8	0.5	16.640	C
C-AB	0	0	903	0.000	0	0.0	0.0	0.000	A
C-A	597	149			597				
A-B	175	44			175				
A-C	528	132			528				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	533	0.000	0	0.0	0.0	0.000	A
B-A	81	20	357	0.228	82	0.5	0.3	13.137	B
C-AB	0	0	956	0.000	0	0.0	0.0	0.000	A
C-A	500	125			500				
A-B	147	37			147				
A-C	442	110			442				

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Filename: 3c\_A29\_B2233.j9

Path: \\uk.wspgroup.com\central data\Projects\700317xx\70031782 - WSCC - A29 Prelim Design and O\02 WIP\TP Transport planning\01 Model\Junction Modelling\Do Minimum Scenarios

Report generation date: 14/08/2020 16:17:45

»2023 DM, AM

»2023 DM, PM

»2038 DM, AM

»2038 DM, PM

**Summary of junction performance**

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>2023 DM</b>								
Stream B-C	1.1	16.35	0.53	C	2.5	24.81	0.73	C
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	40.8	152.17	1.04	F	1.3	14.48	0.55	B
<b>2038 DM</b>								
Stream B-C	1.4	19.07	0.59	C	3.5	34.07	0.79	D
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	79.3	325.41	1.12	F	3.1	19.79	0.71	C

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.

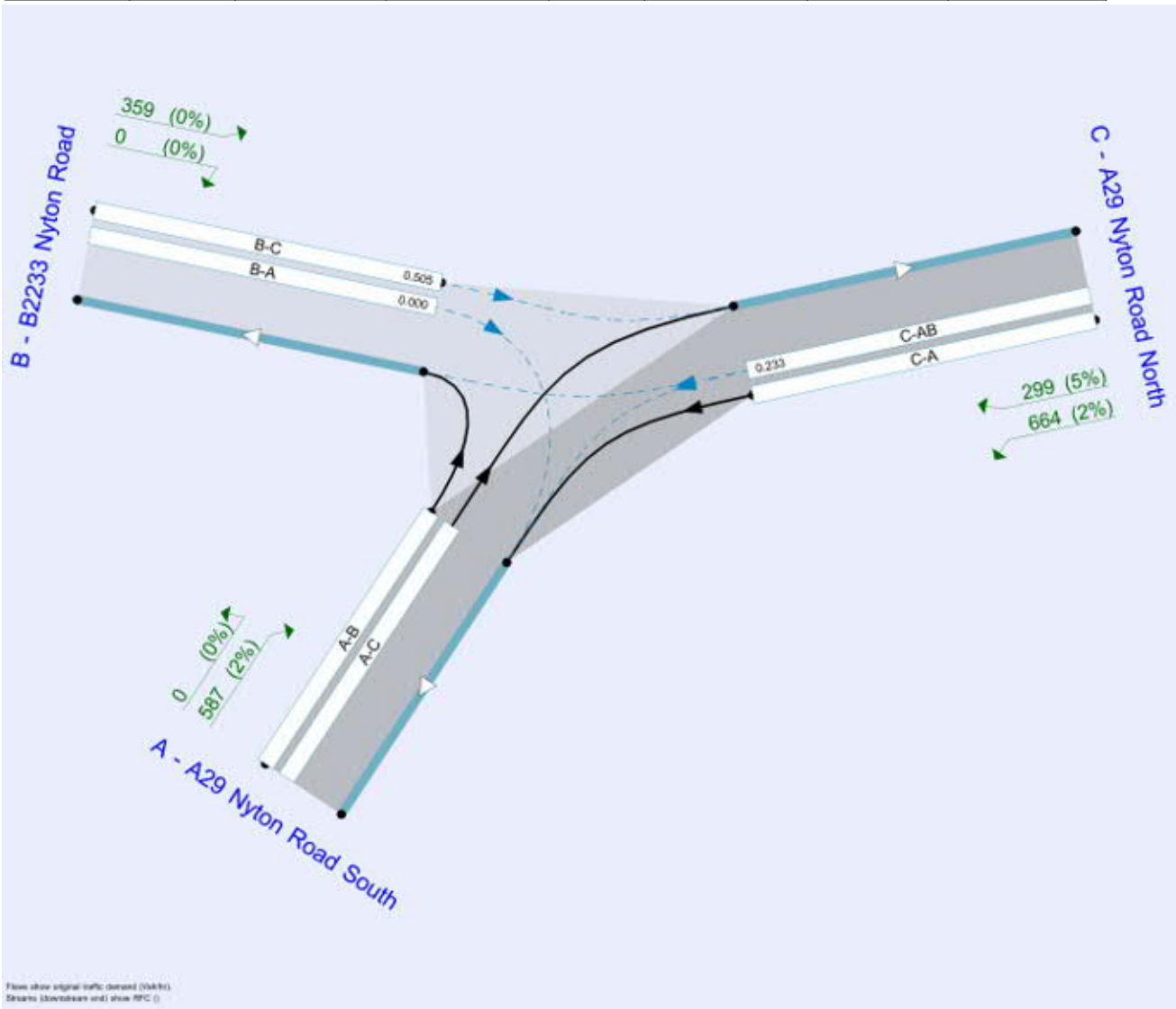
**File summary**

**File Description**

Title	Nyton Road, A29
Location	50.842164°, -0.667523°
Site number	3a
Date	24/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INAA02374
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



The junction diagram reflects the last run of Junctions.

**Analysis Options**

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

**Demand Set Summary**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 DM	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2038 DM	AM	ONE HOUR	07:45	09:15	15	✓
D6	2038 DM	PM	ONE HOUR	16:45	18:15	15	✓

**Analysis Set Details**

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



# 2023 DM, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - B2233 Nyton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J3c	B2233 Nyton Road/ A29	T-Junction	Two-way		60.44	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A29 Nyton Road South		Major
B	B2233 Nyton Road		Minor
C	A29 Nyton Road North		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A29 Nyton Road North	6.70		✓	3.00	36.1	✓	4.43

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

### Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B2233 Nyton Road	One lane plus flare	10.00	3.20	2.80	2.70	2.60	✓	1.00	67	36

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
J3c	B-A	621	0.110	0.277	0.174	0.396
J3c	B-C	664	0.099	0.249	-	-
J3c	C-B	647	0.243	0.243	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 DM	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 Nyton Road South		ONE HOUR	✓	642	100.000
B - B2233 Nyton Road		ONE HOUR	✓	221	100.000
C - A29 Nyton Road North		ONE HOUR	✓	936	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To			
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North	
A - A29 Nyton Road South	0	0	642	
B - B2233 Nyton Road	0	0	221	
C - A29 Nyton Road North	499	437	0	

### Proportions

From	To			
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North	
A - A29 Nyton Road South	0.00	0.00	1.00	
B - B2233 Nyton Road	0.00	0.00	1.00	
C - A29 Nyton Road North	0.53	0.47	0.00	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North	
A - A29 Nyton Road South	0	0	4	
B - B2233 Nyton Road	0	0	4	
C - A29 Nyton Road North	3	2	0	

### Average PCU Per Veh

From	To			
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North	
A - A29 Nyton Road South	1.000	1.000	1.036	
B - B2233 Nyton Road	1.000	1.000	1.038	
C - A29 Nyton Road North	1.035	1.015	1.000	

## Detailed Demand Data

### Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A29 Nyton Road South	07:45-08:00	483	501
	08:00-08:15	577	598
	08:15-08:30	707	733
	08:30-08:45	707	733
	08:45-09:00	577	598
	09:00-09:15	483	501
B - B2233 Nyton Road	07:45-08:00	166	173
	08:00-08:15	199	206
	08:15-08:30	243	253
	08:30-08:45	243	253
	08:45-09:00	199	206
	09:00-09:15	166	173
C - A29 Nyton Road North	07:45-08:00	705	723
	08:00-08:15	842	863
	08:15-08:30	1031	1057
	08:30-08:45	1031	1057
	08:45-09:00	842	863
	09:00-09:15	705	723

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.53	16.35	1.1	C	203	304
B-A	0.00	0.00	0.0	A	0	0
C-AB	1.04	152.17	40.8	F	639	959
C-A					220	330
A-B					0	0
A-C					589	884

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	166	42	519	0.321	165	0.0	0.5	10.108	B
B-A	0	0	282	0.000	0	0.0	0.0	0.000	A
C-AB	362	91	569	0.636	355	0.0	1.8	16.375	C
C-A	343	86			343				
A-B	0	0			0				
A-C	483	121			483				

**08:00 - 08:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	199	50	496	0.401	198	0.5	0.7	12.064	B
B-A	0	0	213	0.000	0	0.0	0.0	0.000	A
C-AB	524	131	658	0.796	515	1.8	4.1	24.311	C
C-A	317	79			317				
A-B	0	0			0				
A-C	577	144			577				

**08:15 - 08:30**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	243	61	463	0.525	242	0.7	1.1	16.124	C
B-A	0	0	120	0.000	0	0.0	0.0	0.000	A
C-AB	1031	258	988	1.044	946	4.1	25.3	63.440	F
C-A	0	0			0				
A-B	0	0			0				
A-C	707	177			707				

**08:30 - 08:45**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	243	61	463	0.525	243	1.1	1.1	16.347	C
B-A	0	0	97	0.000	0	0.0	0.0	0.000	A
C-AB	1031	258	989	1.042	969	25.3	40.7	133.320	F
C-A	0	0			0				
A-B	0	0			0				
A-C	707	177			707				

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	199	50	496	0.401	200	1.1	0.7	12.258	B
B-A	0	0	170	0.000	0	0.0	0.0	0.000	A
C-AB	524	131	661	0.793	659	40.7	7.0	152.167	F
C-A	317	79			317				
A-B	0	0			0				
A-C	577	144			577				

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	166	42	519	0.321	167	0.7	0.5	10.262	B
B-A	0	0	272	0.000	0	0.0	0.0	0.000	A
C-AB	362	91	570	0.635	382	7.0	2.1	21.210	C
C-A	343	86			343				
A-B	0	0			0				
A-C	483	121			483				

# 2023 DM, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - B2233 Nyton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J3c	B2233 Nyton Road/ A29	T-Junction	Two-way		7.28	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 DM	PM	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 Nyton Road South		ONE HOUR	✓	484	100.000
B - B2233 Nyton Road		ONE HOUR	✓	348	100.000
C - A29 Nyton Road North		ONE HOUR	✓	861	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North
A - A29 Nyton Road South	0	0	484
B - B2233 Nyton Road	0	0	348
C - A29 Nyton Road North	613	248	0

### Proportions

From	To		
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North
A - A29 Nyton Road South	0.00	0.00	1.00
B - B2233 Nyton Road	0.00	0.00	1.00
C - A29 Nyton Road North	0.71	0.29	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
		A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North
A - A29 Nyton Road South		0	0	2
B - B2233 Nyton Road		0	0	0
C - A29 Nyton Road North		2	3	0

### Average PCU Per Veh

From	To			
		A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North
A - A29 Nyton Road South		1.000	1.003	1.020
B - B2233 Nyton Road		1.000	1.000	1.003
C - A29 Nyton Road North		1.021	1.031	1.000

## Detailed Demand Data

### Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A29 Nyton Road South	16:45-17:00	364	372
	17:00-17:15	435	444
	17:15-17:30	533	543
	17:30-17:45	533	543
	17:45-18:00	435	444
	18:00-18:15	364	372
B - B2233 Nyton Road	16:45-17:00	262	263
	17:00-17:15	313	314
	17:15-17:30	383	384
	17:30-17:45	383	384
	17:45-18:00	313	314
	18:00-18:15	262	263
C - A29 Nyton Road North	16:45-17:00	648	664
	17:00-17:15	774	792
	17:15-17:30	948	971
	17:30-17:45	948	971
	17:45-18:00	774	792
	18:00-18:15	648	664

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.73	24.81	2.5	C	319	479
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.55	14.48	1.3	B	239	359
C-A					551	826
A-B					0	0
A-C					444	666

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	262	65	570	0.460	259	0.0	0.8	11.463	B
B-A	0	0	359	0.000	0	0.0	0.0	0.000	A
C-AB	188	47	545	0.346	186	0.0	0.5	9.988	A
C-A	460	115			460				
A-B	0	0			0				
A-C	364	91			364				

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	313	78	552	0.567	311	0.8	1.3	14.857	B
B-A	0	0	308	0.000	0	0.0	0.0	0.000	A
C-AB	229	57	537	0.426	228	0.5	0.7	11.624	B
C-A	545	136			545				
A-B	0	0			0				
A-C	435	109			435				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	383	96	527	0.727	378	1.3	2.4	23.519	C
B-A	0	0	237	0.000	0	0.0	0.0	0.000	A
C-AB	301	75	550	0.547	299	0.7	1.3	14.253	B
C-A	647	162			647				
A-B	0	0			0				
A-C	533	133			533				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	383	96	527	0.727	383	2.4	2.5	24.807	C
B-A	0	0	237	0.000	0	0.0	0.0	0.000	A
C-AB	301	75	550	0.547	300	1.3	1.3	14.476	B
C-A	647	162			647				
A-B	0	0			0				
A-C	533	133			533				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	313	78	552	0.567	318	2.5	1.4	15.681	C
B-A	0	0	307	0.000	0	0.0	0.0	0.000	A
C-AB	229	57	537	0.427	231	1.3	0.8	11.851	B
C-A	545	136			545				
A-B	0	0			0				
A-C	435	109			435				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	262	65	570	0.460	264	1.4	0.9	11.854	B
B-A	0	0	358	0.000	0	0.0	0.0	0.000	A
C-AB	188	47	545	0.346	189	0.8	0.5	10.160	B
C-A	460	115			460				
A-B	0	0			0				
A-C	364	91			364				



# 2038 DM, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - B2233 Nyton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J3c	B2233 Nyton Road/ A29	T-Junction	Two-way		135.11	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2038 DM	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 Nyton Road South		ONE HOUR	✓	668	100.000
B - B2233 Nyton Road		ONE HOUR	✓	248	100.000
C - A29 Nyton Road North		ONE HOUR	✓	1098	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North
A - A29 Nyton Road South	0	0	668
B - B2233 Nyton Road	0	0	248
C - A29 Nyton Road North	635	463	0

### Proportions

From	To		
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North
A - A29 Nyton Road South	0.00	0.00	1.00
B - B2233 Nyton Road	0.00	0.00	1.00
C - A29 Nyton Road North	0.58	0.42	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North	
A - A29 Nyton Road South	0	0	3	
B - B2233 Nyton Road	0	0	3	
C - A29 Nyton Road North	3	1	0	

### Average PCU Per Veh

From	To			
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North	
A - A29 Nyton Road South	1.000	1.000	1.034	
B - B2233 Nyton Road	1.000	1.000	1.028	
C - A29 Nyton Road North	1.029	1.015	1.000	

## Detailed Demand Data

### Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A29 Nyton Road South	07:45-08:00	503	520
	08:00-08:15	601	621
	08:15-08:30	735	761
	08:30-08:45	735	761
	08:45-09:00	601	621
	09:00-09:15	503	520
B - B2233 Nyton Road	07:45-08:00	187	192
	08:00-08:15	223	229
	08:15-08:30	273	281
	08:30-08:45	273	281
	08:45-09:00	223	229
	09:00-09:15	187	192
C - A29 Nyton Road North	07:45-08:00	827	845
	08:00-08:15	987	1010
	08:15-08:30	1209	1236
	08:30-08:45	1209	1236
	08:45-09:00	987	1010
	09:00-09:15	827	845

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.59	19.07	1.4	C	228	341
B-A	0.00	0.00	0.0	A	0	0
C-AB	1.12	325.41	79.3	F	759	1138
C-A					249	373
A-B					0	0
A-C					613	919

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	187	47	520	0.359	185	0.0	0.6	10.673	B
B-A	0	0	251	0.000	0	0.0	0.0	0.000	A
C-AB	409	102	601	0.680	400	0.0	2.3	17.334	C
C-A	418	104			418				
A-B	0	0			0				
A-C	503	126			503				

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	223	56	495	0.450	222	0.6	0.8	13.123	B
B-A	0	0	176	0.000	0	0.0	0.0	0.000	A
C-AB	658	164	771	0.853	642	2.3	6.3	26.814	D
C-A	329	82			329				
A-B	0	0			0				
A-C	601	150			601				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	273	68	461	0.592	271	0.8	1.4	18.652	C
B-A	0	0	72	0.000	0	0.0	0.0	0.000	A
C-AB	1209	302	1078	1.121	1055	6.3	44.9	94.370	F
C-A	0	0			0				
A-B	0	0			0				
A-C	735	184			735				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	273	68	461	0.592	273	1.4	1.4	19.070	C
B-A	0	0	31	0.000	0	0.0	0.0	0.000	A
C-AB	1209	302	1079	1.120	1072	44.9	79.2	228.429	F
C-A	0	0			0				
A-B	0	0			0				
A-C	735	184			735				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	223	56	495	0.450	225	1.4	0.8	13.447	B
B-A	0	0	93	0.000	0	0.0	0.0	0.000	A
C-AB	658	164	773	0.850	829	79.2	36.3	325.410	F
C-A	329	82			329				
A-B	0	0			0				
A-C	601	150			601				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	187	47	520	0.359	188	0.8	0.6	10.880	B
B-A	0	0	204	0.000	0	0.0	0.0	0.000	A
C-AB	409	102	602	0.679	543	36.3	2.8	105.032	F
C-A	418	104			418				
A-B	0	0			0				
A-C	503	126			503				

# 2038 DM, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - B2233 Nyton Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J3c	B2233 Nyton Road/ A29	T-Junction	Two-way		10.08	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2038 DM	PM	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 Nyton Road South		ONE HOUR	✓	587	100.000
B - B2233 Nyton Road		ONE HOUR	✓	359	100.000
C - A29 Nyton Road North		ONE HOUR	✓	963	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North
A - A29 Nyton Road South	0	0	587
B - B2233 Nyton Road	0	0	359
C - A29 Nyton Road North	664	299	0

### Proportions

From	To		
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North
A - A29 Nyton Road South	0.00	0.00	1.00
B - B2233 Nyton Road	0.00	0.00	1.00
C - A29 Nyton Road North	0.69	0.31	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North	
A - A29 Nyton Road South	0	0	2	
B - B2233 Nyton Road	0	0	0	
C - A29 Nyton Road North	2	5	0	

### Average PCU Per Veh

From	To			
	A - A29 Nyton Road South	B - B2233 Nyton Road	C - A29 Nyton Road North	
A - A29 Nyton Road South	1.000	1.004	1.016	
B - B2233 Nyton Road	1.000	1.000	1.004	
C - A29 Nyton Road North	1.018	1.049	1.000	

## Detailed Demand Data

### Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A29 Nyton Road South	16:45-17:00	442	449
	17:00-17:15	528	536
	17:15-17:30	646	657
	17:30-17:45	646	657
	17:45-18:00	528	536
	18:00-18:15	442	449
B - B2233 Nyton Road	16:45-17:00	270	271
	17:00-17:15	323	324
	17:15-17:30	395	397
	17:30-17:45	395	397
	17:45-18:00	323	324
	18:00-18:15	270	271
C - A29 Nyton Road North	16:45-17:00	725	745
	17:00-17:15	866	890
	17:15-17:30	1060	1090
	17:30-17:45	1060	1090
	17:45-18:00	866	890
	18:00-18:15	725	745

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.79	34.07	3.5	D	329	494
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.71	19.79	3.1	C	326	488
C-A					558	837
A-B					0	0
A-C					539	808

## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	270	68	549	0.492	267	0.0	0.9	12.567	B
B-A	0	0	314	0.000	0	0.0	0.0	0.000	A
C-AB	232	58	528	0.439	229	0.0	0.8	11.926	B
C-A	493	123			493				
A-B	0	0			0				
A-C	442	110			442				

### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	323	81	528	0.612	320	0.9	1.5	17.175	C
B-A	0	0	253	0.000	0	0.0	0.0	0.000	A
C-AB	294	74	539	0.546	292	0.8	1.3	14.545	B
C-A	572	143			572				
A-B	0	0			0				
A-C	528	132			528				

### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	395	99	498	0.794	388	1.5	3.3	30.857	D
B-A	0	0	170	0.000	0	0.0	0.0	0.000	A
C-AB	451	113	637	0.708	444	1.3	2.9	18.643	C
C-A	610	152			610				
A-B	0	0			0				
A-C	646	162			646				

### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	395	99	498	0.794	394	3.3	3.5	34.073	D
B-A	0	0	168	0.000	0	0.0	0.0	0.000	A
C-AB	451	113	636	0.709	450	2.9	3.1	19.793	C
C-A	610	152			610				
A-B	0	0			0				
A-C	646	162			646				

### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	323	81	528	0.612	330	3.5	1.6	18.874	C
B-A	0	0	250	0.000	0	0.0	0.0	0.000	A
C-AB	294	74	537	0.548	301	3.1	1.4	15.615	C
C-A	572	143			572				
A-B	0	0			0				
A-C	528	132			528				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	270	68	549	0.492	273	1.6	1.0	13.142	B
B-A	0	0	312	0.000	0	0.0	0.0	0.000	A
C-AB	232	58	527	0.440	234	1.4	0.8	12.359	B
C-A	493	123			493				
A-B	0	0			0				
A-C	442	110			442				



Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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**Filename:** 4\_A29 Fontwell Avenue\_B2233 Barnham Road.j9  
**Path:** \\uk.wspgroup.com\central data\Projects\700317xx\70031782 - WSCC - A29 Prelim Design and O\02 WIP\TP Transport planning\01 Model\Junction Modelling\Do Minimum Scenarios  
**Report generation date:** 14/08/2020 16:27:36

- »2023 DM, AM
- »2023 DM, PM
- »2038 DM, AM
- »2038 DM, PM

**Summary of junction performance**

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>2023 DM</b>								
A - A29 Fontwell Avenue	2.1	13.70	0.68	B	28.5	124.36	1.04	F
B - B2233 Barnham Road	4.4	21.22	0.82	C	1.8	11.19	0.64	B
C - Nyton Road	1.4	5.51	0.59	A	1.2	4.95	0.56	A
<b>2038 DM</b>								
A - A29 Fontwell Avenue	12.0	58.31	0.95	F	56.2	220.96	1.12	F
B - B2233 Barnham Road	15.2	66.80	0.97	F	4.8	23.03	0.84	C
C - Nyton Road	1.7	6.11	0.63	A	1.8	6.30	0.64	A

*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	A29, B2233, Nyton Road
Location	50.842179°, -0.660600°
Site number	4
Date	24/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INAA02374
Description	

**Units**

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

### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 DM	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2038 DM	AM	ONE HOUR	07:45	09:15	15	✓
D6	2038 DM	PM	ONE HOUR	16:45	18:15	15	✓

### Analysis Set Details

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

# 2023 DM, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J4	A29 Fontwell Avenue/ Barnham Road/ Nyton Road	Standard Roundabout		A, B, C	12.84	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
A	A29 Fontwell Avenue	
B	B2233 Barnham Road	
C	Nyton Road	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A29 Fontwell Avenue	4.50	4.50	0.0	6.3	25.0	77.0	
B - B2233 Barnham Road	2.70	4.00	15.4	999.0	25.0	18.0	
C - Nyton Road	3.60	6.50	16.3	999.0	25.0	20.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A29 Fontwell Avenue	0.433	996
B - B2233 Barnham Road	0.593	1229
C - Nyton Road	0.706	1787

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 DM	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 Fontwell Avenue		ONE HOUR	✓	515	100.000
B - B2233 Barnham Road		ONE HOUR	✓	709	100.000
C - Nyton Road		ONE HOUR	✓	864	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - A29 Fontwell Avenue	B - B2233 Barnham Road	C - Nyton Road
From	A - A29 Fontwell Avenue	0	134	381
	B - B2233 Barnham Road	156	0	553
	C - Nyton Road	572	290	2

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A29 Fontwell Avenue	B - B2233 Barnham Road	C - Nyton Road
From	A - A29 Fontwell Avenue	0	3	2
	B - B2233 Barnham Road	2	0	3
	C - Nyton Road	3	6	1

## 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)
A - A29 Fontwell Avenue	0.68	13.70	2.1	B	473	709
B - B2233 Barnham Road	0.82	21.22	4.4	C	651	976
C - Nyton Road	0.59	5.51	1.4	A	793	1189

### 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 - A29 Fontwell Avenue	388	97	219	875	0.443	385	545	0.0	0.8	7.295	A
B - B2233 Barnham Road	534	133	286	1027	0.520	530	318	0.0	1.1	7.183	A
C - Nyton Road	650	163	117	1642	0.396	648	699	0.0	0.7	3.610	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 - A29 Fontwell Avenue	463	116	262	856	0.541	461	653	0.8	1.2	9.097	A
B - B2233 Barnham Road	637	159	343	993	0.642	635	380	1.1	1.7	9.970	A
C - Nyton Road	776	194	140	1626	0.477	775	838	0.7	0.9	4.226	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 - A29 Fontwell Avenue	567	142	320	829	0.684	563	798	1.2	2.1	13.343	B
B - B2233 Barnham Road	781	195	419	948	0.823	771	465	1.7	4.2	19.297	C
C - Nyton Road	951	238	170	1605	0.592	949	1020	0.9	1.4	5.466	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 - A29 Fontwell Avenue	567	142	321	829	0.684	567	801	2.1	2.1	13.697	B
B - B2233 Barnham Road	781	195	421	947	0.824	780	467	4.2	4.4	21.219	C
C - Nyton Road	951	238	172	1604	0.593	951	1029	1.4	1.4	5.512	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 - A29 Fontwell Avenue	463	116	263	855	0.541	467	658	2.1	1.2	9.348	A
B - B2233 Barnham Road	637	159	347	991	0.643	648	383	4.4	1.9	10.783	B
C - Nyton Road	776	194	142	1624	0.478	779	852	1.4	0.9	4.268	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 - A29 Fontwell Avenue	388	97	220	874	0.443	389	549	1.2	0.8	7.447	A
B - B2233 Barnham Road	534	133	289	1025	0.521	537	320	1.9	1.1	7.424	A
C - Nyton Road	650	163	118	1641	0.396	651	708	0.9	0.7	3.642	A

# 2023 DM, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J4	A29 Fontwell Avenue/ Barnham Road/ Nyton Road	Standard Roundabout		A, B, C	48.19	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 DM	PM	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 Fontwell Avenue		ONE HOUR	✓	722	100.000
B - B2233 Barnham Road		ONE HOUR	✓	528	100.000
C - Nyton Road		ONE HOUR	✓	831	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - A29 Fontwell Avenue	B - B2233 Barnham Road	C - Nyton Road
From	A - A29 Fontwell Avenue	0	233	489
	B - B2233 Barnham Road	157	0	371
	C - Nyton Road	388	443	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A29 Fontwell Avenue	B - B2233 Barnham Road	C - Nyton Road
From	A - A29 Fontwell Avenue	0	1	3
	B - B2233 Barnham Road	2	0	2
	C - Nyton Road	2	1	3

## 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)
A - A29 Fontwell Avenue	1.04	124.36	28.5	F	663	994
B - B2233 Barnham Road	0.64	11.19	1.8	B	485	727
C - Nyton Road	0.56	4.95	1.2	A	763	1144

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A29 Fontwell Avenue	544	136	332	832	0.653	536	408	0.0	1.8	11.891	B
B - B2233 Barnham Road	398	99	363	991	0.401	395	505	0.0	0.7	6.013	A
C - Nyton Road	626	156	117	1682	0.372	623	641	0.0	0.6	3.394	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 - A29 Fontwell Avenue	649	162	398	804	0.807	641	489	1.8	3.7	21.106	C
B - B2233 Barnham Road	475	119	434	948	0.501	473	605	0.7	1.0	7.558	A
C - Nyton Road	747	187	141	1665	0.449	746	767	0.6	0.8	3.915	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 - A29 Fontwell Avenue	795	199	487	766	1.037	736	598	3.7	18.4	69.459	F
B - B2233 Barnham Road	581	145	499	910	0.639	578	724	1.0	1.7	10.771	B
C - Nyton Road	915	229	172	1643	0.557	913	905	0.8	1.2	4.921	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 - A29 Fontwell Avenue	795	199	488	766	1.038	755	600	18.4	28.5	124.364	F
B - B2233 Barnham Road	581	145	511	902	0.644	581	731	1.7	1.8	11.191	B
C - Nyton Road	915	229	173	1642	0.557	915	919	1.2	1.2	4.948	A

#### 17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A29 Fontwell Avenue	649	162	399	804	0.807	742	492	28.5	5.2	72.920	F
B - B2233 Barnham Road	475	119	503	907	0.523	477	639	1.8	1.1	8.423	A
C - Nyton Road	747	187	142	1664	0.449	749	838	1.2	0.8	3.939	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A29 Fontwell Avenue	544	136	334	832	0.654	556	411	5.2	2.0	13.634	B
B - B2233 Barnham Road	398	99	377	983	0.404	399	514	1.1	0.7	6.186	A
C - Nyton Road	626	156	119	1681	0.372	627	657	0.8	0.6	3.416	A



# 2038 DM, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J4	A29 Fontwell Avenue/ Barnham Road/ Nyton Road	Standard Roundabout		A, B, C	41.07	E

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2038 DM	AM	ONE HOUR	07:45	09:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 Fontwell Avenue		ONE HOUR	✓	717	100.000
B - B2233 Barnham Road		ONE HOUR	✓	772	100.000
C - Nyton Road		ONE HOUR	✓	916	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - A29 Fontwell Avenue	B - B2233 Barnham Road	C - Nyton Road
From	A - A29 Fontwell Avenue	0	210	507
	B - B2233 Barnham Road	178	0	594
	C - Nyton Road	620	294	2

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A29 Fontwell Avenue	B - B2233 Barnham Road	C - Nyton Road
From	A - A29 Fontwell Avenue	0	3	2
	B - B2233 Barnham Road	2	0	3
	C - Nyton Road	2	5	2

## 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)
A - A29 Fontwell Avenue	0.95	58.31	12.0	F	658	987
B - B2233 Barnham Road	0.97	66.80	15.2	F	708	1063
C - Nyton Road	0.63	6.11	1.7	A	840	1260

### 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 - A29 Fontwell Avenue	540	135	222	876	0.616	534	597	0.0	1.6	10.344	B
B - B2233 Barnham Road	581	145	379	975	0.596	575	377	0.0	1.4	8.893	A
C - Nyton Road	689	172	133	1639	0.421	687	821	0.0	0.7	3.770	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 - A29 Fontwell Avenue	645	161	265	856	0.753	639	715	1.6	2.8	16.211	C
B - B2233 Barnham Road	694	174	454	931	0.746	689	451	1.4	2.8	14.565	B
C - Nyton Road	823	206	159	1620	0.508	822	984	0.7	1.0	4.502	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 - A29 Fontwell Avenue	789	197	325	830	0.951	762	869	2.8	9.8	41.620	E
B - B2233 Barnham Road	850	212	541	879	0.966	816	546	2.8	11.2	43.074	E
C - Nyton Road	1008	252	188	1600	0.630	1006	1169	1.0	1.7	6.031	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 - A29 Fontwell Avenue	789	197	326	830	0.952	780	875	9.8	12.0	58.307	F
B - B2233 Barnham Road	850	212	554	872	0.975	834	552	11.2	15.2	66.801	F
C - Nyton Road	1008	252	192	1597	0.631	1008	1195	1.7	1.7	6.111	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 - A29 Fontwell Avenue	645	161	267	856	0.753	680	730	12.0	3.3	23.706	C
B - B2233 Barnham Road	694	174	482	914	0.759	741	464	15.2	3.4	25.398	D
C - Nyton Road	823	206	171	1612	0.511	826	1052	1.7	1.1	4.595	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 - A29 Fontwell Avenue	540	135	223	875	0.617	546	603	3.3	1.7	11.159	B
B - B2233 Barnham Road	581	145	388	969	0.600	589	382	3.4	1.5	9.636	A
C - Nyton Road	689	172	136	1637	0.421	691	841	1.1	0.7	3.810	A

# 2038 DM, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J4	A29 Fontwell Avenue/ Barnham Road/ Nyton Road	Standard Roundabout		A, B, C	79.75	F

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2038 DM	PM	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 Fontwell Avenue		ONE HOUR	✓	772	100.000
B - B2233 Barnham Road		ONE HOUR	✓	713	100.000
C - Nyton Road		ONE HOUR	✓	941	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - A29 Fontwell Avenue	B - B2233 Barnham Road	C - Nyton Road
From	A - A29 Fontwell Avenue	0	310	462
	B - B2233 Barnham Road	205	0	508
	C - Nyton Road	471	470	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A29 Fontwell Avenue	B - B2233 Barnham Road	C - Nyton Road
From	A - A29 Fontwell Avenue	0	1	3
	B - B2233 Barnham Road	2	0	2
	C - Nyton Road	2	1	3

## 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)
A - A29 Fontwell Avenue	1.12	220.96	56.2	F	708	1063
B - B2233 Barnham Road	0.84	23.03	4.8	C	654	981
C - Nyton Road	0.64	6.30	1.8	A	863	1295

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A29 Fontwell Avenue	581	145	352	827	0.703	572	506	0.0	2.2	13.708	B
B - B2233 Barnham Road	537	134	342	1002	0.536	532	582	0.0	1.1	7.597	A
C - Nyton Road	708	177	153	1658	0.427	705	722	0.0	0.7	3.768	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 - A29 Fontwell Avenue	694	174	422	797	0.871	681	606	2.2	5.5	28.323	D
B - B2233 Barnham Road	641	160	408	963	0.666	638	695	1.1	1.9	10.968	B
C - Nyton Road	846	211	183	1637	0.517	845	862	0.7	1.1	4.538	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 - A29 Fontwell Avenue	850	212	516	757	1.123	744	740	5.5	32.1	106.346	F
B - B2233 Barnham Road	785	196	445	941	0.835	775	815	1.9	4.5	20.561	C
C - Nyton Road	1036	259	223	1609	0.644	1033	997	1.1	1.8	6.225	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 - A29 Fontwell Avenue	850	212	517	756	1.124	753	744	32.1	56.2	220.961	F
B - B2233 Barnham Road	785	196	451	937	0.838	784	820	4.5	4.8	23.031	C
C - Nyton Road	1036	259	225	1607	0.645	1036	1009	1.8	1.8	6.304	A

#### 17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A29 Fontwell Avenue	694	174	424	796	0.872	782	612	56.2	34.2	210.035	F
B - B2233 Barnham Road	641	160	468	927	0.692	651	738	4.8	2.3	13.471	B
C - Nyton Road	846	211	187	1634	0.518	849	932	1.8	1.1	4.602	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A29 Fontwell Avenue	581	145	355	826	0.704	707	511	34.2	2.6	55.406	F
B - B2233 Barnham Road	537	134	423	953	0.563	541	639	2.3	1.3	8.811	A
C - Nyton Road	708	177	156	1656	0.428	710	809	1.1	0.8	3.809	A

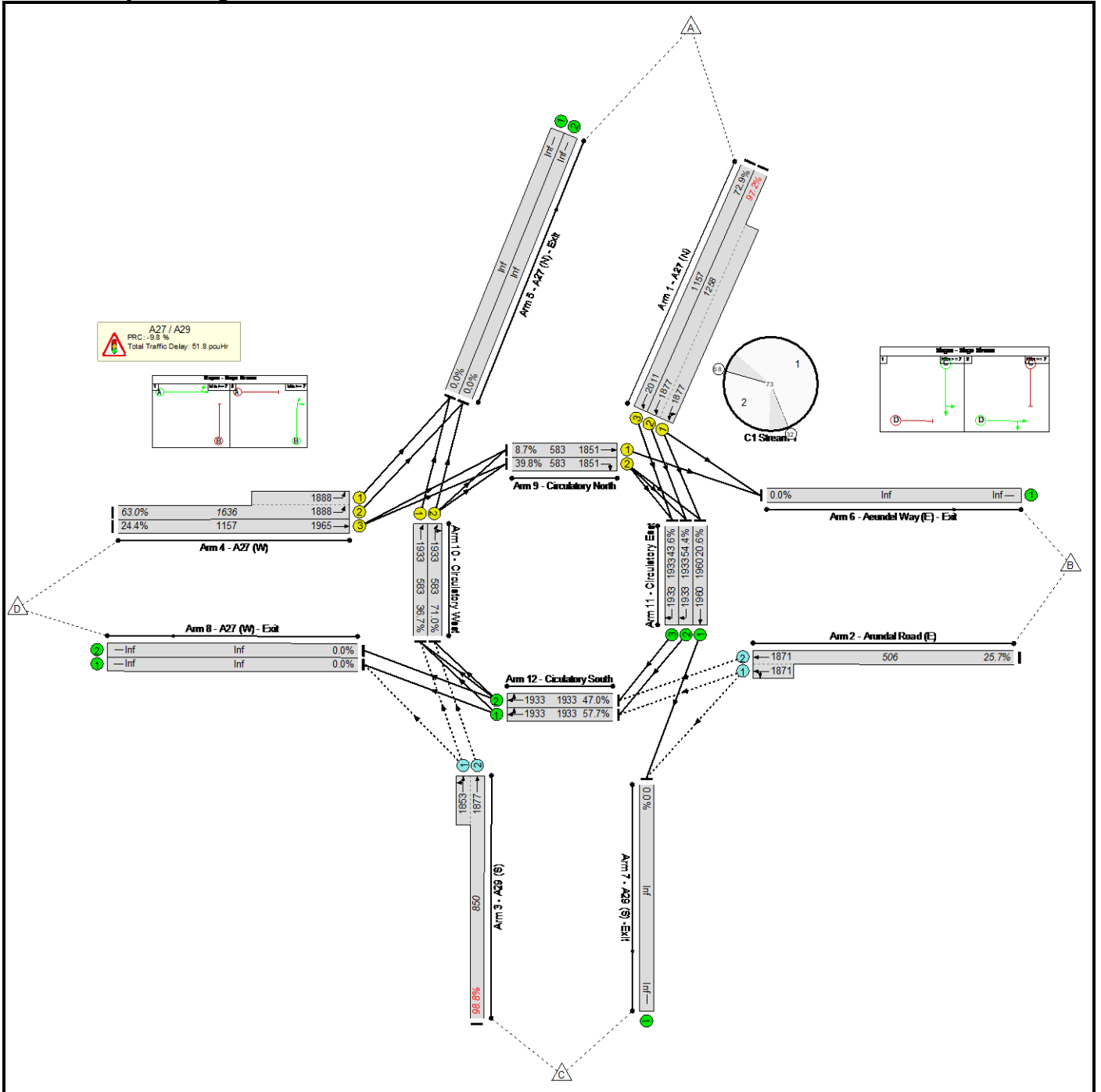
Basic Results Summary  
**Basic Results Summary**

**User and Project Details**

<b>Project:</b>	
<b>Title:</b>	
<b>Location:</b>	
<b>Additional detail:</b>	
<b>File name:</b>	5_A27 - A29.lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	

Basic Results Summary

Scenario 1: '2023 DM AM' (FG1: '2023 DM AM', Plan 1: 'Network Control Plan 1')  
**Network Layout Diagram**





## Basic Results Summary

## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	98.8%	1927	0	0	51.8	-	-
A27 / A29	-	-	-		-	-	-	-	-	-	98.8%	1927	0	0	51.8	-	-
1/2+1/1	A27 (N) Left Ahead	U	C		1	41	-	1223	1877:1877	1258	97.2%	-	-	-	15.5	45.7	31.2
1/3	A27 (N) Ahead	U	C		1	41	-	843	2011	1157	72.9%	-	-	-	4.0	17.0	13.7
2/2+2/1	Arundal Road (E) Left Ahead	O	-		-	-	-	130	1871:1871	506	25.7%	260	0	0	0.5	13.5	0.9
3/2+3/1	A29 (S) Left Ahead	O	-		-	-	-	840	1877:1853	850	98.8%	1667	0	0	16.9	72.5	36.9
4/2+4/1	A27 (W) Left	U	A		1	42	-	1030	1888:1888	1636	63.0%	-	-	-	3.3	11.4	6.7
4/3	A27 (W) Ahead	U	A		1	42	-	283	1965	1157	24.4%	-	-	-	0.7	9.3	2.9
9/1	Circulatory North Ahead	U	D		1	22	-	51	1851	583	8.7%	-	-	-	0.3	22.9	0.7
9/2	Circulatory North Right	U	D		1	22	-	232	1851	583	39.8%	-	-	-	1.7	25.9	3.1
10/1	Circulatory West Ahead	U	B		1	21	-	214	1933	583	36.7%	-	-	-	1.9	31.9	3.1
10/2	Circulatory West Ahead Right	U	B		1	21	-	420	1933	583	71.0%	-	-	-	4.7	40.7	7.1
11/1	Circulatory East Ahead	U	-		-	-	-	404	1960	1960	20.6%	-	-	-	0.1	1.2	0.1
11/2	Circulatory East Right	U	-		-	-	-	1051	1933	1933	54.4%	-	-	-	0.6	2.0	0.6
11/3	Circulatory East Right	U	-		-	-	-	843	1933	1933	43.6%	-	-	-	0.4	1.9	12.2
12/1	Ciculatory South Ahead Right	U	-		-	-	-	1116	1933	1933	57.7%	-	-	-	0.7	2.2	0.7
12/2	Ciculatory South Ahead Right	U	-		-	-	-	908	1933	1933	47.0%	-	-	-	0.4	1.8	0.4

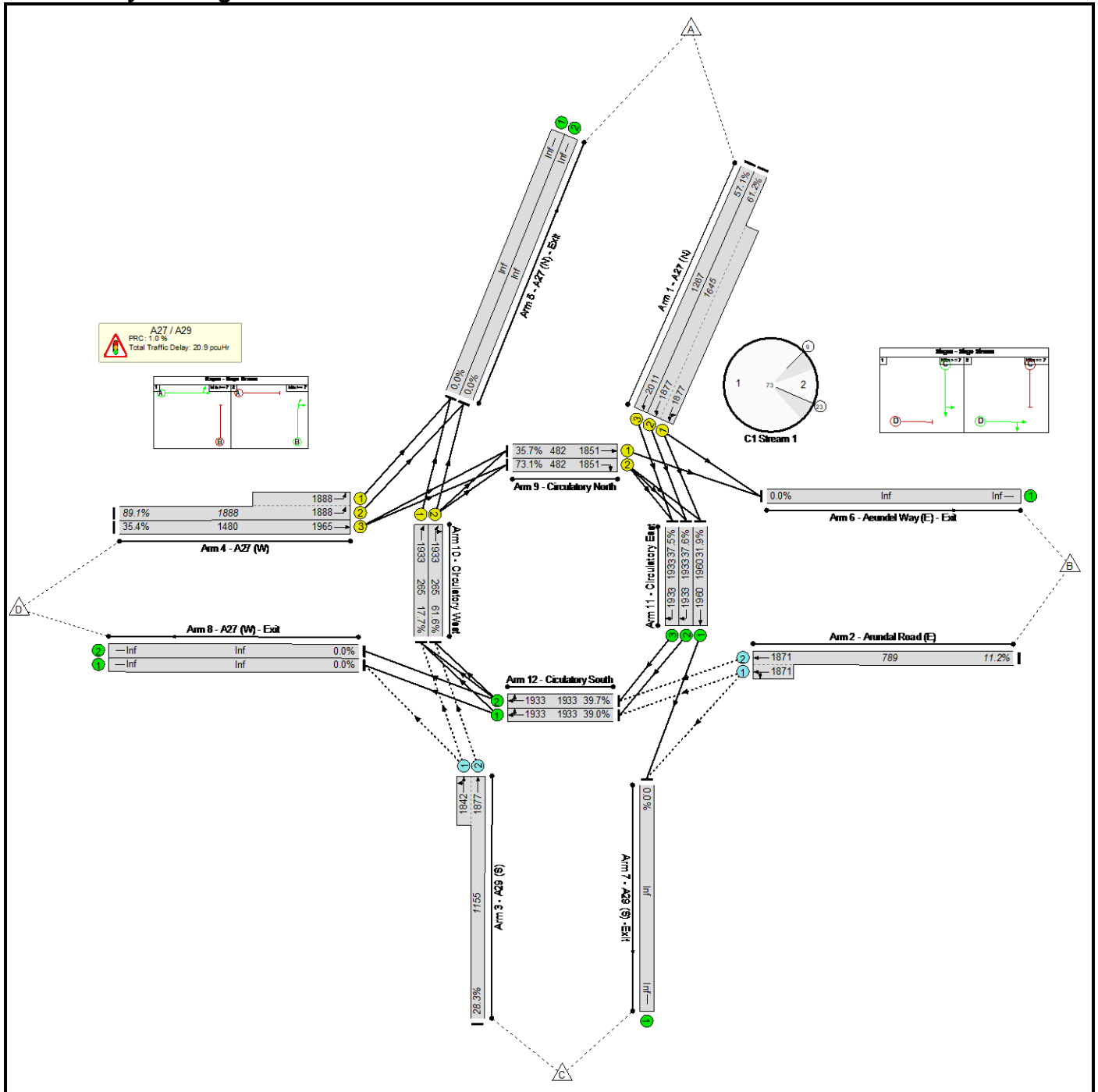
## Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%)	26.8	Total Delay for Signalled Lanes (pcuHr)	10.58	Cycle Time (s)	73
C1	Stream: 2 PRC for Signalled Lanes (%)	-8.0	Total Delay for Signalled Lanes (pcuHr)	21.51	Cycle Time (s)	73
	PRC Over All Lanes (%)	-9.8	Total Delay Over All Lanes(pcuHr)	51.80		

Basic Results Summary

Scenario 2: '2023 DM PM' (FG2: '2023 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



## Basic Results Summary

## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	89.1%	830	0	0	20.9	-	-
A27 / A29	-	-	-		-	-	-	-	-	-	89.1%	830	0	0	20.9	-	-
1/2+1/1	A27 (N) Left Ahead	U	C		1	45	-	1007	1877:1877	1645	61.2%	-	-	-	2.9	10.3	9.4
1/3	A27 (N) Ahead	U	C		1	45	-	723	2011	1267	57.1%	-	-	-	2.2	11.1	9.1
2/2+2/1	Arundal Road (E) Left Ahead	O	-		-	-	-	88	1871:1871	789	11.2%	176	0	0	0.1	4.8	0.3
3/2+3/1	A29 (S) Left Ahead	O	-		-	-	-	327	1877:1842	1155	28.3%	654	0	0	0.4	4.9	1.3
4/2+4/1	A27 (W) Left	U	A		1	54	-	1682	1888:1888	1888	89.1%	-	-	-	5.8	12.4	11.5
4/3	A27 (W) Ahead	U	A		1	54	-	524	1965	1480	35.4%	-	-	-	0.7	4.9	3.8
9/1	Circulatory North Ahead	U	D		1	18	-	172	1851	482	35.7%	-	-	-	1.3	26.5	2.4
9/2	Circulatory North Right	U	D		1	18	-	352	1851	482	73.1%	-	-	-	3.5	35.6	5.7
10/1	Circulatory West Ahead	U	B		1	9	-	47	1933	265	17.7%	-	-	-	0.4	33.7	0.9
10/2	Circulatory West Ahead Right	U	B		1	9	-	163	1933	265	61.6%	-	-	-	2.0	44.1	3.9
11/1	Circulatory East Ahead	U	-		-	-	-	626	1960	1960	31.9%	-	-	-	0.2	1.3	0.2
11/2	Circulatory East Right	U	-		-	-	-	726	1933	1933	37.6%	-	-	-	0.3	1.5	0.3
11/3	Circulatory East Right	U	-		-	-	-	724	1933	1933	37.5%	-	-	-	0.3	1.6	7.9
12/1	Ciculatory South Ahead Right	U	-		-	-	-	753	1933	1933	39.0%	-	-	-	0.3	1.5	0.3
12/2	Ciculatory South Ahead Right	U	-		-	-	-	768	1933	1933	39.7%	-	-	-	0.3	1.5	0.3

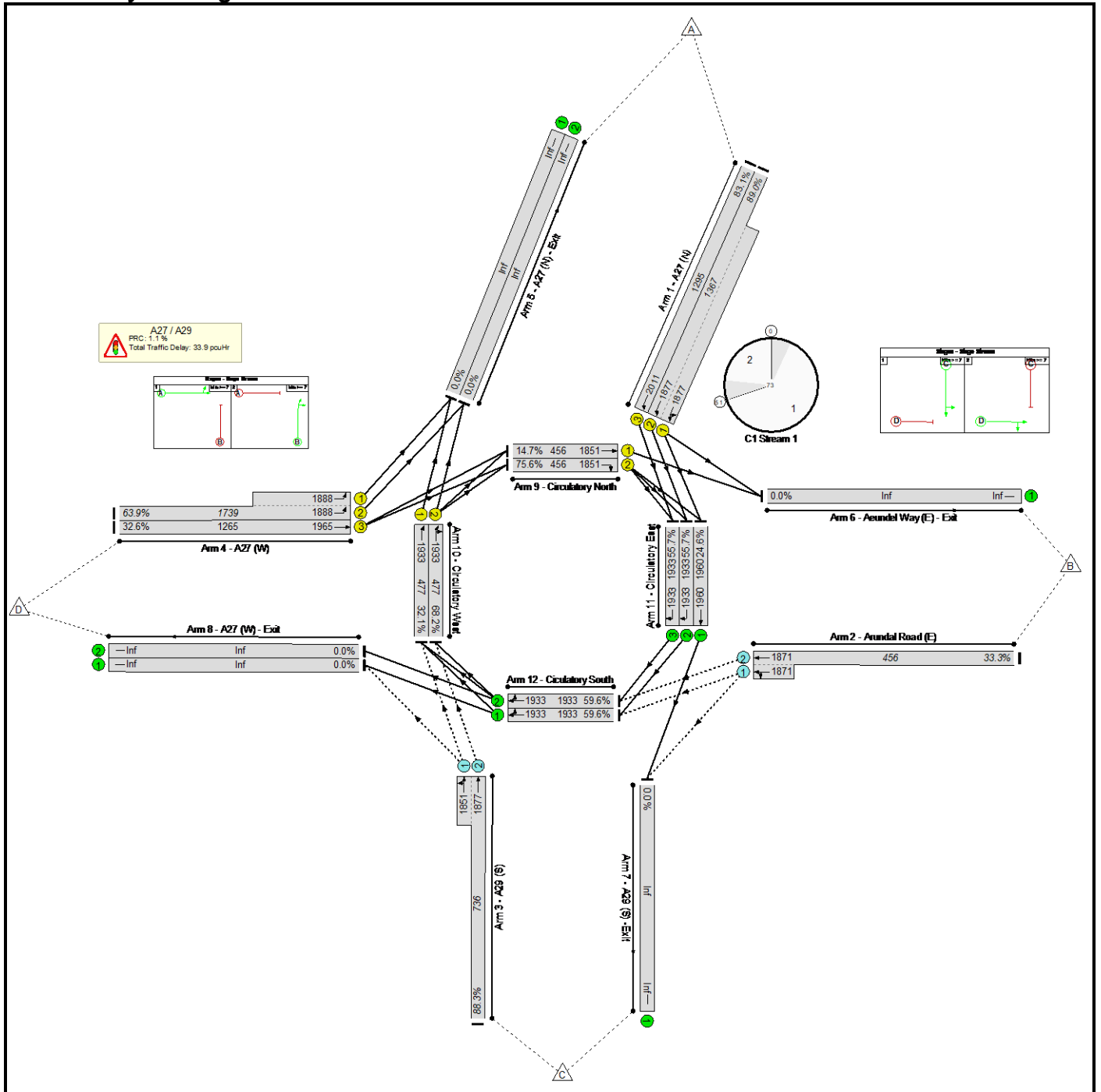
## Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%)	1.0	Total Delay for Signalled Lanes (pcuHr)	8.96	Cycle Time (s)	73
C1	Stream: 2 PRC for Signalled Lanes (%)	23.2	Total Delay for Signalled Lanes (pcuHr)	9.86	Cycle Time (s)	73
	PRC Over All Lanes (%)	1.0	Total Delay Over All Lanes(pcuHr)	20.89		

Basic Results Summary

Scenario 3: '2038 DM AM' (FG3: '2038 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>89.0%</b>	<b>1604</b>	<b>0</b>	<b>0</b>	<b>33.9</b>	-	-
<b>A27 / A29</b>	-	-	-		-	-	-	-	-	-	<b>89.0%</b>	<b>1604</b>	<b>0</b>	<b>0</b>	<b>33.9</b>	-	-
1/2+1/1	A27 (N) Left Ahead	U	C		1	46	-	1217	1877:1877	1367	89.0%	-	-	-	7.3	21.6	21.8
1/3	A27 (N) Ahead	U	C		1	46	-	1076	2011	1295	83.1%	-	-	-	5.4	18.0	18.8
2/2+2/1	Arundal Road (E) Left Ahead	O	-		-	-	-	152	1871:1871	456	33.3%	304	0	0	0.6	14.4	1.3
3/2+3/1	A29 (S) Left Ahead	O	-		-	-	-	650	1877:1851	736	88.3%	1300	0	0	7.1	39.1	9.7
4/2+4/1	A27 (W) Left	U	A		1	46	-	1111	1888:1888	1739	63.9%	-	-	-	2.9	9.4	6.4
4/3	A27 (W) Ahead	U	A		1	46	-	412	1965	1265	32.6%	-	-	-	0.9	8.0	3.9
9/1	Circulatory North Ahead	U	D		1	17	-	67	1851	456	14.7%	-	-	-	0.5	28.2	1.3
9/2	Circulatory North Right	U	D		1	17	-	345	1851	456	75.6%	-	-	-	4.3	44.5	8.5
10/1	Circulatory West Ahead	U	B		1	17	-	153	1933	477	32.1%	-	-	-	0.4	9.8	2.0
10/2	Circulatory West Ahead Right	U	B		1	17	-	325	1933	477	68.2%	-	-	-	1.5	16.2	6.0
11/1	Circulatory East Ahead	U	-		-	-	-	482	1960	1960	24.6%	-	-	-	0.2	1.2	0.2
11/2	Circulatory East Right	U	-		-	-	-	1077	1933	1933	55.7%	-	-	-	0.6	2.1	0.6
11/3	Circulatory East Right	U	-		-	-	-	1077	1933	1933	55.7%	-	-	-	0.8	2.5	16.9
12/1	Ciculatory South Ahead Right	U	-		-	-	-	1153	1933	1933	59.6%	-	-	-	0.7	2.3	0.7
12/2	Ciculatory South Ahead Right	U	-		-	-	-	1153	1933	1933	59.6%	-	-	-	0.7	2.3	0.7

## Basic Results Summary

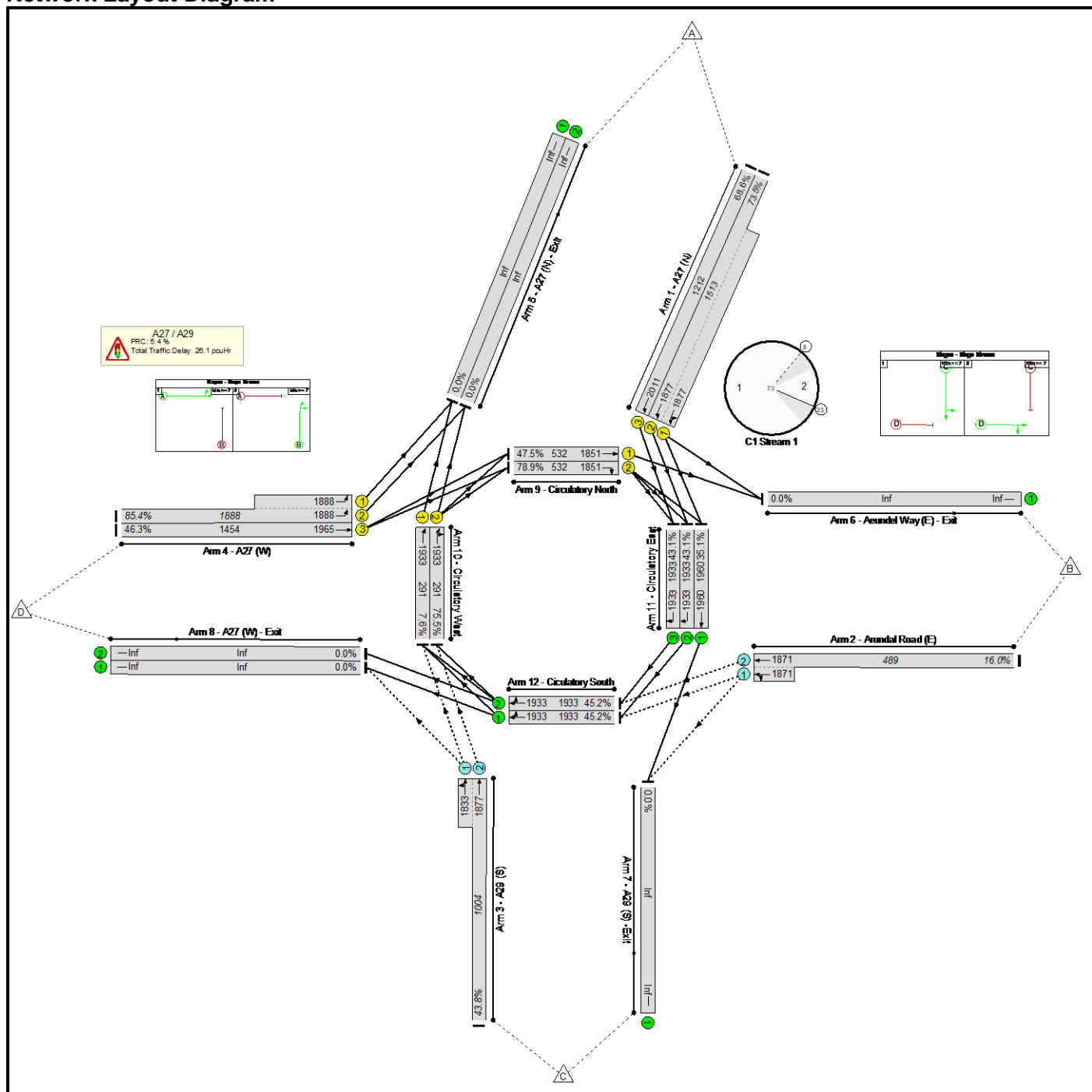
C1	Stream: 1 PRC for Signalled Lanes (%)	32.0	Total Delay for Signalled Lanes (pcuHr)	5.70	Cycle Time (s)	73
C1	Stream: 2 PRC for Signalled Lanes (%)	1.1	Total Delay for Signalled Lanes (pcuHr)	17.47	Cycle Time (s)	73
	PRC Over All Lanes (%)	1.1	Total Delay Over All Lanes(pcuHr)	33.86		



Basic Results Summary

Scenario 4: '2038 DM PM' (FG4: '2038 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>85.4%</b>	<b>1036</b>	<b>0</b>	<b>0</b>	<b>26.1</b>	-	-
<b>A27 / A29</b>	-	-	-		-	-	-	-	-	-	<b>85.4%</b>	<b>1036</b>	<b>0</b>	<b>0</b>	<b>26.1</b>	-	-
1/2+1/1	A27 (N) Left Ahead	U	C		1	43	-	1113	1877:1877	1513	73.5%	-	-	-	4.3	13.9	13.4
1/3	A27 (N) Ahead	U	C		1	43	-	832	2011	1212	68.6%	-	-	-	3.4	14.5	12.4
2/2+2/1	Arundal Road (E) Left Ahead	O	-		-	-	-	78	1871:1871	489	16.0%	156	0	0	0.2	8.4	0.4
3/2+3/1	A29 (S) Left Ahead	O	-		-	-	-	440	1877:1833	1004	43.8%	880	0	0	1.2	9.8	3.1
4/2+4/1	A27 (W) Left	U	A		1	53	-	1612	1888:1888	1888	85.4%	-	-	-	4.8	10.7	10.2
4/3	A27 (W) Ahead	U	A		1	53	-	673	1965	1454	46.3%	-	-	-	1.1	6.1	5.7
9/1	Circulatory North Ahead	U	D		1	20	-	253	1851	532	47.5%	-	-	-	1.8	26.2	3.5
9/2	Circulatory North Right	U	D		1	20	-	420	1851	532	78.9%	-	-	-	4.3	36.4	7.0
10/1	Circulatory West Ahead	U	B		1	10	-	22	1933	291	7.6%	-	-	-	0.2	28.1	0.4
10/2	Circulatory West Ahead Right	U	B		1	10	-	220	1933	291	75.5%	-	-	-	2.9	48.1	5.3
11/1	Circulatory East Ahead	U	-		-	-	-	687	1960	1960	35.1%	-	-	-	0.3	1.4	0.3
11/2	Circulatory East Right	U	-		-	-	-	834	1933	1933	43.1%	-	-	-	0.4	1.6	0.4
11/3	Circulatory East Right	U	-		-	-	-	834	1933	1933	43.1%	-	-	-	0.4	1.9	11.1
12/1	Ciculatory South Ahead Right	U	-		-	-	-	873	1933	1933	45.2%	-	-	-	0.4	1.7	0.4
12/2	Ciculatory South Ahead Right	U	-		-	-	-	873	1933	1933	45.2%	-	-	-	0.4	1.7	0.4

## Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%)	5.4	Total Delay for Signalled Lanes (pcuHr)	9.04	Cycle Time (s)	73
C1	Stream: 2 PRC for Signalled Lanes (%)	14.1	Total Delay for Signalled Lanes (pcuHr)	13.76	Cycle Time (s)	73
	PRC Over All Lanes (%)	5.4	Total Delay Over All Lanes(pcuHr)	26.07		