Appendix H

DETAILED MODEL OUTPUT

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758   E-mail: software@trl.co.uk   Web: http://www.trlsoftware.co.uk

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: A27_NorthLancingRbt_v3.arc8
Path: K:\TRANSPORT\PTG\3511677A-PTG Adur\Scenario C Correction Aug 2016\06 Junction Models\Existing Layouts\ARCADY\A27-A2025_North-Lancing
Report generation date: 27/07/2016 17:40:52

- » (Default Analysis Set) - Ref Case, AM
- » (Default Analysis Set) - Ref Case, PM
- » (Default Analysis Set) - Scenario C, AM
- » (Default Analysis Set) - Scenario C, PM
- » (Default Analysis Set) - Scenario C with Mitigation, AM
- » (Default Analysis Set) - Scenario C with Mitigation, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	A1 - Ref Case					
A27 Old Shoreham Road	1227.37	30.52	1.37	2663.62	70.60	1.85
A2025 Grinstead Lane	25.61	1.88	0.98	7.89	0.62	0.89
A27 Upper Brighton Road	1794.17	59.95	1.73	514.82	16.66	1.20
Manor Road	1.13	0.38	0.53	0.40	0.23	0.29
	A1 - Scenario C					
A27 Old Shoreham Road	1795.77	46.01	1.56	2993.84	77.56	1.94
A2025 Grinstead Lane	179.59	10.66	1.12	7.32	0.59	0.88
A27 Upper Brighton Road	2205.57	75.44	1.91	692.35	22.26	1.27
Manor Road	7.76	1.46	0.89	0.65	0.26	0.39
	A1 - Scenario C with Mitigation					
A27 Old Shoreham Road	1789.13	45.77	1.55	3235.86	83.29	2.01
A2025 Grinstead Lane	113.80	6.83	1.07	205.99	12.84	1.15
A27 Upper Brighton Road	2065.28	70.88	1.86	469.21	15.67	1.19
Manor Road	5.71	1.11	0.86	0.58	0.24	0.37

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

"D2 - Ref Case, AM " model duration: 07:45 - 09:15
"D3 - Ref Case, PM" model duration: 16:45 - 18:15
"D10 - Scenario C, AM" model duration: 07:45 - 09:15
"D11 - Scenario C, PM" model duration: 16:45 - 18:15
"D12 - Scenario C with Mitigation, AM" model duration: 07:45 - 09:15
"D13 - Scenario C with Mitigation, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 27/07/2016 17:40:50

File summary

File Description

Title	A27/A2025 North Lancing Rbt
Location	
Site Number	
Date	15/04/2010
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	min	-Min	perMin

(Default Analysis Set) - Ref Case, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Ref Case, AM	Ref Case	AM	2031 AM Reference Case SATURN	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	D,A,B,C				38.36	F

Junction Network Options

Driving Side	Lighting
Left	Daylight

Arms

Arms

Name	Name	Description
A27 Old Shoreham Road	A27 Old Shoreham Road	
A2025 Grinstead Lane	A2025 Grinstead Lane	
A27 Upper Brighton Road	A27 Upper Brighton Road	
Manor Road	Manor Road	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A27 Old Shoreham Road	0.00	99999.00	✓	
A2025 Grinstead Lane	0.00	99999.00	✓	
A27 Upper Brighton Road	0.00	99999.00	✓	
Manor Road	0.00	99999.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A27 Old Shoreham Road	7.20	7.20	0.00	20.00	54.00	25.00	
A2025 Grinstead Lane	4.00	8.20	27.00	12.00	54.00	45.00	
A27 Upper Brighton Road	6.50	9.00	11.00	18.00	54.00	45.00	
Manor Road	4.10	7.20	18.00	50.00	54.00	5.00	

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

Pedestrian Crossings

Name	Crossing Type
A27 Old Shoreham Road	None
A2025 Grinstead Lane	None
A27 Upper Brighton Road	None
Manor Road	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A27 Old Shoreham Road		(calculated)	(calculated)	0.690	2219.451
A2025 Grinstead Lane		(calculated)	(calculated)	0.600	1887.139
A27 Upper Brighton Road		(calculated)	(calculated)	0.678	2269.630
Manor Road		(calculated)	(calculated)	0.688	2062.385

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A27 Old Shoreham Road	FLAT	✓	3031.00	100.000
A2025 Grinstead Lane	FLAT	✓	846.00	100.000
A27 Upper Brighton Road	FLAT	✓	2845.00	100.000
Manor Road	FLAT	✓	179.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	38.000	696.000	2228.000	69.000
	A	839.000	0.000	0.000	7.000
	B	2836.000	9.000	0.000	0.000
	C	178.000	1.000	0.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	0.01	0.23	0.74	0.02
	A	0.99	0.00	0.00	0.01
	B	1.00	0.00	0.00	0.00
	C	0.99	0.01	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	1.000	1.000	1.000	1.000
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	0.000	0.000	0.000	0.000
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A27 Old Shoreham Road	1.37	30.52	1227.37	F	3031.00	4546.50	55391.06	12.18	615.46	75792.62	16.67
A2025 Grinstead Lane	0.98	1.88	25.61	F	846.00	1269.00	1771.72	1.40	19.69	1794.52	1.41
A27 Upper Brighton Road	1.73	59.95	1794.17	F	2845.00	4267.50	80708.07	18.91	896.76	139347.38	32.65
Manor Road	0.53	0.38	1.13	C	179.00	268.50	100.20	0.37	1.11	100.32	0.37

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3031.00	757.75	2208.01	2672.70	6.23	0.00	2215.16	2214.61	1.368	1.79	207.53	2.908	F
A2025 Grinstead Lane	846.00	211.50	826.74	513.25	1700.99	0.00	866.02	862.96	0.977	9.82	14.63	1.065	F
A27 Upper Brighton Road	2845.00	711.25	1652.35	1623.05	904.69	0.00	1656.26	1631.54	1.718	0.98	299.14	5.510	F
Manor Road	179.00	44.75	179.00	57.11	2499.93	0.00	341.91	331.45	0.524	1.10	1.10	0.368	C

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3031.00	757.75	2215.06	2678.27	6.23	0.00	2215.16	2214.61	1.368	207.53	411.52	8.435	F
A2025 Grinstead Lane	846.00	211.50	832.42	514.87	1706.42	0.00	862.76	862.96	0.981	14.63	18.03	1.333	F
A27 Upper Brighton Road	2845.00	711.25	1652.22	1628.23	910.61	0.00	1652.24	1631.54	1.722	299.14	597.34	16.344	F
Manor Road	179.00	44.75	178.97	57.31	2505.52	0.00	338.06	331.45	0.529	1.10	1.11	0.377	C

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3031.00	757.75	2215.13	2679.41	6.22	0.00	2215.16	2214.61	1.368	411.52	615.48	13.950	F
A2025 Grinstead Lane	846.00	211.50	835.97	514.87	1706.48	0.00	862.72	862.96	0.981	18.03	20.54	1.521	F
A27 Upper Brighton Road	2845.00	711.25	1649.83	1628.28	914.17	0.00	1649.83	1631.54	1.724	597.34	896.13	27.203	F
Manor Road	179.00	44.75	178.98	57.34	2506.65	0.00	337.28	331.45	0.531	1.11	1.11	0.379	C

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3031.00	757.75	2215.15	2680.06	6.21	0.00	2215.17	2214.61	1.368	615.48	819.45	19.471	F
A2025 Grinstead Lane	846.00	211.50	838.01	514.87	1706.49	0.00	862.72	862.96	0.981	20.54	22.53	1.666	F
A27 Upper Brighton Road	2845.00	711.25	1648.44	1628.29	916.21	0.00	1648.45	1631.54	1.726	896.13	1195.27	38.121	F
Manor Road	179.00	44.75	178.98	57.36	2507.29	0.00	336.84	331.45	0.531	1.11	1.12	0.380	C

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3031.00	757.75	2215.16	2680.49	6.21	0.00	2215.17	2214.61	1.368	819.45	1023.41	24.993	F
A2025 Grinstead Lane	846.00	211.50	839.37	514.87	1706.50	0.00	862.71	862.96	0.981	22.53	24.19	1.784	F
A27 Upper Brighton Road	2845.00	711.25	1647.53	1628.30	917.57	0.00	1647.53	1631.54	1.727	1195.27	1494.64	49.036	F
Manor Road	179.00	44.75	178.99	57.37	2507.72	0.00	336.55	331.45	0.532	1.12	1.12	0.381	C

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3031.00	757.75	2215.16	2680.80	6.21	0.00	2215.17	2214.61	1.368	1023.41	1227.37	30.516	F
A2025 Grinstead Lane	846.00	211.50	840.34	514.87	1706.50	0.00	862.71	862.96	0.981	24.19	25.61	1.884	F
A27 Upper Brighton Road	2845.00	711.25	1646.87	1628.30	918.54	0.00	1646.87	1631.54	1.728	1494.64	1794.17	59.951	F
Manor Road	179.00	44.75	178.99	57.38	2508.03	0.00	336.34	331.45	0.532	1.12	1.13	0.381	C

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	1581.42	105.43	2.908	F	F
A2025 Grinstead Lane	187.17	12.48	1.065	F	E
A27 Upper Brighton Road	2257.67	150.51	5.510	F	F
Manor Road	16.52	1.10	0.368	C	C

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	4642.91	309.53	8.435	F	F
A2025 Grinstead Lane	246.48	16.43	1.333	F	E
A27 Upper Brighton Road	6723.59	448.24	16.344	F	F
Manor Road	16.58	1.11	0.377	C	C

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	7702.52	513.50	13.950	F	F
A2025 Grinstead Lane	290.04	19.34	1.521	F	F
A27 Upper Brighton Road	11200.99	746.73	27.203	F	F
Manor Road	16.67	1.11	0.379	C	C

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	10761.99	717.47	19.471	F	F
A2025 Grinstead Lane	323.52	21.57	1.666	F	F
A27 Upper Brighton Road	15685.49	1045.70	38.121	F	F
Manor Road	16.75	1.12	0.380	C	C

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	13821.41	921.43	24.993	F	F
A2025 Grinstead Lane	350.77	23.38	1.784	F	F
A27 Upper Brighton Road	20174.29	1344.95	49.036	F	F
Manor Road	16.82	1.12	0.381	C	C

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	16880.81	1125.39	30.516	F	F
A2025 Grinstead Lane	373.74	24.92	1.884	F	F
A27 Upper Brighton Road	24666.05	1644.40	59.951	F	F
Manor Road	16.87	1.12	0.381	C	C

(Default Analysis Set) - Ref Case, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Ref Case, PM	Ref Case	PM	2031 PM Reference Case SATURN	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	D,A,B,C				45.29	F

Junction Network Options

Driving Side	Lighting
Left	Daylight

Arms

Arms

Name	Name	Description
A27 Old Shoreham Road	A27 Old Shoreham Road	
A2025 Grinstead Lane	A2025 Grinstead Lane	
A27 Upper Brighton Road	A27 Upper Brighton Road	
Manor Road	Manor Road	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A27 Old Shoreham Road	0.00	99999.00	✓	
A2025 Grinstead Lane	0.00	99999.00	✓	
A27 Upper Brighton Road	0.00	99999.00	✓	
Manor Road	0.00	99999.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A27 Old Shoreham Road	7.20	7.20	0.00	20.00	54.00	25.00	
A2025 Grinstead Lane	4.00	8.20	27.00	12.00	54.00	45.00	
A27 Upper Brighton Road	6.50	9.00	11.00	18.00	54.00	45.00	
Manor Road	4.10	7.20	18.00	50.00	54.00	5.00	

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

Pedestrian Crossings

Name	Crossing Type
A27 Old Shoreham Road	None
A2025 Grinstead Lane	None
A27 Upper Brighton Road	None
Manor Road	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A27 Old Shoreham Road		(calculated)	(calculated)	0.690	2219.451
A2025 Grinstead Lane		(calculated)	(calculated)	0.600	1887.139
A27 Upper Brighton Road		(calculated)	(calculated)	0.678	2269.630
Manor Road		(calculated)	(calculated)	0.688	2062.385

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A27 Old Shoreham Road	FLAT	✓	3851.00	100.000
A2025 Grinstead Lane	FLAT	✓	763.00	100.000
A27 Upper Brighton Road	FLAT	✓	2046.00	100.000
Manor Road	FLAT	✓	106.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	1.000	725.000	3002.000	123.000
	A	751.000	0.000	0.000	12.000
	B	1833.000	202.000	11.000	0.000
	C	76.000	12.000	18.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	0.00	0.19	0.78	0.03
	A	0.98	0.00	0.00	0.02
	B	0.90	0.10	0.01	0.00
	C	0.72	0.11	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	1.000	1.000	1.000	1.000
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		D	**A**	**B**	**C**
From	**D**	0.000	0.000	0.000	0.000
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A27 Old Shoreham Road	1.85	70.60	2663.62	F	3851.00	5776.50	119929.58	20.76	1332.55	222445.31	38.51
A2025 Grinstead Lane	0.89	0.62	7.89	E	763.00	1144.50	709.82	0.62	7.89	711.99	0.62
A27 Upper Brighton Road	1.20	16.66	514.82	F	2046.00	3069.00	23435.53	7.64	260.39	28093.46	9.15
Manor Road	0.29	0.23	0.40	B	106.00	159.00	35.61	0.22	0.40	35.62	0.22

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3851.00	962.75	2073.73	2346.00	206.45	0.00	2077.09	2032.99	1.854	0.84	445.16	6.493	F
A2025 Grinstead Lane	763.00	190.75	763.00	569.74	1710.44	0.00	860.35	855.47	0.887	7.89	7.88	0.618	E
A27 Upper Brighton Road	2046.00	511.50	1694.90	1643.67	829.78	0.00	1707.05	1645.25	1.199	3.04	90.81	1.779	F
Manor Road	106.00	26.50	106.00	78.23	2446.44	0.00	378.72	350.26	0.280	0.39	0.39	0.220	B

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3851.00	962.75	2076.26	2356.28	207.64	0.00	2076.27	2032.99	1.855	445.16	888.84	19.315	F
A2025 Grinstead Lane	763.00	190.75	763.00	571.35	1712.54	0.00	859.08	855.47	0.888	7.88	7.89	0.623	E
A27 Upper Brighton Road	2046.00	511.50	1706.41	1645.69	829.85	0.00	1707.00	1645.25	1.199	90.81	175.71	4.772	F
Manor Road	106.00	26.50	105.97	78.32	2457.95	0.00	370.80	350.26	0.286	0.39	0.40	0.227	B

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3851.00	962.75	2076.23	2356.63	207.68	0.00	2076.24	2032.99	1.855	888.84	1332.53	32.133	F
A2025 Grinstead Lane	763.00	190.75	763.00	571.39	1712.53	0.00	859.09	855.47	0.888	7.89	7.89	0.623	E
A27 Upper Brighton Road	2046.00	511.50	1706.79	1645.68	829.85	0.00	1707.00	1645.25	1.199	175.71	260.51	7.735	F
Manor Road	106.00	26.50	105.99	78.31	2458.32	0.00	370.54	350.26	0.286	0.40	0.40	0.227	B

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3851.00	962.75	2076.23	2356.73	207.70	0.00	2076.23	2032.99	1.855	1332.53	1776.23	44.953	F
A2025 Grinstead Lane	763.00	190.75	763.00	571.40	1712.53	0.00	859.09	855.47	0.888	7.89	7.89	0.623	E
A27 Upper Brighton Road	2046.00	511.50	1706.89	1645.67	829.85	0.00	1707.00	1645.25	1.199	260.51	345.29	10.706	F
Manor Road	106.00	26.50	106.00	78.31	2458.43	0.00	370.47	350.26	0.286	0.40	0.40	0.227	B

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3851.00	962.75	2076.22	2356.77	207.70	0.00	2076.22	2032.99	1.855	1776.23	2219.92	57.774	F
A2025 Grinstead Lane	763.00	190.75	763.00	571.40	1712.52	0.00	859.09	855.47	0.888	7.89	7.89	0.623	E
A27 Upper Brighton Road	2046.00	511.50	1706.93	1645.67	829.85	0.00	1707.00	1645.25	1.199	345.29	430.06	13.681	F
Manor Road	106.00	26.50	106.00	78.31	2458.47	0.00	370.44	350.26	0.286	0.40	0.40	0.227	B

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3851.00	962.75	2076.22	2356.79	207.70	0.00	2076.22	2032.99	1.855	2219.92	2663.62	70.596	F
A2025 Grinstead Lane	763.00	190.75	763.00	571.40	1712.52	0.00	859.09	855.47	0.888	7.89	7.89	0.623	E
A27 Upper Brighton Road	2046.00	511.50	1706.95	1645.67	829.85	0.00	1707.00	1645.25	1.199	430.06	514.82	16.657	F
Manor Road	106.00	26.50	106.00	78.31	2458.49	0.00	370.43	350.26	0.286	0.40	0.40	0.227	B

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	3350.92	223.39	6.493	F	F
A2025 Grinstead Lane	118.28	7.89	0.618	E	D
A27 Upper Brighton Road	719.59	47.97	1.779	F	F
Manor Road	5.83	0.39	0.220	B	B

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	10004.99	667.00	19.315	F	F
A2025 Grinstead Lane	118.28	7.89	0.623	E	D
A27 Upper Brighton Road	1999.12	133.27	4.772	F	F
Manor Road	5.89	0.39	0.227	B	B

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	16660.32	1110.69	32.133	F	F
A2025 Grinstead Lane	118.29	7.89	0.623	E	D
A27 Upper Brighton Road	3271.69	218.11	7.735	F	F
Manor Road	5.95	0.40	0.227	B	B

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	23315.71	1554.38	44.953	F	F
A2025 Grinstead Lane	118.31	7.89	0.623	E	D
A27 Upper Brighton Road	4543.51	302.90	10.706	F	F
Manor Road	5.97	0.40	0.227	B	B

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	29971.12	1998.07	57.774	F	F
A2025 Grinstead Lane	118.32	7.89	0.623	E	D
A27 Upper Brighton Road	5815.09	387.67	13.681	F	F
Manor Road	5.98	0.40	0.227	B	B

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	36626.53	2441.77	70.596	F	F
A2025 Grinstead Lane	118.34	7.89	0.623	E	D
A27 Upper Brighton Road	7086.54	472.44	16.657	F	F
Manor Road	5.99	0.40	0.227	B	B

(Default Analysis Set) - Scenario C, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, AM	Scenario C	AM	2031 AM Scenario C SATURN	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	D,A,B,C				50.98	F

Junction Network Options

Driving Side	Lighting
Left	Daylight

Arms

Arms

Name	Name	Description
A27 Old Shoreham Road	A27 Old Shoreham Road	
A2025 Grinstead Lane	A2025 Grinstead Lane	
A27 Upper Brighton Road	A27 Upper Brighton Road	
Manor Road	Manor Road	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A27 Old Shoreham Road	0.00	99999.00	✓	
A2025 Grinstead Lane	0.00	99999.00	✓	
A27 Upper Brighton Road	0.00	99999.00	✓	
Manor Road	0.00	99999.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A27 Old Shoreham Road	7.20	7.20	0.00	20.00	54.00	25.00	
A2025 Grinstead Lane	4.00	8.20	27.00	12.00	54.00	45.00	
A27 Upper Brighton Road	6.50	9.00	11.00	18.00	54.00	45.00	
Manor Road	4.10	7.20	18.00	50.00	54.00	5.00	

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

Pedestrian Crossings

Name	Crossing Type
A27 Old Shoreham Road	None
A2025 Grinstead Lane	None
A27 Upper Brighton Road	None
Manor Road	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A27 Old Shoreham Road		(calculated)	(calculated)	0.690	2219.451
A2025 Grinstead Lane		(calculated)	(calculated)	0.600	1887.139
A27 Upper Brighton Road		(calculated)	(calculated)	0.678	2269.630
Manor Road		(calculated)	(calculated)	0.688	2062.385

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A27 Old Shoreham Road	FLAT	✓	3344.00	100.000
A2025 Grinstead Lane	FLAT	✓	1054.00	100.000
A27 Upper Brighton Road	FLAT	✓	3080.00	100.000
Manor Road	FLAT	✓	328.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	0.000	917.000	2345.000	82.000
	A	958.000	0.000	20.000	76.000
	B	3080.000	0.000	0.000	0.000
	C	225.000	85.000	18.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	0.00	0.27	0.70	0.02
	A	0.91	0.00	0.02	0.07
	B	1.00	0.00	0.00	0.00
	C	0.69	0.26	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	1.000	1.000	1.000	1.000
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	0.000	0.000	0.000	0.000
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A27 Old Shoreham Road	1.56	46.01	1795.77	F	3344.00	5016.00	80920.01	16.13	899.11	125949.15	25.11
A2025 Grinstead Lane	1.12	10.66	179.59	F	1054.00	1581.00	8427.53	5.33	93.64	9456.57	5.98
A27 Upper Brighton Road	1.91	75.44	2205.57	F	3080.00	4620.00	99224.70	21.48	1102.50	189941.37	41.11
Manor Road	0.89	1.46	7.76	F	328.00	492.00	682.29	1.39	7.58	687.20	1.40

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3344.00	836.00	2143.50	2681.54	103.00	0.00	2148.42	2140.05	1.556	1.23	301.36	4.285	F
A2025 Grinstead Lane	1054.00	263.50	925.92	672.80	1573.70	0.00	942.43	942.66	1.118	4.13	36.15	1.527	F
A27 Upper Brighton Road	3080.00	770.00	1614.96	1538.71	960.91	0.00	1618.14	1607.06	1.903	0.80	367.06	6.899	F
Manor Road	328.00	82.00	328.00	119.33	2456.54	0.00	371.77	366.73	0.882	7.43	7.43	1.364	F

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3344.00	836.00	2148.46	2687.26	102.90	0.00	2148.50	2140.05	1.556	301.36	600.24	12.634	F
A2025 Grinstead Lane	1054.00	263.50	937.64	674.07	1577.29	0.00	940.28	942.66	1.121	36.15	65.24	3.418	F
A27 Upper Brighton Road	3080.00	770.00	1610.25	1542.40	972.53	0.00	1610.26	1607.06	1.913	367.06	734.50	20.582	F
Manor Road	328.00	82.00	327.67	120.29	2462.49	0.00	367.67	366.73	0.892	7.43	7.51	1.425	F

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3344.00	836.00	2148.48	2687.65	102.90	0.00	2148.49	2140.05	1.556	600.24	899.12	20.974	F
A2025 Grinstead Lane	1054.00	263.50	939.13	674.08	1577.30	0.00	940.27	942.66	1.121	65.24	93.96	5.226	F
A27 Upper Brighton Road	3080.00	770.00	1609.27	1542.44	973.99	0.00	1609.27	1607.06	1.914	734.50	1102.18	34.285	F
Manor Road	328.00	82.00	327.70	120.40	2462.86	0.00	367.42	366.73	0.893	7.51	7.59	1.437	F

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3344.00	836.00	2148.48	2687.80	102.92	0.00	2148.48	2140.05	1.556	899.12	1198.00	29.318	F
A2025 Grinstead Lane	1054.00	263.50	939.63	674.09	1577.30	0.00	940.27	942.66	1.121	93.96	122.55	7.035	F
A27 Upper Brighton Road	3080.00	770.00	1608.94	1542.45	974.48	0.00	1608.94	1607.06	1.914	1102.18	1469.94	48.006	F
Manor Road	328.00	82.00	327.74	120.44	2462.98	0.00	367.33	366.73	0.893	7.59	7.65	1.446	F

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3344.00	836.00	2148.47	2687.89	102.93	0.00	2148.47	2140.05	1.556	1198.00	1496.88	37.663	F
A2025 Grinstead Lane	1054.00	263.50	939.86	674.10	1577.30	0.00	940.27	942.66	1.121	122.55	151.09	8.845	F
A27 Upper Brighton Road	3080.00	770.00	1608.79	1542.45	974.71	0.00	1608.79	1607.06	1.914	1469.94	1837.75	61.725	F
Manor Road	328.00	82.00	327.78	120.45	2463.04	0.00	367.30	366.73	0.893	7.65	7.71	1.454	F

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3344.00	836.00	2148.46	2687.94	102.94	0.00	2148.47	2140.05	1.556	1496.88	1795.77	46.009	F
A2025 Grinstead Lane	1054.00	263.50	939.98	674.11	1577.30	0.00	940.27	942.66	1.121	151.09	179.59	10.657	F
A27 Upper Brighton Road	3080.00	770.00	1608.70	1542.45	974.83	0.00	1608.70	1607.06	1.915	1837.75	2205.57	75.443	F
Manor Road	328.00	82.00	327.81	120.46	2463.07	0.00	367.27	366.73	0.893	7.71	7.76	1.460	F

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	2277.84	151.86	4.285	F	F
A2025 Grinstead Lane	315.77	21.05	1.527	F	F
A27 Upper Brighton Road	2764.53	184.30	6.899	F	F
Manor Road	111.42	7.43	1.364	F	F

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	6761.99	450.80	12.634	F	F
A2025 Grinstead Lane	761.23	50.75	3.418	F	F
A27 Upper Brighton Road	8261.66	550.78	20.582	F	F
Manor Road	112.07	7.47	1.425	F	F

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	11245.21	749.68	20.974	F	F
A2025 Grinstead Lane	1194.20	79.61	5.226	F	F
A27 Upper Brighton Road	13775.05	918.34	34.285	F	F
Manor Road	113.26	7.55	1.437	F	F

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	15728.42	1048.56	29.318	F	F
A2025 Grinstead Lane	1623.90	108.26	7.035	F	F
A27 Upper Brighton Road	19290.91	1286.06	48.006	F	F
Manor Road	114.31	7.62	1.446	F	F

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	20211.65	1347.44	37.663	F	F
A2025 Grinstead Lane	2052.33	136.82	8.845	F	F
A27 Upper Brighton Road	24807.67	1653.84	61.725	F	F
Manor Road	115.22	7.68	1.454	F	F

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	24694.90	1646.33	46.009	F	F
A2025 Grinstead Lane	2480.10	165.34	10.657	F	F
A27 Upper Brighton Road	30324.88	2021.66	75.443	F	F
Manor Road	116.00	7.73	1.460	F	F

(Default Analysis Set) - Scenario C, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, PM	Scenario C	PM	2031 PM Scenario C SATURN	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	D,A,B,C				51.23	F

Junction Network Options

Driving Side	Lighting
Left	Daylight

Arms

Arms

Name	Name	Description
A27 Old Shoreham Road	A27 Old Shoreham Road	
A2025 Grinstead Lane	A2025 Grinstead Lane	
A27 Upper Brighton Road	A27 Upper Brighton Road	
Manor Road	Manor Road	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A27 Old Shoreham Road	0.00	99999.00	✓	
A2025 Grinstead Lane	0.00	99999.00	✓	
A27 Upper Brighton Road	0.00	99999.00	✓	
Manor Road	0.00	99999.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A27 Old Shoreham Road	7.20	7.20	0.00	20.00	54.00	25.00	
A2025 Grinstead Lane	4.00	8.20	27.00	12.00	54.00	45.00	
A27 Upper Brighton Road	6.50	9.00	11.00	18.00	54.00	45.00	
Manor Road	4.10	7.20	18.00	50.00	54.00	5.00	

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

Pedestrian Crossings

Name	Crossing Type
A27 Old Shoreham Road	None
A2025 Grinstead Lane	None
A27 Upper Brighton Road	None
Manor Road	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A27 Old Shoreham Road		(calculated)	(calculated)	0.690	2219.451
A2025 Grinstead Lane		(calculated)	(calculated)	0.600	1887.139
A27 Upper Brighton Road		(calculated)	(calculated)	0.678	2269.630
Manor Road		(calculated)	(calculated)	0.688	2062.385

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A27 Old Shoreham Road	FLAT	✓	4119.00	100.000
A2025 Grinstead Lane	FLAT	✓	748.00	100.000
A27 Upper Brighton Road	FLAT	✓	2174.00	100.000
Manor Road	FLAT	✓	148.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	1.000	821.000	3164.000	133.000
	A	736.000	0.000	0.000	12.000
	B	2038.000	125.000	11.000	0.000
	C	117.000	12.000	19.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	0.00	0.20	0.77	0.03
	A	0.98	0.00	0.00	0.02
	B	0.94	0.06	0.01	0.00
	C	0.79	0.08	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	1.000	1.000	1.000	1.000
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	0.000	0.000	0.000	0.000
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A27 Old Shoreham Road	1.94	77.56	2993.84	F	4119.00	6178.50	134788.22	21.82	1497.65	261381.71	42.31
A2025 Grinstead Lane	0.88	0.59	7.32	E	748.00	1122.00	658.13	0.59	7.31	660.02	0.59
A27 Upper Brighton Road	1.27	22.26	692.35	F	2174.00	3261.00	31364.72	9.62	348.50	39746.65	12.19
Manor Road	0.39	0.26	0.65	C	148.00	222.00	57.95	0.26	0.64	57.99	0.26

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4119.00	1029.75	2121.38	2453.05	137.74	0.00	2124.47	2097.24	1.939	0.77	500.18	7.122	F
A2025 Grinstead Lane	748.00	187.00	748.00	532.94	1726.18	0.00	850.89	846.83	0.879	7.31	7.31	0.584	E
A27 Upper Brighton Road	2174.00	543.50	1706.27	1657.17	817.02	0.00	1715.70	1649.23	1.267	2.36	119.29	2.238	F
Manor Road	148.00	37.00	148.00	80.50	2442.79	0.00	381.23	353.57	0.388	0.63	0.63	0.257	C

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4119.00	1029.75	2124.07	2461.55	138.30	0.00	2124.08	2097.24	1.939	500.18	998.91	21.211	F
A2025 Grinstead Lane	748.00	187.00	748.00	534.00	1728.38	0.00	849.58	846.83	0.880	7.31	7.31	0.589	E
A27 Upper Brighton Road	2174.00	543.50	1715.37	1659.28	817.10	0.00	1715.65	1649.23	1.267	119.29	233.95	6.252	F
Manor Road	148.00	37.00	147.97	80.58	2451.88	0.00	374.97	353.57	0.395	0.63	0.64	0.264	C

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4119.00	1029.75	2124.07	2461.73	138.32	0.00	2124.07	2097.24	1.939	998.91	1497.64	35.295	F
A2025 Grinstead Lane	748.00	187.00	748.00	534.01	1728.38	0.00	849.58	846.83	0.880	7.31	7.31	0.589	E
A27 Upper Brighton Road	2174.00	543.50	1715.55	1659.28	817.10	0.00	1715.65	1649.23	1.267	233.95	348.56	10.246	F
Manor Road	148.00	37.00	147.99	80.58	2452.06	0.00	374.85	353.57	0.395	0.64	0.65	0.264	C

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4119.00	1029.75	2124.07	2461.78	138.32	0.00	2124.07	2097.24	1.939	1497.64	1996.37	49.382	F
A2025 Grinstead Lane	748.00	187.00	748.00	534.01	1728.38	0.00	849.58	846.83	0.880	7.31	7.31	0.589	E
A27 Upper Brighton Road	2174.00	543.50	1715.60	1659.28	817.10	0.00	1715.65	1649.23	1.267	348.56	463.16	14.247	F
Manor Road	148.00	37.00	147.99	80.58	2452.11	0.00	374.82	353.57	0.395	0.65	0.65	0.264	C

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4119.00	1029.75	2124.06	2461.80	138.32	0.00	2124.07	2097.24	1.939	1996.37	2495.11	63.469	F
A2025 Grinstead Lane	748.00	187.00	748.00	534.01	1728.38	0.00	849.58	846.83	0.880	7.31	7.31	0.589	E
A27 Upper Brighton Road	2174.00	543.50	1715.62	1659.28	817.10	0.00	1715.65	1649.23	1.267	463.16	577.76	18.251	F
Manor Road	148.00	37.00	148.00	80.58	2452.13	0.00	374.81	353.57	0.395	0.65	0.65	0.265	C

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4119.00	1029.75	2124.06	2461.81	138.32	0.00	2124.06	2097.24	1.939	2495.11	2993.84	77.556	F
A2025 Grinstead Lane	748.00	187.00	748.00	534.01	1728.38	0.00	849.58	846.83	0.880	7.31	7.32	0.589	E
A27 Upper Brighton Road	2174.00	543.50	1715.63	1659.28	817.10	0.00	1715.65	1649.23	1.267	577.76	692.35	22.256	F
Manor Road	148.00	37.00	148.00	80.58	2452.14	0.00	374.80	353.57	0.395	0.65	0.65	0.265	C

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	3762.61	250.84	7.122	F	F
A2025 Grinstead Lane	109.66	7.31	0.584	E	D
A27 Upper Brighton Road	925.94	61.73	2.238	F	F
Manor Road	9.52	0.63	0.257	C	B

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	11243.12	749.54	21.211	F	F
A2025 Grinstead Lane	109.66	7.31	0.589	E	D
A27 Upper Brighton Road	2649.39	176.63	6.252	F	F
Manor Road	9.60	0.64	0.264	C	B

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	18724.11	1248.27	35.295	F	F
A2025 Grinstead Lane	109.68	7.31	0.589	E	D
A27 Upper Brighton Road	4368.82	291.25	10.246	F	F
Manor Road	9.67	0.64	0.264	C	B

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	26205.12	1747.01	49.382	F	F
A2025 Grinstead Lane	109.70	7.31	0.589	E	D
A27 Upper Brighton Road	6087.90	405.86	14.247	F	F
Manor Road	9.70	0.65	0.264	C	B

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	33686.12	2245.74	63.469	F	F
A2025 Grinstead Lane	109.71	7.31	0.589	E	D
A27 Upper Brighton Road	7806.87	520.46	18.251	F	F
Manor Road	9.72	0.65	0.265	C	B

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	41167.13	2744.48	77.556	F	F
A2025 Grinstead Lane	109.73	7.32	0.589	E	D
A27 Upper Brighton Road	9525.79	635.05	22.256	F	F
Manor Road	9.74	0.65	0.265	C	B

(Default Analysis Set) - Scenario C with Mitigation, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
Scenario C with Mitigation, AM	Scenario C with Mitigation	AM	2031 AM Scenario C with Mitigation SATURN	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	D,A,B,C				48.57	F

Junction Network Options

Driving Side	Lighting
Left	Daylight

Arms

Arms

Name	Name	Description
A27 Old Shoreham Road	A27 Old Shoreham Road	
A2025 Grinstead Lane	A2025 Grinstead Lane	
A27 Upper Brighton Road	A27 Upper Brighton Road	
Manor Road	Manor Road	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A27 Old Shoreham Road	0.00	99999.00	✓	
A2025 Grinstead Lane	0.00	99999.00	✓	
A27 Upper Brighton Road	0.00	99999.00	✓	
Manor Road	0.00	99999.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A27 Old Shoreham Road	7.20	7.20	0.00	20.00	54.00	25.00	
A2025 Grinstead Lane	4.00	8.20	27.00	12.00	54.00	45.00	
A27 Upper Brighton Road	6.50	9.00	11.00	18.00	54.00	45.00	
Manor Road	4.10	7.20	18.00	50.00	54.00	5.00	

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

Pedestrian Crossings

Name	Crossing Type
A27 Old Shoreham Road	None
A2025 Grinstead Lane	None
A27 Upper Brighton Road	None
Manor Road	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A27 Old Shoreham Road		(calculated)	(calculated)	0.690	2219.451
A2025 Grinstead Lane		(calculated)	(calculated)	0.600	1887.139
A27 Upper Brighton Road		(calculated)	(calculated)	0.678	2269.630
Manor Road		(calculated)	(calculated)	0.688	2062.385

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A27 Old Shoreham Road	FLAT	✓	3343.00	100.000
A2025 Grinstead Lane	FLAT	✓	1009.00	100.000
A27 Upper Brighton Road	FLAT	✓	2982.00	100.000
Manor Road	FLAT	✓	318.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	0.000	926.000	2335.000	82.000
	A	916.000	0.000	12.000	81.000
	B	2982.000	0.000	0.000	0.000
	C	220.000	80.000	18.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	0.00	0.28	0.70	0.02
	A	0.91	0.00	0.01	0.08
	B	1.00	0.00	0.00	0.00
	C	0.69	0.25	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		D	A	B	C
From	D	1.000	1.000	1.000	1.000
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
From		**D**	**A**	**B**	**C**
	D	0.000	0.000	0.000	0.000
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A27 Old Shoreham Road	1.55	45.77	1789.13	F	3343.00	5014.50	80621.95	16.08	895.80	125247.71	24.98
A2025 Grinstead Lane	1.07	6.83	113.80	F	1009.00	1513.50	5587.73	3.69	62.09	5999.99	3.96
A27 Upper Brighton Road	1.86	70.88	2065.28	F	2982.00	4473.00	92875.43	20.76	1031.95	172691.72	38.61
Manor Road	0.86	1.11	5.71	F	318.00	477.00	503.50	1.06	5.59	506.13	1.06

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3343.00	835.75	2146.92	2670.03	98.00	0.00	2151.87	2140.80	1.554	1.24	300.26	4.263	F
A2025 Grinstead Lane	1009.00	252.25	922.58	674.69	1570.23	0.00	944.51	945.40	1.068	5.48	27.09	1.293	F
A27 Upper Brighton Road	2982.00	745.50	1612.48	1528.54	964.27	0.00	1615.86	1600.68	1.845	0.85	343.22	6.470	F
Manor Road	318.00	79.50	318.00	126.72	2450.03	0.00	376.25	370.12	0.845	5.50	5.50	1.033	F

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3343.00	835.75	2151.88	2676.43	97.94	0.00	2151.92	2140.80	1.554	300.26	598.04	12.568	F
A2025 Grinstead Lane	1009.00	252.25	936.26	676.01	1573.81	0.00	942.37	945.40	1.071	27.09	45.27	2.509	F
A27 Upper Brighton Road	2982.00	745.50	1606.60	1532.16	977.91	0.00	1606.62	1600.68	1.856	343.22	687.07	19.306	F
Manor Road	318.00	79.50	317.79	127.94	2456.57	0.00	371.75	370.12	0.855	5.50	5.55	1.082	F

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3343.00	835.75	2151.90	2677.13	97.94	0.00	2151.92	2140.80	1.554	598.04	895.81	20.864	F
A2025 Grinstead Lane	1009.00	252.25	939.18	676.02	1573.82	0.00	942.36	945.40	1.071	45.27	62.73	3.609	F
A27 Upper Brighton Road	2982.00	745.50	1604.66	1532.21	980.79	0.00	1604.66	1600.68	1.858	687.07	1031.41	32.174	F
Manor Road	318.00	79.50	317.80	128.18	2457.27	0.00	371.27	370.12	0.857	5.55	5.60	1.092	F

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3343.00	835.75	2151.90	2677.44	97.95	0.00	2151.91	2140.80	1.554	895.81	1193.58	29.164	F
A2025 Grinstead Lane	1009.00	252.25	940.37	676.03	1573.82	0.00	942.36	945.40	1.071	62.73	79.88	4.690	F
A27 Upper Brighton Road	2982.00	745.50	1603.86	1532.22	981.97	0.00	1603.86	1600.68	1.859	1031.41	1375.94	45.083	F
Manor Road	318.00	79.50	317.82	128.27	2457.56	0.00	371.07	370.12	0.857	5.60	5.64	1.098	F

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3343.00	835.75	2151.90	2677.60	97.95	0.00	2151.90	2140.80	1.554	1193.58	1491.36	37.465	F
A2025 Grinstead Lane	1009.00	252.25	940.99	676.03	1573.82	0.00	942.36	945.40	1.071	79.88	96.89	5.763	F
A27 Upper Brighton Road	2982.00	745.50	1603.45	1532.23	982.58	0.00	1603.45	1600.68	1.860	1375.94	1720.58	57.984	F
Manor Road	318.00	79.50	317.85	128.32	2457.71	0.00	370.97	370.12	0.857	5.64	5.68	1.103	F

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	3343.00	835.75	2151.90	2677.71	97.96	0.00	2151.90	2140.80	1.554	1491.36	1789.13	45.766	F
A2025 Grinstead Lane	1009.00	252.25	941.36	676.04	1573.82	0.00	942.36	945.40	1.071	96.89	113.80	6.833	F
A27 Upper Brighton Road	2982.00	745.50	1603.20	1532.23	982.94	0.00	1603.20	1600.68	1.860	1720.58	2065.28	70.885	F
Manor Road	318.00	79.50	317.87	128.35	2457.79	0.00	370.91	370.12	0.857	5.68	5.71	1.107	F

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	2269.67	151.31	4.263	F	F
A2025 Grinstead Lane	257.01	17.13	1.293	F	E
A27 Upper Brighton Road	2586.45	172.43	6.470	F	F
Manor Road	82.43	5.50	1.033	F	E

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	6737.21	449.15	12.568	F	F
A2025 Grinstead Lane	544.19	36.28	2.509	F	F
A27 Upper Brighton Road	7727.24	515.15	19.306	F	F
Manor Road	82.83	5.52	1.082	F	E

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	11203.85	746.92	20.864	F	F
A2025 Grinstead Lane	810.53	54.04	3.609	F	F
A27 Upper Brighton Road	12888.63	859.24	32.174	F	F
Manor Road	83.60	5.57	1.092	F	E

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	15670.45	1044.70	29.164	F	F
A2025 Grinstead Lane	1069.84	71.32	4.690	F	F
A27 Upper Brighton Road	18055.16	1203.68	45.083	F	F
Manor Road	84.30	5.62	1.098	F	E

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	20137.07	1342.47	37.465	F	F
A2025 Grinstead Lane	1325.93	88.40	5.763	F	F
A27 Upper Brighton Road	23223.96	1548.26	57.984	F	F
Manor Road	84.91	5.66	1.103	F	E

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	24603.70	1640.25	45.766	F	F
A2025 Grinstead Lane	1580.23	105.35	6.833	F	F
A27 Upper Brighton Road	28393.99	1892.93	70.885	F	F
Manor Road	85.42	5.69	1.107	F	E

(Default Analysis Set) - Scenario C with Mitigation, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
Scenario C with Mitigation, PM	Scenario C with Mitigation	PM	2031 AM Scenario C with Mitigation SATURN	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	D,A,B,C				54.08	F

Junction Network Options

Driving Side	Lighting
Left	Daylight

Arms

Arms

Name	Name	Description
A27 Old Shoreham Road	A27 Old Shoreham Road	
A2025 Grinstead Lane	A2025 Grinstead Lane	
A27 Upper Brighton Road	A27 Upper Brighton Road	
Manor Road	Manor Road	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A27 Old Shoreham Road	0.00	99999.00	✓	
A2025 Grinstead Lane	0.00	99999.00	✓	
A27 Upper Brighton Road	0.00	99999.00	✓	
Manor Road	0.00	99999.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A27 Old Shoreham Road	7.20	7.20	0.00	20.00	54.00	25.00	
A2025 Grinstead Lane	4.00	8.20	27.00	12.00	54.00	45.00	
A27 Upper Brighton Road	6.50	9.00	11.00	18.00	54.00	45.00	
Manor Road	4.10	7.20	18.00	50.00	54.00	5.00	

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

Pedestrian Crossings

Name	Crossing Type
A27 Old Shoreham Road	None
A2025 Grinstead Lane	None
A27 Upper Brighton Road	None
Manor Road	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A27 Old Shoreham Road		(calculated)	(calculated)	0.690	2219.451
A2025 Grinstead Lane		(calculated)	(calculated)	0.600	1887.139
A27 Upper Brighton Road		(calculated)	(calculated)	0.678	2269.630
Manor Road		(calculated)	(calculated)	0.688	2062.385

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A27 Old Shoreham Road	FLAT	✓	4294.00	100.000
A2025 Grinstead Lane	FLAT	✓	1025.00	100.000
A27 Upper Brighton Road	FLAT	✓	1964.00	100.000
Manor Road	FLAT	✓	143.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

		To			
		D	**A**	**B**	**C**
From	**D**	0.000	1011.000	3205.000	78.000
	A	891.000	0.000	27.000	107.000
	B	1942.000	22.000	0.000	0.000
	C	43.000	78.000	22.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
		D	**A**	**B**	**C**
From	**D**	0.00	0.24	0.75	0.02
	A	0.87	0.00	0.03	0.10
	B	0.99	0.01	0.00	0.00
	C	0.30	0.55	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		D	**A**	**B**	**C**
From	**D**	1.000	1.000	1.000	1.000
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		D	**A**	**B**	**C**
From	**D**	0.000	0.000	0.000	0.000
	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A27 Old Shoreham Road	2.01	83.29	3235.86	F	4294.00	6441.00	145678.11	22.62	1618.65	292621.43	45.43
A2025 Grinstead Lane	1.15	12.84	205.99	F	1025.00	1537.50	9573.65	6.23	106.37	10999.48	7.15
A27 Upper Brighton Road	1.19	15.67	469.21	F	1964.00	2946.00	21318.26	7.24	236.87	25311.33	8.59
Manor Road	0.37	0.24	0.58	B	143.00	214.50	51.20	0.24	0.57	51.23	0.24

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4294.00	1073.50	2134.86	2438.80	118.48	0.00	2137.75	2021.39	2.009	0.72	540.51	7.641	F
A2025 Grinstead Lane	1025.00	256.25	879.82	599.12	1654.22	0.00	894.10	923.87	1.146	3.57	39.87	1.701	F
A27 Upper Brighton Road	1964.00	491.00	1649.48	1638.61	895.42	0.00	1662.54	1634.86	1.181	3.27	81.90	1.677	F
Manor Road	143.00	35.75	143.00	130.62	2414.27	0.00	400.86	384.56	0.357	0.56	0.56	0.233	B

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4294.00	1073.50	2137.73	2453.37	118.50	0.00	2137.74	2021.39	2.009	540.51	1079.58	22.773	F
A2025 Grinstead Lane	1025.00	256.25	890.97	599.82	1656.41	0.00	892.78	923.87	1.148	39.87	73.37	3.984	F
A27 Upper Brighton Road	1964.00	491.00	1654.43	1641.04	906.33	0.00	1655.15	1634.86	1.187	81.90	159.29	4.466	F
Manor Road	143.00	35.75	142.95	131.84	2428.92	0.00	390.78	384.56	0.366	0.56	0.57	0.242	B

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4294.00	1073.50	2137.72	2454.07	118.52	0.00	2137.72	2021.39	2.009	1079.58	1618.65	37.899	F
A2025 Grinstead Lane	1025.00	256.25	892.03	599.84	1656.40	0.00	892.78	923.87	1.148	73.37	106.62	6.190	F
A27 Upper Brighton Road	1964.00	491.00	1654.18	1641.07	907.37	0.00	1654.44	1634.86	1.187	159.29	236.75	7.254	F
Manor Road	143.00	35.75	142.98	131.95	2429.60	0.00	390.31	384.56	0.366	0.57	0.57	0.243	B

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4294.00	1073.50	2137.72	2454.27	118.52	0.00	2137.72	2021.39	2.009	1618.65	2157.72	53.028	F
A2025 Grinstead Lane	1025.00	256.25	892.37	599.84	1656.40	0.00	892.78	923.87	1.148	106.62	139.77	8.403	F
A27 Upper Brighton Road	1964.00	491.00	1654.09	1641.08	907.70	0.00	1654.22	1634.86	1.187	236.75	314.22	10.055	F
Manor Road	143.00	35.75	142.99	131.99	2429.80	0.00	390.17	384.56	0.367	0.57	0.57	0.243	B

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4294.00	1073.50	2137.72	2454.35	118.52	0.00	2137.72	2021.39	2.009	2157.72	2696.79	68.158	F
A2025 Grinstead Lane	1025.00	256.25	892.52	599.84	1656.40	0.00	892.78	923.87	1.148	139.77	172.89	10.619	F
A27 Upper Brighton Road	1964.00	491.00	1654.04	1641.08	907.85	0.00	1654.12	1634.86	1.187	314.22	391.71	12.861	F
Manor Road	143.00	35.75	143.00	132.00	2429.88	0.00	390.12	384.56	0.367	0.57	0.58	0.243	B

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A27 Old Shoreham Road	4294.00	1073.50	2137.72	2454.40	118.53	0.00	2137.72	2021.39	2.009	2696.79	3235.86	83.287	F
A2025 Grinstead Lane	1025.00	256.25	892.60	599.84	1656.40	0.00	892.78	923.87	1.148	172.89	205.99	12.836	F
A27 Upper Brighton Road	1964.00	491.00	1654.01	1641.08	907.92	0.00	1654.07	1634.86	1.187	391.71	469.21	15.668	F
Manor Road	143.00	35.75	143.00	132.01	2429.92	0.00	390.09	384.56	0.367	0.58	0.58	0.243	B

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	4064.44	270.96	7.641	F	F
A2025 Grinstead Lane	339.03	22.60	1.701	F	F
A27 Upper Brighton Road	654.91	43.66	1.677	F	F
Manor Road	8.33	0.56	0.233	B	B

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	12150.65	810.04	22.773	F	F
A2025 Grinstead Lane	849.91	56.66	3.984	F	F
A27 Upper Brighton Road	1809.20	120.61	4.466	F	F
Manor Road	8.46	0.56	0.242	B	B

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	20236.67	1349.11	37.899	F	F
A2025 Grinstead Lane	1350.09	90.01	6.190	F	F
A27 Upper Brighton Road	2970.34	198.02	7.254	F	F
Manor Road	8.56	0.57	0.243	B	B

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	28322.72	1888.18	53.028	F	F
A2025 Grinstead Lane	1847.98	123.20	8.403	F	F
A27 Upper Brighton Road	4132.30	275.49	10.055	F	F
Manor Road	8.60	0.57	0.243	B	B

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	36408.78	2427.25	68.158	F	F
A2025 Grinstead Lane	2345.01	156.33	10.619	F	F
A27 Upper Brighton Road	5294.55	352.97	12.861	F	F
Manor Road	8.62	0.57	0.243	B	B

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A27 Old Shoreham Road	44494.84	2966.32	83.287	F	F
A2025 Grinstead Lane	2841.63	189.44	12.836	F	F
A27 Upper Brighton Road	6456.96	430.46	15.668	F	F
Manor Road	8.63	0.58	0.243	B	B

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]

© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758   E-mail: software@trl.co.uk   Web: http://www.trlsoftware.co.uk

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: A27-A283_SteyningJct_AllPeriods_v3.arc8
Path: K:\TRANSPORT\PTG\3511677A-PTG Adur\Scenario C Correction Aug 2016\06 Junction Models\Existing Layouts\ARCADY\A27-A283
Report generation date: 27/07/2016 17:38:30

- » Base - Ref Case, AM
- » Base - Ref Case, PM
- » Base - Scenario C, AM
- » Base - Scenario C, PM
- » Base - Scenario C with Mitigiation except Steyning, AM
- » Base - Scenario C with Mitigiation except Steyning, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	Base - Ref Case					
A283 South - Northbound	8.18	0.40	0.89	508.91	23.68	1.29
A283 North	27.59	1.02	0.97	14.29	0.46	0.94
A27 EB Slips	0.37	0.04	0.27	0.49	0.06	0.33
A27 Westbound Slips	4.19	0.21	0.81	396.90	18.28	1.22
	Base - Scenario C					
A283 South - Northbound	10.14	0.46	0.91	8.28	0.36	0.89
A283 North	56.91	1.98	1.00	15.98	0.51	0.94
A27 EB Slips	0.56	0.05	0.36	3.14	0.17	0.76
A27 Westbound Slips	3.96	0.20	0.80	1037.23	189.76	3.30
	Base - Scenario C with Mitigiation except Steyning					
A283 South - Northbound	3.83	0.18	0.79	7.20	0.41	0.88
A283 North	41.48	1.42	0.99	33.30	1.15	0.98
A27 EB Slips	0.35	0.04	0.26	0.39	0.07	0.28
A27 Westbound Slips	2.62	0.14	0.72	31.61	1.33	0.98

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

"D1 - Ref Case, AM " model duration: 07:45 - 09:15
"D2 - Ref Case, PM" model duration: 16:45 - 18:15
"D9 - Scenario C, AM" model duration: 07:45 - 09:15
"D10 - Scenario C, PM" model duration: 16:45 - 18:15
"D11 - Scenario C with Mitigiation except Steyning, AM" model duration: 07:45 - 09:15
"D12 - Scenario C with Mitigiation except Steyning, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 27/07/2016 17:38:28

File summary

File Description

Title	A27/A283 Steyning Rd Jct
Location	
Site Number	
Date	14/04/2010
Version	
Status	Draft
Identifier	
Client	
Jobnumber	
Enumerator	CORP\hyded
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	min	-Min	perMin

Base - Ref Case, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Base	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Ref Case, AM	Ref Case	AM	2031 AM Reference Case SATURN Flows	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27-A283	Roundabout	4,1,2,3	✓			0.53	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
A283 South - Northbound	A283 South - Northbound	A283 South - Northbound
A283 North	A283 North	A283 North - Southbound
A27 EB Slips	A27 EB Slips	A27 Eastbound On/Off Slip
A27 Westbound Slips	A27 Westbound Slips	A27 Westbound On/Off Slip

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A283 South - Northbound	0.00	1800.00	✓	
A283 North	0.00	2000.00	✓	
A27 EB Slips	0.00	2000.00	✓	
A27 Westbound Slips	0.00	1500.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A283 South - Northbound	3.25	8.73	21.38	33.74	63.07	11.00	
A283 North	3.17	6.21	30.00	65.44	63.07	19.00	
A27 EB Slips	6.30	7.85	0.01	90.39	63.07	14.00	
A27 Westbound Slips	6.30	6.59	0.01	49.90	63.07	12.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A283 South - Northbound	0.00	0.00
A283 North	0.00	0.00
A27 EB Slips	0.00	0.00
A27 Westbound Slips	0.00	0.00

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

Pedestrian Crossings

Name	Crossing Type
A283 South - Northbound	None
A283 North	None
A27 EB Slips	None
A27 Westbound Slips	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A283 South - Northbound		(calculated)	(calculated)	1.332	2929.059
A283 North		(calculated)	(calculated)	1.222	2643.627
A27 EB Slips		(calculated)	(calculated)	1.346	2957.961
A27 Westbound Slips		(calculated)	(calculated)	1.344	2954.425

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A283 South - Northbound	FLAT	✓	1235.00	100.000
A283 North	FLAT	✓	1687.00	100.000
A27 EB Slips	FLAT	✓	534.00	100.000
A27 Westbound Slips	FLAT	✓	1211.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.000	489.000	522.000	224.000
	1	335.000	0.000	1177.000	175.000
	2	374.000	160.000	0.000	0.000
	3	212.000	999.000	0.000	0.000

Turning Proportions (PCU) - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.00	0.40	0.42	0.18
	1	0.20	0.00	0.70	0.10
	2	0.70	0.30	0.00	0.00
	3	0.18	0.82	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	1.000	1.000	1.000	1.000
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A283 South - Northbound	0.89	0.40	8.18	C	1235.00	1852.50	735.57	0.40	8.17	737.02	0.40
A283 North	0.97	1.02	27.59	F	1687.00	2530.50	2103.89	0.83	23.38	2117.07	0.84
A27 EB Slips	0.27	0.04	0.37	A	534.00	801.00	33.36	0.04	0.37	33.36	0.04
A27 Westbound Slips	0.81	0.21	4.19	B	1211.00	1816.50	376.77	0.21	4.19	377.12	0.21

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1235.00	308.75	1235.00	917.64	1159.00	0.00	1385.40	1800.00	0.891	8.17	8.17	0.398	C
A283 North	1687.00	421.75	1670.08	1648.00	746.00	0.00	1731.85	1314.72	0.974	15.44	19.67	0.731	E
A27 EB Slips	534.00	133.50	534.00	1687.20	728.89	0.00	1976.54	1983.21	0.270	0.37	0.37	0.042	A
A27 Westbound Slips	1211.00	302.75	1211.00	397.24	865.64	0.00	1500.00	0.00	0.807	4.19	4.19	0.208	B

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1235.00	308.75	1235.00	918.92	1159.00	0.00	1385.40	1800.00	0.891	8.17	8.17	0.398	C
A283 North	1687.00	421.75	1676.53	1648.00	746.00	0.00	1731.85	1314.72	0.974	19.67	22.29	0.834	F
A27 EB Slips	534.00	133.50	534.00	1691.69	730.83	0.00	1973.92	1983.21	0.271	0.37	0.37	0.042	A
A27 Westbound Slips	1211.00	302.75	1211.00	397.91	866.92	0.00	1500.00	0.00	0.807	4.19	4.19	0.208	B

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1235.00	308.75	1235.00	919.52	1159.00	0.00	1385.40	1800.00	0.891	8.17	8.17	0.398	C
A283 North	1687.00	421.75	1679.57	1648.00	746.00	0.00	1731.85	1314.72	0.974	22.29	24.15	0.901	F
A27 EB Slips	534.00	133.50	534.00	1693.82	731.75	0.00	1972.68	1983.21	0.271	0.37	0.37	0.042	A
A27 Westbound Slips	1211.00	302.75	1211.00	398.23	867.52	0.00	1500.00	0.00	0.807	4.19	4.19	0.208	B

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1235.00	308.75	1235.00	919.88	1159.00	0.00	1385.40	1800.00	0.891	8.17	8.17	0.398	C
A283 North	1687.00	421.75	1681.36	1648.00	746.00	0.00	1731.85	1314.72	0.974	24.15	25.56	0.950	F
A27 EB Slips	534.00	133.50	534.00	1695.06	732.29	0.00	1971.95	1983.21	0.271	0.37	0.37	0.042	A
A27 Westbound Slips	1211.00	302.75	1211.00	398.41	867.88	0.00	1500.00	0.00	0.807	4.19	4.19	0.208	B

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1235.00	308.75	1235.00	920.11	1159.00	0.00	1385.40	1800.00	0.891	8.17	8.17	0.398	C
A283 North	1687.00	421.75	1682.52	1648.00	746.00	0.00	1731.85	1314.72	0.974	25.56	26.68	0.989	F
A27 EB Slips	534.00	133.50	534.00	1695.87	732.65	0.00	1971.48	1983.21	0.271	0.37	0.37	0.042	A
A27 Westbound Slips	1211.00	302.75	1211.00	398.54	868.11	0.00	1500.00	0.00	0.807	4.19	4.19	0.208	B

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1235.00	308.75	1235.00	920.27	1159.00	0.00	1385.40	1800.00	0.891	8.17	8.18	0.398	C
A283 North	1687.00	421.75	1683.34	1648.00	746.00	0.00	1731.85	1314.72	0.974	26.68	27.59	1.020	F
A27 EB Slips	534.00	133.50	534.00	1696.45	732.89	0.00	1971.14	1983.21	0.271	0.37	0.37	0.042	A
A27 Westbound Slips	1211.00	302.75	1211.00	398.62	868.27	0.00	1500.00	0.00	0.807	4.19	4.19	0.208	B

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	122.57	8.17	0.398	C	C
A283 North	266.43	17.76	0.731	E	D
A27 EB Slips	5.55	0.37	0.042	A	A
A27 Westbound Slips	62.79	4.19	0.208	B	B

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	122.58	8.17	0.398	C	C
A283 North	315.98	21.07	0.834	F	D
A27 EB Slips	5.55	0.37	0.042	A	A
A27 Westbound Slips	62.79	4.19	0.208	B	B

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	122.59	8.17	0.398	C	C
A283 North	348.97	23.26	0.901	F	D
A27 EB Slips	5.56	0.37	0.042	A	A
A27 Westbound Slips	62.79	4.19	0.208	B	B

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	122.60	8.17	0.398	C	C
A283 North	373.22	24.88	0.950	F	E
A27 EB Slips	5.56	0.37	0.042	A	A
A27 Westbound Slips	62.80	4.19	0.208	B	B

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	122.61	8.17	0.398	C	C
A283 North	392.06	26.14	0.989	F	E
A27 EB Slips	5.56	0.37	0.042	A	A
A27 Westbound Slips	62.80	4.19	0.208	B	B

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	122.62	8.17	0.398	C	C
A283 North	407.23	27.15	1.020	F	E
A27 EB Slips	5.57	0.37	0.042	A	A
A27 Westbound Slips	62.80	4.19	0.208	B	B

Base - Ref Case, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Base	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Ref Case, PM	Ref Case	PM	2031 PM Reference Case SATURN Flows	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27-A283	Roundabout	4,1,2,3	✓			11.90	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
A283 South - Northbound	A283 South - Northbound	A283 South - Northbound
A283 North	A283 North	A283 North - Southbound
A27 EB Slips	A27 EB Slips	A27 Eastbound On/Off Slip
A27 Westbound Slips	A27 Westbound Slips	A27 Westbound On/Off Slip

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A283 South - Northbound	0.00	1800.00	✓	
A283 North	0.00	2000.00	✓	
A27 EB Slips	0.00	2000.00	✓	
A27 Westbound Slips	0.00	1500.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A283 South - Northbound	3.25	8.73	21.38	33.74	63.07	11.00	
A283 North	3.17	6.21	30.00	65.44	63.07	19.00	
A27 EB Slips	6.30	7.85	0.01	90.39	63.07	14.00	
A27 Westbound Slips	6.30	6.59	0.01	49.90	63.07	12.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A283 South - Northbound	0.00	0.00
A283 North	0.00	0.00
A27 EB Slips	0.00	0.00
A27 Westbound Slips	0.00	0.00

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

Pedestrian Crossings

Name	Crossing Type
A283 South - Northbound	None
A283 North	None
A27 EB Slips	None
A27 Westbound Slips	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A283 South - Northbound		(calculated)	(calculated)	1.332	2929.059
A283 North		(calculated)	(calculated)	1.222	2643.627
A27 EB Slips		(calculated)	(calculated)	1.346	2957.961
A27 Westbound Slips		(calculated)	(calculated)	1.344	2954.425

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A283 South - Northbound	FLAT	✓	1524.00	100.000
A283 North	FLAT	✓	1870.00	100.000
A27 EB Slips	FLAT	✓	498.00	100.000
A27 Westbound Slips	FLAT	✓	1461.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A27- A283 (for whole period)

		To			
		4	1	2	3
From	4	0.000	1282.000	239.000	3.000
	1	807.000	0.000	795.000	268.000
	2	343.000	155.000	0.000	0.000
	3	56.000	1405.000	0.000	0.000

Turning Proportions (PCU) - A27- A283 (for whole period)

		To			
		4	1	2	3
From	4	0.00	0.84	0.16	0.00
	1	0.43	0.00	0.43	0.14
	2	0.69	0.31	0.00	0.00
	3	0.04	0.96	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A27- A283 (for whole period)

		To			
		4	1	2	3
From	4	1.000	1.000	1.000	1.000
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - A27- A283 (for whole period)

		To			
		4	1	2	3
From	4	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A283 South - Northbound	1.29	23.68	508.91	F	1524.00	2286.00	22968.67	10.05	255.21	29523.51	12.91
A283 North	0.94	0.46	14.29	D	1870.00	2805.00	1286.05	0.46	14.29	1289.11	0.46
A27 EB Slips	0.33	0.06	0.49	A	498.00	747.00	44.40	0.06	0.49	44.41	0.06
A27 Westbound Slips	1.22	18.28	396.90	F	1461.00	2191.50	18104.26	8.26	201.16	22041.74	10.06

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1524.00	381.00	1190.22	1195.58	1298.67	0.00	1199.38	1800.00	1.271	2.29	85.74	2.360	F
A283 North	1870.00	467.50	1869.99	2299.88	189.00	0.00	2000.00	2000.00	0.935	14.29	14.29	0.460	D
A27 EB Slips	498.00	124.50	498.00	981.65	1077.34	0.00	1507.36	1405.11	0.330	0.49	0.49	0.059	A
A27 Westbound Slips	1461.00	365.25	1189.25	270.34	1305.00	0.00	1200.25	0.00	1.217	2.75	70.69	2.004	F

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1524.00	381.00	1185.75	1195.98	1308.64	0.00	1186.09	1800.00	1.285	85.74	170.30	6.583	F
A283 North	1870.00	467.50	1869.99	2306.11	188.29	0.00	2000.00	2000.00	0.935	14.29	14.29	0.460	D
A27 EB Slips	498.00	124.50	498.00	980.95	1077.33	0.00	1507.37	1405.11	0.330	0.49	0.49	0.059	A
A27 Westbound Slips	1461.00	365.25	1199.62	270.33	1305.00	0.00	1200.25	0.00	1.217	70.69	136.03	5.284	F

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1524.00	381.00	1185.47	1195.99	1309.02	0.00	1185.59	1800.00	1.285	170.30	254.93	10.845	F
A283 North	1870.00	467.50	1869.99	2306.25	188.24	0.00	2000.00	2000.00	0.935	14.29	14.29	0.460	D
A27 EB Slips	498.00	124.50	498.00	980.91	1077.33	0.00	1507.37	1405.11	0.330	0.49	0.49	0.059	A
A27 Westbound Slips	1461.00	365.25	1200.02	270.33	1305.00	0.00	1200.25	0.00	1.217	136.03	201.28	8.524	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1524.00	381.00	1185.39	1196.00	1309.13	0.00	1185.45	1800.00	1.286	254.93	339.59	15.121	F
A283 North	1870.00	467.50	1869.99	2306.28	188.23	0.00	2000.00	2000.00	0.935	14.29	14.29	0.460	D
A27 EB Slips	498.00	124.50	498.00	980.89	1077.33	0.00	1507.37	1405.11	0.330	0.49	0.49	0.059	A
A27 Westbound Slips	1461.00	365.25	1200.13	270.33	1305.00	0.00	1200.25	0.00	1.217	201.28	266.50	11.773	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1524.00	381.00	1185.35	1196.00	1309.17	0.00	1185.39	1800.00	1.286	339.59	424.25	19.401	F
A283 North	1870.00	467.50	1869.99	2306.30	188.22	0.00	2000.00	2000.00	0.935	14.29	14.29	0.460	D
A27 EB Slips	498.00	124.50	498.00	980.89	1077.33	0.00	1507.37	1405.11	0.330	0.49	0.49	0.059	A
A27 Westbound Slips	1461.00	365.25	1200.17	270.33	1305.00	0.00	1200.25	0.00	1.217	266.50	331.70	15.026	F

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1524.00	381.00	1185.33	1196.00	1309.19	0.00	1185.36	1800.00	1.286	424.25	508.91	23.684	F
A283 North	1870.00	467.50	1870.00	2306.30	188.22	0.00	2000.00	2000.00	0.935	14.29	14.29	0.460	D
A27 EB Slips	498.00	124.50	498.00	980.89	1077.33	0.00	1507.37	1405.11	0.330	0.49	0.49	0.059	A
A27 Westbound Slips	1461.00	365.25	1200.20	270.33	1305.00	0.00	1200.25	0.00	1.217	331.70	396.90	18.282	F

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	672.63	44.84	2.360	F	F
A283 North	214.29	14.29	0.460	D	C
A27 EB Slips	7.40	0.49	0.059	A	A
A27 Westbound Slips	564.43	37.63	2.004	F	F

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	1920.41	128.03	6.583	F	F
A283 North	214.31	14.29	0.460	D	C
A27 EB Slips	7.40	0.49	0.059	A	A
A27 Westbound Slips	1550.63	103.38	5.284	F	F

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	3189.26	212.62	10.845	F	F
A283 North	214.33	14.29	0.460	D	C
A27 EB Slips	7.40	0.49	0.059	A	A
A27 Westbound Slips	2529.87	168.66	8.524	F	F

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	4458.89	297.26	15.121	F	F
A283 North	214.35	14.29	0.460	D	C
A27 EB Slips	7.40	0.49	0.059	A	A
A27 Westbound Slips	3508.31	233.89	11.773	F	F

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	5728.75	381.92	19.401	F	F
A283 North	214.37	14.29	0.460	D	C
A27 EB Slips	7.40	0.49	0.059	A	A
A27 Westbound Slips	4486.49	299.10	15.026	F	F

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	6998.72	466.58	23.684	F	F
A283 North	214.39	14.29	0.460	D	C
A27 EB Slips	7.40	0.49	0.059	A	A
A27 Westbound Slips	5464.54	364.30	18.282	F	F

Base - Scenario C, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Base	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, AM	Scenario C	AM	2031 AM Scenario C SATURN Flows	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27-A283	Roundabout	4,1,2,3	✓			0.88	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
A283 South - Northbound	A283 South - Northbound	A283 South - Northbound
A283 North	A283 North	A283 North - Southbound
A27 EB Slips	A27 EB Slips	A27 Eastbound On/Off Slip
A27 Westbound Slips	A27 Westbound Slips	A27 Westbound On/Off Slip

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A283 South - Northbound	0.00	1800.00	✓	
A283 North	0.00	2000.00	✓	
A27 EB Slips	0.00	2000.00	✓	
A27 Westbound Slips	0.00	1500.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A283 South - Northbound	3.25	8.73	21.38	33.74	63.07	11.00	
A283 North	3.17	6.21	30.00	65.44	63.07	19.00	
A27 EB Slips	6.30	7.85	0.01	90.39	63.07	14.00	
A27 Westbound Slips	6.30	6.59	0.01	49.90	63.07	12.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A283 South - Northbound	0.00	0.00
A283 North	0.00	0.00
A27 EB Slips	0.00	0.00
A27 Westbound Slips	0.00	0.00

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

Pedestrian Crossings

Name	Crossing Type
A283 South - Northbound	None
A283 North	None
A27 EB Slips	None
A27 Westbound Slips	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A283 South - Northbound		(calculated)	(calculated)	1.332	2929.059
A283 North		(calculated)	(calculated)	1.222	2643.627
A27 EB Slips		(calculated)	(calculated)	1.346	2957.961
A27 Westbound Slips		(calculated)	(calculated)	1.344	2954.425

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A283 South - Northbound	FLAT	✓	1315.00	100.000
A283 North	FLAT	✓	1744.00	100.000
A27 EB Slips	FLAT	✓	668.00	100.000
A27 Westbound Slips	FLAT	✓	1198.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.000	574.000	510.000	231.000
	1	351.000	0.000	1146.000	247.000
	2	476.000	192.000	0.000	0.000
	3	275.000	923.000	0.000	0.000

Turning Proportions (PCU) - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.00	0.44	0.39	0.18
	1	0.20	0.00	0.66	0.14
	2	0.71	0.29	0.00	0.00
	3	0.23	0.77	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	1.000	1.000	1.000	1.000
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A283 South - Northbound	0.91	0.46	10.14	D	1315.00	1972.50	912.27	0.46	10.14	914.40	0.46
A283 North	1.00	1.98	56.91	F	1744.00	2616.00	3462.81	1.32	38.48	3518.72	1.35
A27 EB Slips	0.36	0.05	0.56	A	668.00	1002.00	50.49	0.05	0.56	50.49	0.05
A27 Westbound Slips	0.80	0.20	3.96	B	1198.00	1797.00	356.77	0.20	3.96	357.09	0.20

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1315.00	328.75	1315.00	1091.55	1115.00	0.00	1444.00	1800.00	0.911	10.13	10.13	0.464	D
A283 North	1744.00	436.00	1692.09	1689.00	741.00	0.00	1737.96	1403.93	1.003	11.47	24.45	0.786	E
A27 EB Slips	668.00	167.00	668.00	1621.89	811.20	0.00	1865.71	1884.03	0.358	0.56	0.56	0.050	A
A27 Westbound Slips	1198.00	299.50	1198.00	470.65	1008.55	0.00	1500.00	42.10	0.799	3.96	3.96	0.199	B

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1315.00	328.75	1315.00	1095.07	1115.00	0.00	1444.01	1800.00	0.911	10.13	10.14	0.464	D
A283 North	1744.00	436.00	1709.61	1689.00	741.00	0.00	1737.96	1403.93	1.003	24.45	33.04	1.133	F
A27 EB Slips	668.00	167.00	667.99	1633.40	817.21	0.00	1857.62	1884.03	0.360	0.56	0.56	0.050	A
A27 Westbound Slips	1198.00	299.50	1198.00	473.13	1012.07	0.00	1500.00	42.10	0.799	3.96	3.96	0.199	B

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1315.00	328.75	1315.00	1096.34	1115.00	0.00	1444.00	1800.00	0.911	10.14	10.14	0.464	D
A283 North	1744.00	436.00	1715.88	1689.00	741.00	0.00	1737.96	1403.93	1.003	33.04	40.07	1.388	F
A27 EB Slips	668.00	167.00	667.99	1637.52	819.36	0.00	1854.72	1884.03	0.360	0.56	0.56	0.051	A
A27 Westbound Slips	1198.00	299.50	1198.00	474.02	1013.33	0.00	1500.00	42.10	0.799	3.96	3.96	0.199	B

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1315.00	328.75	1315.00	1097.05	1115.00	0.00	1444.00	1800.00	0.911	10.14	10.14	0.464	D
A283 North	1744.00	436.00	1719.42	1689.00	741.00	0.00	1737.96	1403.93	1.003	40.07	46.22	1.605	F
A27 EB Slips	668.00	167.00	668.00	1639.84	820.57	0.00	1853.09	1884.03	0.360	0.56	0.56	0.051	A
A27 Westbound Slips	1198.00	299.50	1198.00	474.52	1014.05	0.00	1500.00	42.10	0.799	3.96	3.96	0.199	B

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1315.00	328.75	1315.00	1097.52	1115.00	0.00	1444.00	1800.00	0.911	10.14	10.14	0.464	D
A283 North	1744.00	436.00	1721.76	1689.00	741.00	0.00	1737.96	1403.93	1.003	46.22	51.78	1.800	F
A27 EB Slips	668.00	167.00	668.00	1641.39	821.37	0.00	1852.00	1884.03	0.361	0.56	0.56	0.051	A
A27 Westbound Slips	1198.00	299.50	1198.00	474.85	1014.52	0.00	1500.00	42.10	0.799	3.96	3.96	0.199	B

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1315.00	328.75	1315.00	1097.87	1115.00	0.00	1444.00	1800.00	0.911	10.14	10.14	0.464	D
A283 North	1744.00	436.00	1723.47	1689.00	741.00	0.00	1737.96	1403.93	1.003	51.78	56.91	1.979	F
A27 EB Slips	668.00	167.00	668.00	1642.51	821.96	0.00	1851.22	1884.03	0.361	0.56	0.56	0.051	A
A27 Westbound Slips	1198.00	299.50	1198.00	475.09	1014.87	0.00	1500.00	42.10	0.799	3.96	3.96	0.199	B

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	152.01	10.13	0.464	D	C
A283 North	279.79	18.65	0.786	E	D
A27 EB Slips	8.37	0.56	0.050	A	A
A27 Westbound Slips	59.46	3.96	0.199	B	B

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	152.02	10.13	0.464	D	C
A283 North	433.91	28.93	1.133	F	E
A27 EB Slips	8.39	0.56	0.050	A	A
A27 Westbound Slips	59.46	3.96	0.199	B	B

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	152.04	10.14	0.464	D	C
A283 North	549.78	36.65	1.388	F	F
A27 EB Slips	8.41	0.56	0.051	A	A
A27 Westbound Slips	59.46	3.96	0.199	B	B

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	152.05	10.14	0.464	D	C
A283 North	648.08	43.21	1.605	F	F
A27 EB Slips	8.43	0.56	0.051	A	A
A27 Westbound Slips	59.46	3.96	0.199	B	B

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	152.07	10.14	0.464	D	C
A283 North	735.61	49.04	1.800	F	F
A27 EB Slips	8.44	0.56	0.051	A	A
A27 Westbound Slips	59.46	3.96	0.199	B	B

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	152.08	10.14	0.464	D	C
A283 North	815.64	54.38	1.979	F	F
A27 EB Slips	8.45	0.56	0.051	A	A
A27 Westbound Slips	59.46	3.96	0.199	B	B

Base - Scenario C, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Base	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, PM	Scenario C	PM	2031 PM Scenario C SATURN Flows	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27-A283	Roundabout	4,1,2,3	✓			35.34	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
A283 South - Northbound	A283 South - Northbound	A283 South - Northbound
A283 North	A283 North	A283 North - Southbound
A27 EB Slips	A27 EB Slips	A27 Eastbound On/Off Slip
A27 Westbound Slips	A27 Westbound Slips	A27 Westbound On/Off Slip

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A283 South - Northbound	0.00	1800.00	✓	
A283 North	0.00	2000.00	✓	
A27 EB Slips	0.00	2000.00	✓	
A27 Westbound Slips	0.00	1500.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A283 South - Northbound	3.25	8.73	21.38	33.74	63.07	11.00	
A283 North	3.17	6.21	30.00	65.44	63.07	19.00	
A27 EB Slips	6.30	7.85	0.01	90.39	63.07	14.00	
A27 Westbound Slips	6.30	6.59	0.01	49.90	63.07	12.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A283 South - Northbound	0.00	0.00
A283 North	0.00	0.00
A27 EB Slips	0.00	0.00
A27 Westbound Slips	0.00	0.00

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

Pedestrian Crossings

Name	Crossing Type
A283 South - Northbound	None
A283 North	None
A27 EB Slips	None
A27 Westbound Slips	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A283 South - Northbound		(calculated)	(calculated)	1.332	2929.059
A283 North		(calculated)	(calculated)	1.222	2643.627
A27 EB Slips		(calculated)	(calculated)	1.346	2957.961
A27 Westbound Slips		(calculated)	(calculated)	1.344	2954.425

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A283 South - Northbound	FLAT	✓	1394.00	100.000
A283 North	FLAT	✓	1883.00	100.000
A27 EB Slips	FLAT	✓	1105.00	100.000
A27 Westbound Slips	FLAT	✓	992.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.000	1136.000	255.000	3.000
	1	869.000	0.000	771.000	243.000
	2	379.000	726.000	0.000	0.000
	3	0.000	992.000	0.000	0.000

Turning Proportions (PCU) - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.00	0.81	0.18	0.00
	1	0.46	0.00	0.41	0.13
	2	0.34	0.66	0.00	0.00
	3	0.00	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	1.000	1.000	1.000	1.000
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A283 South - Northbound	0.89	0.36	8.28	C	1394.00	2091.00	744.18	0.36	8.27	745.50	0.36
A283 North	0.94	0.51	15.98	D	1883.00	2824.50	1437.79	0.51	15.98	1441.62	0.51
A27 EB Slips	0.76	0.17	3.14	B	1105.00	1657.50	282.69	0.17	3.14	282.90	0.17
A27 Westbound Slips	3.30	189.76	1037.23	F	992.00	1488.00	46706.43	31.39	518.96	153941.44	103.46

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1394.00	348.50	1394.00	1248.00	1025.59	0.00	1563.09	1736.66	0.892	8.26	8.26	0.355	C
A283 North	1883.00	470.75	1882.99	2161.59	258.00	0.00	2000.00	2000.00	0.942	15.97	15.97	0.511	D
A27 EB Slips	1105.00	276.25	1105.00	1026.00	1115.00	0.00	1456.65	1362.62	0.759	3.14	3.14	0.171	B
A27 Westbound Slips	992.00	248.00	299.59	246.00	1974.00	0.00	300.98	0.00	3.296	0.35	173.45	17.573	F

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1394.00	348.50	1393.99	1248.00	1026.97	0.00	1561.25	1736.66	0.893	8.26	8.27	0.358	C
A283 North	1883.00	470.75	1882.99	2162.96	258.00	0.00	2000.00	2000.00	0.942	15.97	15.97	0.511	D
A27 EB Slips	1105.00	276.25	1105.00	1026.00	1115.00	0.00	1456.65	1362.62	0.759	3.14	3.14	0.171	B
A27 Westbound Slips	992.00	248.00	300.97	246.00	1974.00	0.00	300.98	0.00	3.296	173.45	346.21	52.025	F

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1394.00	348.50	1393.99	1248.00	1026.98	0.00	1561.24	1736.66	0.893	8.27	8.27	0.358	C
A283 North	1883.00	470.75	1882.99	2162.97	258.00	0.00	2000.00	2000.00	0.942	15.97	15.98	0.511	D
A27 EB Slips	1105.00	276.25	1105.00	1026.00	1115.00	0.00	1456.65	1362.62	0.759	3.14	3.14	0.171	B
A27 Westbound Slips	992.00	248.00	300.98	246.00	1974.00	0.00	300.98	0.00	3.296	346.21	518.96	86.452	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1394.00	348.50	1393.99	1248.00	1026.98	0.00	1561.24	1736.66	0.893	8.27	8.27	0.358	C
A283 North	1883.00	470.75	1882.99	2162.97	258.00	0.00	2000.00	2000.00	0.942	15.98	15.98	0.511	D
A27 EB Slips	1105.00	276.25	1105.00	1026.00	1115.00	0.00	1456.65	1362.62	0.759	3.14	3.14	0.171	B
A27 Westbound Slips	992.00	248.00	300.98	246.00	1974.00	0.00	300.98	0.00	3.296	518.96	691.72	120.886	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1394.00	348.50	1393.99	1248.00	1026.98	0.00	1561.24	1736.66	0.893	8.27	8.27	0.358	C
A283 North	1883.00	470.75	1882.99	2162.97	258.00	0.00	2000.00	2000.00	0.942	15.98	15.98	0.511	D
A27 EB Slips	1105.00	276.25	1105.00	1026.00	1115.00	0.00	1456.65	1362.62	0.759	3.14	3.14	0.171	B
A27 Westbound Slips	992.00	248.00	300.98	246.00	1974.00	0.00	300.98	0.00	3.296	691.72	864.47	155.323	F

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1394.00	348.50	1393.99	1248.00	1026.98	0.00	1561.24	1736.66	0.893	8.27	8.28	0.358	C
A283 North	1883.00	470.75	1882.99	2162.97	258.00	0.00	2000.00	2000.00	0.942	15.98	15.98	0.511	D
A27 EB Slips	1105.00	276.25	1105.00	1026.00	1115.00	0.00	1456.65	1362.62	0.759	3.14	3.14	0.171	B
A27 Westbound Slips	992.00	248.00	300.98	246.00	1974.00	0.00	300.98	0.00	3.296	864.47	1037.23	189.760	F

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	123.96	8.26	0.355	C	C
A283 North	239.57	15.97	0.511	D	C
A27 EB Slips	47.12	3.14	0.171	B	B
A27 Westbound Slips	1305.89	87.06	17.573	F	F

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	123.97	8.26	0.358	C	C
A283 North	239.60	15.97	0.511	D	C
A27 EB Slips	47.12	3.14	0.171	B	B
A27 Westbound Slips	3897.43	259.83	52.025	F	F

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	124.01	8.27	0.358	C	C
A283 North	239.62	15.97	0.511	D	C
A27 EB Slips	47.12	3.14	0.171	B	B
A27 Westbound Slips	6488.77	432.58	86.452	F	F

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	124.05	8.27	0.358	C	C
A283 North	239.64	15.98	0.511	D	C
A27 EB Slips	47.12	3.14	0.171	B	B
A27 Westbound Slips	9080.11	605.34	120.886	F	F

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	124.08	8.27	0.358	C	C
A283 North	239.66	15.98	0.511	D	C
A27 EB Slips	47.12	3.14	0.171	B	B
A27 Westbound Slips	11671.45	778.10	155.323	F	F

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	124.11	8.27	0.358	C	C
A283 North	239.69	15.98	0.511	D	C
A27 EB Slips	47.12	3.14	0.171	B	B
A27 Westbound Slips	14262.78	950.85	189.760	F	F

Base - Scenario C with Mitigiation except Steyning, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Base	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
Scenario C with Mitigiation except Steyning, AM	Scenario C with Mitigiation except Steyning	AM	2031 AM Scenario C with Mitigation SATURN Flows	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27-A283	Roundabout	4,1,2,3	✓			0.64	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
A283 South - Northbound	A283 South - Northbound	A283 South - Northbound
A283 North	A283 North	A283 North - Southbound
A27 EB Slips	A27 EB Slips	A27 Eastbound On/Off Slip
A27 Westbound Slips	A27 Westbound Slips	A27 Westbound On/Off Slip

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A283 South - Northbound	0.00	1800.00	✓	
A283 North	0.00	2000.00	✓	
A27 EB Slips	0.00	2000.00	✓	
A27 Westbound Slips	0.00	1500.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A283 South - Northbound	3.25	8.73	21.38	33.74	63.07	11.00	
A283 North	3.17	6.21	30.00	65.44	63.07	19.00	
A27 EB Slips	6.30	7.85	0.01	90.39	63.07	14.00	
A27 Westbound Slips	6.30	6.59	0.01	49.90	63.07	12.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A283 South - Northbound	0.00	0.00
A283 North	0.00	0.00
A27 EB Slips	0.00	0.00
A27 Westbound Slips	0.00	0.00

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

Pedestrian Crossings

Name	Crossing Type
A283 South - Northbound	None
A283 North	None
A27 EB Slips	None
A27 Westbound Slips	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A283 South - Northbound		(calculated)	(calculated)	1.332	2929.059
A283 North		(calculated)	(calculated)	1.222	2643.627
A27 EB Slips		(calculated)	(calculated)	1.346	2957.961
A27 Westbound Slips		(calculated)	(calculated)	1.344	2954.425

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A283 South - Northbound	FLAT	✓	1282.00	100.000
A283 North	FLAT	✓	1799.00	100.000
A27 EB Slips	FLAT	✓	461.00	100.000
A27 Westbound Slips	FLAT	✓	1086.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.000	605.000	435.000	242.000
	1	343.000	0.000	1174.000	282.000
	2	321.000	140.000	0.000	0.000
	3	240.000	846.000	0.000	0.000

Turning Proportions (PCU) - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.00	0.47	0.34	0.19
	1	0.19	0.00	0.65	0.16
	2	0.70	0.30	0.00	0.00
	3	0.22	0.78	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	1.000	1.000	1.000	1.000
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A283 South - Northbound	0.79	0.18	3.83	B	1282.00	1923.00	344.89	0.18	3.83	345.16	0.18
A283 North	0.99	1.42	41.48	F	1799.00	2698.50	2791.31	1.03	31.01	2819.74	1.04
A27 EB Slips	0.26	0.04	0.35	A	461.00	691.50	30.94	0.04	0.34	30.94	0.04
A27 Westbound Slips	0.72	0.14	2.62	A	1086.00	1629.00	235.84	0.14	2.62	235.98	0.14

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1282.00	320.50	1282.00	897.08	986.00	0.00	1615.82	1800.00	0.793	3.83	3.83	0.180	B
A283 North	1799.00	449.75	1762.69	1591.00	677.00	0.00	1816.18	1481.85	0.991	13.37	22.45	0.739	E
A27 EB Slips	461.00	115.25	461.00	1585.31	854.39	0.00	1807.56	1807.27	0.255	0.34	0.34	0.045	A
A27 Westbound Slips	1086.00	271.50	1086.00	518.31	797.08	0.00	1500.00	145.32	0.724	2.62	2.62	0.145	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1282.00	320.50	1282.00	899.67	986.00	0.00	1615.82	1800.00	0.793	3.83	3.83	0.180	B
A283 North	1799.00	449.75	1776.30	1591.00	677.00	0.00	1816.18	1481.85	0.991	22.45	28.12	0.961	F
A27 EB Slips	461.00	115.25	461.00	1594.19	859.11	0.00	1801.19	1807.27	0.256	0.34	0.34	0.045	A
A27 Westbound Slips	1086.00	271.50	1086.00	520.44	799.67	0.00	1500.00	145.32	0.724	2.62	2.62	0.145	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1282.00	320.50	1282.00	900.72	986.00	0.00	1615.82	1800.00	0.793	3.83	3.83	0.180	B
A283 North	1799.00	449.75	1781.81	1591.00	677.00	0.00	1816.18	1481.85	0.991	28.12	32.42	1.114	F
A27 EB Slips	461.00	115.25	461.00	1597.78	861.03	0.00	1798.61	1807.27	0.256	0.34	0.34	0.045	A
A27 Westbound Slips	1086.00	271.50	1086.00	521.31	800.72	0.00	1500.00	145.32	0.724	2.62	2.62	0.145	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1282.00	320.50	1282.00	901.33	986.00	0.00	1615.82	1800.00	0.793	3.83	3.83	0.180	B
A283 North	1799.00	449.75	1784.99	1591.00	677.00	0.00	1816.18	1481.85	0.991	32.42	35.92	1.234	F
A27 EB Slips	461.00	115.25	461.00	1599.86	862.13	0.00	1797.13	1807.27	0.257	0.34	0.34	0.045	A
A27 Westbound Slips	1086.00	271.50	1086.00	521.80	801.33	0.00	1500.00	145.32	0.724	2.62	2.62	0.145	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1282.00	320.50	1282.00	901.73	986.00	0.00	1615.82	1800.00	0.793	3.83	3.83	0.180	B
A283 North	1799.00	449.75	1787.11	1591.00	677.00	0.00	1816.18	1481.85	0.991	35.92	38.90	1.335	F
A27 EB Slips	461.00	115.25	461.00	1601.24	862.87	0.00	1796.13	1807.27	0.257	0.34	0.34	0.045	A
A27 Westbound Slips	1086.00	271.50	1086.00	522.14	801.73	0.00	1500.00	145.32	0.724	2.62	2.62	0.145	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1282.00	320.50	1282.00	902.03	986.00	0.00	1615.82	1800.00	0.793	3.83	3.83	0.180	B
A283 North	1799.00	449.75	1788.65	1591.00	677.00	0.00	1816.18	1481.85	0.991	38.90	41.48	1.421	F
A27 EB Slips	461.00	115.25	461.00	1602.25	863.40	0.00	1795.41	1807.27	0.257	0.34	0.35	0.045	A
A27 Westbound Slips	1086.00	271.50	1086.00	522.38	802.03	0.00	1500.00	145.32	0.724	2.62	2.62	0.145	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	57.47	3.83	0.180	B	B
A283 North	276.05	18.40	0.739	E	D
A27 EB Slips	5.14	0.34	0.045	A	A
A27 Westbound Slips	39.30	2.62	0.145	A	A

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	57.47	3.83	0.180	B	B
A283 North	381.64	25.44	0.961	F	E
A27 EB Slips	5.14	0.34	0.045	A	A
A27 Westbound Slips	39.30	2.62	0.145	A	A

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	57.48	3.83	0.180	B	B
A283 North	455.31	30.35	1.114	F	E
A27 EB Slips	5.16	0.34	0.045	A	A
A27 Westbound Slips	39.31	2.62	0.145	A	A

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	57.48	3.83	0.180	B	B
A283 North	513.37	34.22	1.234	F	E
A27 EB Slips	5.16	0.34	0.045	A	A
A27 Westbound Slips	39.31	2.62	0.145	A	A

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	57.49	3.83	0.180	B	B
A283 North	561.69	37.45	1.335	F	F
A27 EB Slips	5.17	0.34	0.045	A	A
A27 Westbound Slips	39.31	2.62	0.145	A	A

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	57.49	3.83	0.180	B	B
A283 North	603.25	40.22	1.421	F	F
A27 EB Slips	5.17	0.34	0.045	A	A
A27 Westbound Slips	39.31	2.62	0.145	A	A

Base - Scenario C with Mitigiation except Steyning, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Base	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
Scenario C with Mitigiation except Steyning, PM	Scenario C with Mitigiation except Steyning	PM	2031 PM Scenario C with Mitigation SATURN Flows	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27-A283	Roundabout	4,1,2,3	✓			0.95	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
A283 South - Northbound	A283 South - Northbound	A283 South - Northbound
A283 North	A283 North	A283 North - Southbound
A27 EB Slips	A27 EB Slips	A27 Eastbound On/Off Slip
A27 Westbound Slips	A27 Westbound Slips	A27 Westbound On/Off Slip

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A283 South - Northbound	0.00	1800.00	✓	
A283 North	0.00	2000.00	✓	
A27 EB Slips	0.00	2000.00	✓	
A27 Westbound Slips	0.00	1500.00	✓	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A283 South - Northbound	3.25	8.73	21.38	33.74	63.07	11.00	
A283 North	3.17	6.21	30.00	65.44	63.07	19.00	
A27 EB Slips	6.30	7.85	0.01	90.39	63.07	14.00	
A27 Westbound Slips	6.30	6.59	0.01	49.90	63.07	12.00	

Large Roundabout Data

Name	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
A283 South - Northbound	0.00	0.00
A283 North	0.00	0.00
A27 EB Slips	0.00	0.00
A27 Westbound Slips	0.00	0.00

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

Pedestrian Crossings

Name	Crossing Type
A283 South - Northbound	None
A283 North	None
A27 EB Slips	None
A27 Westbound Slips	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A283 South - Northbound		(calculated)	(calculated)	1.332	2929.059
A283 North		(calculated)	(calculated)	1.222	2643.627
A27 EB Slips		(calculated)	(calculated)	1.346	2957.961
A27 Westbound Slips		(calculated)	(calculated)	1.344	2954.425

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A283 South - Northbound	FLAT	✓	1100.00	100.000
A283 North	FLAT	✓	1800.00	100.000
A27 EB Slips	FLAT	✓	345.00	100.000
A27 Westbound Slips	FLAT	✓	1473.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.000	437.000	465.000	198.000
	1	507.000	0.000	711.000	582.000
	2	259.000	86.000	0.000	0.000
	3	290.000	1183.000	0.000	0.000

Turning Proportions (PCU) - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.00	0.40	0.42	0.18
	1	0.28	0.00	0.40	0.32
	2	0.75	0.25	0.00	0.00
	3	0.20	0.80	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	1.000	1.000	1.000	1.000
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - A27- A283 (for whole period)

		To			
		4	**1**	**2**	**3**
From	**4**	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A283 South - Northbound	0.88	0.41	7.20	C	1100.00	1650.00	618.62	0.37	6.87	619.87	0.38
A283 North	0.98	1.15	33.30	F	1800.00	2700.00	2406.62	0.89	26.74	2424.76	0.90
A27 EB Slips	0.28	0.07	0.39	A	345.00	517.50	34.76	0.07	0.39	34.76	0.07
A27 Westbound Slips	0.98	1.33	31.61	F	1473.00	2209.50	2247.18	1.02	24.97	2267.16	1.03

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1100.00	275.00	1100.00	1043.83	1248.79	0.00	1265.81	1800.00	0.869	6.61	6.61	0.361	C
A283 North	1800.00	450.00	1774.37	1685.79	663.00	0.00	1833.30	1317.63	0.982	14.73	21.14	0.720	E
A27 EB Slips	345.00	86.25	345.00	1165.87	1271.49	0.00	1245.93	1448.35	0.277	0.38	0.38	0.067	A
A27 Westbound Slips	1473.00	368.25	1447.83	771.71	844.78	0.00	1500.00	508.68	0.982	13.04	19.33	0.801	E

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1100.00	275.00	1099.54	1048.57	1256.57	0.00	1255.45	1800.00	0.876	6.61	6.72	0.379	C
A283 North	1800.00	450.00	1784.45	1693.39	662.72	0.00	1833.63	1317.63	0.982	21.14	25.03	0.869	F
A27 EB Slips	345.00	86.25	344.99	1169.66	1277.51	0.00	1237.83	1448.35	0.279	0.38	0.38	0.067	A
A27 Westbound Slips	1473.00	368.25	1457.52	774.89	847.61	0.00	1500.00	508.68	0.982	19.33	23.20	0.983	F

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1100.00	275.00	1099.41	1050.61	1259.92	0.00	1250.98	1800.00	0.879	6.72	6.87	0.389	C
A283 North	1800.00	450.00	1788.79	1696.69	662.64	0.00	1833.73	1317.63	0.982	25.03	27.83	0.967	F
A27 EB Slips	345.00	86.25	344.99	1171.32	1280.11	0.00	1234.33	1448.35	0.280	0.38	0.39	0.067	A
A27 Westbound Slips	1473.00	368.25	1461.70	776.27	848.84	0.00	1500.00	508.68	0.982	23.20	26.03	1.105	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1100.00	275.00	1099.47	1051.78	1261.86	0.00	1248.40	1800.00	0.881	6.87	7.00	0.396	C
A283 North	1800.00	450.00	1791.25	1698.65	662.68	0.00	1833.69	1317.63	0.982	27.83	30.02	1.041	F
A27 EB Slips	345.00	86.25	345.00	1172.32	1281.61	0.00	1232.31	1448.35	0.280	0.39	0.39	0.068	A
A27 Westbound Slips	1473.00	368.25	1464.12	777.08	849.53	0.00	1500.00	508.68	0.982	26.03	28.25	1.197	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1100.00	275.00	1099.56	1052.55	1263.15	0.00	1246.69	1800.00	0.882	7.00	7.11	0.402	C
A283 North	1800.00	450.00	1792.86	1699.97	662.73	0.00	1833.62	1317.63	0.982	30.02	31.80	1.100	F
A27 EB Slips	345.00	86.25	345.00	1172.99	1282.60	0.00	1230.98	1448.35	0.280	0.39	0.39	0.068	A
A27 Westbound Slips	1473.00	368.25	1465.71	777.61	849.99	0.00	1500.00	508.68	0.982	28.25	30.07	1.271	F

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A283 South - Northbound	1100.00	275.00	1099.64	1053.10	1264.06	0.00	1245.46	1800.00	0.883	7.11	7.20	0.406	C
A283 North	1800.00	450.00	1794.01	1700.92	662.78	0.00	1833.56	1317.63	0.982	31.80	33.30	1.150	F
A27 EB Slips	345.00	86.25	345.00	1173.48	1283.31	0.00	1230.02	1448.35	0.280	0.39	0.39	0.068	A
A27 Westbound Slips	1473.00	368.25	1466.86	778.00	850.31	0.00	1500.00	508.68	0.982	30.07	31.61	1.333	F

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	99.09	6.61	0.361	C	C
A283 North	274.08	18.27	0.720	E	D
A27 EB Slips	5.74	0.38	0.067	A	A
A27 Westbound Slips	247.81	16.52	0.801	E	D

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	100.03	6.67	0.379	C	C
A283 North	348.07	23.20	0.869	F	D
A27 EB Slips	5.76	0.38	0.067	A	A
A27 Westbound Slips	320.79	21.39	0.983	F	E

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	102.03	6.80	0.389	C	C
A283 North	397.40	26.49	0.967	F	E
A27 EB Slips	5.79	0.39	0.067	A	A
A27 Westbound Slips	370.18	24.68	1.105	F	E

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	104.12	6.94	0.396	C	C
A283 North	434.46	28.96	1.041	F	E
A27 EB Slips	5.81	0.39	0.068	A	A
A27 Westbound Slips	407.69	27.18	1.197	F	E

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	105.93	7.06	0.402	C	C
A283 North	464.05	30.94	1.100	F	E
A27 EB Slips	5.82	0.39	0.068	A	A
A27 Westbound Slips	437.82	29.19	1.271	F	E

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A283 South - Northbound	107.42	7.16	0.406	C	C
A283 North	488.56	32.57	1.150	F	E
A27 EB Slips	5.83	0.39	0.068	A	A
A27 Westbound Slips	462.90	30.86	1.333	F	E

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758   E-mail: software@trl.co.uk   Web: http://www.trlsoftware.co.uk

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: A259-A2025_SouthSt_v4.arc8
Path: K:\TRANSPORT\PTG\3511677A-PTG Adur\Scenario C Correction Aug 2016\06 Junction Models\Existing Layouts\ARCADY\A259-A2025
Report generation date: 27/07/2016 18:00:32

» (Default Analysis Set) - Ref Case, AM
» (Default Analysis Set) - Ref Case, PM
» (Default Analysis Set) - Scenario C, AM
» (Default Analysis Set) - Scenario C, PM
» (Default Analysis Set) - Scenario C with Mitigation, AM
» (Default Analysis Set) - Scenario C with Mitigation, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	A1 - Ref Case					
A259 Westbound	383.85	35.73	1.43	507.25	51.52	1.63
A259 Eastbound	313.62	17.77	1.21	119.31	6.90	1.07
A2025 South St	505.73	66.07	1.80	618.62	68.34	1.83
	A1 - Scenario C					
A259 Westbound	935.78	90.31	2.09	599.42	61.71	1.75
A259 Eastbound	875.53	49.38	1.60	120.66	6.98	1.07
A2025 South St	340.00	41.12	1.49	719.46	77.63	1.94
	A1 - Scenario C with Mitigation					
A259 Westbound	888.31	85.77	2.04	1310.34	147.02	2.78
A259 Eastbound	845.61	47.69	1.58	537.83	30.38	1.36
A2025 South St	373.68	45.13	1.54	405.63	38.67	1.46

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

"D1 - Ref Case, AM " model duration: 07:45 - 09:15
"D2 - Ref Case, PM" model duration: 16:45 - 18:15
"D9 - Scenario C, AM" model duration: 07:45 - 09:15
"D10 - Scenario C, PM" model duration: 16:45 - 18:15
"D11 - Scenario C with Mitigation, AM" model duration: 07:45 - 09:15
"D12 - Scenario C with Mitigation, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 27/07/2016 18:00:31

File summary

File Description

Title	A259-South St, Lancing
Location	
Site Number	
Date	15/04/2010
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\hyded
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	min	-Min	perMin

(Default Analysis Set) - Ref Case, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Ref Case, AM	Ref Case	AM	2031 AM Reference Case SATURN Flows	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A2025	Mini-roundabout	1,2,3	36.38	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A2025 South St	A2025 South St	A2025 South St

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A2025 South St	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.30	3.30	3.30	0.00	17.10	17.10	0.00	
A259 Eastbound	3.30	3.30	5.30	5.00	13.00	13.50	0.00	
A2025 South St	3.10	2.90	6.20	10.00	11.00	6.30	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A2025 South St	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.654	869.581
A259 Eastbound		(calculated)	(calculated)	0.585	976.854
A2025 South St		(calculated)	(calculated)	0.580	908.429

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	847.00	100.000
A259 Eastbound	FLAT	✓	1182.00	100.000
A2025 South St	FLAT	✓	759.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	847.000	0.000
	2	1015.000	0.000	167.000
	3	0.000	759.000	0.000

Turning Proportions (PCU) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.00	1.00	0.00
	2	0.86	0.00	0.14
	3	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A2025 (for whole period)

	To			
		1	**2**	**3**
From	**1**	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	1.43	35.73	383.85	F	847.00	1270.50	17418.58	13.71	193.54	24867.25	19.57
A259 Eastbound	1.21	17.77	313.62	F	1182.00	1773.00	14358.83	8.10	159.54	17379.52	9.80
A2025 South St	1.80	66.07	505.73	F	759.00	1138.50	22783.71	20.01	253.15	40963.40	35.98

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	847.00	211.75	586.18	829.30	423.97	0.00	592.15	593.43	1.430	1.49	66.70	3.685	F
A259 Eastbound	1182.00	295.50	965.75	1010.16	0.00	0.00	976.85	976.85	1.210	2.78	56.84	2.033	F
A2025 South St	759.00	189.75	423.97	136.45	829.30	0.00	427.55	422.02	1.775	0.89	84.65	6.281	F

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	847.00	211.75	593.00	838.16	422.35	0.00	593.22	593.43	1.428	66.70	130.20	10.130	F
A259 Eastbound	1182.00	295.50	976.06	1015.35	0.00	0.00	976.85	976.85	1.210	56.84	108.32	5.216	F
A2025 South St	759.00	189.75	422.35	137.90	838.16	0.00	422.41	422.02	1.797	84.65	168.81	18.207	F

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	847.00	211.75	593.27	838.58	422.15	0.00	593.35	593.43	1.427	130.20	193.63	16.518	F
A259 Eastbound	1182.00	295.50	976.56	1015.42	0.00	0.00	976.85	976.85	1.210	108.32	159.68	8.345	F
A2025 South St	759.00	189.75	422.15	137.97	838.58	0.00	422.17	422.02	1.798	168.81	253.03	30.154	F

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	847.00	211.75	593.35	838.70	422.09	0.00	593.39	593.43	1.427	193.63	257.04	22.918	F
A259 Eastbound	1182.00	295.50	976.70	1015.44	0.00	0.00	976.85	976.85	1.210	159.68	211.01	11.485	F
A2025 South St	759.00	189.75	422.09	137.99	838.70	0.00	422.10	422.02	1.798	253.03	337.25	42.123	F

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	847.00	211.75	593.38	838.75	422.06	0.00	593.40	593.43	1.427	257.04	320.45	29.322	F
A259 Eastbound	1182.00	295.50	976.76	1015.44	0.00	0.00	976.85	976.85	1.210	211.01	262.32	14.628	F
A2025 South St	759.00	189.75	422.06	138.00	838.75	0.00	422.07	422.02	1.798	337.25	421.49	54.094	F

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	847.00	211.75	593.40	838.78	422.05	0.00	593.41	593.43	1.427	320.45	383.85	35.728	F
A259 Eastbound	1182.00	295.50	976.79	1015.45	0.00	0.00	976.85	976.85	1.210	262.32	313.62	17.775	F
A2025 South St	759.00	189.75	422.05	138.01	838.78	0.00	422.05	422.02	1.798	421.49	505.73	66.066	F

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	519.72	34.65	3.685	F	F
A259 Eastbound	459.98	30.67	2.033	F	F
A2025 South St	647.11	43.14	6.281	F	F

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1476.79	98.45	10.130	F	F
A259 Eastbound	1238.99	82.60	5.216	F	F
A2025 South St	1901.00	126.73	18.207	F	F

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	2428.70	161.91	16.518	F	F
A259 Eastbound	2010.10	134.01	8.345	F	F
A2025 South St	3163.80	210.92	30.154	F	F

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3380.03	225.34	22.918	F	F
A259 Eastbound	2780.21	185.35	11.485	F	F
A2025 South St	4427.11	295.14	42.123	F	F

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	4331.15	288.74	29.322	F	F
A259 Eastbound	3549.97	236.66	14.628	F	F
A2025 South St	5690.58	379.37	54.094	F	F

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	5282.19	352.15	35.728	F	F
A259 Eastbound	4319.57	287.97	17.775	F	F
A2025 South St	6954.12	463.61	66.066	F	F

(Default Analysis Set) - Ref Case, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Ref Case, PM	Ref Case	PM	2031 PM Reference Case SATURN Flows	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A2025	Mini-roundabout	1,2,3	40.46	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A2025 South St	A2025 South St	A2025 South St

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A2025 South St	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.30	3.30	3.30	0.00	17.10	17.10	0.00	
A259 Eastbound	3.30	3.30	5.30	5.00	13.00	13.50	0.00	
A2025 South St	3.10	2.90	6.20	10.00	11.00	6.30	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A2025 South St	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.654	869.581
A259 Eastbound		(calculated)	(calculated)	0.585	976.854
A2025 South St		(calculated)	(calculated)	0.580	908.429

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	879.00	100.000
A259 Eastbound	FLAT	✓	1047.00	100.000
A2025 South St	FLAT	✓	912.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A2025 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.000	879.000	0.000
	2	758.000	0.000	289.000
	3	0.000	912.000	0.000

Turning Proportions (PCU) - A259- A2025 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.00	1.00	0.00
	2	0.72	0.00	0.28
	3	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A2025 (for whole period)

		To		
From		1	2	3
	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A2025 (for whole period)

		To		
From		1	2	3
	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	1.63	51.52	507.25	F	879.00	1318.50	22961.71	17.42	255.13	37171.42	28.19
A259 Eastbound	1.07	6.90	119.31	F	1047.00	1570.50	5850.14	3.73	65.00	6287.28	4.00
A2025 South St	1.83	68.34	618.62	F	912.00	1368.00	27822.82	20.34	309.14	50842.35	37.17

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	879.00	219.75	535.52	691.53	503.93	0.00	539.83	543.49	1.628	1.08	86.95	5.099	F
A259 Eastbound	1047.00	261.75	955.19	1039.45	0.00	0.00	976.85	976.85	1.072	5.42	28.37	1.290	F
A2025 South St	912.00	228.00	503.93	263.66	691.53	0.00	507.44	498.34	1.797	0.88	102.89	6.378	F

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	879.00	219.75	541.82	702.98	500.75	0.00	541.91	543.49	1.622	86.95	171.24	14.449	F
A259 Eastbound	1047.00	261.75	971.00	1042.57	0.00	0.00	976.85	976.85	1.072	28.37	47.37	2.525	F
A2025 South St	912.00	228.00	500.75	268.02	702.98	0.00	500.80	498.34	1.821	102.89	205.71	18.682	F

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	879.00	219.75	542.64	705.02	499.60	0.00	542.67	543.49	1.620	171.24	255.33	23.727	F
A259 Eastbound	1047.00	261.75	973.82	1042.23	0.00	0.00	976.85	976.85	1.072	47.37	65.67	3.636	F
A2025 South St	912.00	228.00	499.60	268.80	705.02	0.00	499.61	498.34	1.825	205.71	308.81	31.044	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	879.00	219.75	542.96	705.85	499.13	0.00	542.98	543.49	1.619	255.33	339.34	32.992	F
A259 Eastbound	1047.00	261.75	974.97	1042.09	0.00	0.00	976.85	976.85	1.072	65.67	83.67	4.731	F
A2025 South St	912.00	228.00	499.13	269.12	705.85	0.00	499.13	498.34	1.827	308.81	412.02	43.484	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	879.00	219.75	543.13	706.28	498.88	0.00	543.14	543.49	1.618	339.34	423.31	42.250	F
A259 Eastbound	1047.00	261.75	975.56	1042.01	0.00	0.00	976.85	976.85	1.072	83.67	101.53	5.818	F
A2025 South St	912.00	228.00	498.88	269.28	706.28	0.00	498.89	498.34	1.828	412.02	515.30	55.912	F

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	879.00	219.75	543.23	706.53	498.74	0.00	543.23	543.49	1.618	423.31	507.25	51.517	F
A259 Eastbound	1047.00	261.75	975.91	1041.96	0.00	0.00	976.85	976.85	1.072	101.53	119.31	6.903	F
A2025 South St	912.00	228.00	498.74	269.38	706.53	0.00	498.74	498.34	1.829	515.30	618.62	68.341	F

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	666.75	44.45	5.099	F	F
A259 Eastbound	266.54	17.77	1.290	F	E
A2025 South St	783.83	52.26	6.378	F	F

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1936.46	129.10	14.449	F	F
A259 Eastbound	569.50	37.97	2.525	F	F
A2025 South St	2314.51	154.30	18.682	F	F

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3199.32	213.29	23.727	F	F
A259 Eastbound	848.28	56.55	3.636	F	F
A2025 South St	3858.84	257.26	31.044	F	F

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	4460.06	297.34	32.992	F	F
A259 Eastbound	1120.28	74.69	4.731	F	F
A2025 South St	5406.23	360.42	43.484	F	F

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	5719.89	381.33	42.250	F	F
A259 Eastbound	1389.18	92.61	5.818	F	F
A2025 South St	6954.97	463.66	55.912	F	F

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	6979.23	465.28	51.517	F	F
A259 Eastbound	1656.37	110.42	6.903	F	F
A2025 South St	8504.44	566.96	68.341	F	F

(Default Analysis Set) - Scenario C, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, AM	Scenario C	AM	2031 AM Scenario C SATURN Flows	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A2025	Mini-roundabout	1,2,3	61.96	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A2025 South St	A2025 South St	A2025 South St

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A2025 South St	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.30	3.30	3.30	0.00	17.10	17.10	0.00	
A259 Eastbound	3.30	3.30	5.30	5.00	13.00	13.50	0.00	
A2025 South St	3.10	2.90	6.20	10.00	11.00	6.30	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A2025 South St	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.654	869.581
A259 Eastbound		(calculated)	(calculated)	0.585	976.854
A2025 South St		(calculated)	(calculated)	0.580	908.429

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	1194.00	100.000
A259 Eastbound	FLAT	✓	1559.00	100.000
A2025 South St	FLAT	✓	682.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A2025 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.000	1194.000	0.000
	2	1243.000	0.000	316.000
	3	0.000	682.000	0.000

Turning Proportions (PCU) - A259- A2025 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.00	1.00	0.00
	2	0.80	0.00	0.20
	3	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A2025 (for whole period)

		To		
		1	**2**	**3**
From	**1**	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A2025 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	2.09	90.31	935.78	F	1194.00	1791.00	42149.84	23.53	468.33	88183.27	49.24
A259 Eastbound	1.60	49.38	875.53	F	1559.00	2338.50	39501.29	16.89	438.90	63043.03	26.96
A2025 South St	1.49	41.12	340.00	F	682.00	1023.00	15397.99	15.05	171.09	22989.70	22.47

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1194.00	298.50	570.08	775.20	453.60	0.00	572.77	570.67	2.085	0.67	156.65	8.418	F
A259 Eastbound	1559.00	389.75	972.27	1023.68	0.00	0.00	976.85	976.85	1.596	1.15	147.83	4.699	F
A2025 South St	682.00	170.50	453.60	197.07	775.20	0.00	458.92	456.80	1.486	1.33	58.43	4.191	F

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1194.00	298.50	570.76	778.80	456.64	0.00	570.78	570.67	2.092	156.65	312.46	24.793	F
A259 Eastbound	1559.00	389.75	976.80	1027.40	0.00	0.00	976.85	976.85	1.596	147.83	293.38	13.645	F
A2025 South St	682.00	170.50	456.64	197.99	778.80	0.00	456.83	456.80	1.493	58.43	114.77	11.588	F

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1194.00	298.50	570.70	778.84	456.75	0.00	570.71	570.67	2.092	312.46	468.29	41.165	F
A259 Eastbound	1559.00	389.75	976.83	1027.45	0.00	0.00	976.85	976.85	1.596	293.38	438.92	22.571	F
A2025 South St	682.00	170.50	456.75	198.00	778.84	0.00	456.81	456.80	1.493	114.77	171.08	18.955	F

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1194.00	298.50	570.69	778.84	456.77	0.00	570.69	570.67	2.092	468.29	624.12	57.545	F
A259 Eastbound	1559.00	389.75	976.84	1027.46	0.00	0.00	976.85	976.85	1.596	438.92	584.46	31.505	F
A2025 South St	682.00	170.50	456.77	198.00	778.84	0.00	456.81	456.80	1.493	171.08	227.39	26.337	F

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1194.00	298.50	570.68	778.85	456.79	0.00	570.68	570.67	2.092	624.12	779.95	73.926	F
A259 Eastbound	1559.00	389.75	976.85	1027.47	0.00	0.00	976.85	976.85	1.596	584.46	730.00	40.441	F
A2025 South St	682.00	170.50	456.79	198.00	778.85	0.00	456.81	456.80	1.493	227.39	283.69	33.725	F

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1194.00	298.50	570.68	778.85	456.79	0.00	570.68	570.67	2.092	779.95	935.78	90.308	F
A259 Eastbound	1559.00	389.75	976.85	1027.47	0.00	0.00	976.85	976.85	1.596	730.00	875.53	49.378	F
A2025 South St	682.00	170.50	456.79	198.00	778.85	0.00	456.81	456.80	1.493	283.69	340.00	41.115	F

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1184.45	78.96	8.418	F	F
A259 Eastbound	1124.71	74.98	4.699	F	F
A2025 South St	455.54	30.37	4.191	F	F

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3518.37	234.56	24.793	F	F
A259 Eastbound	3309.07	220.60	13.645	F	F
A2025 South St	1299.10	86.61	11.588	F	F

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	5855.63	390.38	41.165	F	F
A259 Eastbound	5492.25	366.15	22.571	F	F
A2025 South St	2143.94	142.93	18.955	F	F

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	8193.02	546.20	57.545	F	F
A259 Eastbound	7675.35	511.69	31.505	F	F
A2025 South St	2988.58	199.24	26.337	F	F

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	10530.46	702.03	73.926	F	F
A259 Eastbound	9858.43	657.23	40.441	F	F
A2025 South St	3833.15	255.54	33.725	F	F

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	12867.91	857.86	90.308	F	F
A259 Eastbound	12041.49	802.77	49.378	F	F
A2025 South St	4677.69	311.85	41.115	F	F

(Default Analysis Set) - Scenario C, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, PM	Scenario C	PM	2031 PM Scenario C SATURN Flows	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A2025	Mini-roundabout	1,2,3	47.72	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A2025 South St	A2025 South St	A2025 South St

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A2025 South St	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.30	3.30	3.30	0.00	17.10	17.10	0.00	
A259 Eastbound	3.30	3.30	5.30	5.00	13.00	13.50	0.00	
A2025 South St	3.10	2.90	6.20	10.00	11.00	6.30	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A2025 South St	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.654	869.581
A259 Eastbound		(calculated)	(calculated)	0.585	976.854
A2025 South St		(calculated)	(calculated)	0.580	908.429

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	933.00	100.000
A259 Eastbound	FLAT	✓	1048.00	100.000
A2025 South St	FLAT	✓	991.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	933.000	0.000
	2	737.000	0.000	311.000
	3	0.000	991.000	0.000

Turning Proportions (PCU) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.00	1.00	0.00
	2	0.70	0.00	0.30
	3	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	1.75	61.71	599.42	F	933.00	1399.50	27095.61	19.36	301.06	47222.29	33.74
A259 Eastbound	1.07	6.98	120.66	F	1048.00	1572.00	5908.29	3.76	65.65	6355.43	4.04
A2025 South St	1.94	77.63	719.46	F	991.00	1486.50	32355.55	21.77	359.51	62776.68	42.23

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	933.00	233.25	528.42	671.83	515.74	0.00	532.11	535.81	1.753	0.92	102.07	5.997	F
A259 Eastbound	1048.00	262.00	955.32	1044.16	0.00	0.00	976.85	976.85	1.073	5.38	28.55	1.294	F
A2025 South St	991.00	247.75	515.74	283.50	671.83	0.00	518.86	510.08	1.910	0.78	119.60	7.194	F

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	933.00	233.25	534.24	682.92	512.39	0.00	534.30	535.81	1.746	102.07	201.76	17.205	F
A259 Eastbound	1048.00	262.00	971.11	1046.63	0.00	0.00	976.85	976.85	1.073	28.55	47.78	2.543	F
A2025 South St	991.00	247.75	512.39	288.18	682.92	0.00	512.43	510.08	1.934	119.60	239.25	21.200	F

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	933.00	233.25	535.01	684.89	511.28	0.00	535.03	535.81	1.744	201.76	301.25	28.346	F
A259 Eastbound	1048.00	262.00	973.89	1046.28	0.00	0.00	976.85	976.85	1.073	47.78	66.30	3.668	F
A2025 South St	991.00	247.75	511.28	289.01	684.89	0.00	511.29	510.08	1.938	239.25	359.18	35.256	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	933.00	233.25	535.31	685.68	510.83	0.00	535.32	535.81	1.743	301.25	400.68	39.462	F
A259 Eastbound	1048.00	262.00	975.02	1046.14	0.00	0.00	976.85	976.85	1.073	66.30	84.55	4.776	F
A2025 South St	991.00	247.75	510.83	289.34	685.68	0.00	510.83	510.08	1.940	359.18	479.22	49.394	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	933.00	233.25	535.47	686.08	510.59	0.00	535.47	535.81	1.742	400.68	500.06	50.586	F
A259 Eastbound	1048.00	262.00	975.60	1046.06	0.00	0.00	976.85	976.85	1.073	84.55	102.65	5.879	F
A2025 South St	991.00	247.75	510.59	289.51	686.08	0.00	510.60	510.08	1.941	479.22	599.32	63.514	F

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	933.00	233.25	535.56	686.32	510.46	0.00	535.56	535.81	1.742	500.06	599.42	61.714	F
A259 Eastbound	1048.00	262.00	975.94	1046.02	0.00	0.00	976.85	976.85	1.073	102.65	120.66	6.978	F
A2025 South St	991.00	247.75	510.46	289.61	686.32	0.00	510.46	510.08	1.941	599.32	719.46	77.635	F

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	778.22	51.88	5.997	F	F
A259 Eastbound	267.69	17.85	1.294	F	E
A2025 South St	907.94	60.53	7.194	F	F

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	2278.69	151.91	17.205	F	F
A259 Eastbound	573.88	38.26	2.543	F	F
A2025 South St	2691.37	179.42	21.200	F	F

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3772.59	251.51	28.346	F	F
A259 Eastbound	856.08	57.07	3.668	F	F
A2025 South St	4488.22	299.21	35.256	F	F

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	5264.49	350.97	39.462	F	F
A259 Eastbound	1131.61	75.44	4.776	F	F
A2025 South St	6288.02	419.20	49.394	F	F

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	6755.53	450.37	50.586	F	F
A259 Eastbound	1404.10	93.61	5.879	F	F
A2025 South St	8089.11	539.27	63.514	F	F

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	8246.10	549.74	61.714	F	F
A259 Eastbound	1674.92	111.66	6.978	F	F
A2025 South St	9890.89	659.39	77.635	F	F

(Default Analysis Set) - Scenario C with Mitigation, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
Scenario C with Mitigation, AM	Scenario C with Mitigation	AM	2031 AM Scenario C with Mitigation SATURN Flows	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A2025	Mini-roundabout	1,2,3	60.15	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A2025 South St	A2025 South St	A2025 South St

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A2025 South St	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.30	3.30	3.30	0.00	17.10	17.10	0.00	
A259 Eastbound	3.30	3.30	5.30	5.00	13.00	13.50	0.00	
A2025 South St	3.10	2.90	6.20	10.00	11.00	6.30	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A2025 South St	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.654	869.581
A259 Eastbound		(calculated)	(calculated)	0.585	976.854
A2025 South St		(calculated)	(calculated)	0.580	908.429

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	1162.00	100.000
A259 Eastbound	FLAT	✓	1539.00	100.000
A2025 South St	FLAT	✓	705.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A2025 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.000	1162.000	0.000
	2	1226.000	0.000	313.000
	3	0.000	705.000	0.000

Turning Proportions (PCU) - A259- A2025 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.00	1.00	0.00
	2	0.80	0.00	0.20
	3	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A2025 (for whole period)

		To		
		1	**2**	**3**
From	**1**	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A2025 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	2.04	85.77	888.31	F	1162.00	1743.00	40019.52	22.96	444.66	81519.87	46.77
A259 Eastbound	1.58	47.69	845.61	F	1539.00	2308.50	38157.78	16.53	423.98	60117.70	26.04
A2025 South St	1.54	45.13	373.68	F	705.00	1057.50	16904.01	15.98	187.82	26066.49	24.65

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1162.00	290.50	569.40	774.42	454.46	0.00	572.21	570.42	2.031	0.70	148.85	8.019	F
A259 Eastbound	1539.00	384.75	972.13	1023.85	0.00	0.00	976.85	976.85	1.575	1.18	142.90	4.551	F
A2025 South St	705.00	176.25	454.46	197.71	774.42	0.00	459.37	457.19	1.535	1.23	63.86	4.525	F

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1162.00	290.50	570.47	778.13	457.07	0.00	570.50	570.42	2.037	148.85	296.74	23.570	F
A259 Eastbound	1539.00	384.75	976.79	1027.54	0.00	0.00	976.85	976.85	1.575	142.90	283.45	13.189	F
A2025 South St	705.00	176.25	457.07	198.66	778.13	0.00	457.22	457.19	1.542	63.86	125.85	12.654	F

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1162.00	290.50	570.44	778.17	457.15	0.00	570.45	570.42	2.037	296.74	444.63	39.114	F
A259 Eastbound	1539.00	384.75	976.83	1027.59	0.00	0.00	976.85	976.85	1.575	283.45	423.99	21.809	F
A2025 South St	705.00	176.25	457.15	198.67	778.17	0.00	457.20	457.19	1.542	125.85	187.81	20.759	F

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1162.00	290.50	570.43	778.17	457.17	0.00	570.43	570.42	2.037	444.63	592.52	54.665	F
A259 Eastbound	1539.00	384.75	976.84	1027.60	0.00	0.00	976.85	976.85	1.575	423.99	564.53	30.435	F
A2025 South St	705.00	176.25	457.17	198.67	778.17	0.00	457.20	457.19	1.542	187.81	249.77	28.877	F

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1162.00	290.50	570.42	778.18	457.18	0.00	570.43	570.42	2.037	592.52	740.41	70.219	F
A259 Eastbound	1539.00	384.75	976.85	1027.60	0.00	0.00	976.85	976.85	1.575	564.53	705.07	39.064	F
A2025 South St	705.00	176.25	457.18	198.67	778.18	0.00	457.20	457.19	1.542	249.77	311.72	37.001	F

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1162.00	290.50	570.42	778.18	457.18	0.00	570.42	570.42	2.037	740.41	888.31	85.773	F
A259 Eastbound	1539.00	384.75	976.85	1027.60	0.00	0.00	976.85	976.85	1.575	705.07	845.61	47.694	F
A2025 South St	705.00	176.25	457.18	198.67	778.18	0.00	457.19	457.19	1.542	311.72	373.68	45.127	F

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1126.37	75.09	8.019	F	F
A259 Eastbound	1088.19	72.55	4.551	F	F
A2025 South St	495.18	33.01	4.525	F	F

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3341.93	222.80	23.570	F	F
A259 Eastbound	3197.66	213.18	13.189	F	F
A2025 South St	1422.90	94.86	12.654	F	F

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	5560.22	370.68	39.114	F	F
A259 Eastbound	5305.85	353.72	21.809	F	F
A2025 South St	2352.44	156.83	20.759	F	F

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	7778.59	518.57	54.665	F	F
A259 Eastbound	7413.95	494.26	30.435	F	F
A2025 South St	3281.83	218.79	28.877	F	F

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	9997.00	666.47	70.219	F	F
A259 Eastbound	9522.03	634.80	39.064	F	F
A2025 South St	4211.17	280.74	37.001	F	F

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	12215.42	814.36	85.773	F	F
A259 Eastbound	11630.10	775.34	47.694	F	F
A2025 South St	5140.50	342.70	45.127	F	F

(Default Analysis Set) - Scenario C with Mitigation, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
Scenario C with Mitigation, PM	Scenario C with Mitigation	PM	2031 PM Scenario C with Mitigation SATURN Flows	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A2025	Mini-roundabout	1,2,3	77.24	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A2025 South St	A2025 South St	A2025 South St

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A2025 South St	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.30	3.30	3.30	0.00	17.10	17.10	0.00	
A259 Eastbound	3.30	3.30	5.30	5.00	13.00	13.50	0.00	
A2025 South St	3.10	2.90	6.20	10.00	11.00	6.30	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A2025 South St	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.654	869.581
A259 Eastbound		(calculated)	(calculated)	0.585	976.854
A2025 South St		(calculated)	(calculated)	0.580	908.429

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	1364.00	100.000
A259 Eastbound	FLAT	✓	1333.00	100.000
A2025 South St	FLAT	✓	848.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	1364.000	0.000
	2	775.000	0.000	558.000
	3	0.000	848.000	0.000

Turning Proportions (PCU) - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.00	1.00	0.00
	2	0.58	0.00	0.42
	3	0.00	1.00	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A2025 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	2.78	147.02	1310.34	F	1364.00	2046.00	58984.26	28.83	655.38	163967.83	80.14
A259 Eastbound	1.36	30.38	537.83	F	1333.00	1999.50	24358.48	12.18	270.65	33241.77	16.63
A2025 South St	1.46	38.67	405.63	F	848.00	1272.00	18356.30	14.43	203.96	26879.75	21.13

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1364.00	341.00	491.04	563.85	575.82	0.00	492.79	490.64	2.768	0.44	218.68	13.538	F
A259 Eastbound	1333.00	333.25	969.82	1066.86	0.00	0.00	976.85	976.85	1.365	1.76	92.56	3.055	F
A2025 South St	848.00	212.00	575.82	405.97	563.85	0.00	581.48	579.10	1.458	1.41	69.46	3.891	F

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1364.00	341.00	490.71	567.82	578.99	0.00	490.72	490.64	2.780	218.68	437.00	40.230	F
A259 Eastbound	1333.00	333.25	976.65	1069.70	0.00	0.00	976.85	976.85	1.365	92.56	181.64	8.535	F
A2025 South St	848.00	212.00	578.99	408.83	567.82	0.00	579.17	579.10	1.464	69.46	136.71	10.853	F

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1364.00	341.00	490.67	567.90	579.07	0.00	490.67	490.64	2.780	437.00	655.33	66.924	F
A259 Eastbound	1333.00	333.25	976.78	1069.73	0.00	0.00	976.85	976.85	1.365	181.64	270.70	13.986	F
A2025 South St	848.00	212.00	579.07	408.89	567.90	0.00	579.13	579.10	1.464	136.71	203.95	17.793	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1364.00	341.00	490.66	567.92	579.08	0.00	490.66	490.64	2.780	655.33	873.67	93.620	F
A259 Eastbound	1333.00	333.25	976.82	1069.74	0.00	0.00	976.85	976.85	1.365	270.70	359.74	19.446	F
A2025 South St	848.00	212.00	579.08	408.90	567.92	0.00	579.12	579.10	1.464	203.95	271.17	24.747	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1364.00	341.00	490.65	567.93	579.09	0.00	490.65	490.64	2.780	873.67	1092.01	120.318	F
A259 Eastbound	1333.00	333.25	976.83	1069.74	0.00	0.00	976.85	976.85	1.365	359.74	448.79	24.910	F
A2025 South St	848.00	212.00	579.09	408.91	567.93	0.00	579.11	579.10	1.464	271.17	338.40	31.706	F

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1364.00	341.00	490.65	567.93	579.10	0.00	490.65	490.64	2.780	1092.01	1310.34	147.017	F
A259 Eastbound	1333.00	333.25	976.84	1069.74	0.00	0.00	976.85	976.85	1.365	448.79	537.83	30.376	F
A2025 South St	848.00	212.00	579.10	408.91	567.93	0.00	579.11	579.10	1.464	338.40	405.63	38.667	F

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1646.43	109.76	13.538	F	F
A259 Eastbound	717.49	47.83	3.055	F	F
A2025 South St	539.55	35.97	3.891	F	F

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	4917.59	327.84	40.230	F	F
A259 Eastbound	2056.57	137.10	8.535	F	F
A2025 South St	1546.36	103.09	10.853	F	F

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	8192.50	546.17	66.924	F	F
A259 Eastbound	3392.57	226.17	13.986	F	F
A2025 South St	2554.95	170.33	17.793	F	F

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	11467.52	764.50	93.620	F	F
A259 Eastbound	4728.31	315.22	19.446	F	F
A2025 South St	3563.41	237.56	24.747	F	F

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	14742.57	982.84	120.318	F	F
A259 Eastbound	6063.96	404.26	24.910	F	F
A2025 South St	4571.82	304.79	31.706	F	F

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	18017.64	1201.18	147.017	F	F
A259 Eastbound	7399.58	493.31	30.376	F	F
A2025 South St	5580.22	372.01	38.667	F	F

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

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: A259-A283_ShorehamHighSt_v3.arc8
Path: K:\TRANSPORT\PTG\3511677A-PTG Adur\Scenario C Correction Aug 2016\06 Junction Models\Existing Layouts\ARCADY\A259-A283
Report generation date: 24/08/2016 13:10:24

» (Default Analysis Set) - Ref Case, AM
» (Default Analysis Set) - Ref Case, PM
» (Default Analysis Set) - Scenario C, AM
» (Default Analysis Set) - Scenario C, PM
» (Default Analysis Set) - Scenario C with Mitigation, AM
» (Default Analysis Set) - Scenario C with Mitigation, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	A1 - Ref Case					
A259 Westbound	388.90	23.49	1.28	556.35	48.80	1.59
A259 Eastbound	1170.11	60.27	1.73	352.09	17.48	1.21
A283 Old Shoreham Rd	3.71	0.36	0.79	449.00	30.60	1.37
	A1 - Scenario C					
A259 Westbound	358.85	22.78	1.27	743.22	66.63	1.80
A259 Eastbound	1177.48	62.28	1.75	442.45	21.93	1.26
A283 Old Shoreham Rd	4.34	0.36	0.81	514.27	34.04	1.41
	A1 - Scenario C with Mitigation					
A259 Westbound	293.10	18.15	1.21	1055.11	88.59	2.08
A259 Eastbound	1143.07	60.40	1.73	392.09	19.58	1.23
A283 Old Shoreham Rd	3.24	0.29	0.76	23.62	1.63	0.97

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

"D1 - Ref Case, AM " model duration: 07:45 - 09:15
"D2 - Ref Case, PM" model duration: 16:45 - 18:15
"D9 - Scenario C, AM" model duration: 07:45 - 09:15
"D10 - Scenario C, PM" model duration: 16:45 - 18:15
"D11 - Scenario C with Mitigation, AM" model duration: 07:45 - 09:15
"D12 - Scenario C with Mitigation, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 24/08/2016 13:10:21

File summary

File Description

Title	A259-A2025 South St, Lancing
Location	
Site Number	
Date	09/01/2012
Version	
Status	Darft
Identifier	
Client	
Jobnumber	
Enumerator	CORP\hyded
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	min	-Min	perMin

(Default Analysis Set) - Ref Case, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Ref Case, AM	Ref Case	AM	2031 AM Reference Case SATURN Flows	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A283	Mini-roundabout	1,2,3	38.23	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.95	3.95	7.90	14.00	20.00	17.40	0.00	
A259 Eastbound	3.15	3.15	6.70	27.30	16.20	13.90	0.00	
A283 Old Shoreham Rd	3.60	3.60	8.10	19.00	20.00	19.40	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.813	1349.476
A259 Eastbound		(calculated)	(calculated)	0.664	1114.282
A283 Old Shoreham Rd		(calculated)	(calculated)	1.089	1611.978

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	1171.00	100.000
A259 Eastbound	FLAT	✓	1848.00	100.000
A283 Old Shoreham Rd	FLAT	✓	620.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.000	1084.000	87.000
	2	1311.000	0.000	537.000
	3	85.000	535.000	0.000

Turning Proportions (PCU) - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.00	0.93	0.07
	2	0.71	0.00	0.29
	3	0.14	0.86	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A283 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A283 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	1.28	23.49	388.90	F	1171.00	1756.50	17694.71	10.07	196.61	22654.72	12.90
A259 Eastbound	1.73	60.27	1170.11	F	1848.00	2772.00	52736.57	19.02	585.96	91154.60	32.88
A283 Old Shoreham Rd	0.79	0.36	3.71	C	620.00	930.00	333.33	0.36	3.70	333.86	0.36

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1171.00	292.75	906.01	841.05	535.00	0.00	914.77	801.64	1.280	2.19	68.44	2.506	F
A259 Eastbound	1848.00	462.00	1065.73	1373.70	67.31	0.00	1069.58	1074.73	1.728	0.96	196.53	5.644	F
A283 Old Shoreham Rd	620.00	155.00	620.00	377.00	756.04	0.00	788.30	781.35	0.787	3.70	3.70	0.357	C

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1171.00	292.75	914.36	843.46	534.98	0.00	914.78	801.64	1.280	68.44	132.60	6.728	F
A259 Eastbound	1848.00	462.00	1069.13	1381.41	67.93	0.00	1069.16	1074.73	1.728	196.53	391.25	16.574	F
A283 Old Shoreham Rd	620.00	155.00	619.98	378.61	758.46	0.00	785.68	781.35	0.789	3.70	3.70	0.362	C

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1171.00	292.75	914.63	843.46	534.99	0.00	914.78	801.64	1.280	132.60	196.69	10.908	F
A259 Eastbound	1848.00	462.00	1069.14	1381.66	67.95	0.00	1069.15	1074.73	1.728	391.25	585.96	27.492	F
A283 Old Shoreham Rd	620.00	155.00	619.99	378.63	758.46	0.00	785.67	781.35	0.789	3.70	3.70	0.362	C

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1171.00	292.75	914.70	843.46	534.99	0.00	914.78	801.64	1.280	196.69	260.77	15.100	F
A259 Eastbound	1848.00	462.00	1069.14	1381.73	67.96	0.00	1069.15	1074.73	1.728	585.96	780.68	38.415	F
A283 Old Shoreham Rd	620.00	155.00	619.99	378.63	758.47	0.00	785.67	781.35	0.789	3.70	3.71	0.362	C

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1171.00	292.75	914.73	843.46	534.99	0.00	914.77	801.64	1.280	260.77	324.84	19.296	F
A259 Eastbound	1848.00	462.00	1069.14	1381.76	67.96	0.00	1069.15	1074.73	1.728	780.68	975.39	49.340	F
A283 Old Shoreham Rd	620.00	155.00	619.99	378.64	758.47	0.00	785.67	781.35	0.789	3.71	3.71	0.362	C

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1171.00	292.75	914.74	843.46	534.99	0.00	914.77	801.64	1.280	324.84	388.90	23.493	F
A259 Eastbound	1848.00	462.00	1069.14	1381.77	67.96	0.00	1069.14	1074.73	1.728	975.39	1170.11	60.265	F
A283 Old Shoreham Rd	620.00	155.00	619.99	378.64	758.47	0.00	785.67	781.35	0.789	3.71	3.71	0.362	C

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	541.08	36.07	2.506	F	F
A259 Eastbound	1487.65	99.18	5.644	F	F
A283 Old Shoreham Rd	55.44	3.70	0.357	C	C

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1507.94	100.53	6.728	F	F
A259 Eastbound	4408.33	293.89	16.574	F	F
A283 Old Shoreham Rd	55.47	3.70	0.362	C	C

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	2469.71	164.65	10.908	F	F
A259 Eastbound	7329.07	488.60	27.492	F	F
A283 Old Shoreham Rd	55.54	3.70	0.362	C	C

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3430.95	228.73	15.100	F	F
A259 Eastbound	10249.79	683.32	38.415	F	F
A283 Old Shoreham Rd	55.59	3.71	0.362	C	C

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	4392.02	292.80	19.296	F	F
A259 Eastbound	13170.51	878.03	49.340	F	F
A283 Old Shoreham Rd	55.63	3.71	0.362	C	C

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	5353.02	356.87	23.493	F	F
A259 Eastbound	16091.23	1072.75	60.265	F	F
A283 Old Shoreham Rd	55.67	3.71	0.362	C	C

(Default Analysis Set) - Ref Case, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Ref Case, PM	Ref Case	PM	2031 PM Reference Case SATURN Flows	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A283	Mini-roundabout	1,2,3	30.75	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.95	3.95	7.90	14.00	20.00	17.40	0.00	
A259 Eastbound	3.15	3.15	6.70	27.30	16.20	13.90	0.00	
A283 Old Shoreham Rd	3.60	3.60	8.10	19.00	20.00	19.40	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.813	1349.476
A259 Eastbound		(calculated)	(calculated)	0.664	1114.282
A283 Old Shoreham Rd		(calculated)	(calculated)	1.089	1611.978

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	998.00	100.000
A259 Eastbound	FLAT	✓	1345.00	100.000
A283 Old Shoreham Rd	FLAT	✓	1108.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A283 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.000	998.000	0.000
	2	777.000	112.000	456.000
	3	21.000	1087.000	0.000

Turning Proportions (PCU) - A259- A283 (for whole period)

		To		
		1	**2**	**3**
From	**1**	0.00	1.00	0.00
	2	0.58	0.08	0.34
	3	0.02	0.98	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A283 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	1.59	48.80	556.35	F	998.00	1497.00	25139.21	16.79	279.32	39908.78	26.66
A259 Eastbound	1.21	17.48	352.09	F	1345.00	2017.50	16095.49	7.98	178.84	19433.01	9.63
A283 Old Shoreham Rd	1.37	30.60	449.00	F	1108.00	1662.00	20284.39	12.20	225.38	27754.47	16.70

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	998.00	249.50	624.07	652.52	887.11	0.00	628.66	628.72	1.588	1.15	94.63	4.762	F
A259 Eastbound	1345.00	336.25	1102.92	1511.18	0.00	0.00	1114.28	1114.28	1.207	2.84	63.36	1.965	F
A283 Old Shoreham Rd	1108.00	277.00	810.63	373.93	728.99	0.00	817.78	809.60	1.355	1.79	76.13	3.054	F

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	998.00	249.50	628.45	658.64	887.26	0.00	628.54	628.72	1.588	94.63	187.02	13.589	F
A259 Eastbound	1345.00	336.25	1113.54	1515.71	0.00	0.00	1114.28	1114.28	1.207	63.36	121.23	5.098	F
A283 Old Shoreham Rd	1108.00	277.00	809.88	377.53	736.01	0.00	810.13	809.60	1.368	76.13	150.66	8.536	F

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	998.00	249.50	628.62	658.90	887.13	0.00	628.65	628.72	1.588	187.02	279.36	22.383	F
A259 Eastbound	1345.00	336.25	1114.01	1515.75	0.00	0.00	1114.28	1114.28	1.207	121.23	178.97	8.184	F
A283 Old Shoreham Rd	1108.00	277.00	809.71	377.69	736.32	0.00	809.79	809.60	1.368	150.66	225.23	14.039	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	998.00	249.50	628.67	658.98	887.09	0.00	628.68	628.72	1.587	279.36	371.70	31.186	F
A259 Eastbound	1345.00	336.25	1114.14	1515.75	0.00	0.00	1114.28	1114.28	1.207	178.97	236.69	11.280	F
A283 Old Shoreham Rd	1108.00	277.00	809.66	377.73	736.41	0.00	809.70	809.60	1.368	225.23	299.81	19.555	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	998.00	249.50	628.69	659.01	887.07	0.00	628.70	628.72	1.587	371.70	464.02	39.991	F
A259 Eastbound	1345.00	336.25	1114.19	1515.76	0.00	0.00	1114.28	1114.28	1.207	236.69	294.39	14.380	F
A283 Old Shoreham Rd	1108.00	277.00	809.63	377.75	736.44	0.00	809.66	809.60	1.368	299.81	374.41	25.078	F

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	998.00	249.50	628.70	659.03	887.06	0.00	628.71	628.72	1.587	464.02	556.35	48.799	F
A259 Eastbound	1345.00	336.25	1114.22	1515.76	0.00	0.00	1114.28	1114.28	1.207	294.39	352.09	17.482	F
A283 Old Shoreham Rd	1108.00	277.00	809.62	377.76	736.46	0.00	809.64	809.60	1.369	374.41	449.00	30.602	F

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	725.35	48.36	4.762	F	F
A259 Eastbound	510.06	34.00	1.965	F	F
A283 Old Shoreham Rd	594.22	39.61	3.054	F	F

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	2112.39	140.83	13.589	F	F
A259 Eastbound	1384.67	92.31	5.098	F	F
A283 Old Shoreham Rd	1700.97	113.40	8.536	F	F

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3497.85	233.19	22.383	F	F
A259 Eastbound	2251.56	150.10	8.184	F	F
A283 Old Shoreham Rd	2819.15	187.94	14.039	F	F

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	4882.94	325.53	31.186	F	F
A259 Eastbound	3117.50	207.83	11.280	F	F
A283 Old Shoreham Rd	3937.83	262.52	19.555	F	F

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	6267.89	417.86	39.991	F	F
A259 Eastbound	3983.12	265.54	14.380	F	F
A283 Old Shoreham Rd	5056.66	337.11	25.078	F	F

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	7652.79	510.19	48.799	F	F
A259 Eastbound	4848.59	323.24	17.482	F	F
A283 Old Shoreham Rd	6175.56	411.70	30.602	F	F

(Default Analysis Set) - Scenario C, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, AM	Scenario C	AM	2031 AM Scenario C SATURN Flows	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A283	Mini-roundabout	1,2,3	38.02	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.95	3.95	7.90	14.00	20.00	17.40	0.00	
A259 Eastbound	3.15	3.15	6.70	27.30	16.20	13.90	0.00	
A283 Old Shoreham Rd	3.60	3.60	8.10	19.00	20.00	19.40	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.813	1349.476
A259 Eastbound		(calculated)	(calculated)	0.664	1114.282
A283 Old Shoreham Rd		(calculated)	(calculated)	1.089	1611.978

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	1107.00	100.000
A259 Eastbound	FLAT	✓	1825.00	100.000
A283 Old Shoreham Rd	FLAT	✓	727.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A283 (for whole period)

	To			
From		**1**	**2**	**3**
	1	0.000	967.000	140.000
	2	1156.000	0.000	669.000
	3	138.000	589.000	0.000

Turning Proportions (PCU) - A259- A283 (for whole period)

	To			
From		**1**	**2**	**3**
	1	0.00	0.87	0.13
	2	0.63	0.00	0.37
	3	0.19	0.81	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A283 (for whole period)

	To			
From		**1**	**2**	**3**
	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A283 (for whole period)

	To			
From		**1**	**2**	**3**
	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	1.27	22.78	358.85	F	1107.00	1660.50	16346.90	9.84	181.63	20782.75	12.52
A259 Eastbound	1.75	62.28	1177.48	F	1825.00	2737.50	53062.90	19.38	589.59	93013.40	33.98
A283 Old Shoreham Rd	0.81	0.36	4.34	C	727.00	1090.50	389.91	0.36	4.33	390.54	0.36

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1107.00	276.75	861.92	795.59	589.00	0.00	870.89	765.30	1.271	2.24	63.51	2.466	F
A259 Eastbound	1825.00	456.25	1038.15	1341.92	109.01	0.00	1041.88	1050.00	1.752	0.93	197.65	5.825	F
A283 Old Shoreham Rd	727.00	181.75	727.00	489.56	657.59	0.00	895.57	887.39	0.812	4.33	4.33	0.356	C

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1107.00	276.75	870.43	797.48	588.99	0.00	870.90	765.30	1.271	63.51	122.65	6.557	F
A259 Eastbound	1825.00	456.25	1041.14	1349.34	110.08	0.00	1041.17	1050.00	1.753	197.65	393.61	17.119	F
A283 Old Shoreham Rd	727.00	181.75	726.99	491.74	659.48	0.00	893.50	887.39	0.814	4.33	4.33	0.360	C

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1107.00	276.75	870.72	797.48	588.99	0.00	870.90	765.30	1.271	122.65	181.72	10.601	F
A259 Eastbound	1825.00	456.25	1041.13	1349.60	110.12	0.00	1041.14	1050.00	1.753	393.61	589.58	28.403	F
A283 Old Shoreham Rd	727.00	181.75	726.99	491.77	659.48	0.00	893.51	887.39	0.814	4.33	4.33	0.360	C

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1107.00	276.75	870.81	797.48	588.99	0.00	870.90	765.30	1.271	181.72	240.77	14.657	F
A259 Eastbound	1825.00	456.25	1041.13	1349.67	110.13	0.00	1041.14	1050.00	1.753	589.58	785.55	39.692	F
A283 Old Shoreham Rd	727.00	181.75	726.99	491.78	659.48	0.00	893.51	887.39	0.814	4.33	4.33	0.360	C

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1107.00	276.75	870.84	797.48	588.99	0.00	870.89	765.30	1.271	240.77	299.81	18.718	F
A259 Eastbound	1825.00	456.25	1041.13	1349.70	110.13	0.00	1041.13	1050.00	1.753	785.55	981.51	50.983	F
A283 Old Shoreham Rd	727.00	181.75	726.99	491.79	659.48	0.00	893.51	887.39	0.814	4.33	4.34	0.360	C

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1107.00	276.75	870.86	797.48	589.00	0.00	870.89	765.30	1.271	299.81	358.85	22.780	F
A259 Eastbound	1825.00	456.25	1041.13	1349.72	110.14	0.00	1041.13	1050.00	1.753	981.51	1177.48	62.275	F
A283 Old Shoreham Rd	727.00	181.75	726.99	491.79	659.48	0.00	893.51	887.39	0.814	4.34	4.34	0.360	C

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	504.50	33.63	2.466	F	F
A259 Eastbound	1495.66	99.71	5.825	F	F
A283 Old Shoreham Rd	64.92	4.33	0.356	C	C

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1396.43	93.10	6.557	F	F
A259 Eastbound	4434.46	295.63	17.119	F	F
A283 Old Shoreham Rd	64.94	4.33	0.360	C	C

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	2282.88	152.19	10.601	F	F
A259 Eastbound	7373.94	491.60	28.403	F	F
A283 Old Shoreham Rd	64.97	4.33	0.360	C	C

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3168.74	211.25	14.657	F	F
A259 Eastbound	10313.44	687.56	39.692	F	F
A283 Old Shoreham Rd	65.00	4.33	0.360	C	C

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	4054.39	270.29	18.718	F	F
A259 Eastbound	13252.94	883.53	50.983	F	F
A283 Old Shoreham Rd	65.03	4.34	0.360	C	C

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	4939.96	329.33	22.780	F	F
A259 Eastbound	16192.45	1079.50	62.275	F	F
A283 Old Shoreham Rd	65.05	4.34	0.360	C	C

(Default Analysis Set) - Scenario C, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, PM	Scenario C	PM	2031 PM Scenario C SATURN Flows	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A283	Mini-roundabout	1,2,3	39.22	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.95	3.95	7.90	14.00	20.00	17.40	0.00	
A259 Eastbound	3.15	3.15	6.70	27.30	16.20	13.90	0.00	
A283 Old Shoreham Rd	3.60	3.60	8.10	19.00	20.00	19.40	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.813	1349.476
A259 Eastbound		(calculated)	(calculated)	0.664	1114.282
A283 Old Shoreham Rd		(calculated)	(calculated)	1.089	1611.978

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	1109.00	100.000
A259 Eastbound	FLAT	✓	1406.00	100.000
A283 Old Shoreham Rd	FLAT	✓	1175.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A283 (for whole period)

	To			
From		**1**	**2**	**3**
	1	0.000	1109.000	0.000
	2	788.000	114.000	504.000
	3	27.000	1148.000	0.000

Turning Proportions (PCU) - A259- A283 (for whole period)

	To			
From		**1**	**2**	**3**
	1	0.00	1.00	0.00
	2	0.56	0.08	0.36
	3	0.02	0.98	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A283 (for whole period)

	To			
From		**1**	**2**	**3**
	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A283 (for whole period)

	To			
From		**1**	**2**	**3**
	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	1.80	66.63	743.22	F	1109.00	1663.50	33517.96	20.15	372.42	60479.42	36.36
A259 Eastbound	1.26	21.93	442.45	F	1406.00	2109.00	20118.35	9.54	223.54	25388.90	12.04
A283 Old Shoreham Rd	1.41	34.04	514.27	F	1175.00	1762.50	23223.02	13.18	258.03	32745.57	18.58

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1109.00	277.25	611.68	638.39	903.71	0.00	615.17	614.63	1.803	0.87	125.21	6.322	F
A259 Eastbound	1406.00	351.50	1104.90	1515.39	0.00	0.00	1114.28	1114.28	1.262	2.35	77.62	2.318	F
A283 Old Shoreham Rd	1175.00	293.75	833.27	396.07	708.83	0.00	839.74	833.18	1.399	1.62	87.05	3.349	F

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1109.00	277.25	614.52	643.42	904.46	0.00	614.57	614.63	1.805	125.21	248.82	18.394	F
A259 Eastbound	1406.00	351.50	1113.86	1518.98	0.00	0.00	1114.28	1114.28	1.262	77.62	150.66	6.261	F
A283 Old Shoreham Rd	1175.00	293.75	833.30	399.28	714.58	0.00	833.48	833.18	1.410	87.05	172.48	9.469	F

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1109.00	277.25	614.59	643.57	904.41	0.00	614.60	614.63	1.804	248.82	372.43	30.446	F
A259 Eastbound	1406.00	351.50	1114.13	1519.00	0.00	0.00	1114.28	1114.28	1.262	150.66	223.62	10.169	F
A283 Old Shoreham Rd	1175.00	293.75	833.23	399.38	714.76	0.00	833.29	833.18	1.410	172.48	257.92	15.602	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1109.00	277.25	614.61	643.61	904.40	0.00	614.62	614.63	1.804	372.43	496.03	42.505	F
A259 Eastbound	1406.00	351.50	1114.20	1519.01	0.00	0.00	1114.28	1114.28	1.262	223.62	296.57	14.087	F
A283 Old Shoreham Rd	1175.00	293.75	833.20	399.40	714.80	0.00	833.24	833.18	1.410	257.92	343.37	21.745	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1109.00	277.25	614.62	643.62	904.39	0.00	614.62	614.63	1.804	496.03	619.62	54.566	F
A259 Eastbound	1406.00	351.50	1114.23	1519.01	0.00	0.00	1114.28	1114.28	1.262	296.57	369.51	18.009	F
A283 Old Shoreham Rd	1175.00	293.75	833.20	399.41	714.82	0.00	833.22	833.18	1.410	343.37	428.82	27.894	F

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1109.00	277.25	614.62	643.63	904.39	0.00	614.62	614.63	1.804	619.62	743.22	66.629	F
A259 Eastbound	1406.00	351.50	1114.25	1519.01	0.00	0.00	1114.28	1114.28	1.262	369.51	442.45	21.933	F
A283 Old Shoreham Rd	1175.00	293.75	833.19	399.42	714.83	0.00	833.20	833.18	1.410	428.82	514.27	34.044	F

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	951.28	63.42	6.322	F	F
A259 Eastbound	612.12	40.81	2.318	F	F
A283 Old Shoreham Rd	674.33	44.96	3.349	F	F

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	2805.25	187.02	18.394	F	F
A259 Eastbound	1712.24	114.15	6.261	F	F
A283 Old Shoreham Rd	1946.50	129.77	9.469	F	F

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	4659.40	310.63	30.446	F	F
A259 Eastbound	2807.13	187.14	10.169	F	F
A283 Old Shoreham Rd	3227.97	215.20	15.602	F	F

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	6513.40	434.23	42.505	F	F
A259 Eastbound	3901.48	260.10	14.087	F	F
A283 Old Shoreham Rd	4509.65	300.64	21.745	F	F

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	8367.35	557.82	54.566	F	F
A259 Eastbound	4995.65	333.04	18.009	F	F
A283 Old Shoreham Rd	5791.40	386.09	27.894	F	F

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	10221.29	681.42	66.629	F	F
A259 Eastbound	6089.74	405.98	21.933	F	F
A283 Old Shoreham Rd	7073.17	471.54	34.044	F	F

(Default Analysis Set) - Scenario C with Mitigation, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
Scenario C with Mitigation, AM	Scenario C with Mitigation	AM	2031 AM Scenario C with Mitigation SATURN Flows	FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A283	Mini-roundabout	1,2,3	36.06	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.95	3.95	7.90	14.00	20.00	17.40	0.00	
A259 Eastbound	3.15	3.15	6.70	27.30	16.20	13.90	0.00	
A283 Old Shoreham Rd	3.60	3.60	8.10	19.00	20.00	19.40	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.813	1349.476
A259 Eastbound		(calculated)	(calculated)	0.664	1114.282
A283 Old Shoreham Rd		(calculated)	(calculated)	1.089	1611.978

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	1086.00	100.000
A259 Eastbound	FLAT	✓	1803.00	100.000
A283 Old Shoreham Rd	FLAT	✓	683.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.000	954.000	132.000
	2	1142.000	0.000	661.000
	3	123.000	560.000	0.000

Turning Proportions (PCU) - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.00	0.88	0.12
	2	0.63	0.00	0.37
	3	0.18	0.82	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A283 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	1.21	18.15	293.10	F	1086.00	1629.00	13429.39	8.24	149.22	16310.64	10.01
A259 Eastbound	1.73	60.40	1143.07	F	1803.00	2704.50	51515.68	19.05	572.40	89131.38	32.96
A283 Old Shoreham Rd	0.76	0.29	3.24	C	683.00	1024.50	291.12	0.28	3.23	291.47	0.28

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1086.00	271.50	883.61	781.16	560.00	0.00	894.45	759.62	1.214	2.71	53.31	2.095	F
A259 Eastbound	1803.00	450.75	1039.11	1336.21	107.40	0.00	1042.95	1052.96	1.729	0.96	191.93	5.657	F
A283 Old Shoreham Rd	683.00	170.75	683.00	488.35	658.16	0.00	894.95	885.39	0.763	3.23	3.23	0.283	C

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1086.00	271.50	893.65	783.06	559.99	0.00	894.46	759.62	1.214	53.31	101.39	5.343	F
A259 Eastbound	1803.00	450.75	1042.11	1345.03	108.62	0.00	1042.14	1052.96	1.730	191.93	382.16	16.610	F
A283 Old Shoreham Rd	683.00	170.75	682.99	490.67	660.06	0.00	892.88	885.39	0.765	3.23	3.23	0.286	C

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1086.00	271.50	894.15	783.05	559.99	0.00	894.46	759.62	1.214	101.39	149.36	8.534	F
A259 Eastbound	1803.00	450.75	1042.09	1345.47	108.68	0.00	1042.10	1052.96	1.730	382.16	572.38	27.553	F
A283 Old Shoreham Rd	683.00	170.75	682.99	490.72	660.05	0.00	892.89	885.39	0.765	3.23	3.23	0.286	C

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1086.00	271.50	894.30	783.04	560.00	0.00	894.46	759.62	1.214	149.36	197.28	11.735	F
A259 Eastbound	1803.00	450.75	1042.08	1345.59	108.70	0.00	1042.09	1052.96	1.730	572.38	762.61	38.501	F
A283 Old Shoreham Rd	683.00	170.75	682.99	490.74	660.04	0.00	892.89	885.39	0.765	3.23	3.24	0.286	C

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1086.00	271.50	894.36	783.04	560.00	0.00	894.46	759.62	1.214	197.28	245.19	14.941	F
A259 Eastbound	1803.00	450.75	1042.08	1345.65	108.71	0.00	1042.08	1052.96	1.730	762.61	952.84	49.452	F
A283 Old Shoreham Rd	683.00	170.75	683.00	490.74	660.04	0.00	892.90	885.39	0.765	3.24	3.24	0.286	C

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1086.00	271.50	894.39	783.04	560.00	0.00	894.46	759.62	1.214	245.19	293.10	18.148	F
A259 Eastbound	1803.00	450.75	1042.08	1345.68	108.71	0.00	1042.08	1052.96	1.730	952.84	1143.07	60.403	F
A283 Old Shoreham Rd	683.00	170.75	683.00	490.75	660.04	0.00	892.90	885.39	0.765	3.24	3.24	0.286	C

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	432.55	28.84	2.095	F	F
A259 Eastbound	1453.14	96.88	5.657	F	F
A283 Old Shoreham Rd	48.47	3.23	0.283	C	B

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1160.56	77.37	5.343	F	F
A259 Eastbound	4305.68	287.05	16.610	F	F
A283 Old Shoreham Rd	48.49	3.23	0.286	C	B

Queueing Delay results: (08:15-08:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1880.70	125.38	8.534	F	F
A259 Eastbound	7159.05	477.27	27.553	F	F
A283 Old Shoreham Rd	48.51	3.23	0.286	C	B

Queueing Delay results: (08:30-08:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	2599.82	173.32	11.735	F	F
A259 Eastbound	10012.48	667.50	38.501	F	F
A283 Old Shoreham Rd	48.53	3.24	0.286	C	B

Queueing Delay results: (08:45-09:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3318.58	221.24	14.941	F	F
A259 Eastbound	12865.93	857.73	49.452	F	F
A283 Old Shoreham Rd	48.55	3.24	0.286	C	B

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	4037.18	269.15	18.148	F	F
A259 Eastbound	15719.39	1047.96	60.403	F	F
A283 Old Shoreham Rd	48.57	3.24	0.286	C	B

(Default Analysis Set) - Scenario C with Mitigation, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
Scenario C with Mitigation, PM	Scenario C with Mitigation	PM	2031 PM Scenario C with Mitigation SATURN Flows	FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
A259-A283	Mini-roundabout	1,2,3	40.99	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
A259 Westbound	A259 Westbound	
A259 Eastbound	A259 Eastbound	
A283 Old Shoreham Rd	A283 Old Shoreham Rd	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A259 Westbound	0.00	1800.00	✓	
A259 Eastbound	0.00	1800.00	✓	
A283 Old Shoreham Rd	0.00	1800.00	✓	

Mini Roundabout Geometry

Name	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
A259 Westbound	3.95	3.95	7.90	14.00	20.00	17.40	0.00	
A259 Eastbound	3.15	3.15	6.70	27.30	16.20	13.90	0.00	
A283 Old Shoreham Rd	3.60	3.60	8.10	19.00	20.00	19.40	0.00	

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

Pedestrian Crossings

Name	Crossing Type
A259 Westbound	None
A259 Eastbound	None
A283 Old Shoreham Rd	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A259 Westbound		(calculated)	(calculated)	0.813	1349.476
A259 Eastbound		(calculated)	(calculated)	0.664	1114.282
A283 Old Shoreham Rd		(calculated)	(calculated)	1.089	1611.978

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A259 Westbound	FLAT	✓	1361.00	100.000
A259 Eastbound	FLAT	✓	1365.00	100.000
A283 Old Shoreham Rd	FLAT	✓	903.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.000	1339.000	22.000
	2	685.000	91.000	589.000
	3	119.000	784.000	0.000

Turning Proportions (PCU) - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.00	0.98	0.02
	2	0.50	0.07	0.43
	3	0.13	0.87	0.00

Vehicle Mix

Average PCU Per Vehicle - A259- A283 (for whole period)

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - A259- A283 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A259 Westbound	2.08	88.59	1055.11	F	1361.00	2041.50	47444.49	23.24	527.16	98385.66	48.19
A259 Eastbound	1.23	19.58	392.09	F	1365.00	2047.50	17873.58	8.73	198.60	22038.83	10.76
A283 Old Shoreham Rd	0.97	1.63	23.62	F	903.00	1354.50	1692.33	1.25	18.80	1710.39	1.26

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1361.00	340.25	660.30	667.56	844.77	0.00	663.07	636.17	2.053	0.69	175.87	8.146	F
A259 Eastbound	1365.00	341.25	1096.86	1494.40	10.67	0.00	1107.19	1107.45	1.233	2.58	69.62	2.131	F
A283 Old Shoreham Rd	903.00	225.75	888.77	483.97	623.56	0.00	932.64	926.08	0.968	10.97	14.52	1.010	F

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1361.00	340.25	660.66	672.81	847.71	0.00	660.68	636.17	2.060	175.87	350.95	24.041	F
A259 Eastbound	1365.00	341.25	1106.63	1497.69	10.68	0.00	1107.19	1107.45	1.233	69.62	134.21	5.645	F
A283 Old Shoreham Rd	903.00	225.75	891.40	488.19	629.12	0.00	926.59	926.08	0.975	14.52	17.42	1.214	F

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1361.00	340.25	658.42	673.42	850.49	0.00	658.42	636.17	2.067	350.95	526.60	40.092	F
A259 Eastbound	1365.00	341.25	1107.01	1498.26	10.64	0.00	1107.21	1107.45	1.233	134.21	198.71	9.118	F
A283 Old Shoreham Rd	903.00	225.75	894.58	488.32	629.33	0.00	926.35	926.08	0.975	17.42	19.53	1.361	F

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1361.00	340.25	657.10	673.72	852.11	0.00	657.10	636.17	2.071	526.60	702.57	56.301	F
A259 Eastbound	1365.00	341.25	1107.12	1498.59	10.62	0.00	1107.23	1107.45	1.233	198.71	263.18	12.600	F
A283 Old Shoreham Rd	903.00	225.75	896.44	488.35	629.40	0.00	926.28	926.08	0.975	19.53	21.17	1.471	F

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1361.00	340.25	656.23	673.91	853.18	0.00	656.23	636.17	2.074	702.57	878.77	72.447	F
A259 Eastbound	1365.00	341.25	1107.17	1498.80	10.61	0.00	1107.24	1107.45	1.233	263.18	327.64	16.087	F
A283 Old Shoreham Rd	903.00	225.75	897.67	488.35	629.42	0.00	926.25	926.08	0.975	21.17	22.50	1.559	F

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
A259 Westbound	1361.00	340.25	655.61	674.04	853.94	0.00	655.62	636.17	2.076	878.77	1055.11	88.591	F
A259 Eastbound	1365.00	341.25	1107.20	1498.96	10.60	0.00	1107.24	1107.45	1.233	327.64	392.09	19.575	F
A283 Old Shoreham Rd	903.00	225.75	898.54	488.36	629.44	0.00	926.23	926.08	0.975	22.50	23.62	1.632	F

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	1328.87	88.59	8.146	F	F
A259 Eastbound	554.47	36.96	2.131	F	F
A283 Old Shoreham Rd	193.81	12.92	1.010	F	E

Queueing Delay results: (17:00-17:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	3951.13	263.41	24.041	F	F
A259 Eastbound	1528.93	101.93	5.645	F	F
A283 Old Shoreham Rd	240.99	16.07	1.214	F	E

Queueing Delay results: (17:15-17:30)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	6581.61	438.77	40.092	F	F
A259 Eastbound	2496.95	166.46	9.118	F	F
A283 Old Shoreham Rd	277.87	18.52	1.361	F	F

Queueing Delay results: (17:30-17:45)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	9218.77	614.58	56.301	F	F
A259 Eastbound	3464.18	230.95	12.600	F	F
A283 Old Shoreham Rd	305.69	20.38	1.471	F	F

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	11860.03	790.67	72.447	F	F
A259 Eastbound	4431.12	295.41	16.087	F	F
A283 Old Shoreham Rd	327.84	21.86	1.559	F	F

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A259 Westbound	14504.07	966.94	88.591	F	F
A259 Eastbound	5397.93	359.86	19.575	F	F
A283 Old Shoreham Rd	346.12	23.07	1.632	F	F

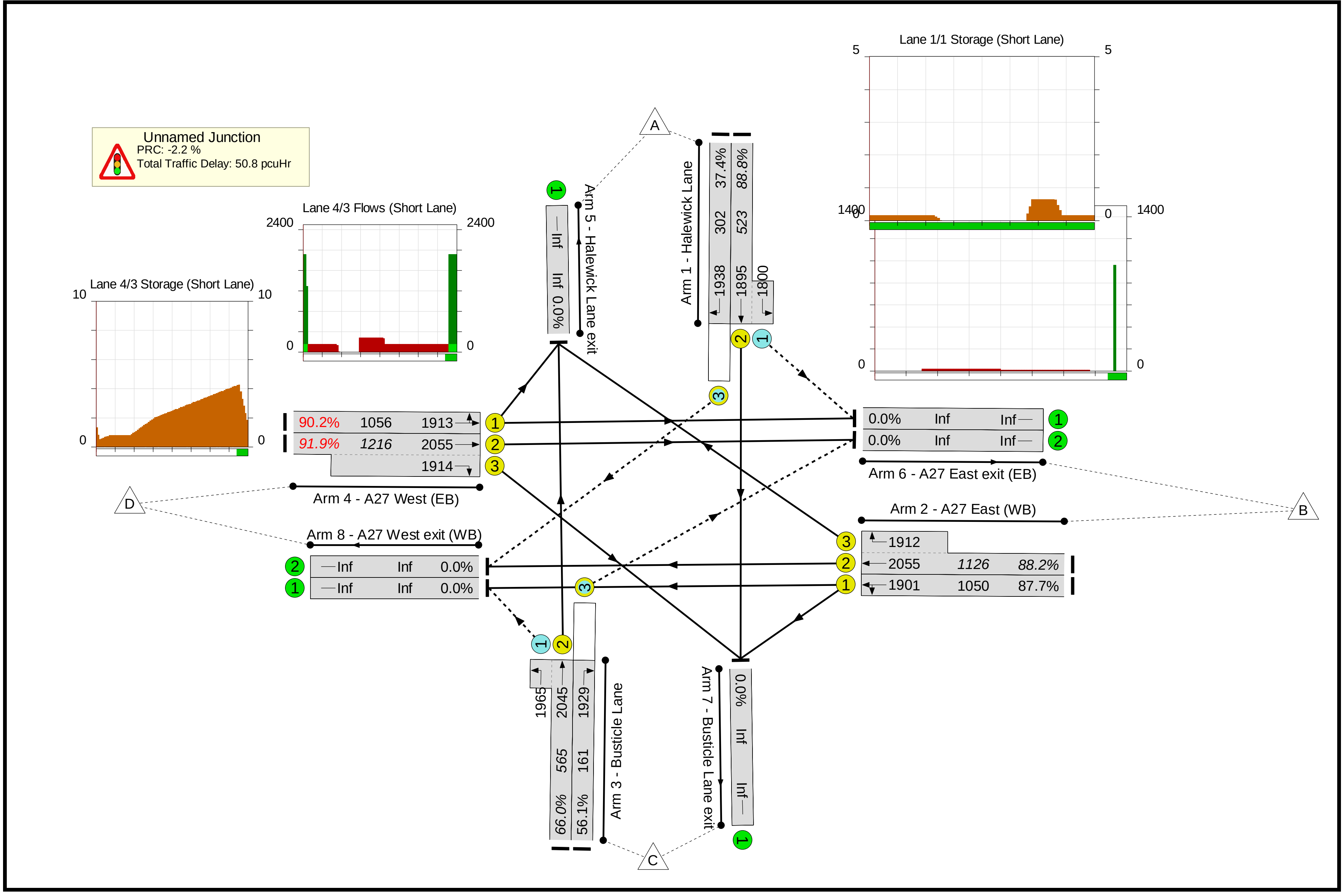
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	A27 - Busticle Lane.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: 'AM Ref case' (FG1: 'AM Ref Case', Plan 1: 'Network Control Plan 1')

Network Layout Diagram


Unnamed Junction
PRC: -2.2 %
Total Traffic Delay: 50.8 pcuHr
Lane 4/3 Storage (Short Lane)
10
0
Lane 4/3 Flows (Short Lane)
2400
0
Lane 1/1 Storage (Short Lane)
5
1400
0
A
B
C
D
Arm 1 - Halewick Lane
37.4%
88.8%
302
523
1938
1895
1800
Arm 5 - Halewick Lane exit
Inf
Inf
0.0%
Arm 4 - A27 West (EB)
90.2%
1056
1913
91.9%
1216
2055
1914
Arm 8 - A27 West exit (WB)
Inf
Inf
0.0%
Inf
Inf
0.0%
Arm 6 - A27 East exit (EB)
0.0%
Inf
Inf
0.0%
Inf
Inf
Arm 2 - A27 East (WB)
1912
2055
1126
88.2%
1901
1050
87.7%
Arm 3 - Busticle Lane
1965
2045
1929
565
161
66.0%
56.1%
Arm 7 - Busticle Lane exit
0.0%
Inf
Inf
1
2
3

Basic Results Summary

Network Results

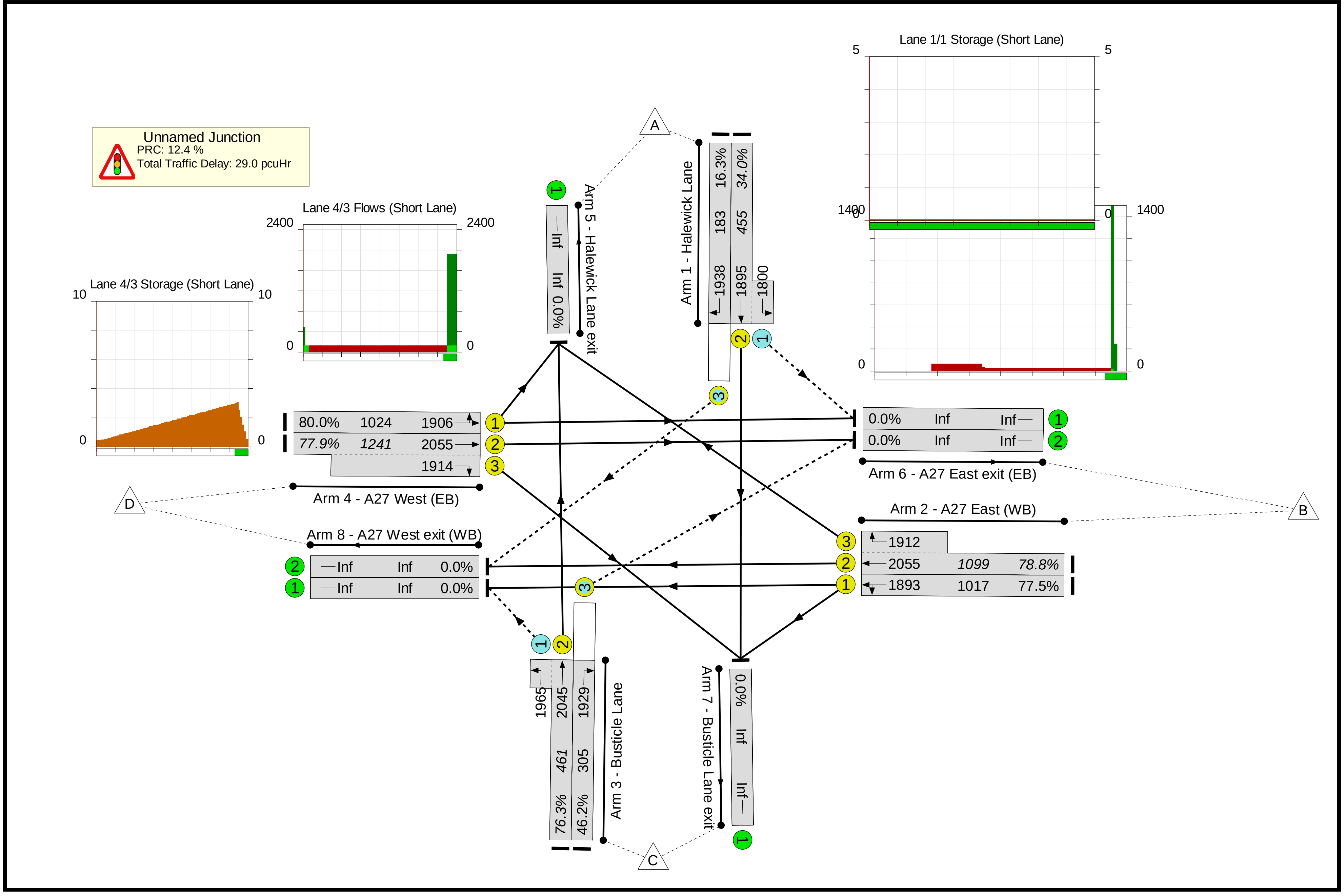
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**91.9%**
Unnamed Junction	**-**	**-**	**-**	**-**	**91.9%**
1/2+1/1	Halewick Lane Left Ahead	465	13.1	51.4	88.8%
1/3	Halewick Lane Right	113	2.7	44.7	37.4%
2/1	A27 East (WB) Left Ahead	920	24.6	31.9	87.7%
2/2+2/3	A27 East (WB) Right Ahead	993	26.4	32.1	88.2%
3/2+3/1	Busticle Lane Ahead Left	373	7.2	27.1	66.0%
3/3	Busticle Lane Right	90	2.5	65.7	56.1%
4/1	A27 West (EB) Left Ahead	953	26.8	35.3	90.2%
4/2+4/3	A27 West (EB) Ahead Right	1118	29.2	38.5	91.9%

C1 PRC for Signalled Lanes (%): -2.2 Total Delay for Signalled Lanes (pcuHr): 50.80 Cycle Time (s): 96
PRC Over All Lanes (%): -2.2 Total Delay Over All Lanes(pcuHr): 50.80

Basic Results Summary

Scenario 2: 'PM Ref case' (FG2: 'PM Ref case', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Unnamed Junction
PRC: 12.4 %
Total Traffic Delay: 29.0 pcuHr
Lane 4/3 Flows (Short Lane)
2400
2400
0
0
Lane 4/3 Storage (Short Lane)
10
10
0
0
Lane 1/1 Storage (Short Lane)
5
5
1400
1400
0
0
0
0
A
B
C
D
Arm 1 - Halewick Lane
16.3%
34.0%
183
455
1938
1895
1800
Arm 5 - Halewick Lane exit
Inf
Inf
0.0%
Arm 4 - A27 West (EB)
80.0%
1024
1906
77.9%
1241
2055
1914
Arm 6 - A27 East exit (EB)
0.0%
Inf
Inf
0.0%
Inf
Inf
Arm 2 - A27 East (WB)
1912
2055
1099
78.8%
1893
1017
77.5%
Arm 8 - A27 West exit (WB)
Inf
Inf
0.0%
Inf
Inf
0.0%
Arm 3 - Busticle Lane
1965
2045
1929
461
305
76.3%
46.2%
Arm 7 - Busticle Lane exit
0.0%
Inf
Inf
1
2
3

Basic Results Summary

Network Results

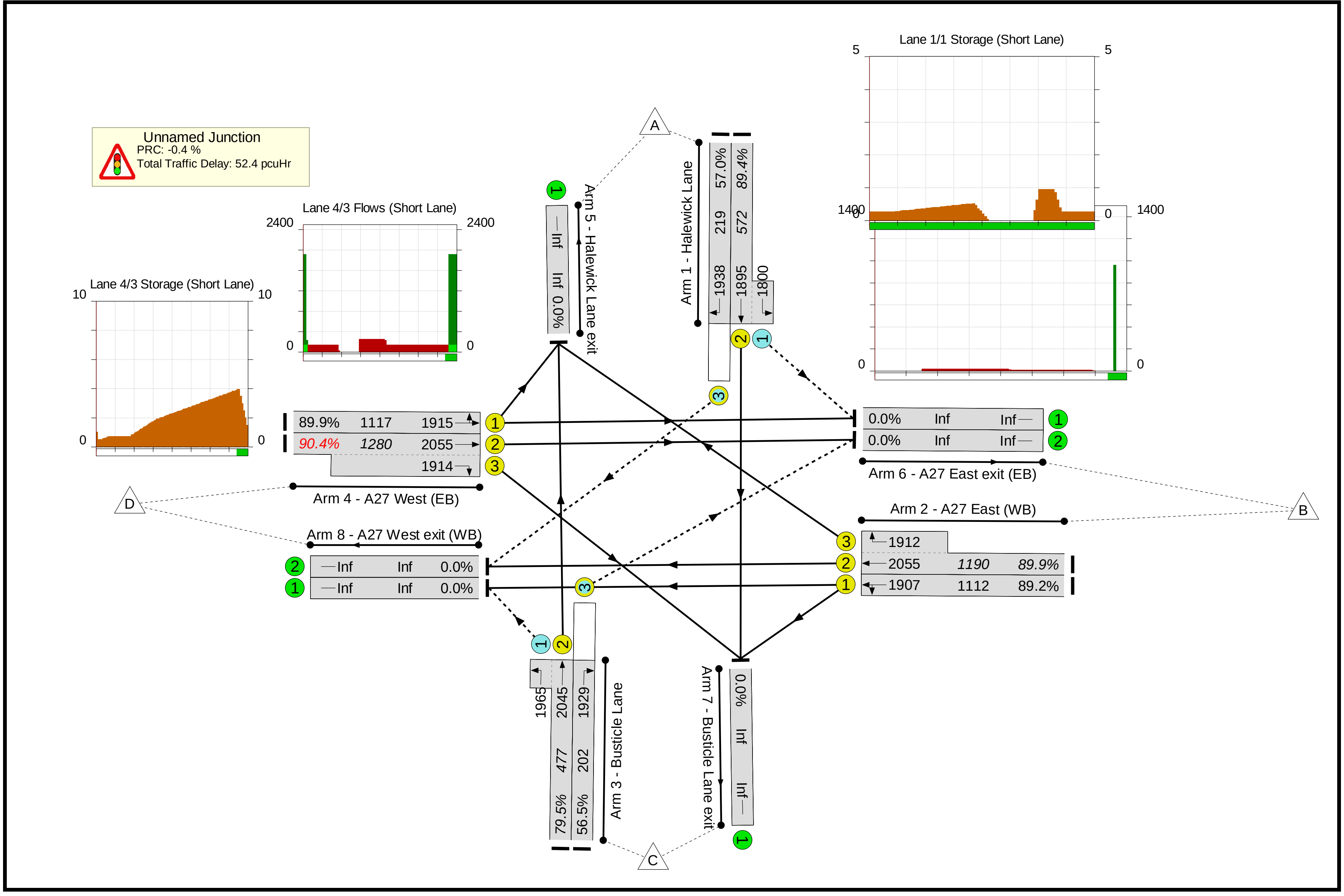
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**80.0%**
Unnamed Junction	**-**	**-**	**-**	**-**	**80.0%**
1/2+1/1	Halewick Lane Left Ahead	155	2.2	23.8	34.0%
1/3	Halewick Lane Right	30	0.6	44.5	16.3%
2/1	A27 East (WB) Left Ahead	789	15.5	22.4	77.5%
2/2+2/3	A27 East (WB) Right Ahead	866	17.0	23.2	78.8%
3/2+3/1	Busticle Lane Ahead Left	352	7.9	39.0	76.3%
3/3	Busticle Lane Right	141	3.1	40.5	46.2%
4/1	A27 West (EB) Left Ahead	820	16.5	23.7	80.0%
4/2+4/3	A27 West (EB) Ahead Right	967	16.2	23.6	77.9%

C1 PRC for Signalled Lanes (%): 12.4 Total Delay for Signalled Lanes (pcuHr): 29.03 Cycle Time (s): 80
PRC Over All Lanes (%): 12.4 Total Delay Over All Lanes(pcuHr): 29.03

Basic Results Summary

Scenario 3: 'C AM' (FG3: 'C AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram


Unnamed Junction
PRC: -0.4 %
Total Traffic Delay: 52.4 pcuHr
Lane 4/3 Storage (Short Lane)
10
0
Lane 4/3 Flows (Short Lane)
2400
0
Lane 1/1 Storage (Short Lane)
5
1400
0
A
B
C
D
Arm 1 - Halewick Lane
57.0%
89.4%
219
572
1938
1895
1800
Arm 5 - Halewick Lane exit
Inf
Inf
0.0%
Arm 4 - A27 West (EB)
89.9%
1117
1915
90.4%
1280
2055
1914
Arm 8 - A27 West exit (WB)
Inf
Inf
0.0%
Arm 6 - A27 East exit (EB)
0.0%
Inf
Inf
Arm 2 - A27 East (WB)
1912
2055
1190
89.9%
1907
1112
89.2%
Arm 3 - Busticle Lane
1965
2045
1929
477
202
79.5%
56.5%
Arm 7 - Busticle Lane exit
0.0%
Inf
Inf
1
2
3

Basic Results Summary

Network Results

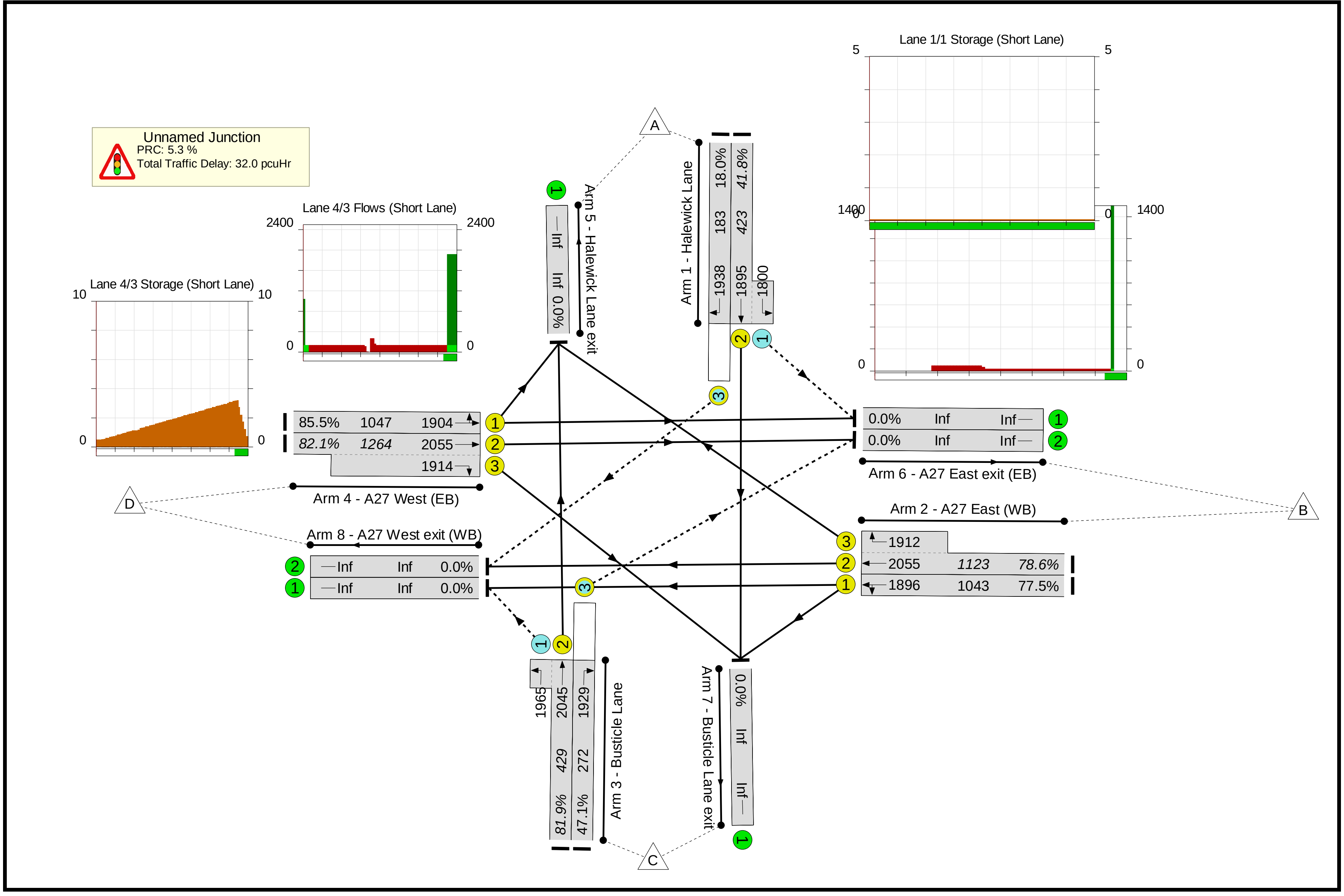
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	-	-	-	-	**90.4%**
Unnamed Junction	-	-	-	-	**90.4%**
1/2+1/1	Halewick Lane Left Ahead	511	11.7	42.4	89.4%
1/3	Halewick Lane Right	125	3.5	60.2	57.0%
2/1	A27 East (WB) Left Ahead	992	26.7	31.4	89.2%
2/2+2/3	A27 East (WB) Right Ahead	1069	29.0	31.9	89.9%
3/2+3/1	Busticle Lane Ahead Left	379	9.7	42.0	79.5%
3/3	Busticle Lane Right	114	3.2	59.6	56.5%
4/1	A27 West (EB) Left Ahead	1004	27.6	32.4	89.9%
4/2+4/3	A27 West (EB) Ahead Right	1157	28.7	33.6	90.4%

C1
PRC for Signalled Lanes (%): -0.4
PRC Over All Lanes (%): -0.4
Total Delay for Signalled Lanes (pcuHr): 52.39
Total Delay Over All Lanes(pcuHr): 52.39
Cycle Time (s): 96

Basic Results Summary

Scenario 4: 'C PM' (FG4: 'C PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram


Unnamed Junction
PRC: 5.3 %
Total Traffic Delay: 32.0 pcuHr
Lane 4/3 Flows (Short Lane)
2400
2400
0
0
Lane 4/3 Storage (Short Lane)
10
10
0
0
Lane 1/1 Storage (Short Lane)
5
5
1400
1400
0
0
0
0
A
B
C
D
Arm 1 - Halewick Lane
18.0%
41.8%
183
423
1938
1895
1800
Arm 5 - Halewick Lane exit
Inf
Inf
0.0%
Arm 4 - A27 West (EB)
85.5% 1047 1904
82.1% 1264 2055
1914
Arm 6 - A27 East exit (EB)
0.0% Inf Inf
0.0% Inf Inf
Arm 2 - A27 East (WB)
1912
2055 1123 78.6%
1896 1043 77.5%
Arm 8 - A27 West exit (WB)
Inf Inf 0.0%
Inf Inf 0.0%
Arm 3 - Busticle Lane
1965
2045
1929
429
272
81.9%
47.1%
Arm 7 - Busticle Lane exit
0.0%
Inf
Inf
1
2
3

Basic Results Summary

Network Results

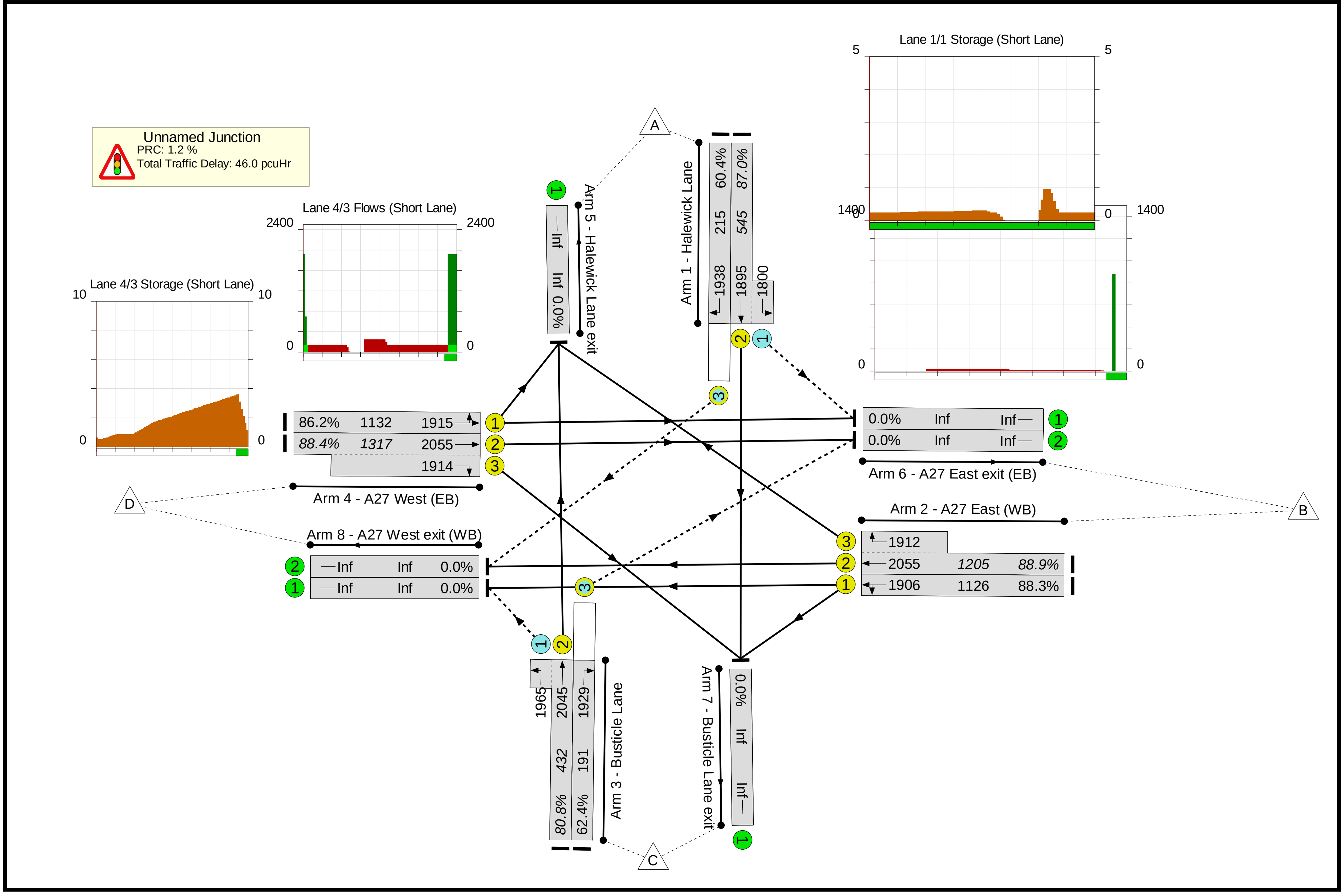
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**85.5%**
Unnamed Junction	**-**	**-**	**-**	**-**	**85.5%**
1/2+1/1	Halewick Lane Left Ahead	177	2.7	26.8	41.8%
1/3	Halewick Lane Right	33	0.7	46.3	18.0%
2/1	A27 East (WB) Left Ahead	808	15.6	21.7	77.5%
2/2+2/3	A27 East (WB) Right Ahead	883	17.1	22.3	78.6%
3/2+3/1	Busticle Lane Ahead Left	351	8.8	46.9	81.9%
3/3	Busticle Lane Right	128	2.9	43.4	47.1%
4/1	A27 West (EB) Left Ahead	895	19.5	26.7	85.5%
4/2+4/3	A27 West (EB) Ahead Right	1038	18.7	24.9	82.1%

C1 PRC for Signalled Lanes (%): 5.3 Total Delay for Signalled Lanes (pcuHr): 32.01 Cycle Time (s): 80
PRC Over All Lanes (%): 5.3 Total Delay Over All Lanes(pcuHr): 32.01

Basic Results Summary

Scenario 5: 'C wMit AM' (FG5: 'C wMit AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



Unnamed Junction
PRC: 1.2 %
Total Traffic Delay: 46.0 pcuHr
Lane 4/3 Flows (Short Lane)
2400
2400
0
0
Lane 4/3 Storage (Short Lane)
10
10
0
0
Lane 1/1 Storage (Short Lane)
5
5
1400
0
1400
0
0
A
B
C
D
Arm 1 - Halewick Lane
60.4%
87.0%
215
545
1938
1895
1800
Arm 5 - Halewick Lane exit
Inf
Inf
0.0%
Arm 4 - A27 West (EB)
86.2%
1132
1915
88.4%
1317
2055
1914
Arm 6 - A27 East exit (EB)
0.0%
Inf
Inf
0.0%
Inf
Inf
Arm 2 - A27 East (WB)
1912
2055
1205
88.9%
1906
1126
88.3%
Arm 8 - A27 West exit (WB)
Inf
Inf
0.0%
Inf
Inf
0.0%
Arm 3 - Busticle Lane
1965
2045
1929
432
191
80.8%
62.4%
Arm 7 - Busticle Lane exit
0.0%
Inf
Inf
1
2
3

Basic Results Summary

Network Results

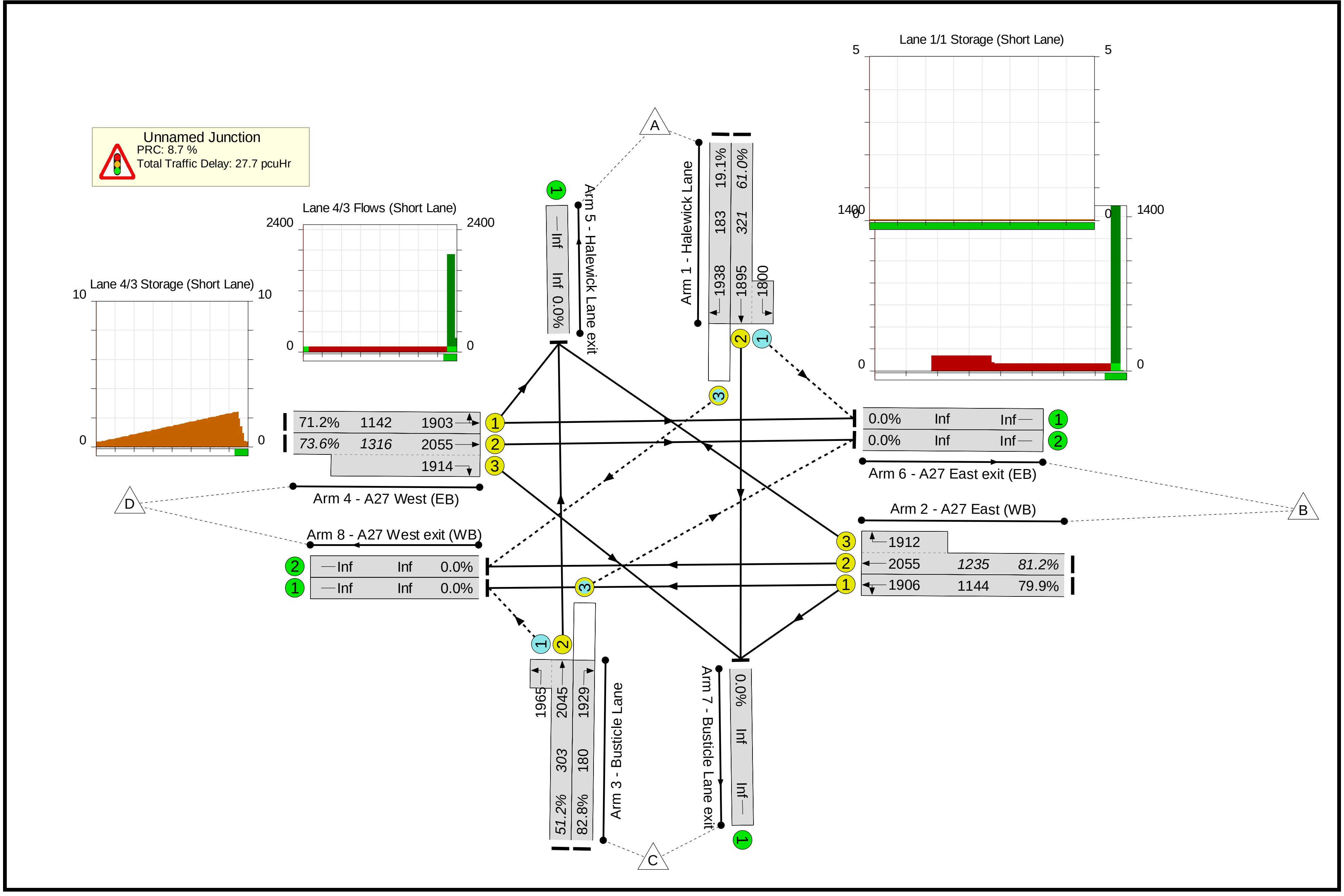
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**88.9%**
Unnamed Junction	**-**	**-**	**-**	**-**	**88.9%**
1/2+1/1	Halewick Lane Left Ahead	474	8.9	36.7	87.0%
1/3	Halewick Lane Right	130	3.5	59.9	60.4%
2/1	A27 East (WB) Left Ahead	995	24.3	28.4	88.3%
2/2+2/3	A27 East (WB) Right Ahead	1071	26.3	28.7	88.9%
3/2+3/1	Busticle Lane Ahead Left	349	8.3	42.2	80.8%
3/3	Busticle Lane Right	119	3.3	62.7	62.4%
4/1	A27 West (EB) Left Ahead	975	22.8	26.1	86.2%
4/2+4/3	A27 West (EB) Ahead Right	1165	25.8	29.0	88.4%

C1 PRC for Signalled Lanes (%): 1.2 Total Delay for Signalled Lanes (pcuHr): 46.00 Cycle Time (s): 88
PRC Over All Lanes (%): 1.2 Total Delay Over All Lanes(pcuHr): 46.00

Basic Results Summary

Scenario 6: 'C wMit PM' (FG6: 'C wMit PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram


Unnamed Junction
PRC: 8.7 %
Total Traffic Delay: 27.7 pcuHr
Lane 4/3 Flows (Short Lane)
2400
2400
0
0
Lane 4/3 Storage (Short Lane)
10
10
0
0
Lane 1/1 Storage (Short Lane)
5
5
1400
1400
0
0
0
0
A
B
C
D
Arm 1 - Halewick Lane
19.1%
61.0%
183
321
1938
1895
1800
Arm 5 - Halewick Lane exit
Inf
Inf
0.0%
Arm 4 - A27 West (EB)
71.2% 1142 1903
73.6% 1316 2055
1914
Arm 6 - A27 East exit (EB)
0.0% Inf Inf
0.0% Inf Inf
Arm 2 - A27 East (WB)
1912
2055 1235 81.2%
1906 1144 79.9%
Arm 8 - A27 West exit (WB)
Inf Inf 0.0%
Inf Inf 0.0%
Arm 3 - Busticle Lane
1965
2045
1929
303
180
51.2%
82.8%
Arm 7 - Busticle Lane exit
0.0%
Inf
Inf
1
2
3

Basic Results Summary

Network Results

Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**82.8%**
Unnamed Junction	**-**	**-**	**-**	**-**	**82.8%**
1/2+1/1	Halewick Lane Left Ahead	196	3.7	37.5	61.0%
1/3	Halewick Lane Right	35	0.8	45.0	19.1%
2/1	A27 East (WB) Left Ahead	914	17.4	20.0	79.9%
2/2+2/3	A27 East (WB) Right Ahead	1003	19.0	21.7	81.2%
3/2+3/1	Busticle Lane Ahead Left	155	3.5	40.8	51.2%
3/3	Busticle Lane Right	149	5.1	87.6	82.8%
4/1	A27 West (EB) Left Ahead	813	13.6	16.6	71.2%
4/2+4/3	A27 West (EB) Ahead Right	968	14.6	18.7	73.6%

C1 PRC for Signalled Lanes (%): 8.7 Total Delay for Signalled Lanes (pcuHr): 27.74 Cycle Time (s): 80
PRC Over All Lanes (%): 8.7 Total Delay Over All Lanes(pcuHr): 27.74

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

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: A27_HangletonLink_NorthRbt.arc8
Path: K:\TRANSPORT\PTG\3511677A-PTG Adur\Scenario C Correction Aug 2016\06 Junction Models\Existing Layouts\ARCADY\A27-HangletonLink
Report generation date: 27/07/2016 17:50:10

- » (Default Analysis Set) - Reference Case, AM
- » (Default Analysis Set) - Reference Case, PM
- » (Default Analysis Set) - Scenario C, AM
- » (Default Analysis Set) - Scenario C, PM
- » (Default Analysis Set) - Scenario C wMit, AM
- » (Default Analysis Set) - Scenario C wMit, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	A1 - Reference Case					
Arm 1	6.81	6.03	0.94	0.61	0.40	0.38
Arm 3	23.57	1.10	0.97	3.95	0.22	0.80
Arm 4	443.33	49.02	1.60	1.41	0.23	0.59
	A1 - Scenario C					
Arm 1	0.67	0.46	0.41	0.65	0.41	0.40
Arm 3	10.56	0.52	0.92	11.03	0.54	0.92
Arm 4	1.38	0.27	0.58	0.67	0.19	0.40
	A1 - Scenario C wMit					
Arm 1	0.61	0.44	0.38	0.59	0.37	0.37
Arm 3	9.05	0.45	0.90	8.27	0.41	0.90
Arm 4	1.46	0.27	0.60	0.67	0.18	0.40

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

"D1 - Reference Case, AM " model duration: 07:45 - 09:15
"D2 - Reference Case, PM" model duration: 16:45 - 18:15
"D3 - Scenario C, AM" model duration: 07:45 - 09:15
"D4 - Scenario C, PM" model duration: 16:45 - 18:15
"D5 - Scenario C wMit, AM" model duration: 07:45 - 09:15
"D6 - Scenario C wMit, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 27/07/2016 17:50:07

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	15/02/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\rolfem
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

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	min	-Min	perMin

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - Reference Case, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
Reference Case, AM	Reference Case	AM		FLAT	07:45	09:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link North Rbt	Roundabout	1,2,3,4				18.55	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	West Hove Golf Club	
2	A27 EB On-Slip	
3	Underpass to South Rbt	
4	A27 EB Off-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.50	5.00	3.00	10.00	30.00	30.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	3.75	5.00	5.00	200.00	30.00	35.00	
4	3.50	4.50	5.00	20.00	30.00	25.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.483	916.947
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	0.601	1382.569
4		(calculated)	(calculated)	0.575	1266.861

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	74.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	FLAT	✓	1342.00	100.000
4	FLAT	✓	799.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	74.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	40.000	1302.000	0.000	0.000
	4	94.000	325.000	380.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.00	1.00	0.00
	2	0.25	0.25	0.25	0.25
	3	0.03	0.97	0.00	0.00
	4	0.12	0.41	0.48	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.94	6.03	6.81	F	74.00	111.00	400.50	3.61	4.45	418.19	3.77
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	0.97	1.10	23.57	F	1342.00	2013.00	1641.63	0.82	18.24	1653.68	0.82
4	1.60	49.02	443.33	F	799.00	1198.50	19724.53	16.46	219.16	31565.17	26.34

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	74.00	18.50	64.80	99.49	1707.67	0.00	93.00	130.87	0.796	0.00	2.30	1.801	F
2	Exit-only	Exit-only	Exit-only	1460.62	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1342.00	335.50	1287.70	311.86	0.00	0.00	1382.57	1108.69	0.971	0.00	13.57	0.489	D
4	799.00	199.75	519.46	0.00	1287.70	0.00	526.90	455.25	1.516	0.00	69.88	4.254	F

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	74.00	18.50	68.12	98.87	1732.25	0.00	81.14	130.87	0.912	2.30	3.77	3.414	F
2	Exit-only	Exit-only	Exit-only	1492.42	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1342.00	335.50	1326.85	307.95	0.00	0.00	1382.57	1108.69	0.971	13.57	17.36	0.813	E
4	799.00	199.75	504.27	0.00	1326.85	0.00	504.40	455.25	1.584	69.88	143.57	12.924	F

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	74.00	18.50	69.98	98.66	1735.03	0.00	79.80	130.87	0.927	3.77	4.77	4.345	F
2	Exit-only	Exit-only	Exit-only	1496.75	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1342.00	335.50	1332.69	308.26	0.00	0.00	1382.57	1108.69	0.971	17.36	19.69	0.928	F
4	799.00	199.75	501.00	0.00	1332.69	0.00	501.05	455.25	1.595	143.57	218.07	21.813	F

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	74.00	18.50	70.82	98.56	1736.31	0.00	79.18	130.87	0.935	4.77	5.57	5.021	F
2	Exit-only	Exit-only	Exit-only	1498.78	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1342.00	335.50	1335.42	308.36	0.00	0.00	1382.57	1108.69	0.971	19.69	21.33	1.003	F
4	799.00	199.75	499.45	0.00	1335.42	0.00	499.47	455.25	1.600	218.07	292.95	30.842	F

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	74.00	18.50	71.34	98.50	1737.06	0.00	78.82	130.87	0.939	5.57	6.23	5.569	F
2	Exit-only	Exit-only	Exit-only	1499.95	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1342.00	335.50	1337.02	308.44	0.00	0.00	1382.57	1108.69	0.971	21.33	22.58	1.057	F
4	799.00	199.75	498.55	0.00	1337.02	0.00	498.56	455.25	1.603	292.95	368.07	39.948	F

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	74.00	18.50	71.70	98.47	1737.54	0.00	78.58	130.87	0.942	6.23	6.81	6.034	F
2	Exit-only	Exit-only	Exit-only	1500.72	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1342.00	335.50	1338.06	308.52	0.00	0.00	1382.57	1108.69	0.971	22.58	23.57	1.099	F
4	799.00	199.75	497.95	0.00	1338.06	0.00	497.96	455.25	1.605	368.07	443.33	49.022	F

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	24.65	1.64	1.801	F	F
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	143.34	9.56	0.489	D	C
4	535.63	35.71	4.254	F	F

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	46.86	3.12	3.414	F	F
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	234.83	15.66	0.813	E	D
4	1600.94	106.73	12.924	F	F

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	64.57	4.30	4.345	F	F
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	279.04	18.60	0.928	F	E
4	2712.25	180.82	21.813	F	F

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	77.83	5.19	5.021	F	F
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	308.31	20.55	1.003	F	E
4	3832.63	255.51	30.842	F	F

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	88.67	5.91	5.569	F	F
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	329.75	21.98	1.057	F	E
4	4957.63	330.51	39.948	F	F

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	97.93	6.53	6.034	F	F
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	346.36	23.09	1.099	F	E
4	6085.45	405.70	49.022	F	F

(Default Analysis Set) - Reference Case, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
Reference Case, PM	Reference Case	PM		FLAT	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link North Rbt	Roundabout	1,2,3,4				0.23	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	West Hove Golf Club	
2	A27 EB On-Slip	
3	Underpass to South Rbt	
4	A27 EB Off-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.50	5.00	3.00	10.00	30.00	30.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	3.75	5.00	5.00	200.00	30.00	35.00	
4	3.50	4.50	5.00	20.00	30.00	25.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.483	916.947
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	0.601	1382.569
4		(calculated)	(calculated)	0.575	1266.861

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	93.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	FLAT	✓	1106.00	100.000
4	FLAT	✓	370.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	7.000	86.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	14.000	1092.000	0.000	0.000
	4	69.000	0.000	301.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.08	0.92	0.00
	2	0.25	0.25	0.25	0.25
	3	0.01	0.99	0.00	0.00
	4	0.19	0.00	0.81	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.38	0.40	0.61	C	93.00	139.50	52.54	0.38	0.58	52.59	0.38
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	0.80	0.22	3.95	B	1106.00	1659.00	342.39	0.21	3.80	342.73	0.21
4	0.59	0.23	1.41	B	370.00	555.00	122.68	0.22	1.36	122.77	0.22

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	93.00	23.25	90.78	81.82	1373.91	0.00	254.04	130.47	0.366	0.00	0.56	0.363	C
2	Exit-only	Exit-only	Exit-only	1084.05	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1106.00	276.50	1091.03	380.63	0.00	0.00	1382.57	1135.86	0.800	0.00	3.74	0.197	B
4	370.00	92.50	364.70	0.00	1091.03	0.00	639.91	456.95	0.578	0.00	1.33	0.214	B

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	93.00	23.25	92.85	82.95	1392.34	0.00	245.14	130.47	0.379	0.56	0.59	0.393	C
2	Exit-only	Exit-only	Exit-only	1098.51	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1106.00	276.50	1105.52	386.68	0.00	0.00	1382.57	1135.86	0.800	3.74	3.86	0.216	B
4	370.00	92.50	369.77	0.00	1105.52	0.00	631.59	456.95	0.586	1.33	1.38	0.229	B

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	93.00	23.25	92.97	82.99	1392.79	0.00	244.93	130.47	0.380	0.59	0.60	0.395	C
2	Exit-only	Exit-only	Exit-only	1098.83	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1106.00	276.50	1105.83	386.93	0.00	0.00	1382.57	1135.86	0.800	3.86	3.91	0.216	B
4	370.00	92.50	369.95	0.00	1105.83	0.00	631.41	456.95	0.586	1.38	1.39	0.229	B

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	93.00	23.25	92.99	82.99	1392.89	0.00	244.88	130.47	0.380	0.60	0.60	0.395	C
2	Exit-only	Exit-only	Exit-only	1098.91	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1106.00	276.50	1105.91	386.97	0.00	0.00	1382.57	1135.86	0.800	3.91	3.93	0.216	B
4	370.00	92.50	369.98	0.00	1105.91	0.00	631.36	456.95	0.586	1.39	1.40	0.229	B

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	93.00	23.25	92.99	83.00	1392.94	0.00	244.86	130.47	0.380	0.60	0.61	0.395	C
2	Exit-only	Exit-only	Exit-only	1098.95	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1106.00	276.50	1105.95	386.98	0.00	0.00	1382.57	1135.86	0.800	3.93	3.94	0.217	B
4	370.00	92.50	369.99	0.00	1105.95	0.00	631.34	456.95	0.586	1.40	1.40	0.229	B

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	93.00	23.25	93.00	83.00	1392.96	0.00	244.85	130.47	0.380	0.61	0.61	0.395	C
2	Exit-only	Exit-only	Exit-only	1098.96	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1106.00	276.50	1105.96	386.99	0.00	0.00	1382.57	1135.86	0.800	3.94	3.95	0.217	B
4	370.00	92.50	369.99	0.00	1105.96	0.00	631.33	456.95	0.586	1.40	1.41	0.230	B

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.61	0.51	0.363	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	49.80	3.32	0.197	B	B
4	18.31	1.22	0.214	B	B

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.73	0.58	0.393	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	57.23	3.82	0.216	B	B
4	20.44	1.36	0.229	B	B

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.97	0.60	0.395	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	58.31	3.89	0.216	B	B
4	20.84	1.39	0.229	B	B

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.05	0.60	0.395	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	58.78	3.92	0.216	B	B
4	20.97	1.40	0.229	B	B

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.08	0.61	0.395	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	59.04	3.94	0.217	B	B
4	21.04	1.40	0.229	B	B

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.11	0.61	0.395	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	59.21	3.95	0.217	B	B
4	21.08	1.41	0.230	B	B

(Default Analysis Set) - Scenario C, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, AM	Scenario C	AM		FLAT	07:45	09:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link North Rbt	Roundabout	1,2,3,4				0.47	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	West Hove Golf Club	
2	A27 EB On-Slip	
3	Underpass to South Rbt	
4	A27 EB Off-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.50	5.00	3.00	10.00	30.00	30.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	3.75	5.00	5.00	200.00	30.00	35.00	
4	3.50	4.50	5.00	20.00	30.00	25.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.483	916.947
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	0.601	1382.569
4		(calculated)	(calculated)	0.575	1266.861

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	89.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	FLAT	✓	1270.00	100.000
4	FLAT	✓	313.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
From		**1**	**2**	**3**	**4**
	1	0.000	0.000	89.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	39.000	1231.000	0.000	0.000
	4	98.000	0.000	215.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
From		**1**	**2**	**3**	**4**
	1	0.00	0.00	1.00	0.00
	2	0.25	0.25	0.25	0.25
	3	0.03	0.97	0.00	0.00
	4	0.31	0.00	0.69	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.41	0.46	0.67	D	89.00	133.50	57.25	0.43	0.64	57.32	0.43
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	0.92	0.52	10.56	D	1270.00	1905.00	846.22	0.44	9.40	848.64	0.45
4	0.58	0.27	1.38	C	313.00	469.50	118.92	0.25	1.32	119.03	0.25

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	89.00	22.25	86.69	134.41	1409.84	0.00	236.70	168.69	0.376	0.00	0.58	0.394	C
2	Exit-only	Exit-only	Exit-only	1198.25	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1270.00	317.50	1236.21	298.28	0.00	0.00	1382.57	1134.01	0.919	0.00	8.45	0.353	C
4	313.00	78.25	308.04	0.00	1236.21	0.00	556.48	456.83	0.562	0.00	1.24	0.237	B

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	89.00	22.25	88.72	136.74	1441.61	0.00	221.37	168.69	0.402	0.58	0.65	0.451	D
2	Exit-only	Exit-only	Exit-only	1226.89	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1270.00	317.50	1265.76	303.45	0.00	0.00	1382.57	1134.01	0.919	8.45	9.51	0.479	D
4	313.00	78.25	312.60	0.00	1265.76	0.00	539.51	456.83	0.580	1.24	1.34	0.264	C

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	89.00	22.25	88.94	136.91	1444.09	0.00	220.17	168.69	0.404	0.65	0.66	0.457	D
2	Exit-only	Exit-only	Exit-only	1229.15	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1270.00	317.50	1268.10	303.88	0.00	0.00	1382.57	1134.01	0.919	9.51	9.98	0.498	D
4	313.00	78.25	312.91	0.00	1268.10	0.00	538.16	456.83	0.582	1.34	1.36	0.266	C

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	89.00	22.25	88.97	136.95	1444.91	0.00	219.78	168.69	0.405	0.66	0.67	0.458	D
2	Exit-only	Exit-only	Exit-only	1229.94	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1270.00	317.50	1268.91	303.95	0.00	0.00	1382.57	1134.01	0.919	9.98	10.26	0.507	D
4	313.00	78.25	312.96	0.00	1268.91	0.00	537.70	456.83	0.582	1.36	1.37	0.267	C

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	89.00	22.25	88.99	136.97	1445.30	0.00	219.59	168.69	0.405	0.67	0.67	0.459	D
2	Exit-only	Exit-only	Exit-only	1230.31	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1270.00	317.50	1269.29	303.97	0.00	0.00	1382.57	1134.01	0.919	10.26	10.43	0.513	D
4	313.00	78.25	312.98	0.00	1269.29	0.00	537.48	456.83	0.582	1.37	1.38	0.267	C

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	89.00	22.25	88.99	136.98	1445.51	0.00	219.49	168.69	0.405	0.67	0.67	0.460	D
2	Exit-only	Exit-only	Exit-only	1230.52	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1270.00	317.50	1269.50	303.98	0.00	0.00	1382.57	1134.01	0.919	10.43	10.56	0.516	D
4	313.00	78.25	312.99	0.00	1269.50	0.00	537.36	456.83	0.582	1.38	1.38	0.267	C

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.86	0.52	0.394	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	99.01	6.60	0.353	C	C
4	17.07	1.14	0.237	B	B

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.41	0.63	0.451	D	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	135.93	9.06	0.479	D	C
4	19.65	1.31	0.264	C	B

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.84	0.66	0.457	D	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	146.55	9.77	0.498	D	C
4	20.31	1.35	0.266	C	B

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.99	0.67	0.458	D	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	151.96	10.13	0.507	D	C
4	20.53	1.37	0.267	C	B

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	10.06	0.67	0.459	D	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	155.26	10.35	0.513	D	C
4	20.64	1.38	0.267	C	B

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	10.10	0.67	0.460	D	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	157.50	10.50	0.516	D	C
4	20.71	1.38	0.267	C	B

(Default Analysis Set) - Scenario C, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, PM	Scenario C	PM		FLAT	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link North Rbt	Roundabout	1,2,3,4				0.48	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	West Hove Golf Club	
2	A27 EB On-Slip	
3	Underpass to South Rbt	
4	A27 EB Off-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.50	5.00	3.00	10.00	30.00	30.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	3.75	5.00	5.00	200.00	30.00	35.00	
4	3.50	4.50	5.00	20.00	30.00	25.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.483	916.947
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	0.601	1382.569
4		(calculated)	(calculated)	0.575	1266.861

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	97.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	FLAT	✓	1275.00	100.000
4	FLAT	✓	216.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	7.000	90.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	22.000	1253.000	0.000	0.000
	4	75.000	0.000	141.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.07	0.93	0.00
	2	0.25	0.25	0.25	0.25
	3	0.02	0.98	0.00	0.00
	4	0.35	0.00	0.65	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.40	0.41	0.65	C	97.00	145.50	55.55	0.38	0.62	55.60	0.38
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	0.92	0.54	11.03	D	1275.00	1912.50	879.03	0.46	9.77	881.67	0.46
4	0.40	0.19	0.67	B	216.00	324.00	58.94	0.18	0.65	58.97	0.18

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	97.00	24.25	94.73	95.53	1358.13	0.00	261.65	169.98	0.371	0.00	0.57	0.355	C
2	Exit-only	Exit-only	Exit-only	1225.60	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1275.00	318.75	1240.16	227.26	0.00	0.00	1382.57	1128.99	0.922	0.00	8.71	0.361	C
4	216.00	54.00	213.49	0.00	1240.16	0.00	554.21	456.52	0.390	0.00	0.63	0.175	B

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	97.00	24.25	96.76	96.87	1389.38	0.00	246.57	169.98	0.393	0.57	0.63	0.400	C
2	Exit-only	Exit-only	Exit-only	1255.45	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1275.00	318.75	1270.39	230.68	0.00	0.00	1382.57	1128.99	0.922	8.71	9.86	0.495	D
4	216.00	54.00	215.86	0.00	1270.39	0.00	536.84	456.52	0.402	0.63	0.66	0.187	B

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	97.00	24.25	96.95	96.95	1391.92	0.00	245.35	169.98	0.395	0.63	0.64	0.404	C
2	Exit-only	Exit-only	Exit-only	1257.93	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1275.00	318.75	1272.90	230.94	0.00	0.00	1382.57	1128.99	0.922	9.86	10.39	0.517	D
4	216.00	54.00	215.97	0.00	1272.90	0.00	535.40	456.52	0.403	0.66	0.67	0.188	B

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	97.00	24.25	96.98	96.97	1392.80	0.00	244.92	169.98	0.396	0.64	0.65	0.405	C
2	Exit-only	Exit-only	Exit-only	1258.80	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1275.00	318.75	1273.78	230.97	0.00	0.00	1382.57	1128.99	0.922	10.39	10.69	0.528	D
4	216.00	54.00	215.99	0.00	1273.78	0.00	534.89	456.52	0.404	0.67	0.67	0.188	B

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	97.00	24.25	96.99	96.98	1393.21	0.00	244.72	169.98	0.396	0.65	0.65	0.406	C
2	Exit-only	Exit-only	Exit-only	1259.22	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1275.00	318.75	1274.20	230.98	0.00	0.00	1382.57	1128.99	0.922	10.69	10.89	0.534	D
4	216.00	54.00	215.99	0.00	1274.20	0.00	534.65	456.52	0.404	0.67	0.67	0.188	B

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	97.00	24.25	96.99	96.99	1393.44	0.00	244.61	169.98	0.397	0.65	0.65	0.406	C
2	Exit-only	Exit-only	Exit-only	1259.45	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1275.00	318.75	1274.44	230.99	0.00	0.00	1382.57	1128.99	0.922	10.89	11.03	0.538	D
4	216.00	54.00	216.00	0.00	1274.44	0.00	534.52	456.52	0.404	0.67	0.67	0.188	B

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.77	0.52	0.355	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	101.45	6.76	0.361	C	C
4	8.88	0.59	0.175	B	B

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.15	0.61	0.400	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	140.64	9.38	0.495	D	C
4	9.79	0.65	0.187	B	B

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.53	0.64	0.404	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	152.27	10.15	0.517	D	C
4	10.00	0.67	0.188	B	B

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.65	0.64	0.405	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	158.26	10.55	0.528	D	C
4	10.06	0.67	0.188	B	B

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.71	0.65	0.406	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	161.95	10.80	0.534	D	C
4	10.10	0.67	0.188	B	B

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.74	0.65	0.406	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	164.46	10.96	0.538	D	C
4	10.12	0.67	0.188	B	B

(Default Analysis Set) - Scenario C wMit, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C wMit, AM	Scenario C wMit	AM		FLAT	07:45	09:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link North Rbt	Roundabout	1,2,3,4				0.41	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	West Hove Golf Club	
2	A27 EB On-Slip	
3	Underpass to South Rbt	
4	A27 EB Off-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.50	5.00	3.00	10.00	30.00	30.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	3.75	5.00	5.00	200.00	30.00	35.00	
4	3.50	4.50	5.00	20.00	30.00	25.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.483	916.947
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	0.601	1382.569
4		(calculated)	(calculated)	0.575	1266.861

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	85.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	FLAT	✓	1251.00	100.000
4	FLAT	✓	327.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
From		**1**	**2**	**3**	**4**
	1	0.000	0.000	85.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	38.000	1213.000	0.000	0.000
	4	101.000	0.000	226.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
From		**1**	**2**	**3**	**4**
	1	0.00	0.00	1.00	0.00
	2	0.25	0.25	0.25	0.25
	3	0.03	0.97	0.00	0.00
	4	0.31	0.00	0.69	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.38	0.44	0.61	D	85.00	127.50	52.14	0.41	0.58	52.19	0.41
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	0.90	0.45	9.05	D	1251.00	1876.50	738.38	0.39	8.20	740.15	0.39
4	0.60	0.27	1.46	C	327.00	490.50	126.13	0.26	1.40	126.25	0.26

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	85.00	21.25	82.87	136.45	1406.08	0.00	238.51	167.54	0.356	0.00	0.53	0.381	C
2	Exit-only	Exit-only	Exit-only	1183.73	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1251.00	312.75	1220.81	305.22	0.00	0.00	1382.57	1134.16	0.905	0.00	7.55	0.327	C
4	327.00	81.75	321.72	0.00	1220.81	0.00	565.33	456.84	0.578	0.00	1.32	0.241	B

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	85.00	21.25	84.77	138.78	1435.69	0.00	224.23	167.54	0.379	0.53	0.59	0.429	D
2	Exit-only	Exit-only	Exit-only	1209.97	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1251.00	312.75	1247.88	310.49	0.00	0.00	1382.57	1134.16	0.905	7.55	8.33	0.424	D
4	327.00	81.75	326.59	0.00	1247.88	0.00	549.78	456.84	0.595	1.32	1.42	0.268	C

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	85.00	21.25	84.95	138.93	1437.65	0.00	223.28	167.54	0.381	0.59	0.60	0.433	D
2	Exit-only	Exit-only	Exit-only	1211.71	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1251.00	312.75	1249.67	310.89	0.00	0.00	1382.57	1134.16	0.905	8.33	8.66	0.437	D
4	327.00	81.75	326.91	0.00	1249.67	0.00	548.75	456.84	0.596	1.42	1.45	0.270	C

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	85.00	21.25	84.98	138.97	1438.25	0.00	222.99	167.54	0.381	0.60	0.61	0.435	D
2	Exit-only	Exit-only	Exit-only	1212.28	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1251.00	312.75	1250.26	310.95	0.00	0.00	1382.57	1134.16	0.905	8.66	8.85	0.442	D
4	327.00	81.75	326.96	0.00	1250.26	0.00	548.41	456.84	0.596	1.45	1.46	0.271	C

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	85.00	21.25	84.99	138.98	1438.52	0.00	222.86	167.54	0.381	0.61	0.61	0.435	D
2	Exit-only	Exit-only	Exit-only	1212.54	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1251.00	312.75	1250.52	310.97	0.00	0.00	1382.57	1134.16	0.905	8.85	8.97	0.445	D
4	327.00	81.75	326.98	0.00	1250.52	0.00	548.26	456.84	0.596	1.46	1.46	0.271	C

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	85.00	21.25	84.99	138.99	1438.67	0.00	222.79	167.54	0.382	0.61	0.61	0.435	D
2	Exit-only	Exit-only	Exit-only	1212.68	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1251.00	312.75	1250.67	310.98	0.00	0.00	1382.57	1134.16	0.905	8.97	9.05	0.447	D
4	327.00	81.75	326.99	0.00	1250.67	0.00	548.18	456.84	0.597	1.46	1.46	0.271	C

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.27	0.48	0.381	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	90.43	6.03	0.327	C	B
4	18.13	1.21	0.241	B	B

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.60	0.57	0.429	D	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	120.07	8.00	0.424	D	C
4	20.86	1.39	0.268	C	B

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.95	0.60	0.433	D	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	127.69	8.51	0.437	D	C
4	21.55	1.44	0.270	C	B

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.06	0.60	0.435	D	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	131.42	8.76	0.442	D	C
4	21.77	1.45	0.271	C	B

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.12	0.61	0.435	D	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	133.64	8.91	0.445	D	C
4	21.88	1.46	0.271	C	B

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.15	0.61	0.435	D	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	135.13	9.01	0.447	D	C
4	21.95	1.46	0.271	C	B

(Default Analysis Set) - Scenario C wMit, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C wMit, PM	Scenario C wMit	PM		FLAT	16:45	18:15	90	15	✓			✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link North Rbt	Roundabout	1,2,3,4				0.38	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	West Hove Golf Club	
2	A27 EB On-Slip	
3	Underpass to South Rbt	
4	A27 EB Off-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.50	5.00	3.00	10.00	30.00	30.00	
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓
3	3.75	5.00	5.00	200.00	30.00	35.00	
4	3.50	4.50	5.00	20.00	30.00	25.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.483	916.947
2		(calculated)	(calculated)	Exit-only	Exit-only
3		(calculated)	(calculated)	0.601	1382.569
4		(calculated)	(calculated)	0.575	1266.861

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	96.00	100.000
2	Exit-only	✓	Exit-only	Exit-only
3	FLAT	✓	1239.00	100.000
4	FLAT	✓	224.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	7.000	89.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	19.000	1220.000	0.000	0.000
	4	77.000	0.000	147.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.07	0.93	0.00
	2	0.25	0.25	0.25	0.25
	3	0.02	0.98	0.00	0.00
	4	0.34	0.00	0.66	0.00

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	0.000	0.000
	2	Exit-only	Exit-only	Exit-only	Exit-only
	3	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000

Arm 2 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.37	0.37	0.59	C	96.00	144.00	50.77	0.35	0.56	50.81	0.35
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	0.90	0.41	8.27	C	1239.00	1858.50	681.54	0.37	7.57	683.02	0.37
4	0.40	0.18	0.67	B	224.00	336.00	59.07	0.18	0.66	59.09	0.18

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	96.00	24.00	93.89	94.70	1337.57	0.00	271.57	168.18	0.354	0.00	0.53	0.334	C
2	Exit-only	Exit-only	Exit-only	1199.08	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1239.00	309.75	1210.80	232.38	0.00	0.00	1382.57	1128.95	0.896	0.00	7.05	0.311	C
4	224.00	56.00	221.47	0.00	1210.80	0.00	571.09	456.52	0.392	0.00	0.63	0.170	B

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	96.00	24.00	95.82	95.92	1364.37	0.00	258.64	168.18	0.371	0.53	0.57	0.368	C
2	Exit-only	Exit-only	Exit-only	1224.43	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1239.00	309.75	1236.41	235.75	0.00	0.00	1382.57	1128.95	0.896	7.05	7.70	0.395	C
4	224.00	56.00	223.88	0.00	1236.41	0.00	556.37	456.52	0.403	0.63	0.66	0.180	B

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	96.00	24.00	95.96	95.98	1365.93	0.00	257.89	168.18	0.372	0.57	0.58	0.370	C
2	Exit-only	Exit-only	Exit-only	1225.94	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1239.00	309.75	1237.92	235.95	0.00	0.00	1382.57	1128.95	0.896	7.70	7.97	0.404	C
4	224.00	56.00	223.98	0.00	1237.92	0.00	555.50	456.52	0.403	0.66	0.67	0.181	B

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	96.00	24.00	95.98	95.99	1366.41	0.00	257.65	168.18	0.373	0.58	0.59	0.371	C
2	Exit-only	Exit-only	Exit-only	1226.42	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1239.00	309.75	1238.41	235.98	0.00	0.00	1382.57	1128.95	0.896	7.97	8.11	0.408	C
4	224.00	56.00	223.99	0.00	1238.41	0.00	555.22	456.52	0.403	0.67	0.67	0.181	B

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	96.00	24.00	95.99	95.99	1366.63	0.00	257.55	168.18	0.373	0.59	0.59	0.371	C
2	Exit-only	Exit-only	Exit-only	1226.63	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1239.00	309.75	1238.62	235.99	0.00	0.00	1382.57	1128.95	0.896	8.11	8.21	0.410	C
4	224.00	56.00	223.99	0.00	1238.62	0.00	555.10	456.52	0.404	0.67	0.67	0.181	B

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	96.00	24.00	95.99	95.99	1366.74	0.00	257.49	168.18	0.373	0.59	0.59	0.371	C
2	Exit-only	Exit-only	Exit-only	1226.74	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	1239.00	309.75	1238.74	235.99	0.00	0.00	1382.57	1128.95	0.896	8.21	8.27	0.412	C
4	224.00	56.00	224.00	0.00	1238.74	0.00	555.03	456.52	0.404	0.67	0.67	0.181	B

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.27	0.48	0.334	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	85.54	5.70	0.311	C	B
4	8.98	0.60	0.170	B	B

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.40	0.56	0.368	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	111.46	7.43	0.395	C	C
4	9.83	0.66	0.180	B	B

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.68	0.58	0.370	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	117.71	7.85	0.404	C	C
4	10.01	0.67	0.181	B	B

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.77	0.58	0.371	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	120.70	8.05	0.408	C	C
4	10.06	0.67	0.181	B	B

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.81	0.59	0.371	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	122.47	8.16	0.410	C	C
4	10.09	0.67	0.181	B	B

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.83	0.59	0.371	C	C
2	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
3	123.65	8.24	0.412	C	C
4	10.10	0.67	0.181	B	B

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

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: A27_HangletonLink_SouthRbt.arc8
Path: K:\TRANSPORT\PTG\3511677A-PTG Adur\Scenario C Correction Aug 2016\06 Junction Models\Existing Layouts\ARCADY\A27-HangletonLink
Report generation date: 27/07/2016 17:47:13

» (Default Analysis Set) - Reference Case, AM
» (Default Analysis Set) - Reference Case, PM
» (Default Analysis Set) - Scenario C, AM
» (Default Analysis Set) - Scenario C, PM
» (Default Analysis Set) - Scenario C wMit, AM
» (Default Analysis Set) - Scenario C wMit, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	A1 - Reference Case					
Arm 1	0.48	0.06	0.32	0.38	0.06	0.28
Arm 2	9.56	0.57	0.91	2.14	0.16	0.68
Arm 3	443.15	16.84	1.20	612.35	23.37	1.28
	A1 - Scenario C					
Arm 1	0.28	0.05	0.22	0.20	0.05	0.16
Arm 2	8.24	0.46	0.90	1.95	0.14	0.66
Arm 3	486.38	18.51	1.22	1224.09	46.64	1.56
	A1 - Scenario C wMit					
Arm 1	0.28	0.05	0.22	0.20	0.05	0.17
Arm 2	7.78	0.44	0.89	1.54	0.12	0.61
Arm 3	439.78	16.76	1.20	1174.46	44.81	1.54

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

"D1 - Reference Case, AM " model duration: 07:45 - 09:15
"D2 - Reference Case, PM" model duration: 16:45 - 18:15
"D3 - Scenario C, AM" model duration: 07:45 - 09:15
"D4 - Scenario C, PM" model duration: 16:45 - 18:15
"D5 - Scenario C wMit, AM" model duration: 07:45 - 09:15
"D6 - Scenario C wMit, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 27/07/2016 17:47:10

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	15/02/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\rolfem
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75	✓		N/A	0.85	0.60	20.00

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	min	-Min	perMin

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - Reference Case, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm 1	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 4	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
Reference Case, AM	Reference Case	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link South Rbt	Roundabout	1,2,3,4				9.27	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Underpass to North Rbt	
2	A27 WB Off-Slip	
3	A293 Hangleton Link	
4	A27 WB On-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.75	5.00	8.00	999.00	28.00	40.00	
2	3.75	5.25	6.00	35.00	28.00	30.00	
3	4.00	5.00	12.00	45.00	28.00	31.00	
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.604	1407.111
2		(calculated)	(calculated)	0.608	1417.854
3		(calculated)	(calculated)	0.623	1485.599
4		(calculated)	(calculated)	Exit-only	Exit-only

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	454.00	100.000
2	FLAT	✓	1040.00	100.000
3	FLAT	✓	1746.00	100.000
4	Exit-only	✓	Exit-only	Exit-only

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	403.000	51.000
	2	0.000	0.000	1040.000	0.000
	3	1342.000	0.000	0.000	404.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.00	0.89	0.11
	2	0.00	0.00	1.00	0.00
	3	0.77	0.00	0.00	0.23
	4	0.25	0.25	0.25	0.25

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.32	0.06	0.48	A	454.00	681.00	42.57	0.06	0.47	42.58	0.06
2	0.91	0.57	9.56	D	1040.00	1560.00	764.49	0.49	8.49	766.90	0.49
3	1.20	16.84	443.15	F	1746.00	2619.00	20143.54	7.69	223.82	24195.89	9.24
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	454.00	113.50	452.11	1103.32	0.00	0.00	1407.11	1261.57	0.323	0.00	0.47	0.063	A
2	1040.00	260.00	1009.67	0.00	452.11	0.00	1142.81	552.60	0.910	0.00	7.58	0.389	C
3	1746.00	436.50	1435.46	1410.99	50.79	0.00	1453.95	1347.22	1.201	0.00	77.63	1.727	F
4	Exit-only	Exit-only	Exit-only	382.93	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	454.00	113.50	453.99	1116.92	0.00	0.00	1407.11	1261.57	0.323	0.47	0.47	0.063	A
2	1040.00	260.00	1035.99	0.00	453.99	0.00	1141.66	552.60	0.911	7.58	8.58	0.529	D
3	1746.00	436.50	1453.16	1438.99	51.00	0.00	1453.82	1347.22	1.201	77.63	150.84	4.817	F
4	Exit-only	Exit-only	Exit-only	387.24	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	454.00	113.50	454.00	1117.24	0.00	0.00	1407.11	1261.57	0.323	0.47	0.48	0.063	A
2	1040.00	260.00	1038.22	0.00	454.00	0.00	1141.66	552.60	0.911	8.58	9.03	0.551	D
3	1746.00	436.50	1453.58	1441.22	51.00	0.00	1453.82	1347.22	1.201	150.84	223.95	7.814	F
4	Exit-only	Exit-only	Exit-only	387.34	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	454.00	113.50	454.00	1117.33	0.00	0.00	1407.11	1261.57	0.323	0.48	0.48	0.063	A
2	1040.00	260.00	1038.98	0.00	454.00	0.00	1141.66	552.60	0.911	9.03	9.28	0.561	D
3	1746.00	436.50	1453.70	1441.98	51.00	0.00	1453.82	1347.22	1.201	223.95	297.03	10.820	F
4	Exit-only	Exit-only	Exit-only	387.36	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	454.00	113.50	454.00	1117.37	0.00	0.00	1407.11	1261.57	0.323	0.48	0.48	0.063	A
2	1040.00	260.00	1039.34	0.00	454.00	0.00	1141.66	552.60	0.911	9.28	9.45	0.567	D
3	1746.00	436.50	1453.74	1442.34	51.00	0.00	1453.82	1347.22	1.201	297.03	370.09	13.829	F
4	Exit-only	Exit-only	Exit-only	387.38	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	454.00	113.50	454.00	1117.39	0.00	0.00	1407.11	1261.57	0.323	0.48	0.48	0.063	A
2	1040.00	260.00	1039.54	0.00	454.00	0.00	1141.66	552.60	0.911	9.45	9.56	0.571	D
3	1746.00	436.50	1453.77	1442.54	51.00	0.00	1453.82	1347.22	1.201	370.09	443.15	16.841	F
4	Exit-only	Exit-only	Exit-only	387.38	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.93	0.46	0.063	A	A
2	88.84	5.92	0.389	C	C
3	608.67	40.58	1.727	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.11	0.47	0.063	A	A
2	122.49	8.17	0.529	D	C
3	1713.85	114.26	4.817	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.13	0.48	0.063	A	A
2	132.46	8.83	0.551	D	C
3	2811.02	187.40	7.814	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.13	0.48	0.063	A	A
2	137.50	9.17	0.561	D	C
3	3907.34	260.49	10.820	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.14	0.48	0.063	A	A
2	140.57	9.37	0.567	D	C
3	5003.38	333.56	13.829	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	7.14	0.48	0.063	A	A
2	142.64	9.51	0.571	D	C
3	6099.29	406.62	16.841	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation Results for each time segment

Queue Variation results: (07:45-08:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.47	N/A	N/A	N/A	N/A			N/A	N/A
2	7.58	N/A	N/A	N/A	N/A			N/A	N/A
3	77.63	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:00-08:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.47	N/A	N/A	N/A	N/A			N/A	N/A
2	8.58	N/A	N/A	N/A	N/A			N/A	N/A
3	150.84	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:15-08:30)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.48	N/A	N/A	N/A	N/A			N/A	N/A
2	9.03	N/A	N/A	N/A	N/A			N/A	N/A
3	223.95	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:30-08:45)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.48	N/A	N/A	N/A	N/A			N/A	N/A
2	9.28	N/A	N/A	N/A	N/A			N/A	N/A
3	297.03	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:45-09:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.48	N/A	N/A	N/A	N/A			N/A	N/A
2	9.45	N/A	N/A	N/A	N/A			N/A	N/A
3	370.09	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (09:00-09:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.48	N/A	N/A	N/A	N/A			N/A	N/A
2	9.56	N/A	N/A	N/A	N/A			N/A	N/A
3	443.15	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

(Default Analysis Set) - Reference Case, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm 1	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 4	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
Reference Case, PM	Reference Case	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link South Rbt	Roundabout	1,2,3,4				14.26	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Underpass to North Rbt	
2	A27 WB Off-Slip	
3	A293 Hangleton Link	
4	A27 WB On-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.75	5.00	8.00	999.00	28.00	40.00	
2	3.75	5.25	6.00	35.00	28.00	30.00	
3	4.00	5.00	12.00	45.00	28.00	31.00	
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.604	1407.111
2		(calculated)	(calculated)	0.608	1417.854
3		(calculated)	(calculated)	0.623	1485.599
4		(calculated)	(calculated)	Exit-only	Exit-only

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	387.00	100.000
2	FLAT	✓	807.00	100.000
3	FLAT	✓	1851.00	100.000
4	Exit-only	✓	Exit-only	Exit-only

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	322.000	65.000
	2	0.000	0.000	807.000	0.000
	3	1167.000	0.000	0.000	684.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.00	0.83	0.17
	2	0.00	0.00	1.00	0.00
	3	0.63	0.00	0.00	0.37
	4	0.25	0.25	0.25	0.25

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.28	0.06	0.38	A	387.00	580.50	33.93	0.06	0.38	33.93	0.06
2	0.68	0.16	2.14	A	807.00	1210.50	188.09	0.16	2.09	188.20	0.16
3	1.28	23.37	612.35	F	1851.00	2776.50	27704.89	9.98	307.83	35489.26	12.78
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	387.00	96.75	385.49	902.58	0.00	0.00	1407.11	1220.18	0.275	0.00	0.38	0.059	A
2	807.00	201.75	798.69	0.00	385.49	0.00	1183.34	549.97	0.682	0.00	2.08	0.153	A
3	1851.00	462.75	1431.60	1119.44	64.75	0.00	1445.26	1293.59	1.281	0.00	104.85	2.283	F
4	Exit-only	Exit-only	Exit-only	593.77	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	387.00	96.75	387.00	910.91	0.00	0.00	1407.11	1220.18	0.275	0.38	0.38	0.059	A
2	807.00	201.75	806.85	0.00	387.00	0.00	1182.42	549.97	0.683	2.08	2.11	0.160	A
3	1851.00	462.75	1444.81	1128.85	65.00	0.00	1445.10	1293.59	1.281	104.85	206.40	6.549	F
4	Exit-only	Exit-only	Exit-only	598.90	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	387.00	96.75	387.00	911.03	0.00	0.00	1407.11	1220.18	0.275	0.38	0.38	0.059	A
2	807.00	201.75	806.95	0.00	387.00	0.00	1182.42	549.97	0.683	2.11	2.13	0.160	A
3	1851.00	462.75	1445.00	1128.95	65.00	0.00	1445.10	1293.59	1.281	206.40	307.90	10.747	F
4	Exit-only	Exit-only	Exit-only	598.97	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	387.00	96.75	387.00	911.06	0.00	0.00	1407.11	1220.18	0.275	0.38	0.38	0.059	A
2	807.00	201.75	806.98	0.00	387.00	0.00	1182.42	549.97	0.683	2.13	2.13	0.160	A
3	1851.00	462.75	1445.05	1128.98	65.00	0.00	1445.10	1293.59	1.281	307.90	409.39	14.953	F
4	Exit-only	Exit-only	Exit-only	598.99	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	387.00	96.75	387.00	911.07	0.00	0.00	1407.11	1220.18	0.275	0.38	0.38	0.059	A
2	807.00	201.75	806.99	0.00	387.00	0.00	1182.42	549.97	0.683	2.13	2.14	0.160	A
3	1851.00	462.75	1445.07	1128.99	65.00	0.00	1445.10	1293.59	1.281	409.39	510.87	19.162	F
4	Exit-only	Exit-only	Exit-only	599.00	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	387.00	96.75	387.00	911.08	0.00	0.00	1407.11	1220.18	0.275	0.38	0.38	0.059	A
2	807.00	201.75	806.99	0.00	387.00	0.00	1182.42	549.97	0.683	2.14	2.14	0.160	A
3	1851.00	462.75	1445.08	1128.99	65.00	0.00	1445.10	1293.59	1.281	510.87	612.35	23.373	F
4	Exit-only	Exit-only	Exit-only	599.00	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.53	0.37	0.059	A	A
2	28.82	1.92	0.153	A	A
3	807.50	53.83	2.283	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.67	0.38	0.059	A	A
2	31.49	2.10	0.160	A	A
3	2334.46	155.63	6.549	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.68	0.38	0.059	A	A
2	31.80	2.12	0.160	A	A
3	3857.23	257.15	10.747	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.68	0.38	0.059	A	A
2	31.93	2.13	0.160	A	A
3	5379.63	358.64	14.953	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.68	0.38	0.059	A	A
2	32.00	2.13	0.160	A	A
3	6901.92	460.13	19.162	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.68	0.38	0.059	A	A
2	32.05	2.14	0.160	A	A
3	8424.15	561.61	23.373	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation Results for each time segment

Queue Variation results: (16:45-17:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.38	N/A	N/A	N/A	N/A			N/A	N/A
2	2.08	N/A	N/A	N/A	N/A			N/A	N/A
3	104.85	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:00-17:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.38	N/A	N/A	N/A	N/A			N/A	N/A
2	2.11	N/A	N/A	N/A	N/A			N/A	N/A
3	206.40	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:15-17:30)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.38	N/A	N/A	N/A	N/A			N/A	N/A
2	2.13	N/A	N/A	N/A	N/A			N/A	N/A
3	307.90	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:30-17:45)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.38	N/A	N/A	N/A	N/A			N/A	N/A
2	2.13	N/A	N/A	N/A	N/A			N/A	N/A
3	409.39	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:45-18:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.38	N/A	N/A	N/A	N/A			N/A	N/A
2	2.14	N/A	N/A	N/A	N/A			N/A	N/A
3	510.87	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (18:00-18:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.38	N/A	N/A	N/A	N/A			N/A	N/A
2	2.14	N/A	N/A	N/A	N/A			N/A	N/A
3	612.35	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

(Default Analysis Set) - Scenario C, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm 1	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 4	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, AM	Scenario C	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link South Rbt	Roundabout	1,2,3,4				10.48	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Underpass to North Rbt	
2	A27 WB Off-Slip	
3	A293 Hangleton Link	
4	A27 WB On-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.75	5.00	8.00	999.00	28.00	40.00	
2	3.75	5.25	6.00	35.00	28.00	30.00	
3	4.00	5.00	12.00	45.00	28.00	31.00	
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.604	1407.111
2		(calculated)	(calculated)	0.608	1417.854
3		(calculated)	(calculated)	0.623	1485.599
4		(calculated)	(calculated)	Exit-only	Exit-only

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	304.00	100.000
2	FLAT	✓	1105.00	100.000
3	FLAT	✓	1772.00	100.000
4	Exit-only	✓	Exit-only	Exit-only

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	248.000	56.000
	2	0.000	0.000	1105.000	0.000
	3	1270.000	0.000	0.000	502.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.00	0.82	0.18
	2	0.00	0.00	1.00	0.00
	3	0.72	0.00	0.00	0.28
	4	0.25	0.25	0.25	0.25

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.22	0.05	0.28	A	304.00	456.00	24.67	0.05	0.27	24.67	0.05
2	0.90	0.46	8.24	D	1105.00	1657.50	674.00	0.41	7.49	675.65	0.41
3	1.22	18.51	486.38	F	1772.00	2658.00	22072.34	8.30	245.25	26964.36	10.14
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	304.00	76.00	302.90	1027.66	0.00	0.00	1407.11	1240.12	0.216	0.00	0.27	0.054	A
2	1105.00	276.25	1077.41	0.00	302.90	0.00	1233.58	551.24	0.896	0.00	6.90	0.340	C
3	1772.00	443.00	1433.87	1324.51	55.80	0.00	1450.83	1285.81	1.221	0.00	84.53	1.868	F
4	Exit-only	Exit-only	Exit-only	462.01	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	304.00	76.00	304.00	1039.35	0.00	0.00	1407.11	1240.12	0.216	0.27	0.27	0.054	A
2	1105.00	276.25	1102.18	0.00	304.00	0.00	1232.91	551.24	0.896	6.90	7.60	0.439	D
3	1772.00	443.00	1450.18	1350.17	56.00	0.00	1450.71	1285.81	1.221	84.53	164.99	5.258	F
4	Exit-only	Exit-only	Exit-only	466.83	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	304.00	76.00	304.00	1039.59	0.00	0.00	1407.11	1240.12	0.216	0.27	0.28	0.054	A
2	1105.00	276.25	1103.82	0.00	304.00	0.00	1232.91	551.24	0.896	7.60	7.90	0.451	D
3	1772.00	443.00	1450.52	1351.82	56.00	0.00	1450.71	1285.81	1.221	164.99	245.36	8.562	F
4	Exit-only	Exit-only	Exit-only	466.93	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	304.00	76.00	304.00	1039.66	0.00	0.00	1407.11	1240.12	0.216	0.28	0.28	0.054	A
2	1105.00	276.25	1104.35	0.00	304.00	0.00	1232.91	551.24	0.896	7.90	8.06	0.456	D
3	1772.00	443.00	1450.61	1352.34	56.00	0.00	1450.71	1285.81	1.221	245.36	325.71	11.876	F
4	Exit-only	Exit-only	Exit-only	466.95	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	304.00	76.00	304.00	1039.68	0.00	0.00	1407.11	1240.12	0.216	0.28	0.28	0.054	A
2	1105.00	276.25	1104.58	0.00	304.00	0.00	1232.91	551.24	0.896	8.06	8.17	0.459	D
3	1772.00	443.00	1450.65	1352.58	56.00	0.00	1450.71	1285.81	1.221	325.71	406.04	15.194	F
4	Exit-only	Exit-only	Exit-only	466.96	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	304.00	76.00	304.00	1039.70	0.00	0.00	1407.11	1240.12	0.216	0.28	0.28	0.054	A
2	1105.00	276.25	1104.71	0.00	304.00	0.00	1232.91	551.24	0.896	8.17	8.24	0.461	D
3	1772.00	443.00	1450.67	1352.71	56.00	0.00	1450.71	1285.81	1.221	406.04	486.38	18.513	F
4	Exit-only	Exit-only	Exit-only	466.97	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.03	0.27	0.054	A	A
2	83.02	5.53	0.340	C	C
3	658.85	43.92	1.868	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.12	0.27	0.054	A	A
2	109.71	7.31	0.439	D	C
3	1871.60	124.77	5.258	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.13	0.28	0.054	A	A
2	116.54	7.77	0.451	D	C
3	3077.63	205.18	8.562	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.13	0.28	0.054	A	A
2	119.84	7.99	0.456	D	C
3	4282.99	285.53	11.876	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.13	0.28	0.054	A	A
2	121.80	8.12	0.459	D	C
3	5488.12	365.87	15.194	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.13	0.28	0.054	A	A
2	123.10	8.21	0.461	D	C
3	6693.16	446.21	18.513	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation Results for each time segment

Queue Variation results: (07:45-08:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.27	N/A	N/A	N/A	N/A			N/A	N/A
2	6.90	N/A	N/A	N/A	N/A			N/A	N/A
3	84.53	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:00-08:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.27	N/A	N/A	N/A	N/A			N/A	N/A
2	7.60	N/A	N/A	N/A	N/A			N/A	N/A
3	164.99	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:15-08:30)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.28	N/A	N/A	N/A	N/A			N/A	N/A
2	7.90	N/A	N/A	N/A	N/A			N/A	N/A
3	245.36	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:30-08:45)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.28	N/A	N/A	N/A	N/A			N/A	N/A
2	8.06	N/A	N/A	N/A	N/A			N/A	N/A
3	325.71	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:45-09:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.28	N/A	N/A	N/A	N/A			N/A	N/A
2	8.17	N/A	N/A	N/A	N/A			N/A	N/A
3	406.04	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (09:00-09:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.28	N/A	N/A	N/A	N/A			N/A	N/A
2	8.24	N/A	N/A	N/A	N/A			N/A	N/A
3	486.38	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

(Default Analysis Set) - Scenario C, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm 1	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 4	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C, PM	Scenario C	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link South Rbt	Roundabout	1,2,3,4				31.63	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Underpass to North Rbt	
2	A27 WB Off-Slip	
3	A293 Hangleton Link	
4	A27 WB On-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.75	5.00	8.00	999.00	28.00	40.00	
2	3.75	5.25	6.00	35.00	28.00	30.00	
3	4.00	5.00	12.00	45.00	28.00	31.00	
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.604	1407.111
2		(calculated)	(calculated)	0.608	1417.854
3		(calculated)	(calculated)	0.623	1485.599
4		(calculated)	(calculated)	Exit-only	Exit-only

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	232.00	100.000
2	FLAT	✓	845.00	100.000
3	FLAT	✓	2260.00	100.000
4	Exit-only	✓	Exit-only	Exit-only

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.000	0.000	167.000	65.000
	2	0.000	0.000	845.000	0.000
	3	1275.000	0.000	0.000	985.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.00	0.72	0.28
	2	0.00	0.00	1.00	0.00
	3	0.56	0.00	0.00	0.44
	4	0.25	0.25	0.25	0.25

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.16	0.05	0.20	A	232.00	348.00	17.68	0.05	0.20	17.68	0.05
2	0.66	0.14	1.95	A	845.00	1267.50	172.03	0.14	1.91	172.12	0.14
3	1.56	46.64	1224.09	F	2260.00	3390.00	55160.65	16.27	612.90	86267.10	25.45
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	232.00	58.00	231.21	811.39	0.00	0.00	1407.11	1194.52	0.165	0.00	0.20	0.051	A
2	845.00	211.25	837.38	0.00	231.21	0.00	1277.19	548.35	0.662	0.00	1.90	0.134	A
3	2260.00	565.00	1438.23	1003.82	64.78	0.00	1445.23	1203.93	1.564	0.00	205.44	4.342	F
4	Exit-only	Exit-only	Exit-only	691.62	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	232.00	58.00	232.00	815.24	0.00	0.00	1407.11	1194.52	0.165	0.20	0.20	0.051	A
2	845.00	211.25	844.89	0.00	232.00	0.00	1276.72	548.35	0.662	1.90	1.93	0.139	A
3	2260.00	565.00	1445.05	1011.89	65.00	0.00	1445.10	1203.93	1.564	205.44	409.18	12.825	F
4	Exit-only	Exit-only	Exit-only	694.81	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	232.00	58.00	232.00	815.26	0.00	0.00	1407.11	1194.52	0.165	0.20	0.20	0.051	A
2	845.00	211.25	844.96	0.00	232.00	0.00	1276.72	548.35	0.662	1.93	1.94	0.139	A
3	2260.00	565.00	1445.08	1011.96	65.00	0.00	1445.10	1203.93	1.564	409.18	612.91	21.274	F
4	Exit-only	Exit-only	Exit-only	694.83	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	232.00	58.00	232.00	815.26	0.00	0.00	1407.11	1194.52	0.165	0.20	0.20	0.051	A
2	845.00	211.25	844.98	0.00	232.00	0.00	1276.71	548.35	0.662	1.94	1.94	0.139	A
3	2260.00	565.00	1445.09	1011.98	65.00	0.00	1445.10	1203.93	1.564	612.91	816.64	29.729	F
4	Exit-only	Exit-only	Exit-only	694.83	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	232.00	58.00	232.00	815.26	0.00	0.00	1407.11	1194.52	0.165	0.20	0.20	0.051	A
2	845.00	211.25	844.99	0.00	232.00	0.00	1276.71	548.35	0.662	1.94	1.95	0.139	A
3	2260.00	565.00	1445.09	1011.99	65.00	0.00	1445.10	1203.93	1.564	816.64	1020.36	38.185	F
4	Exit-only	Exit-only	Exit-only	694.83	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	232.00	58.00	232.00	815.26	0.00	0.00	1407.11	1194.52	0.165	0.20	0.20	0.051	A
2	845.00	211.25	844.99	0.00	232.00	0.00	1276.71	548.35	0.662	1.95	1.95	0.139	A
3	2260.00	565.00	1445.09	1011.99	65.00	0.00	1445.10	1203.93	1.564	1020.36	1224.09	46.643	F
4	Exit-only	Exit-only	Exit-only	694.83	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.90	0.19	0.051	A	A
2	26.67	1.78	0.134	A	A
3	1552.84	103.52	4.342	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.95	0.20	0.051	A	A
2	28.80	1.92	0.139	A	A
3	4609.67	307.31	12.825	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.96	0.20	0.051	A	A
2	29.03	1.94	0.139	A	A
3	7665.66	511.04	21.274	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.96	0.20	0.051	A	A
2	29.13	1.94	0.139	A	A
3	10721.59	714.77	29.729	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.96	0.20	0.051	A	A
2	29.18	1.95	0.139	A	A
3	13777.49	918.50	38.185	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.96	0.20	0.051	A	A
2	29.21	1.95	0.139	A	A
3	16833.39	1122.23	46.643	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation Results for each time segment

Queue Variation results: (16:45-17:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.90	N/A	N/A	N/A	N/A			N/A	N/A
3	205.44	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:00-17:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.93	N/A	N/A	N/A	N/A			N/A	N/A
3	409.18	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:15-17:30)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.94	N/A	N/A	N/A	N/A			N/A	N/A
3	612.91	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:30-17:45)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.94	N/A	N/A	N/A	N/A			N/A	N/A
3	816.64	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:45-18:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.95	N/A	N/A	N/A	N/A			N/A	N/A
3	1020.36	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (18:00-18:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.95	N/A	N/A	N/A	N/A			N/A	N/A
3	1224.09	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

(Default Analysis Set) - Scenario C wMit, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm 1	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 4	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C wMit, AM	Scenario C wMit	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link South Rbt	Roundabout	1,2,3,4				9.43	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Underpass to North Rbt	
2	A27 WB Off-Slip	
3	A293 Hangleton Link	
4	A27 WB On-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.75	5.00	8.00	999.00	28.00	40.00	
2	3.75	5.25	6.00	35.00	28.00	30.00	
3	4.00	5.00	12.00	45.00	28.00	31.00	
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.604	1407.111
2		(calculated)	(calculated)	0.608	1417.854
3		(calculated)	(calculated)	0.623	1485.599
4		(calculated)	(calculated)	Exit-only	Exit-only

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	311.00	100.000
2	FLAT	✓	1094.00	100.000
3	FLAT	✓	1740.00	100.000
4	Exit-only	✓	Exit-only	Exit-only

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	254.000	57.000
	2	0.000	0.000	1094.000	0.000
	3	1251.000	0.000	0.000	489.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.00	0.82	0.18
	2	0.00	0.00	1.00	0.00
	3	0.72	0.00	0.00	0.28
	4	0.25	0.25	0.25	0.25

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.22	0.05	0.28	A	311.00	466.50	25.40	0.05	0.28	25.40	0.05
2	0.89	0.44	7.78	D	1094.00	1641.00	640.30	0.39	7.11	641.78	0.39
3	1.20	16.76	439.78	F	1740.00	2610.00	19992.97	7.66	222.14	23994.27	9.19
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	311.00	77.75	309.87	1029.30	0.00	0.00	1407.11	1240.78	0.221	0.00	0.28	0.055	A
2	1094.00	273.50	1067.60	0.00	309.87	0.00	1229.34	551.28	0.890	0.00	6.60	0.331	C
3	1740.00	435.00	1431.64	1320.68	56.79	0.00	1450.21	1286.68	1.200	0.00	77.09	1.720	F
4	Exit-only	Exit-only	Exit-only	459.13	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	311.00	77.75	311.00	1042.07	0.00	0.00	1407.11	1240.78	0.221	0.28	0.28	0.055	A
2	1094.00	273.50	1091.48	0.00	311.00	0.00	1228.66	551.28	0.890	6.60	7.23	0.420	D
3	1740.00	435.00	1449.41	1345.48	57.00	0.00	1450.08	1286.68	1.200	77.09	149.74	4.795	F
4	Exit-only	Exit-only	Exit-only	464.33	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	311.00	77.75	311.00	1042.38	0.00	0.00	1407.11	1240.78	0.221	0.28	0.28	0.055	A
2	1094.00	273.50	1092.96	0.00	311.00	0.00	1228.65	551.28	0.890	7.23	7.49	0.431	D
3	1740.00	435.00	1449.84	1346.96	57.00	0.00	1450.08	1286.68	1.200	149.74	222.28	7.777	F
4	Exit-only	Exit-only	Exit-only	464.45	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	311.00	77.75	311.00	1042.47	0.00	0.00	1407.11	1240.78	0.221	0.28	0.28	0.055	A
2	1094.00	273.50	1093.43	0.00	311.00	0.00	1228.65	551.28	0.890	7.49	7.63	0.435	D
3	1740.00	435.00	1449.96	1347.43	57.00	0.00	1450.08	1286.68	1.200	222.28	294.79	10.767	F
4	Exit-only	Exit-only	Exit-only	464.49	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	311.00	77.75	311.00	1042.50	0.00	0.00	1407.11	1240.78	0.221	0.28	0.28	0.055	A
2	1094.00	273.50	1093.64	0.00	311.00	0.00	1228.65	551.28	0.890	7.63	7.72	0.437	D
3	1740.00	435.00	1450.00	1347.64	57.00	0.00	1450.08	1286.68	1.200	294.79	367.29	13.761	F
4	Exit-only	Exit-only	Exit-only	464.50	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	311.00	77.75	311.00	1042.52	0.00	0.00	1407.11	1240.78	0.221	0.28	0.28	0.055	A
2	1094.00	273.50	1093.75	0.00	311.00	0.00	1228.65	551.28	0.890	7.72	7.78	0.439	D
3	1740.00	435.00	1450.03	1347.75	57.00	0.00	1450.08	1286.68	1.200	367.29	439.78	16.757	F
4	Exit-only	Exit-only	Exit-only	464.51	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.15	0.28	0.055	A	A
2	80.04	5.34	0.331	C	B
3	604.65	40.31	1.720	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.24	0.28	0.055	A	A
2	104.58	6.97	0.420	D	C
3	1701.47	113.43	4.795	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.25	0.28	0.055	A	A
2	110.63	7.38	0.431	D	C
3	2790.18	186.01	7.777	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.25	0.28	0.055	A	A
2	113.51	7.57	0.435	D	C
3	3878.03	258.54	10.767	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.25	0.28	0.055	A	A
2	115.21	7.68	0.437	D	C
3	4965.60	331.04	13.761	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.25	0.28	0.055	A	A
2	116.33	7.76	0.439	D	C
3	6053.03	403.54	16.757	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation Results for each time segment

Queue Variation results: (07:45-08:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.28	N/A	N/A	N/A	N/A			N/A	N/A
2	6.60	N/A	N/A	N/A	N/A			N/A	N/A
3	77.09	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:00-08:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.28	N/A	N/A	N/A	N/A			N/A	N/A
2	7.23	N/A	N/A	N/A	N/A			N/A	N/A
3	149.74	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:15-08:30)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.28	N/A	N/A	N/A	N/A			N/A	N/A
2	7.49	N/A	N/A	N/A	N/A			N/A	N/A
3	222.28	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:30-08:45)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.28	N/A	N/A	N/A	N/A			N/A	N/A
2	7.63	N/A	N/A	N/A	N/A			N/A	N/A
3	294.79	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (08:45-09:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.28	N/A	N/A	N/A	N/A			N/A	N/A
2	7.72	N/A	N/A	N/A	N/A			N/A	N/A
3	367.29	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (09:00-09:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.28	N/A	N/A	N/A	N/A			N/A	N/A
2	7.78	N/A	N/A	N/A	N/A			N/A	N/A
3	439.78	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

(Default Analysis Set) - Scenario C wMit, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm 1	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 4	Analysis Options	Queue Variations cannot be calculated for the selected traffic profile type.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario C wMit, PM	Scenario C wMit	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
A27/Hangleton Link South Rbt	Roundabout	1,2,3,4				30.85	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Underpass to North Rbt	
2	A27 WB Off-Slip	
3	A293 Hangleton Link	
4	A27 WB On-Slip	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.75	5.00	8.00	999.00	28.00	40.00	
2	3.75	5.25	6.00	35.00	28.00	30.00	
3	4.00	5.00	12.00	45.00	28.00	31.00	
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	✓

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.604	1407.111
2		(calculated)	(calculated)	0.608	1417.854
3		(calculated)	(calculated)	0.623	1485.599
4		(calculated)	(calculated)	Exit-only	Exit-only

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	236.00	100.000
2	FLAT	✓	774.00	100.000
3	FLAT	✓	2225.00	100.000
4	Exit-only	✓	Exit-only	Exit-only

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	168.000	68.000
	2	0.000	0.000	774.000	0.000
	3	1240.000	0.000	0.000	985.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.00	0.71	0.29
	2	0.00	0.00	1.00	0.00
	3	0.56	0.00	0.00	0.44
	4	0.25	0.25	0.25	0.25

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	**2**	**3**	**4**
From	**1**	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000
	4	Exit-only	Exit-only	Exit-only	Exit-only

Arm 4 is exit only and so the above grid should be ignored for this Arm.

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
1	0.17	0.05	0.20	A	236.00	354.00	18.05	0.05	0.20	18.05	0.05
2	0.61	0.12	1.54	A	774.00	1161.00	136.66	0.12	1.52	136.71	0.12
3	1.54	44.81	1174.46	F	2225.00	3337.50	52930.53	15.86	588.12	81603.05	24.45
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	236.00	59.00	235.20	800.34	0.00	0.00	1407.11	1192.31	0.168	0.00	0.20	0.051	A
2	774.00	193.50	767.94	0.00	235.20	0.00	1274.77	548.21	0.607	0.00	1.52	0.117	A
3	2225.00	556.25	1436.09	935.37	67.77	0.00	1443.37	1197.64	1.542	0.00	197.23	4.178	F
4	Exit-only	Exit-only	Exit-only	703.52	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	236.00	59.00	236.00	804.29	0.00	0.00	1407.11	1192.31	0.168	0.20	0.20	0.051	A
2	774.00	193.50	773.94	0.00	236.00	0.00	1274.28	548.21	0.607	1.52	1.53	0.120	A
3	2225.00	556.25	1443.18	941.93	68.00	0.00	1443.23	1197.64	1.542	197.23	392.68	12.329	F
4	Exit-only	Exit-only	Exit-only	706.89	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	236.00	59.00	236.00	804.31	0.00	0.00	1407.11	1192.31	0.168	0.20	0.20	0.051	A
2	774.00	193.50	773.98	0.00	236.00	0.00	1274.28	548.21	0.607	1.53	1.54	0.120	A
3	2225.00	556.25	1443.21	941.98	68.00	0.00	1443.23	1197.64	1.542	392.68	588.13	20.445	F
4	Exit-only	Exit-only	Exit-only	706.90	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	236.00	59.00	236.00	804.31	0.00	0.00	1407.11	1192.31	0.168	0.20	0.20	0.051	A
2	774.00	193.50	773.99	0.00	236.00	0.00	1274.28	548.21	0.607	1.54	1.54	0.120	A
3	2225.00	556.25	1443.22	941.99	68.00	0.00	1443.23	1197.64	1.542	588.13	783.58	28.566	F
4	Exit-only	Exit-only	Exit-only	706.91	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	236.00	59.00	236.00	804.31	0.00	0.00	1407.11	1192.31	0.168	0.20	0.20	0.051	A
2	774.00	193.50	773.99	0.00	236.00	0.00	1274.28	548.21	0.607	1.54	1.54	0.120	A
3	2225.00	556.25	1443.22	941.99	68.00	0.00	1443.23	1197.64	1.542	783.58	979.02	36.689	F
4	Exit-only	Exit-only	Exit-only	706.91	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
1	236.00	59.00	236.00	804.31	0.00	0.00	1407.11	1192.31	0.168	0.20	0.20	0.051	A
2	774.00	193.50	774.00	0.00	236.00	0.00	1274.28	548.21	0.607	1.54	1.54	0.120	A
3	2225.00	556.25	1443.22	942.00	68.00	0.00	1443.23	1197.64	1.542	979.02	1174.46	44.812	F
4	Exit-only	Exit-only	Exit-only	706.91	Exit-only	0.00	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.96	0.20	0.051	A	A
2	21.48	1.43	0.117	A	A
3	1491.67	99.44	4.178	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.01	0.20	0.051	A	A
2	22.88	1.53	0.120	A	A
3	4424.35	294.96	12.329	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.02	0.20	0.051	A	A
2	23.01	1.53	0.120	A	A
3	7356.11	490.41	20.445	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.02	0.20	0.051	A	A
2	23.07	1.54	0.120	A	A
3	10287.80	685.85	28.566	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.02	0.20	0.051	A	A
2	23.10	1.54	0.120	A	A
3	13219.47	881.30	36.689	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.02	0.20	0.051	A	A
2	23.12	1.54	0.120	A	A
3	16151.13	1076.74	44.812	F	F
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation Results for each time segment

Queue Variation results: (16:45-17:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.52	N/A	N/A	N/A	N/A			N/A	N/A
3	197.23	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:00-17:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.53	N/A	N/A	N/A	N/A			N/A	N/A
3	392.68	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:15-17:30)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.54	N/A	N/A	N/A	N/A			N/A	N/A
3	588.13	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:30-17:45)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.54	N/A	N/A	N/A	N/A			N/A	N/A
3	783.58	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (17:45-18:00)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.54	N/A	N/A	N/A	N/A			N/A	N/A
3	979.02	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Queue Variation results: (18:00-18:15)

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
1	0.20	N/A	N/A	N/A	N/A			N/A	N/A
2	1.54	N/A	N/A	N/A	N/A			N/A	N/A
3	1174.46	N/A	N/A	N/A	N/A			N/A	N/A
4	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

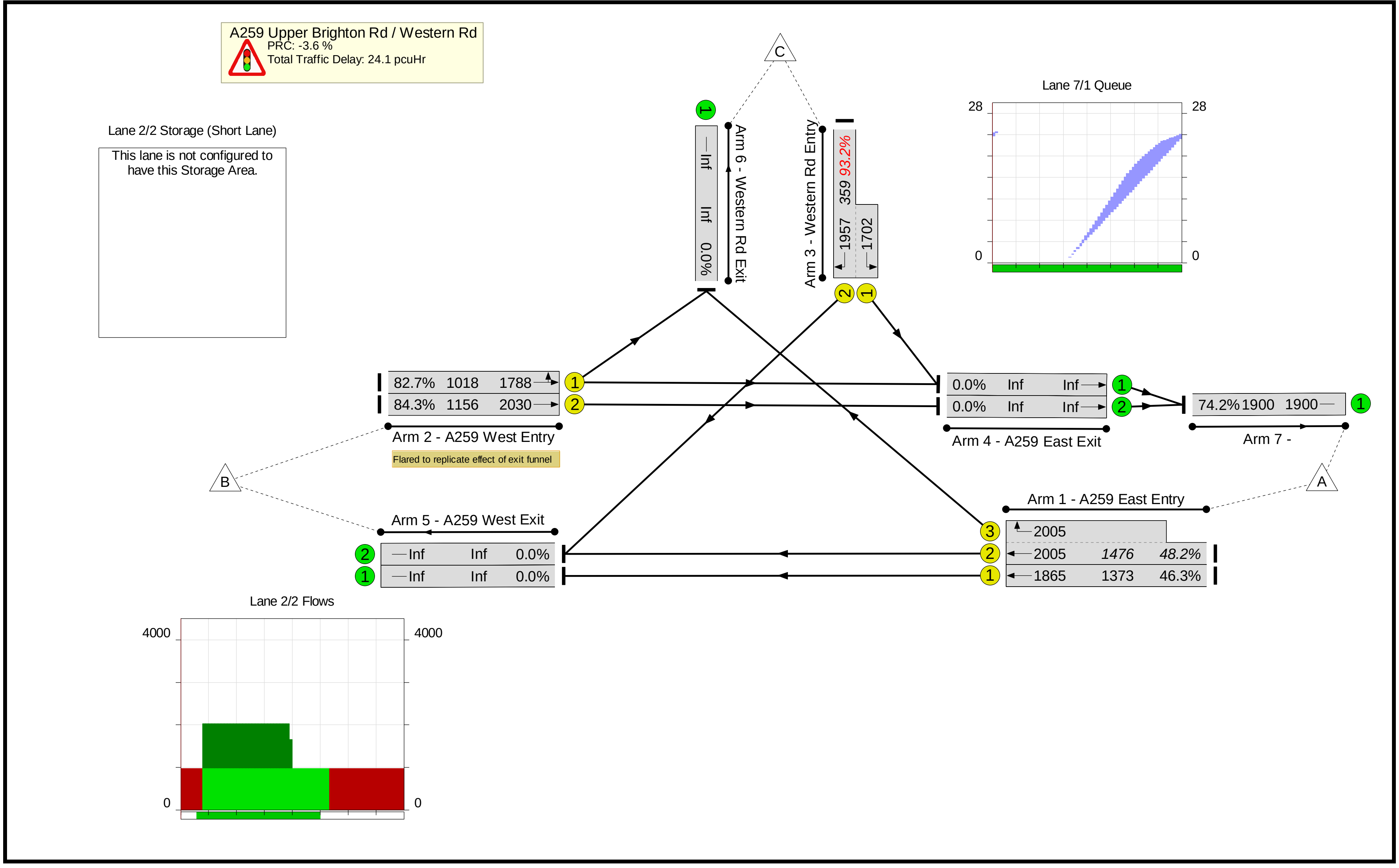
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	A259 - Western Rd edit.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: 'Reference Case AM' (FG1: 'Reference Case AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram


A259 Upper Brighton Rd / Western Rd
PRC: -3.6 %
Total Traffic Delay: 24.1 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
1
Inf
Inf
0.0%
Arm 6 - Western Rd Exit
Arm 3 - Western Rd Entry
359 93.2%
1957
1702
2
1
Lane 7/1 Queue
28
28
0
0
82.7% 1018 1788
84.3% 1156 2030
1
2
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
1
2
Arm 4 - A259 East Exit
74.2% 1900 1900
1
Arm 7 -
B
A
Arm 5 - A259 West Exit
Arm 1 - A259 East Entry
2 Inf Inf 0.0%
1 Inf Inf 0.0%
3 2005
2 2005 1476 48.2%
1 1865 1373 46.3%
Lane 2/2 Flows
4000
4000
0
0

Basic Results Summary

Network Results

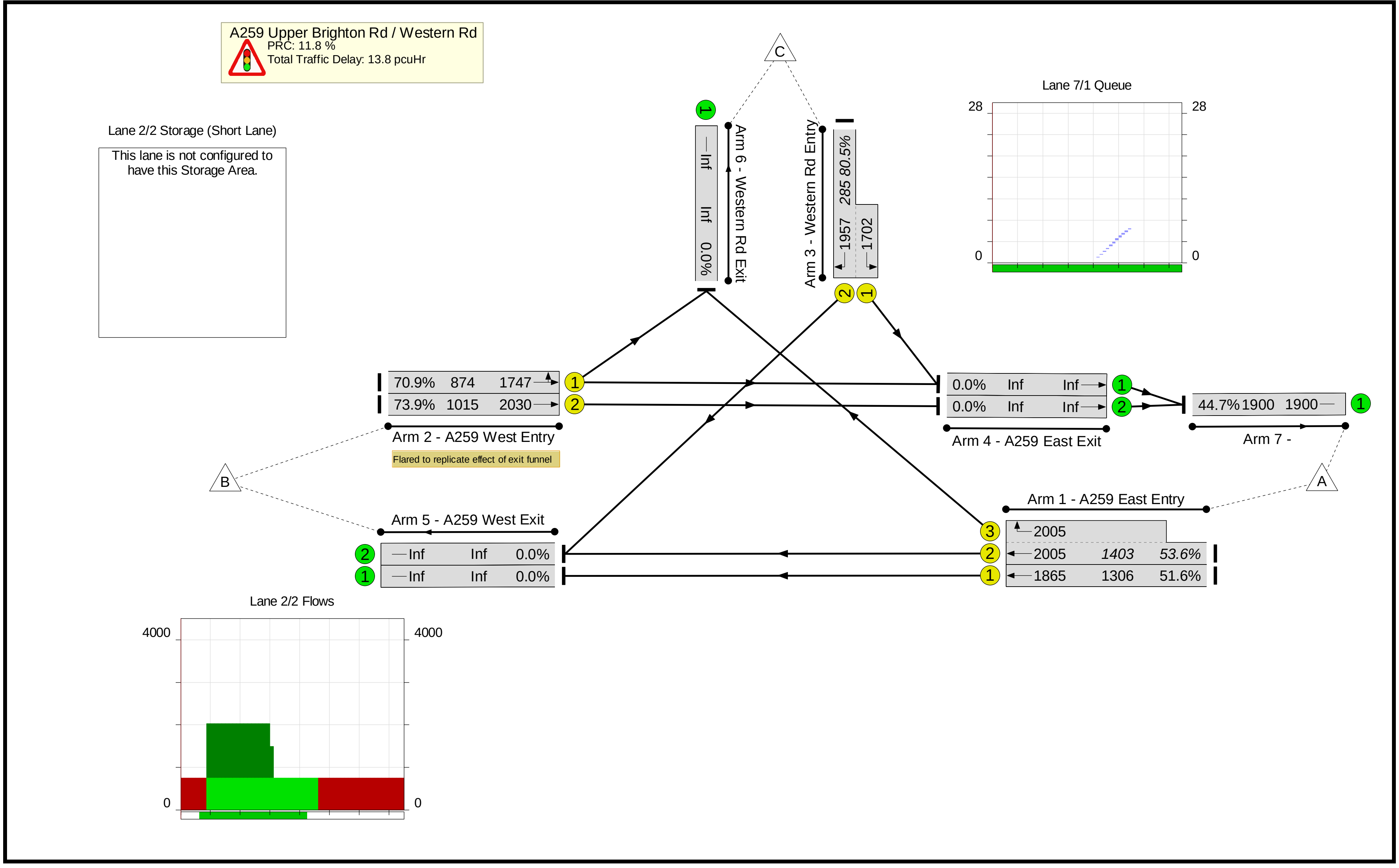
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**93.2%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**93.2%**
1/1	A259 East Entry Ahead	636	5.4	6.2	46.3%
1/2+1/3	A259 East Entry Ahead Right	712	6.2	6.2	48.2%
2/1	A259 West Entry Ahead Left	842	15.9	22.6	82.7%
2/2	A259 West Entry Ahead	975	18.6	22.5	84.3%
3/2+3/1	Western Rd Entry Left Right	335	9.4	80.0	93.2%
7/1		1409	26.3	7.5	74.2%

C1 Stream: 1 PRC for Signalled Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 21.16 Cycle Time (s): 72
PRC Over All Lanes (%): -3.6 Total Delay Over All Lanes(pcuHr): 24.11

Basic Results Summary

Scenario 2: 'Reference Case PM' (FG2: 'Reference Case PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram


A259 Upper Brighton Rd / Western Rd
PRC: 11.8 %
Total Traffic Delay: 13.8 pcuHr
C
B
A
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
Lane 7/1 Queue
28
28
0
0
Arm 6 - Western Rd Exit
Inf
Inf
0.0%
1
Arm 3 - Western Rd Entry
285 80.5%
1957
1702
2
1
70.9% 874 1747
73.9% 1015 2030
1
2
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
1
2
Arm 4 - A259 East Exit
44.7% 1900 1900
1
Arm 7 -
Arm 1 - A259 East Entry
3
2
1
2005
2005 1403 53.6%
1865 1306 51.6%
Arm 5 - A259 West Exit
2
1
Inf Inf 0.0%
Inf Inf 0.0%
Lane 2/2 Flows
4000
4000
0
0

Basic Results Summary

Network Results

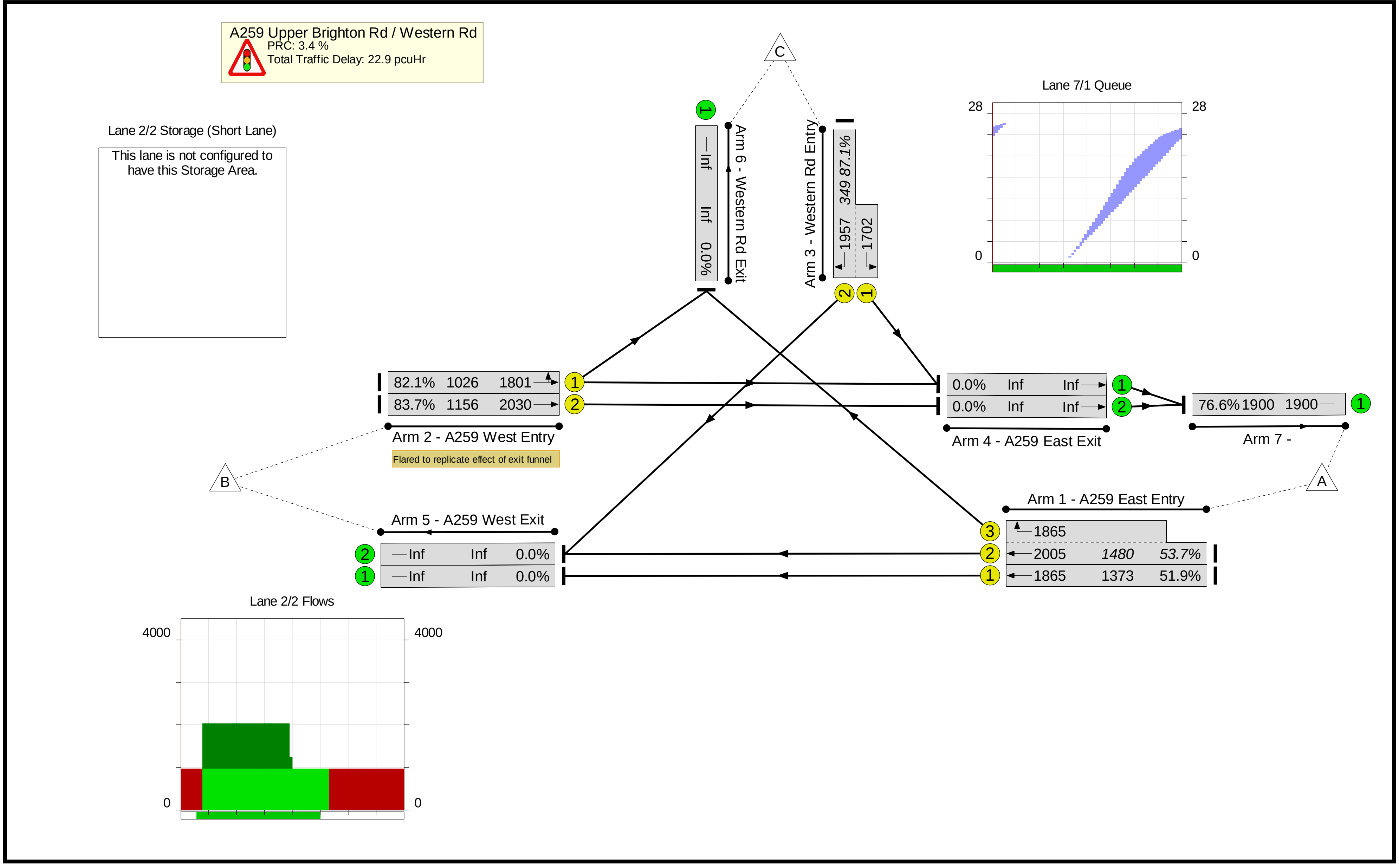
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**80.5%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**80.5%**
1/1	A259 East Entry Ahead	674	5.8	7.1	51.6%
1/2+1/3	A259 East Entry Ahead Right	752	6.4	7.1	53.6%
2/1	A259 West Entry Ahead Left	619	9.1	18.6	70.9%
2/2	A259 West Entry Ahead	750	11.2	18.6	73.9%
3/2+3/1	Western Rd Entry Left Right	229	5.3	54.6	80.5%
7/1		849	6.8	1.9	44.7%

C1 Stream: 1 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 13.36 Cycle Time (s): 60
PRC Over All Lanes (%): 11.8 Total Delay Over All Lanes(pcuHr): 13.80

Basic Results Summary

Scenario 3: 'Scenario C AM' (FG3: 'Scenario C AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



A259 Upper Brighton Rd / Western Rd
PRC: 3.4 %
Total Traffic Delay: 22.9 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
Arm 6 - Western Rd Exit
Inf
Inf
0.0%
Arm 3 - Western Rd Entry
349 87.1%
1957
1702
Lane 7/1 Queue
28
28
0
0
82.1% 1026 1801
83.7% 1156 2030
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
Arm 4 - A259 East Exit
76.6% 1900 1900
Arm 7 -
B
A
Arm 1 - A259 East Entry
1865
2005 1480 53.7%
1865 1373 51.9%
Arm 5 - A259 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Lane 2/2 Flows
4000
4000
0
0
1
2
3

Basic Results Summary

Network Results

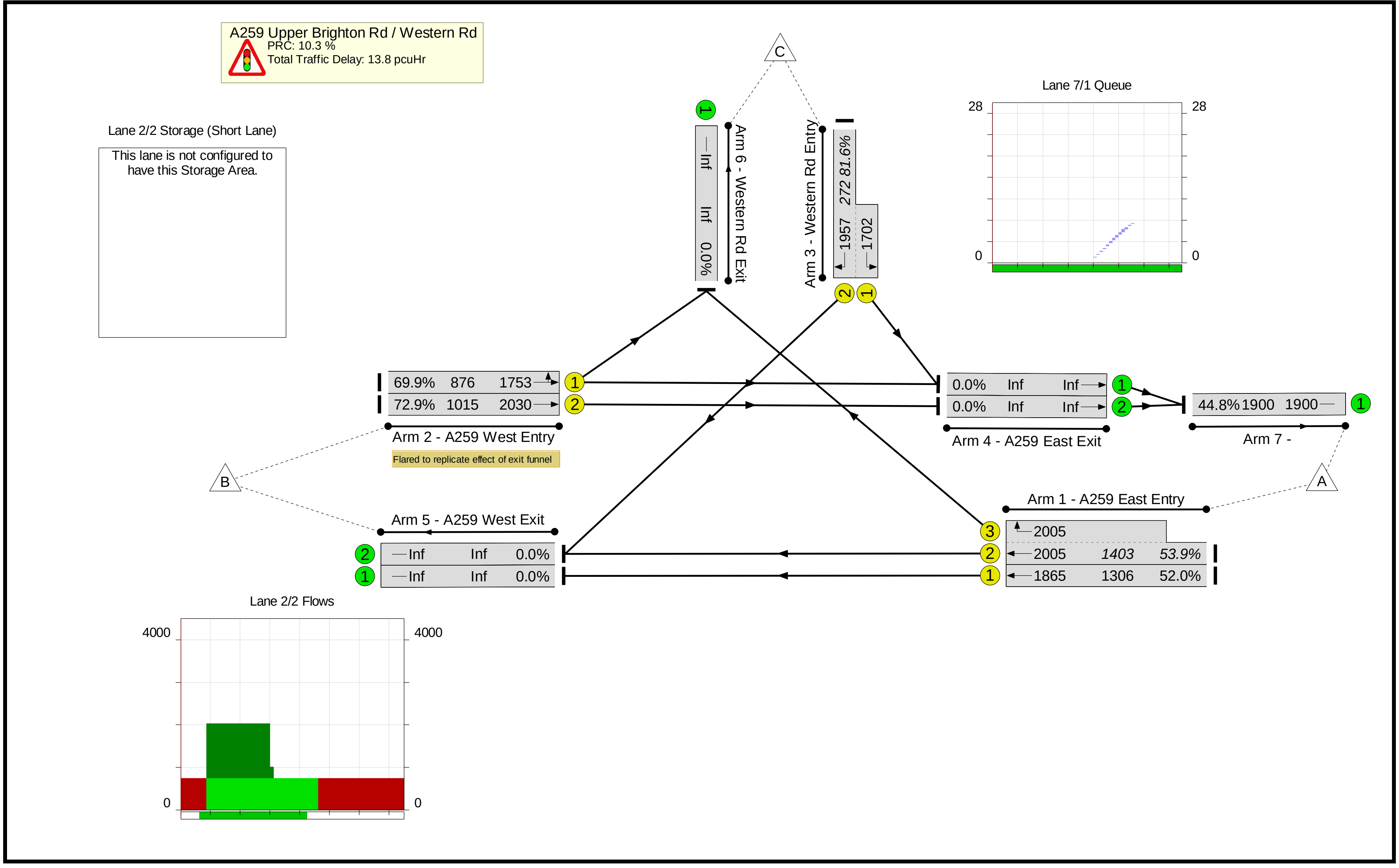
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**87.1%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**87.1%**
1/1	A259 East Entry Ahead	712	6.5	6.8	51.9%
1/2+1/3	A259 East Entry Ahead Right	795	7.4	6.8	53.7%
2/1	A259 West Entry Ahead Left	842	15.8	22.1	82.1%
2/2	A259 West Entry Ahead	968	18.4	22.1	83.7%
3/2+3/1	Western Rd Entry Left Right	304	7.1	62.6	87.1%
7/1		1455	27.8	9.0	76.6%

C1 Stream: 1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 19.25 Cycle Time (s): 72
PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 22.89

Basic Results Summary

Scenario 4: 'Scenario C PM' (FG4: 'Scenario C PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram


A259 Upper Brighton Rd / Western Rd
PRC: 10.3 %
Total Traffic Delay: 13.8 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
B
A
Lane 7/1 Queue
28
0
Arm 6 - Western Rd Exit
Inf
Inf
0.0%
Arm 3 - Western Rd Entry
272 81.6%
1957
1702
69.9% 876 1753
72.9% 1015 2030
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
Arm 4 - A259 East Exit
44.8% 1900 1900
Arm 7 -
Arm 1 - A259 East Entry
2005
2005 1403 53.9%
1865 1306 52.0%
Arm 5 - A259 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Lane 2/2 Flows
4000
0
1
2
3

Basic Results Summary

Network Results

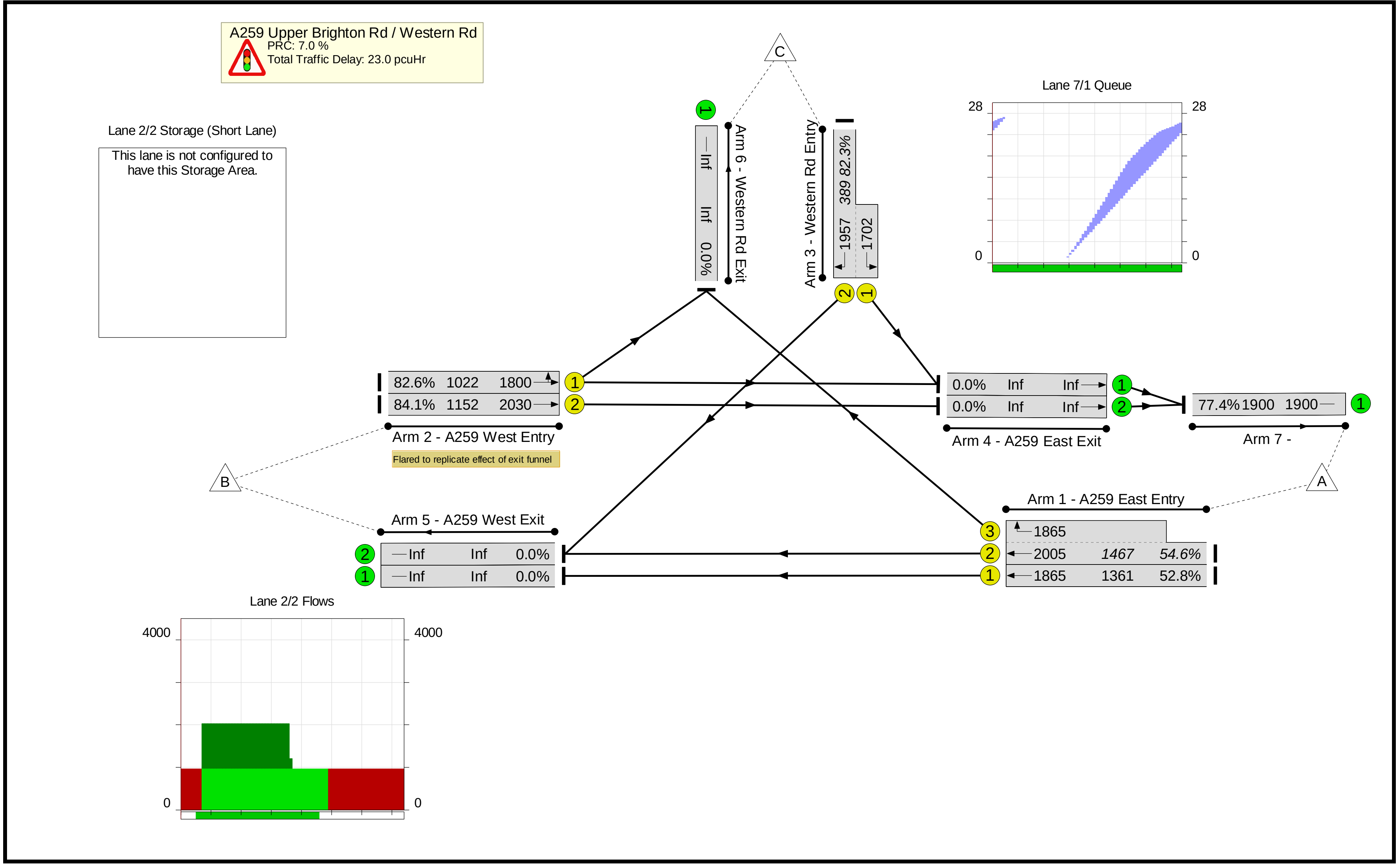
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**81.6%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**81.6%**
1/1	A259 East Entry Ahead	679	5.8	7.1	52.0%
1/2+1/3	A259 East Entry Ahead Right	757	6.5	7.1	53.9%
2/1	A259 West Entry Ahead Left	613	9.0	18.3	69.9%
2/2	A259 West Entry Ahead	740	11.0	18.3	72.9%
3/2+3/1	Western Rd Entry Left Right	222	5.5	58.1	81.6%
7/1		852	7.8	2.0	44.8%

C1 Stream: 1 PRC for Signalled Lanes (%): 10.3 Total Delay for Signalled Lanes (pcuHr): 13.30 Cycle Time (s): 60
PRC Over All Lanes (%): 10.3 Total Delay Over All Lanes(pcuHr): 13.77

Basic Results Summary

Scenario 5: 'Scenario C wMit AM' (FG5: 'Scenario C wMit AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram


A259 Upper Brighton Rd / Western Rd
PRC: 7.0 %
Total Traffic Delay: 23.0 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
1
Inf
Inf
0.0%
Arm 6 - Western Rd Exit
Arm 3 - Western Rd Entry
389 82.3%
1957
1702
2
1
Lane 7/1 Queue
28
28
0
0
82.6% 1022 1800
84.1% 1152 2030
1
2
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
1
2
Arm 4 - A259 East Exit
77.4% 1900 1900
1
Arm 7 -
B
A
Arm 1 - A259 East Entry
Arm 5 - A259 West Exit
2
Inf Inf 0.0%
1
Inf Inf 0.0%
3
1865
2
2005 1467 54.6%
1
1865 1361 52.8%
Lane 2/2 Flows
4000
4000
0
0

Basic Results Summary

Network Results

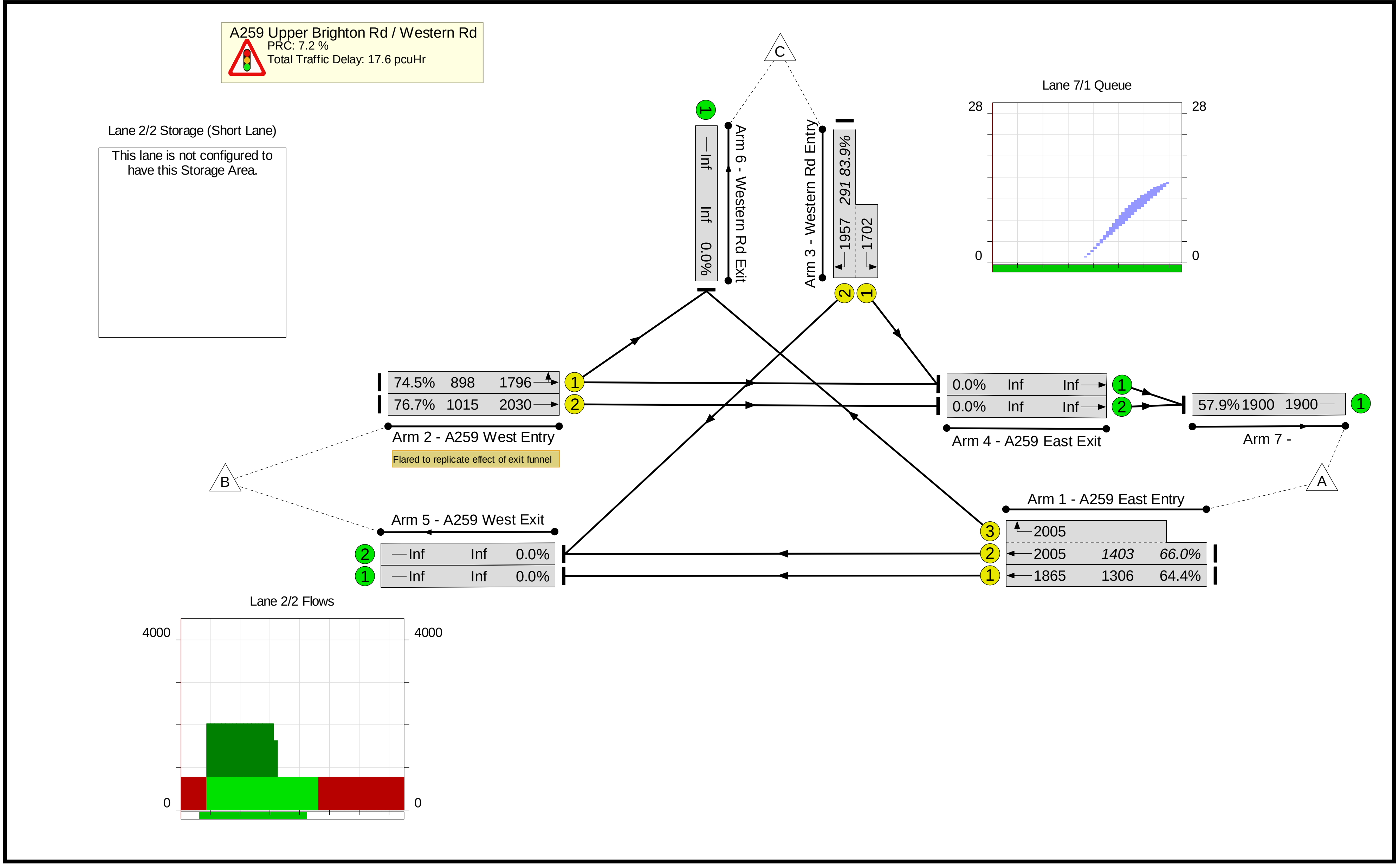
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**84.1%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**84.1%**
1/1	A259 East Entry Ahead	719	7.0	7.2	52.8%
1/2+1/3	A259 East Entry Ahead Right	801	7.9	7.3	54.6%
2/1	A259 West Entry Ahead Left	844	16.4	22.9	82.6%
2/2	A259 West Entry Ahead	969	19.0	22.8	84.1%
3/2+3/1	Western Rd Entry Left Right	320	6.4	51.8	82.3%
7/1		1470	28.9	9.4	77.4%

C1 Stream: 1 PRC for Signalled Lanes (%): 7.0 Total Delay for Signalled Lanes (pcuHr): 19.16 Cycle Time (s): 74
PRC Over All Lanes (%): 7.0 Total Delay Over All Lanes(pcuHr): 22.99

Basic Results Summary

Scenario 6: 'Scenario C wMit PM' (FG6: 'Scenario C wMit PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram



A259 Upper Brighton Rd / Western Rd
PRC: 7.2 %
Total Traffic Delay: 17.6 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
B
A
Lane 7/1 Queue
28
0
Arm 6 - Western Rd Exit
Inf
Inf
0.0%
Arm 3 - Western Rd Entry
291 83.9%
1957
1702
Arm 2 - A259 West Entry
74.5% 898 1796
76.7% 1015 2030
Flared to replicate effect of exit funnel
Arm 4 - A259 East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm 7 -
57.9% 1900 1900
Arm 1 - A259 East Entry
2005
2005 1403 66.0%
1865 1306 64.4%
Arm 5 - A259 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Lane 2/2 Flows
4000
0
1
2
3

Basic Results Summary

Network Results

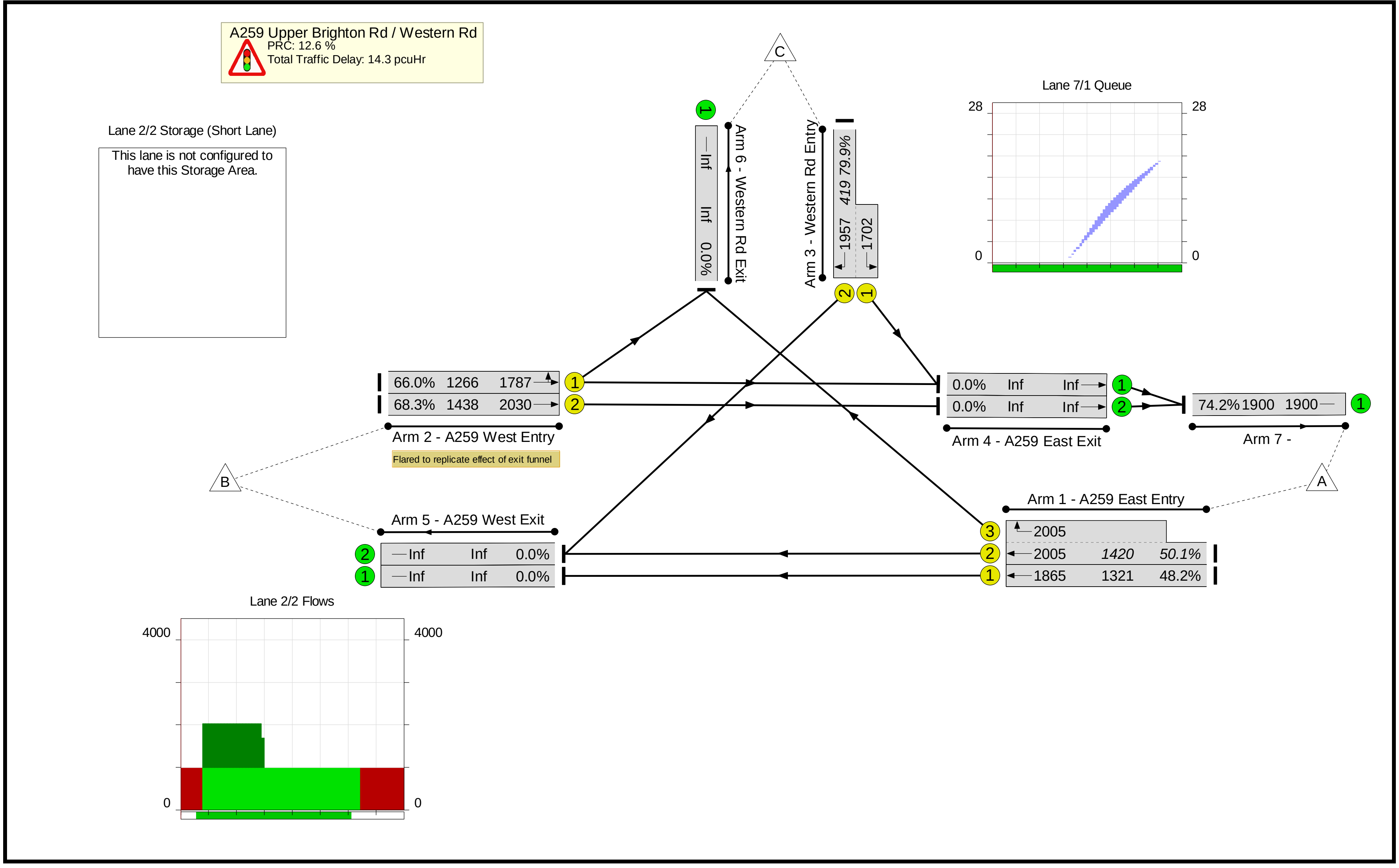
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**83.9%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**83.9%**
1/1	A259 East Entry Ahead	841	8.4	8.8	64.4%
1/2+1/3	A259 East Entry Ahead Right	927	9.5	8.8	66.0%
2/1	A259 West Entry Ahead Left	669	10.2	19.7	74.5%
2/2	A259 West Entry Ahead	779	12.0	19.7	76.7%
3/2+3/1	Western Rd Entry Left Right	244	5.9	59.2	83.9%
7/1		1101	15.8	4.3	57.9%

C1 Stream: 1 PRC for Signalled Lanes (%): 7.2 Total Delay for Signalled Lanes (pcuHr): 16.25 Cycle Time (s): 60
PRC Over All Lanes (%): 7.2 Total Delay Over All Lanes(pcuHr): 17.56

Basic Results Summary

Scenario 7: 'Reference Case AM - DD RT' (FG1: 'Reference Case AM', Plan 5: 'Network Control Plan 5')

Network Layout Diagram


A259 Upper Brighton Rd / Western Rd
PRC: 12.6 %
Total Traffic Delay: 14.3 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
Arm 6 - Western Rd Exit
Inf
Inf
0.0%
Arm 3 - Western Rd Entry
419 79.9%
1957
1702
Lane 7/1 Queue
28
0
66.0% 1266 1787
68.3% 1438 2030
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
Arm 4 - A259 East Exit
74.2% 1900 1900
Arm 7 -
B
A
Arm 5 - A259 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm 1 - A259 East Entry
2005
2005 1420 50.1%
1865 1321 48.2%
Lane 2/2 Flows
4000
0
1
2
3

Basic Results Summary

Network Results

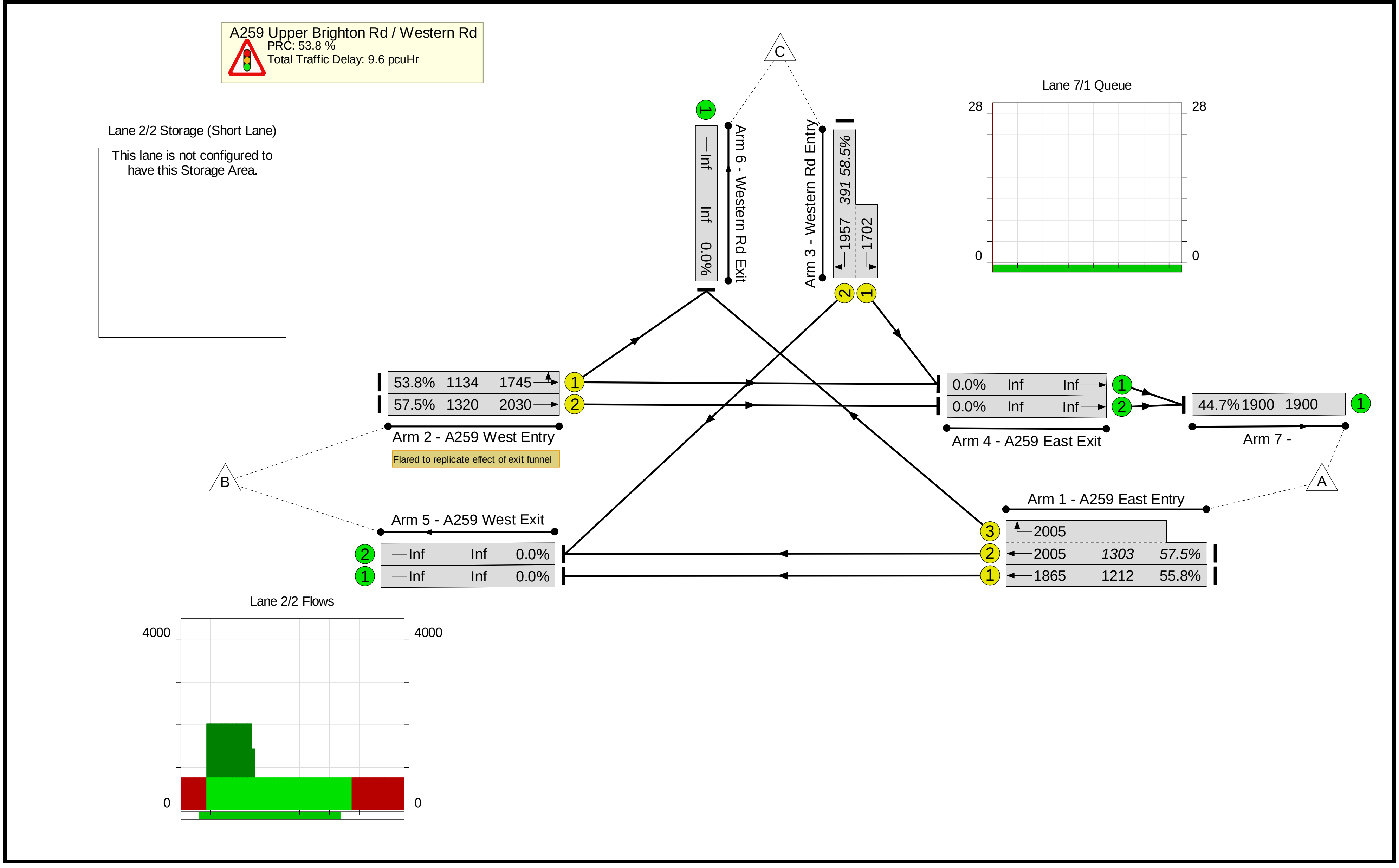
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**79.9%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**79.9%**
1/1	A259 East Entry Ahead	637	6.0	7.3	48.2%
1/2+1/3	A259 East Entry Ahead Right	711	6.8	7.3	50.1%
2/1	A259 West Entry Ahead Left	835	10.0	9.9	66.0%
2/2	A259 West Entry Ahead	982	12.0	9.9	68.3%
3/2+3/1	Western Rd Entry Left Right	335	6.3	49.2	79.9%
7/1		1409	20.5	5.2	74.2%

C1 Stream: 1 PRC for Signalled Lanes (%): 12.6 Total Delay for Signalled Lanes (pcuHr): 12.29 Cycle Time (s): 72
PRC Over All Lanes (%): 12.6 Total Delay Over All Lanes(pcuHr): 14.33

Basic Results Summary

Scenario 8: 'Reference Case PM - DD RT' (FG2: 'Reference Case PM', Plan 6: 'Network Control Plan 6')

Network Layout Diagram


A259 Upper Brighton Rd / Western Rd
PRC: 53.8 %
Total Traffic Delay: 9.6 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
Arm 6 - Western Rd Exit
Inf
Inf
0.0%
Arm 3 - Western Rd Entry
391 58.5%
1957
1702
Lane 7/1 Queue
28
0
53.8% 1134 1745
57.5% 1320 2030
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
Arm 4 - A259 East Exit
44.7% 1900 1900
Arm 7 -
B
A
Arm 1 - A259 East Entry
2005
2005 1303 57.5%
1865 1212 55.8%
Arm 5 - A259 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
1
2
3
Lane 2/2 Flows
4000
0

Basic Results Summary

Network Results

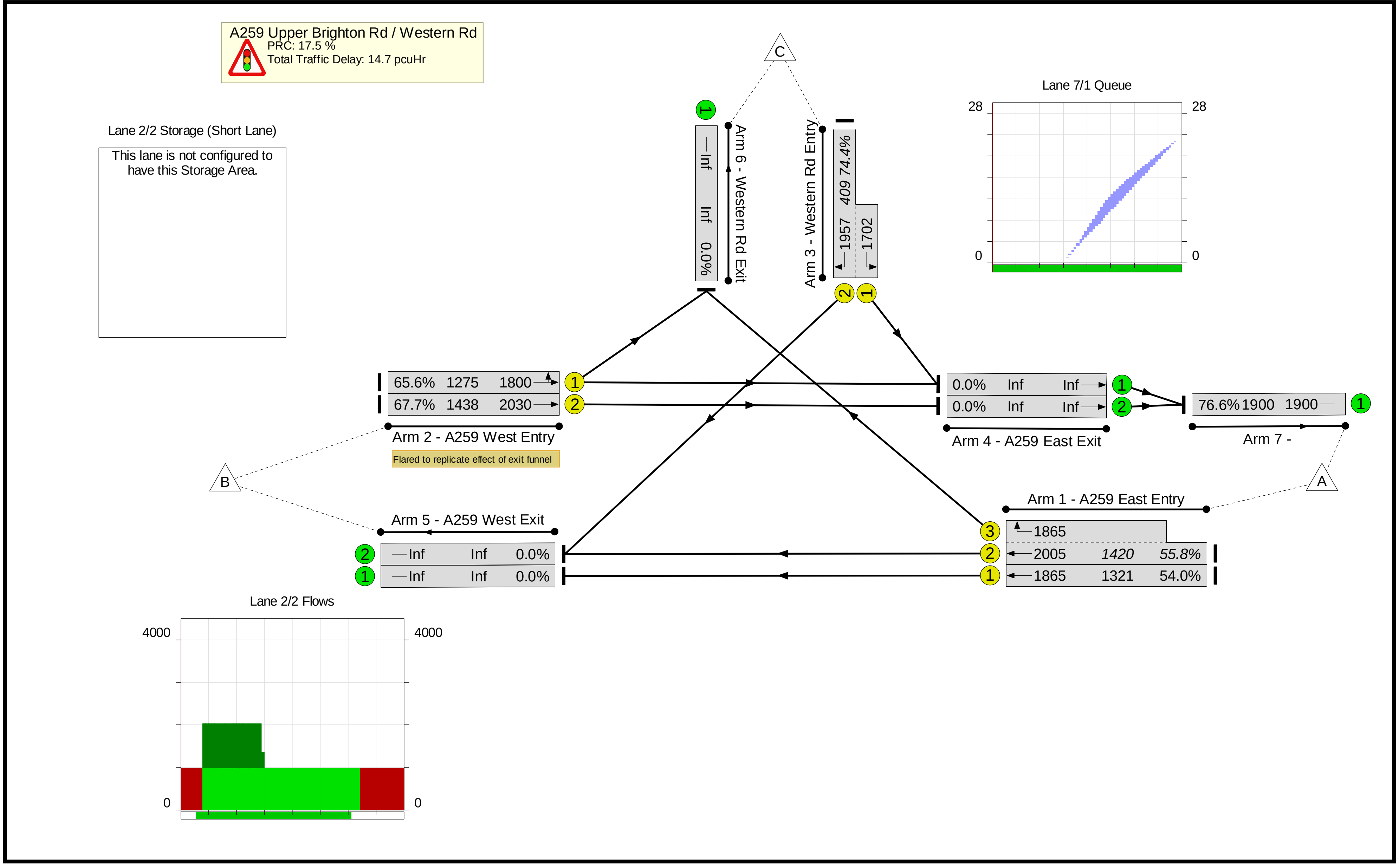
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**58.5%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**58.5%**
1/1	A259 East Entry Ahead	676	6.6	9.1	55.8%
1/2+1/3	A259 East Entry Ahead Right	750	7.6	9.1	57.5%
2/1	A259 West Entry Ahead Left	610	6.0	9.1	53.8%
2/2	A259 West Entry Ahead	759	7.6	9.1	57.5%
3/2+3/1	Western Rd Entry Left Right	229	3.8	33.3	58.5%
7/1		849	2.0	1.7	44.7%

C1 Stream: 1 PRC for Signalled Lanes (%): 53.8 Total Delay for Signalled Lanes (pcuHr): 9.18 Cycle Time (s): 60
PRC Over All Lanes (%): 53.8 Total Delay Over All Lanes(pcuHr): 9.58

Basic Results Summary

Scenario 9: 'Scenario C AM - DD RT' (FG3: 'Scenario C AM', Plan 5: 'Network Control Plan 5')

Network Layout Diagram


A259 Upper Brighton Rd / Western Rd
PRC: 17.5 %
Total Traffic Delay: 14.7 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
Arm 6 - Western Rd Exit
Inf
Inf
0.0%
Arm 3 - Western Rd Entry
409 74.4%
1957
1702
Lane 7/1 Queue
28
28
0
0
65.6% 1275 1800
67.7% 1438 2030
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
Arm 4 - A259 East Exit
76.6% 1900 1900
Arm 7 -
A
B
Arm 1 - A259 East Entry
1865
2005 1420 55.8%
1865 1321 54.0%
Arm 5 - A259 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Lane 2/2 Flows
4000
4000
0
0
1
2
3

Basic Results Summary

Network Results

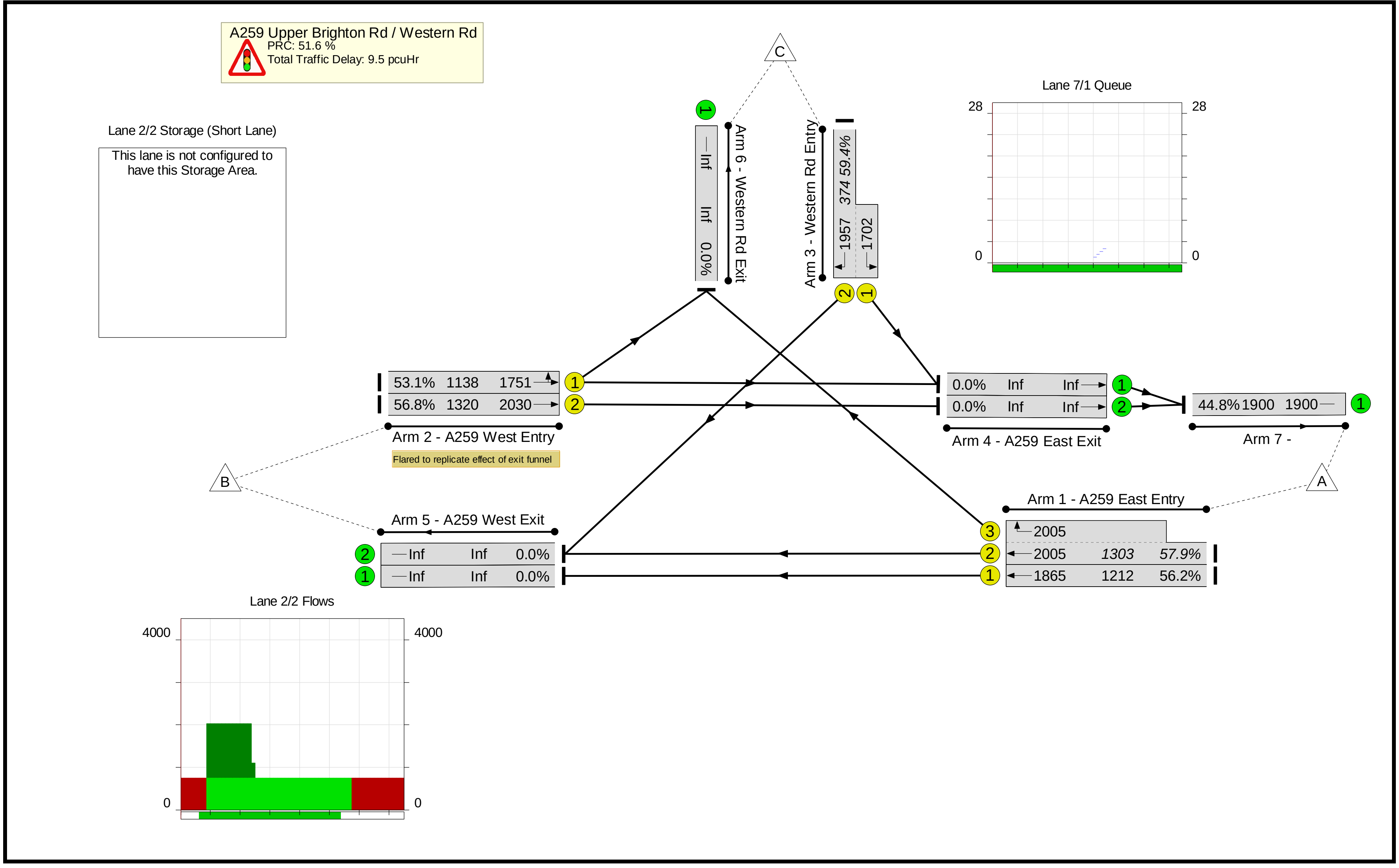
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**76.6%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**76.6%**
1/1	A259 East Entry Ahead	714	7.3	7.9	54.0%
1/2+1/3	A259 East Entry Ahead Right	793	8.1	8.3	55.8%
2/1	A259 West Entry Ahead Left	836	10.0	9.8	65.6%
2/2	A259 West Entry Ahead	974	11.9	9.8	67.7%
3/2+3/1	Western Rd Entry Left Right	304	5.4	45.2	74.4%
7/1		1455	24.4	6.3	76.6%

C1 Stream: 1 PRC for Signalled Lanes (%): 21.0 Total Delay for Signalled Lanes (pcuHr): 12.14 Cycle Time (s): 72
PRC Over All Lanes (%): 17.5 Total Delay Over All Lanes(pcuHr): 14.68

Basic Results Summary

Scenario 10: 'Scenario C PM - DD RT' (FG4: 'Scenario C PM', Plan 6: 'Network Control Plan 6')

Network Layout Diagram


A259 Upper Brighton Rd / Western Rd
PRC: 51.6 %
Total Traffic Delay: 9.5 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
Arm 6 - Western Rd Exit
Inf
Inf
0.0%
Arm 3 - Western Rd Entry
374 59.4%
1957
1702
Lane 7/1 Queue
28
28
0
0
53.1% 1138 1751
56.8% 1320 2030
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
Arm 4 - A259 East Exit
44.8% 1900 1900
Arm 7 -
B
A
Arm 5 - A259 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm 1 - A259 East Entry
2005
2005 1303 57.9%
1865 1212 56.2%
1
2
3
Lane 2/2 Flows
4000
4000
0
0

Basic Results Summary

Network Results

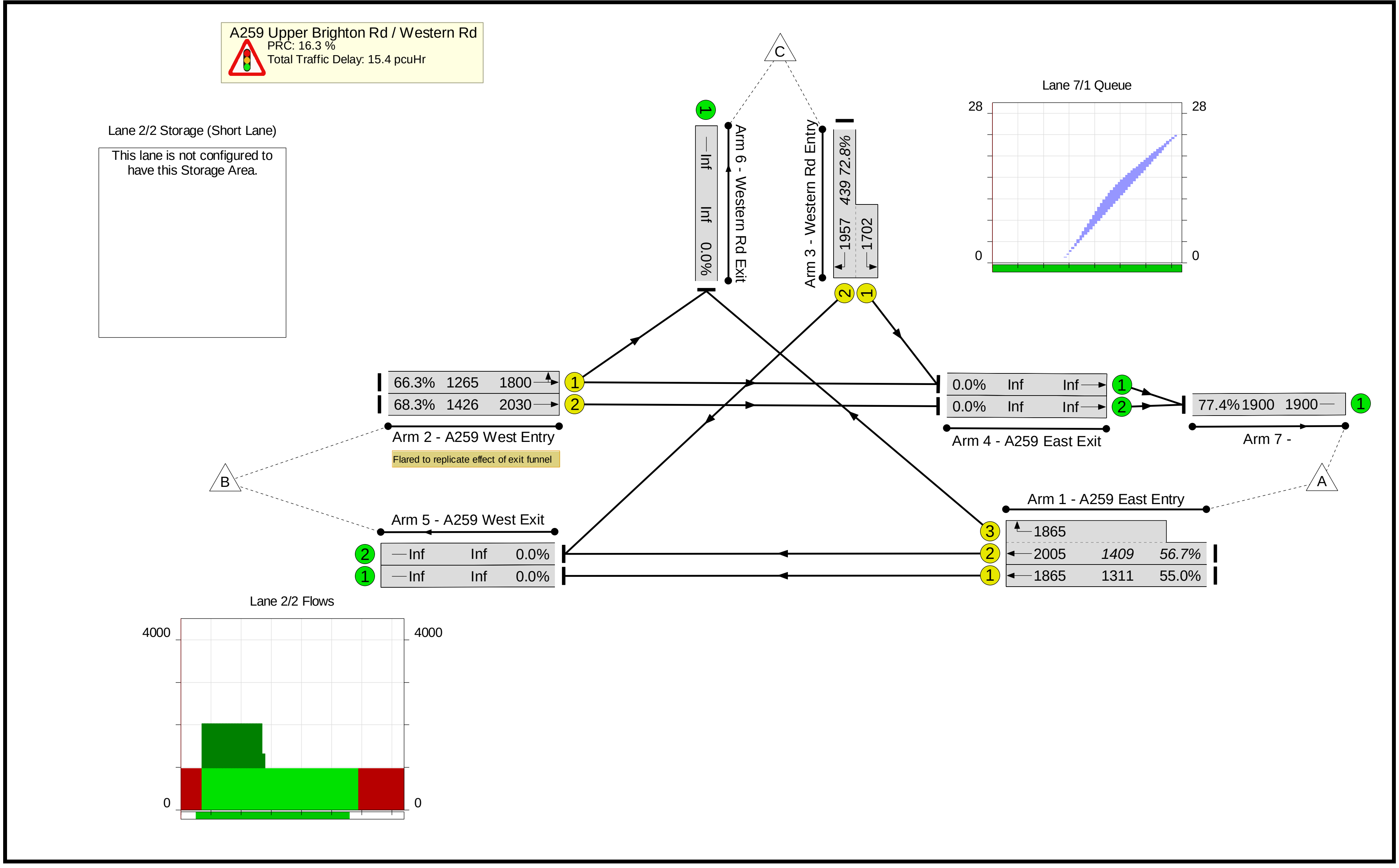
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**59.4%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**59.4%**
1/1	A259 East Entry Ahead	681	6.9	9.2	56.2%
1/2+1/3	A259 East Entry Ahead Right	755	7.6	9.2	57.9%
2/1	A259 West Entry Ahead Left	604	5.9	9.0	53.1%
2/2	A259 West Entry Ahead	749	7.5	9.0	56.8%
3/2+3/1	Western Rd Entry Left Right	222	3.9	34.1	59.4%
7/1		852	3.1	1.7	44.8%

C1 Stream: 1 PRC for Signalled Lanes (%): 51.6 Total Delay for Signalled Lanes (pcuHr): 9.13 Cycle Time (s): 60
PRC Over All Lanes (%): 51.6 Total Delay Over All Lanes(pcuHr): 9.54

Basic Results Summary

Scenario 11: 'Scenario C wMit AM - DD RT' (FG5: 'Scenario C wMit AM', Plan 5: 'Network Control Plan 5')

Network Layout Diagram


A259 Upper Brighton Rd / Western Rd
PRC: 16.3 %
Total Traffic Delay: 15.4 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
1
Inf
Inf
0.0%
Arm 6 - Western Rd Exit
Arm 3 - Western Rd Entry
439 72.8%
1957
1702
2
1
Lane 7/1 Queue
28
28
0
0
66.3% 1265 1800
68.3% 1426 2030
1
2
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
1
2
Arm 4 - A259 East Exit
77.4% 1900 1900
1
Arm 7 -
B
A
Arm 5 - A259 West Exit
Arm 1 - A259 East Entry
2
Inf Inf 0.0%
1
Inf Inf 0.0%
3
1865
2
2005 1409 56.7%
1
1865 1311 55.0%
Lane 2/2 Flows
4000
4000
0
0

Basic Results Summary

Network Results

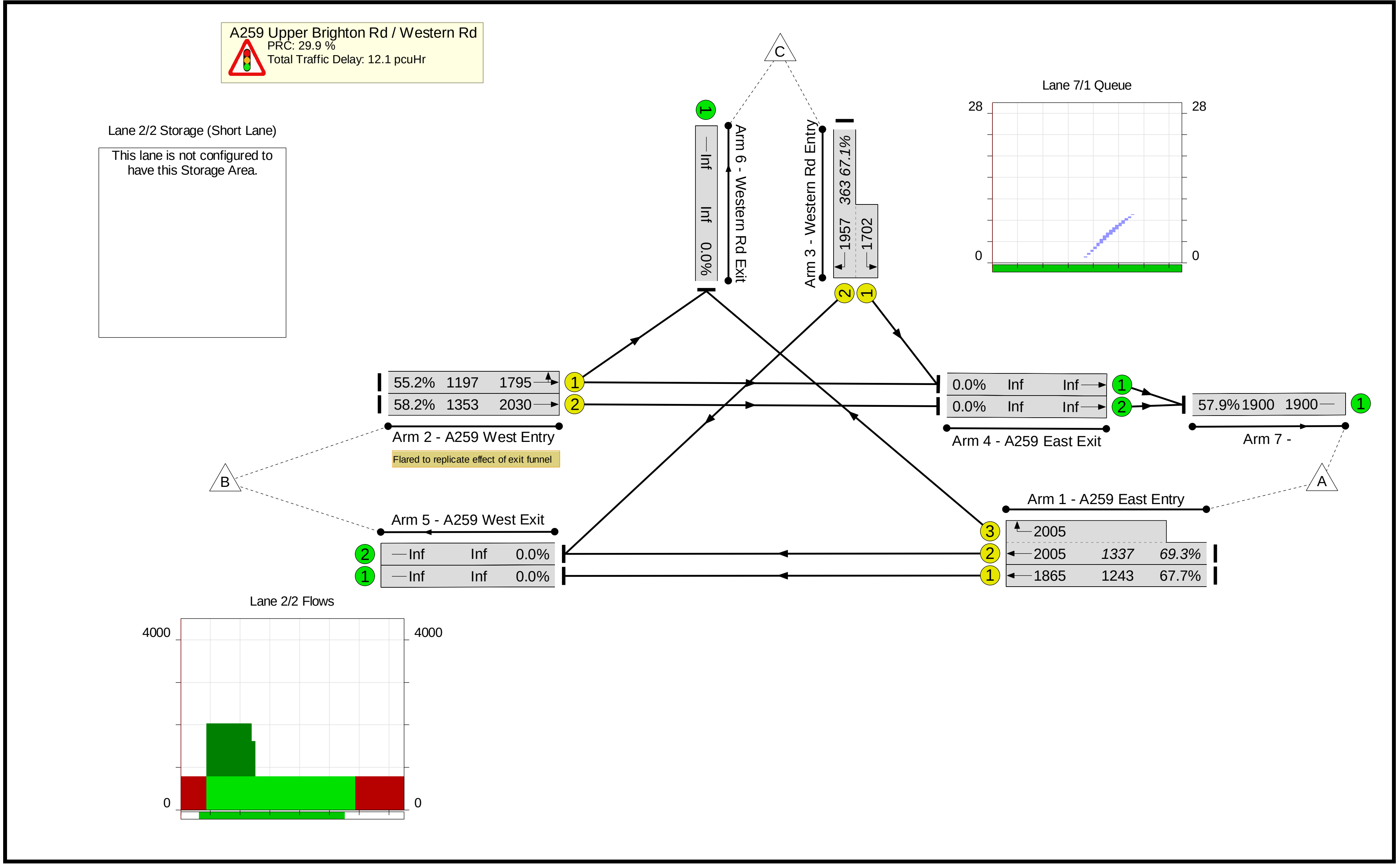
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**77.4%**
A259 Upper Brighton Rd / Western Rd	**-**	**-**	**-**	**-**	**77.4%**
1/1	A259 East Entry Ahead	721	7.6	8.4	55.0%
1/2+1/3	A259 East Entry Ahead Right	799	8.6	8.8	56.7%
2/1	A259 West Entry Ahead Left	838	10.5	10.3	66.3%
2/2	A259 West Entry Ahead	975	12.4	10.3	68.3%
3/2+3/1	Western Rd Entry Left Right	320	5.4	43.5	72.8%
7/1		1470	26.0	6.7	77.4%

C1 Stream: 1 PRC for Signalled Lanes (%): 23.6 Total Delay for Signalled Lanes (pcuHr): 12.67 Cycle Time (s): 74
PRC Over All Lanes (%): 16.3 Total Delay Over All Lanes(pcuHr): 15.39

Basic Results Summary

Scenario 12: 'Scenario C wMit PM - DD RT' (FG6: 'Scenario C wMit PM', Plan 6: 'Network Control Plan 6')

Network Layout Diagram



A259 Upper Brighton Rd / Western Rd
PRC: 29.9 %
Total Traffic Delay: 12.1 pcuHr
Lane 2/2 Storage (Short Lane)
This lane is not configured to have this Storage Area.
C
Arm 6 - Western Rd Exit
Inf
Inf
0.0%
Arm 3 - Western Rd Entry
363 67.1%
1957
1702
Lane 7/1 Queue
28
28
0
0
55.2% 1197 1795
58.2% 1353 2030
Arm 2 - A259 West Entry
Flared to replicate effect of exit funnel
0.0% Inf Inf
0.0% Inf Inf
Arm 4 - A259 East Exit
57.9% 1900 1900
Arm 7 -
B
A
Arm 5 - A259 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm 1 - A259 East Entry
2005
2005 1337 69.3%
1865 1243 67.7%
Lane 2/2 Flows
4000
4000
0
0

Basic Results Summary

Network Results

Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	-	-	-	-	**69.3%**
A259 Upper Brighton Rd / Western Rd	-	-	-	-	**69.3%**
1/1	A259 East Entry Ahead	842	9.5	10.5	67.7%
1/2+1/3	A259 East Entry Ahead Right	926	10.6	10.6	69.3%
2/1	A259 West Entry Ahead Left	661	6.3	8.6	55.2%
2/2	A259 West Entry Ahead	787	7.7	8.6	58.2%
3/2+3/1	Western Rd Entry Left Right	244	4.4	38.1	67.1%
7/1		1101	9.8	2.7	57.9%

C1 Stream: 1 PRC for Signalled Lanes (%): 29.9 Total Delay for Signalled Lanes (pcuHr): 11.23 Cycle Time (s): 60
PRC Over All Lanes (%): 29.9 Total Delay Over All Lanes(pcuHr): 12.06

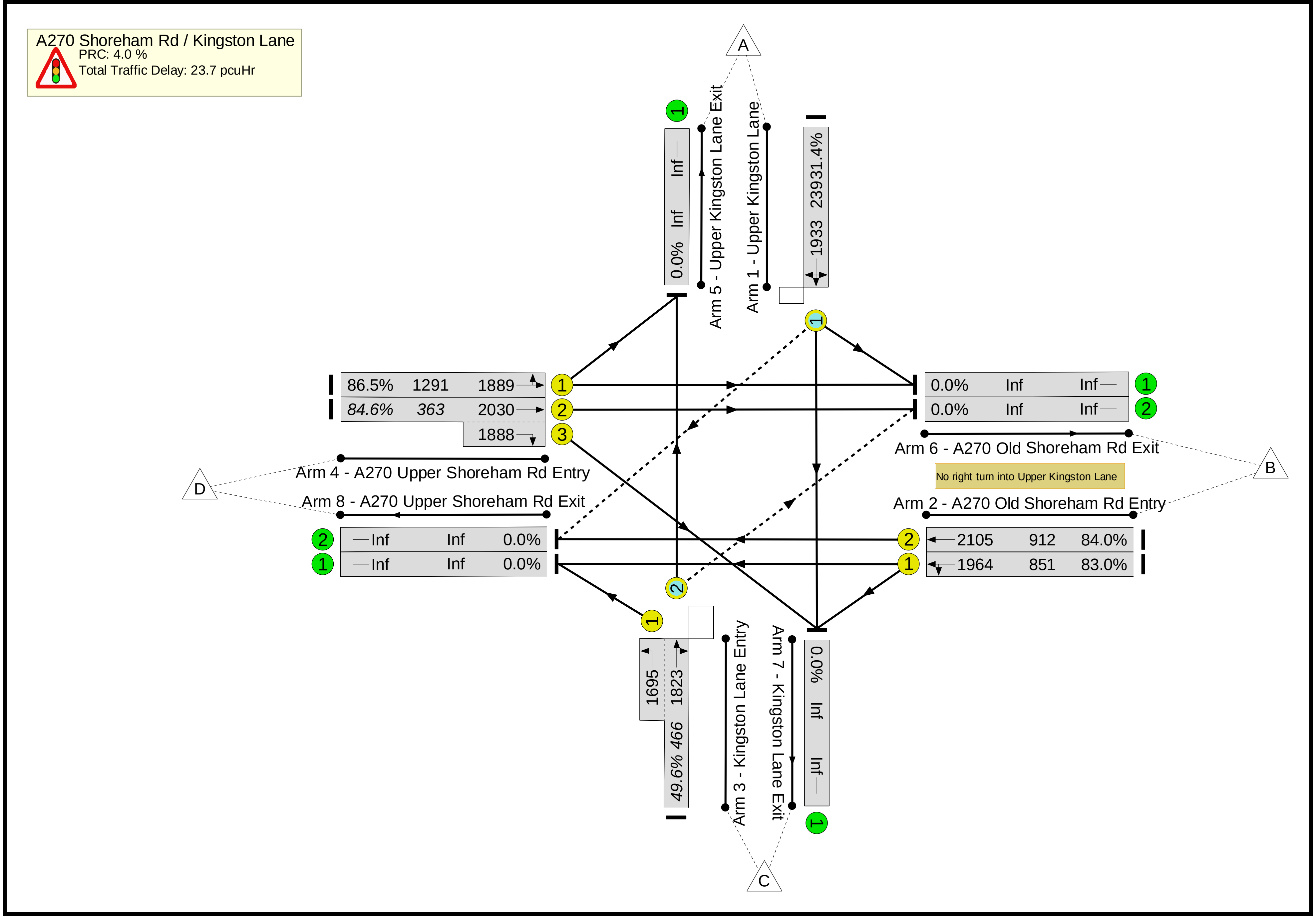
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	A270 - Kingston Lane.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: 'Reference Case AM' (FG1: 'Reference Case AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram


A270 Shoreham Rd / Kingston Lane
PRC: 4.0 %
Total Traffic Delay: 23.7 pcuHr
A
B
C
D
Arm 5 - Upper Kingston Lane Exit
Arm 1 - Upper Kingston Lane
0.0% Inf Inf
1933 23931.4%
Arm 4 - A270 Upper Shoreham Rd Entry
Arm 8 - A270 Upper Shoreham Rd Exit
86.5% 1291 1889
84.6% 363 2030
1888
Inf Inf 0.0%
Inf Inf 0.0%
Arm 6 - A270 Old Shoreham Rd Exit
No right turn into Upper Kingston Lane
Arm 2 - A270 Old Shoreham Rd Entry
0.0% Inf Inf
0.0% Inf Inf
2105 912 84.0%
1964 851 83.0%
Arm 3 - Kingston Lane Entry
Arm 7 - Kingston Lane Exit
1695
1823
49.6% 466
0.0% Inf Inf
1
2
3

Basic Results Summary

Network Results

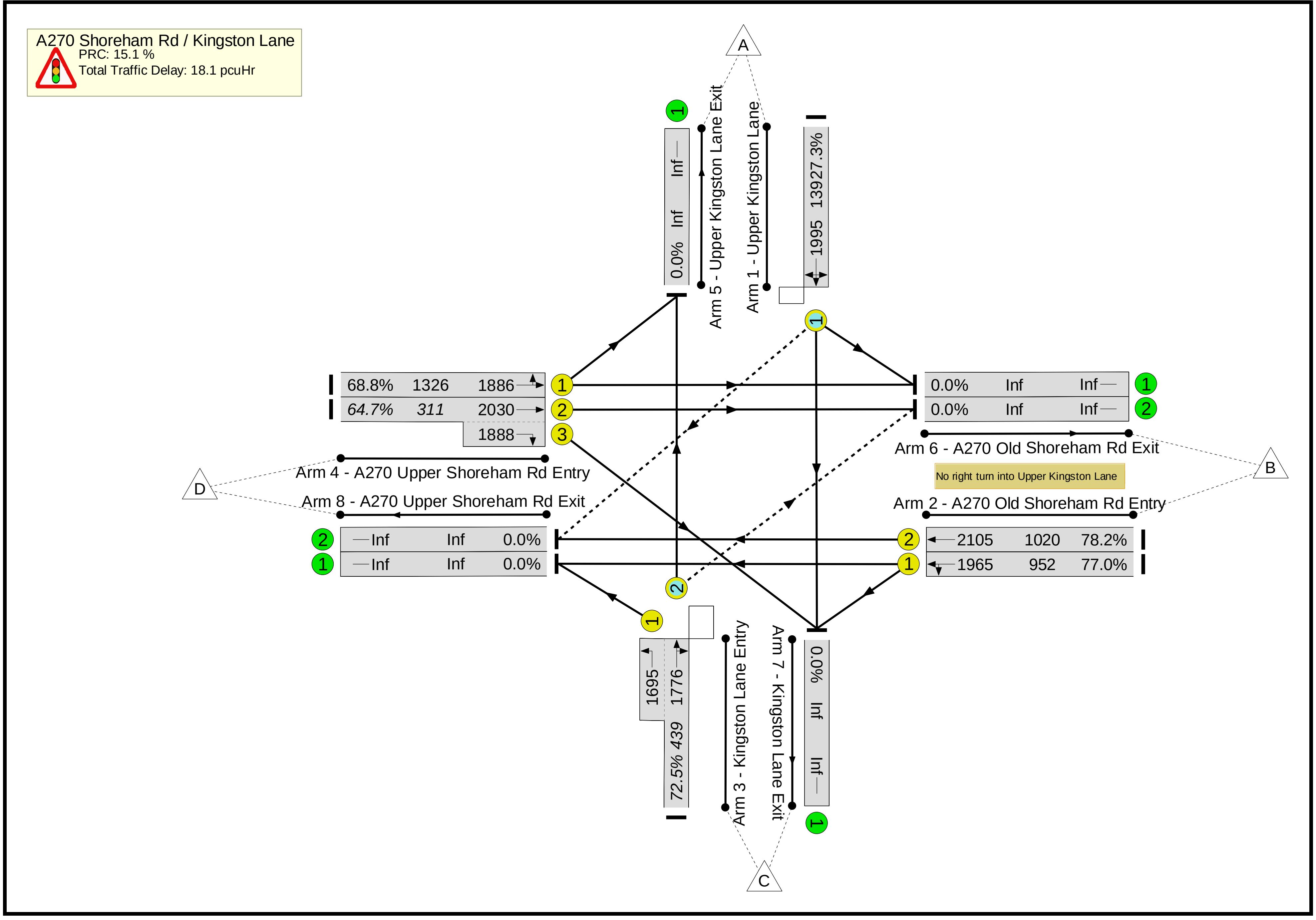
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**	**52**	**0**	**0**	**23.7**	**-**	**-**
A270 Shoreham Rd / Kingston Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**	**52**	**0**	**0**	**23.7**	**-**	**-**
1/1	Upper Kingston Lane Left Ahead Right	O	D		1	7	-	75	1933	239	31.4%	23	0	0	0.7	35.4	1.4
2/1	A270 Old Shoreham Rd Entry Left Ahead	U	A		1	25	-	706	1964	851	83.0%	-	-	-	5.3	27.1	12.8
2/2	A270 Old Shoreham Rd Entry Ahead	U	A		1	25	-	766	2105	912	84.0%	-	-	-	5.8	27.1	13.8
3/2+3/1	Kingston Lane Entry Ahead Right Left	O+U	E		1	8	-	231	1823:1695	466	49.6%	29	0	0	2.0	31.1	2.4
4/1	A270 Upper Shoreham Rd Entry Left Ahead	U	B		1	40	-	1117	1889	1291	86.5%	-	-	-	5.4	17.4	17.4
4/2+4/3	A270 Upper Shoreham Rd Entry Ahead Right	U	B C		1	40:11	-	307	2030:1888	363	84.6%	-	-	-	4.5	52.5	7.4

C1 PRC for Signalled Lanes (%): 4.0 Total Delay for Signalled Lanes (pcuHr): 23.66 Cycle Time (s): 60
PRC Over All Lanes (%): 4.0 Total Delay Over All Lanes(pcuHr): 23.66

Basic Results Summary

Scenario 2: 'Reference Case PM' (FG2: 'Reference Case PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram


A270 Shoreham Rd / Kingston Lane
PRC: 15.1 %
Total Traffic Delay: 18.1 pcuHr
A
B
C
D
Arm 1 - Upper Kingston Lane
Arm 5 - Upper Kingston Lane Exit
Arm 2 - A270 Old Shoreham Rd Entry
Arm 6 - A270 Old Shoreham Rd Exit
Arm 3 - Kingston Lane Entry
Arm 7 - Kingston Lane Exit
Arm 4 - A270 Upper Shoreham Rd Entry
Arm 8 - A270 Upper Shoreham Rd Exit
No right turn into Upper Kingston Lane
0.0% Inf Inf
1995 13927.3%
68.8% 1326 1886
64.7% 311 2030
1888
0.0% Inf Inf
0.0% Inf Inf
Inf Inf 0.0%
Inf Inf 0.0%
2105 1020 78.2%
1965 952 77.0%
1695
1776
72.5% 439
0.0% Inf Inf
1
2
3

Basic Results Summary

Network Results

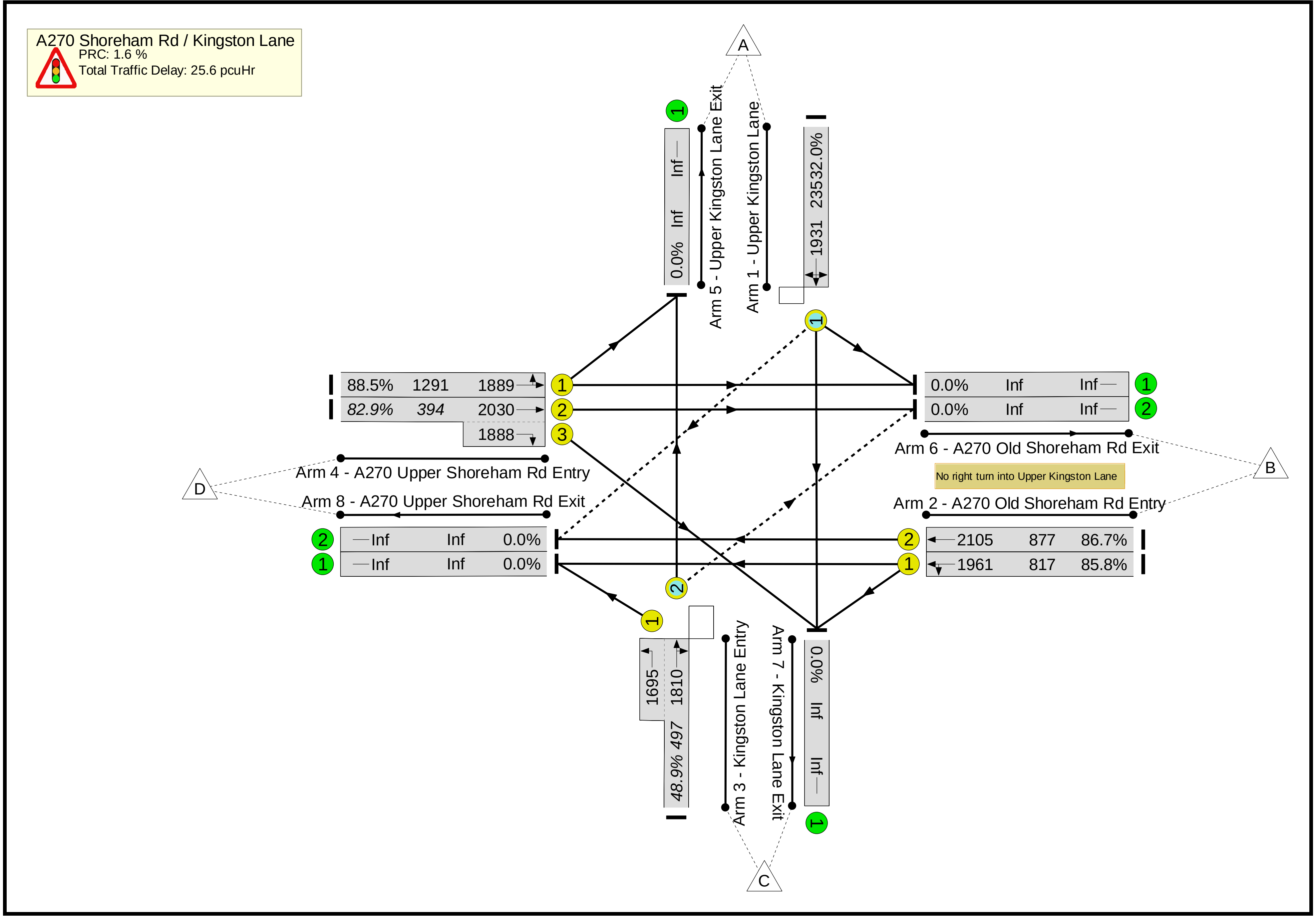
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.2%**	**128**	**0**	**0**	**18.1**	**-**	**-**
A270 Shoreham Rd / Kingston Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.2%**	**128**	**0**	**0**	**18.1**	**-**	**-**
1/1	Upper Kingston Lane Left Ahead Right	O	D		1	7	-	38	1995	139	27.3%	19	0	0	0.5	45.3	0.8
2/1	A270 Old Shoreham Rd Entry Left Ahead	U	A		1	30	-	733	1965	952	77.0%	-	-	-	4.4	21.7	12.2
2/2	A270 Old Shoreham Rd Entry Ahead	U	A		1	30	-	797	2105	1020	78.2%	-	-	-	4.8	21.7	13.5
3/2+3/1	Kingston Lane Entry Ahead Right Left	O+U	E		1	8	-	318	1776:1695	439	72.5%	109	0	0	3.6	41.0	4.4
4/1	A270 Upper Shoreham Rd Entry Left Ahead	U	B		1	44	-	912	1886	1326	68.8%	-	-	-	2.5	9.8	10.2
4/2+4/3	A270 Upper Shoreham Rd Entry Ahead Right	U	B C		1	44:10	-	201	2030:1888	311	64.7%	-	-	-	2.3	40.7	4.2

C1 PRC for Signalled Lanes (%): 15.1 Total Delay for Signalled Lanes (pcuHr): 18.06 Cycle Time (s): 64
PRC Over All Lanes (%): 15.1 Total Delay Over All Lanes(pcuHr): 18.06

Basic Results Summary

Scenario 3: 'Scenario C AM' (FG3: 'Scenario C AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



A270 Shoreham Rd / Kingston Lane
PRC: 1.6 %
Total Traffic Delay: 25.6 pcuHr
A
B
C
D
Arm 5 - Upper Kingston Lane Exit
Arm 1 - Upper Kingston Lane
0.0% Inf Inf
1931 23532.0%
Arm 6 - A270 Old Shoreham Rd Exit
0.0% Inf Inf
0.0% Inf Inf
No right turn into Upper Kingston Lane
Arm 2 - A270 Old Shoreham Rd Entry
2105 877 86.7%
1961 817 85.8%
Arm 4 - A270 Upper Shoreham Rd Entry
88.5% 1291 1889
82.9% 394 2030
1888
Arm 8 - A270 Upper Shoreham Rd Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm 3 - Kingston Lane Entry
1695 1810
48.9% 497
Arm 7 - Kingston Lane Exit
0.0% Inf Inf
1
2
3

Basic Results Summary

Network Results

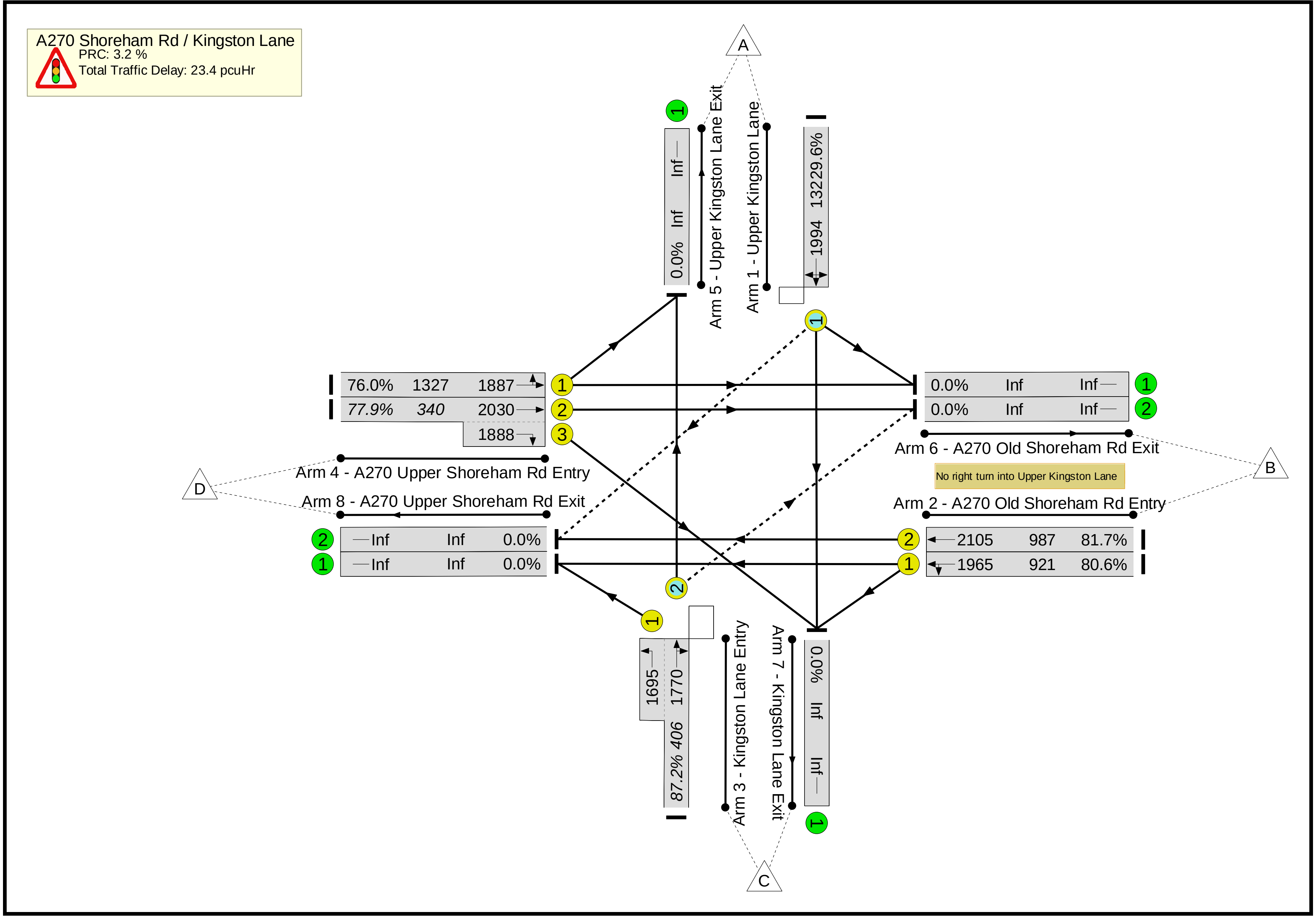
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**	**67**	**0**	**0**	**25.6**	**-**	**-**
A270 Shoreham Rd / Kingston Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.5%**	**67**	**0**	**0**	**25.6**	**-**	**-**
1/1	Upper Kingston Lane Left Ahead Right	O	D		1	7	-	75	1931	235	32.0%	24	0	0	0.7	35.8	1.4
2/1	A270 Old Shoreham Rd Entry Left Ahead	U	A		1	24	-	701	1961	817	85.8%	-	-	-	6.0	30.7	13.4
2/2	A270 Old Shoreham Rd Entry Ahead	U	A		1	24	-	760	2105	877	86.7%	-	-	-	6.5	30.6	14.5
3/2+3/1	Kingston Lane Entry Ahead Right Left	O+U	E		1	8	-	243	1810:1695	497	48.9%	43	0	0	2.1	30.7	2.4
4/1	A270 Upper Shoreham Rd Entry Left Ahead	U	B		1	40	-	1143	1889	1291	88.5%	-	-	-	6.1	19.2	18.9
4/2+4/3	A270 Upper Shoreham Rd Entry Ahead Right	U	B C		1	40:12	-	327	2030:1888	394	82.9%	-	-	-	4.3	47.3	7.5

C1
PRC for Signalled Lanes (%): 1.6
PRC Over All Lanes (%): 1.6
Total Delay for Signalled Lanes (pcuHr): 25.65
Total Delay Over All Lanes(pcuHr): 25.65
Cycle Time (s): 60

Basic Results Summary

Scenario 4: 'Scenario C PM' (FG4: 'Scenario C PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram


A270 Shoreham Rd / Kingston Lane
PRC: 3.2 %
Total Traffic Delay: 23.4 pcuHr
A
B
C
D
Arm 1 - Upper Kingston Lane
Arm 5 - Upper Kingston Lane Exit
Arm 2 - A270 Old Shoreham Rd Entry
Arm 6 - A270 Old Shoreham Rd Exit
Arm 3 - Kingston Lane Entry
Arm 7 - Kingston Lane Exit
Arm 4 - A270 Upper Shoreham Rd Entry
Arm 8 - A270 Upper Shoreham Rd Exit
No right turn into Upper Kingston Lane
0.0% Inf Inf
1994 13229.6%
76.0% 1327 1887
77.9% 340 2030
1888
0.0% Inf Inf
0.0% Inf Inf
2105 987 81.7%
1965 921 80.6%
Inf Inf 0.0%
Inf Inf 0.0%
1695 1770
87.2% 406
0.0% Inf Inf
1
2
3

Basic Results Summary

Network Results

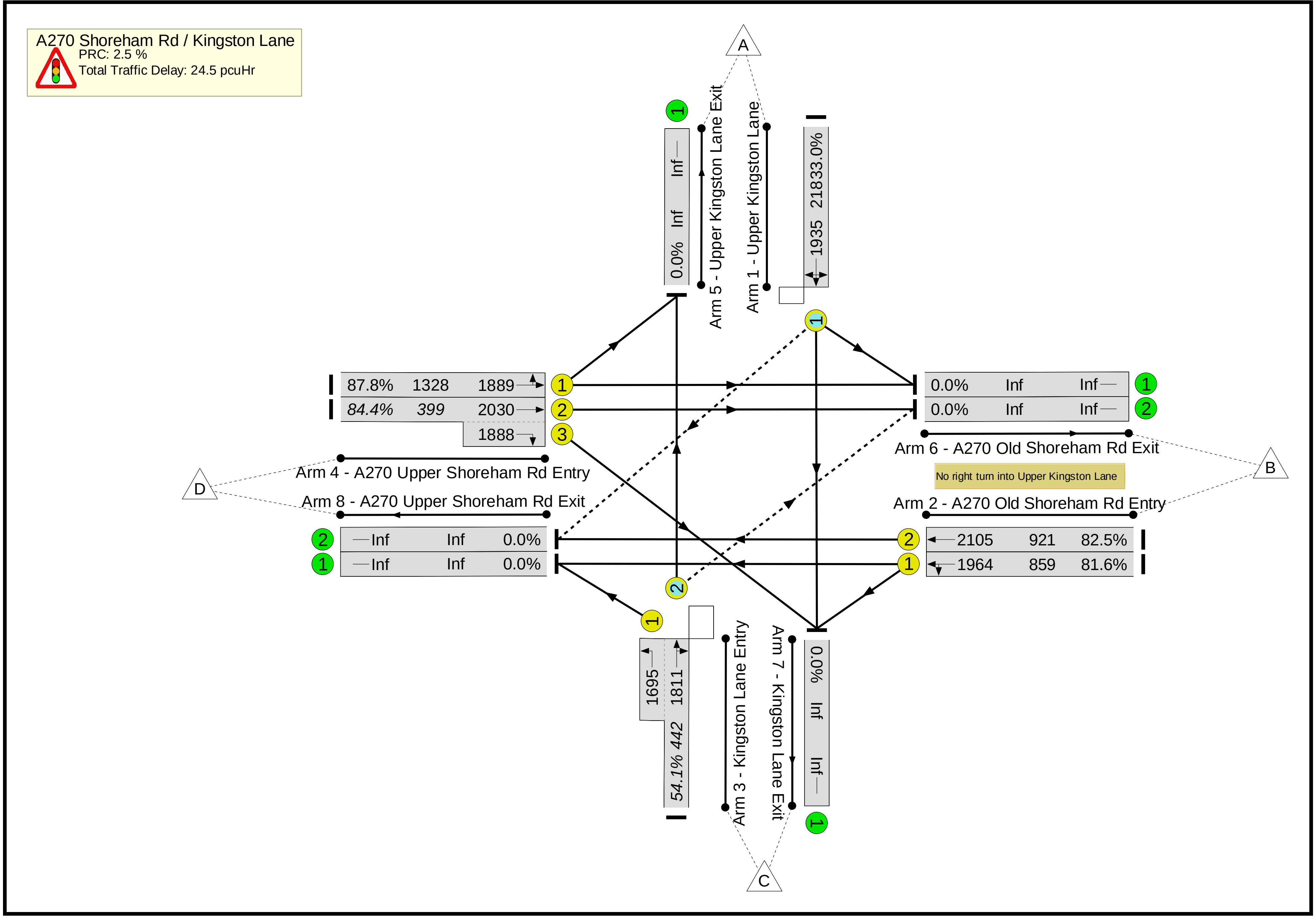
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**	**160**	**0**	**0**	**23.4**	**-**	**-**
A270 Shoreham Rd / Kingston Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**	**160**	**0**	**0**	**23.4**	**-**	**-**
1/1	Upper Kingston Lane Left Ahead Right	O	D		1	7	-	39	1994	132	29.6%	20	0	0	0.5	47.0	0.8
2/1	A270 Old Shoreham Rd Entry Left Ahead	U	A		1	29	-	742	1965	921	80.6%	-	-	-	5.0	24.3	13.2
2/2	A270 Old Shoreham Rd Entry Ahead	U	A		1	29	-	806	2105	987	81.7%	-	-	-	5.5	24.4	14.5
3/2+3/1	Kingston Lane Entry Ahead Right Left	O+U	E		1	8	-	354	1770:1695	406	87.2%	140	0	0	5.7	57.9	6.8
4/1	A270 Upper Shoreham Rd Entry Left Ahead	U	B		1	44	-	1008	1887	1327	76.0%	-	-	-	3.3	11.6	12.8
4/2+4/3	A270 Upper Shoreham Rd Entry Ahead Right	U	B C		1	44:11	-	265	2030:1888	340	77.9%	-	-	-	3.5	47.5	6.1

C1 PRC for Signalled Lanes (%): 3.2 Total Delay for Signalled Lanes (pcuHr): 23.43 Cycle Time (s): 64
PRC Over All Lanes (%): 3.2 Total Delay Over All Lanes(pcuHr): 23.43

Basic Results Summary

Scenario 5: 'Scenario C wMit AM' (FG5: 'Scenario C wMit AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram


A270 Shoreham Rd / Kingston Lane
PRC: 2.5 %
Total Traffic Delay: 24.5 pcuHr
A
B
C
D
Arm 1 - Upper Kingston Lane
1935 21833.0%
Arm 5 - Upper Kingston Lane Exit
0.0% Inf Inf
Arm 4 - A270 Upper Shoreham Rd Entry
87.8% 1328 1889
84.4% 399 2030
1888
Arm 8 - A270 Upper Shoreham Rd Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm 6 - A270 Old Shoreham Rd Exit
0.0% Inf Inf
0.0% Inf Inf
No right turn into Upper Kingston Lane
Arm 2 - A270 Old Shoreham Rd Entry
2105 921 82.5%
1964 859 81.6%
Arm 3 - Kingston Lane Entry
1695
1811
54.1% 442
Arm 7 - Kingston Lane Exit
0.0% Inf Inf
1
2
3

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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.8%**	**62**	**0**	**0**	**24.5**	**-**	**-**
A270 Shoreham Rd / Kingston Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.8%**	**62**	**0**	**0**	**24.5**	**-**	**-**
1/1	Upper Kingston Lane Left Ahead Right	O	D		1	7	-	72	1935	218	33.0%	23	0	0	0.8	39.0	1.4
2/1	A270 Old Shoreham Rd Entry Left Ahead	U	A		1	27	-	701	1964	859	81.6%	-	-	-	5.2	26.8	12.9
2/2	A270 Old Shoreham Rd Entry Ahead	U	A		1	27	-	760	2105	921	82.5%	-	-	-	5.6	26.7	14.1
3/2+3/1	Kingston Lane Entry Ahead Right Left	O+U	E		1	8	-	239	1811:1695	442	54.1%	39	0	0	2.3	34.6	2.7
4/1	A270 Upper Shoreham Rd Entry Left Ahead	U	B		1	44	-	1166	1889	1328	87.8%	-	-	-	5.8	18.0	19.3
4/2+4/3	A270 Upper Shoreham Rd Entry Ahead Right	U	B C		1	44:13	-	337	2030:1888	399	84.4%	-	-	-	4.7	50.6	8.3

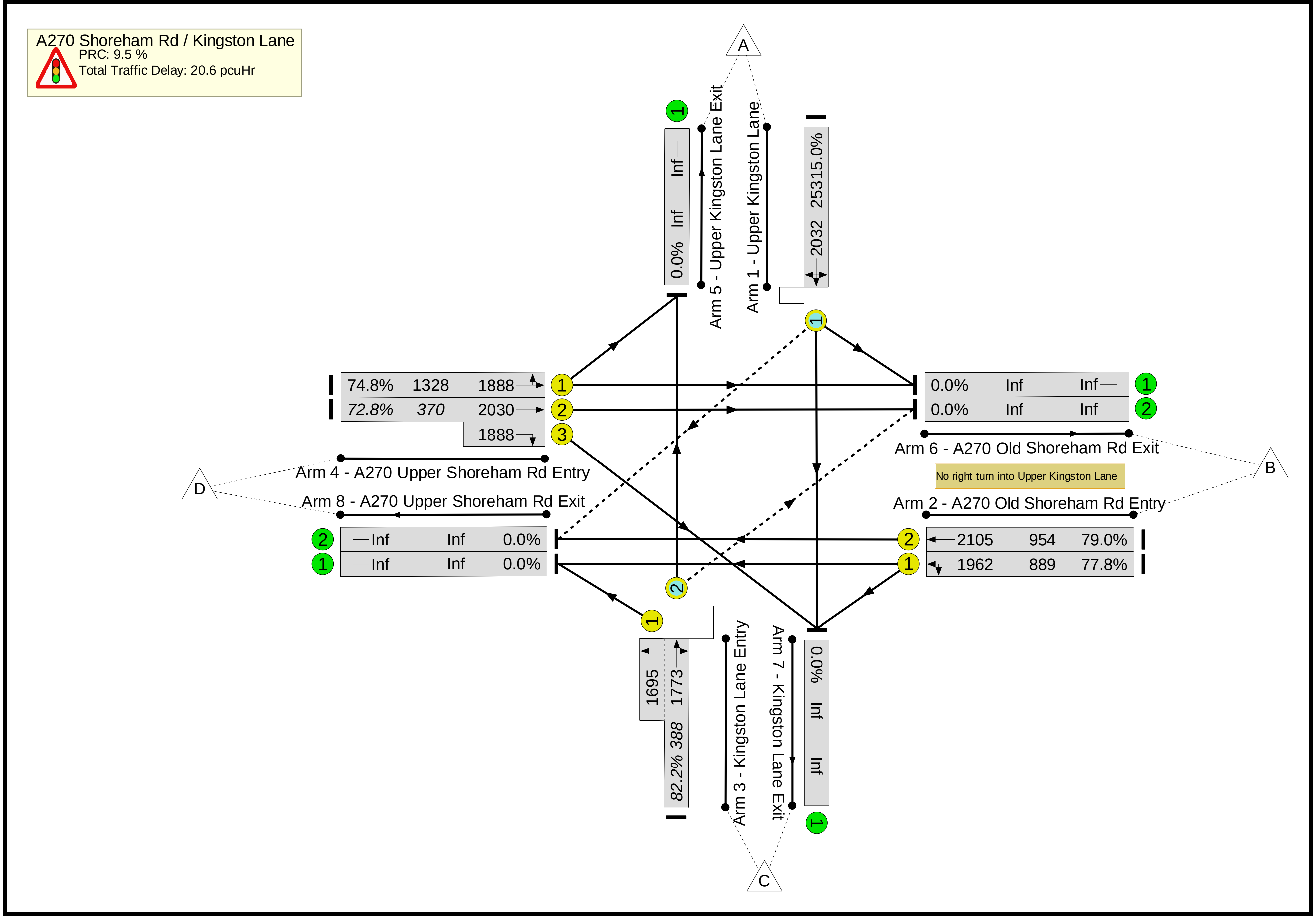
C1 PRC for Signalled Lanes (%): 2.5 Total Delay for Signalled Lanes (pcuHr): 24.51 Cycle Time (s): 64

PRC Over All Lanes (%): 2.5 Total Delay Over All Lanes(pcuHr): 24.51

Basic Results Summary

Scenario 6: 'Scenario C wMit PM' (FG6: 'Scenario C wMit PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram



A270 Shoreham Rd / Kingston Lane
PRC: 9.5 %
Total Traffic Delay: 20.6 pcuHr
A
B
C
D
Arm 5 - Upper Kingston Lane Exit
Arm 1 - Upper Kingston Lane
0.0% Inf Inf
2032 25315.0%
1
74.8% 1328 1888
72.8% 370 2030
1888
1
2
3
0.0% Inf Inf
0.0% Inf Inf
1
2
Arm 6 - A270 Old Shoreham Rd Exit
No right turn into Upper Kingston Lane
Arm 2 - A270 Old Shoreham Rd Entry
2105 954 79.0%
1962 889 77.8%
2
1
Arm 4 - A270 Upper Shoreham Rd Entry
Arm 8 - A270 Upper Shoreham Rd Exit
Inf Inf 0.0%
Inf Inf 0.0%
2
1
2
1
1695 1773
82.2% 388
Arm 3 - Kingston Lane Entry
Arm 7 - Kingston Lane Exit
0.0% Inf Inf
1

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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**	**135**	**0**	**0**	**20.6**	**-**	**-**
A270 Shoreham Rd / Kingston Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.2%**	**135**	**0**	**0**	**20.6**	**-**	**-**
1/1	Upper Kingston Lane Left Ahead Right	O	D		1	7	-	38	2032	253	15.0%	8	0	0	0.4	34.1	0.7
2/1	A270 Old Shoreham Rd Entry Left Ahead	U	A		1	28	-	692	1962	889	77.8%	-	-	-	4.6	23.8	12.1
2/2	A270 Old Shoreham Rd Entry Ahead	U	A		1	28	-	754	2105	954	79.0%	-	-	-	5.0	23.8	13.2
3/2+3/1	Kingston Lane Entry Ahead Right Left	O+U	E		1	8	-	319	1773:1695	388	82.2%	127	0	0	4.5	51.3	5.7
4/1	A270 Upper Shoreham Rd Entry Left Ahead	U	B		1	44	-	993	1888	1328	74.8%	-	-	-	3.1	11.3	12.5
4/2+4/3	A270 Upper Shoreham Rd Entry Ahead Right	U	B C		1	44:12	-	269	2030:1888	370	72.8%	-	-	-	3.1	41.1	5.7

C1 PRC for Signalled Lanes (%): 9.5 Total Delay for Signalled Lanes (pcuHr): 20.64 Cycle Time (s): 64
PRC Over All Lanes (%): 9.5 Total Delay Over All Lanes(pcuHr): 20.64

Basic Results Summary

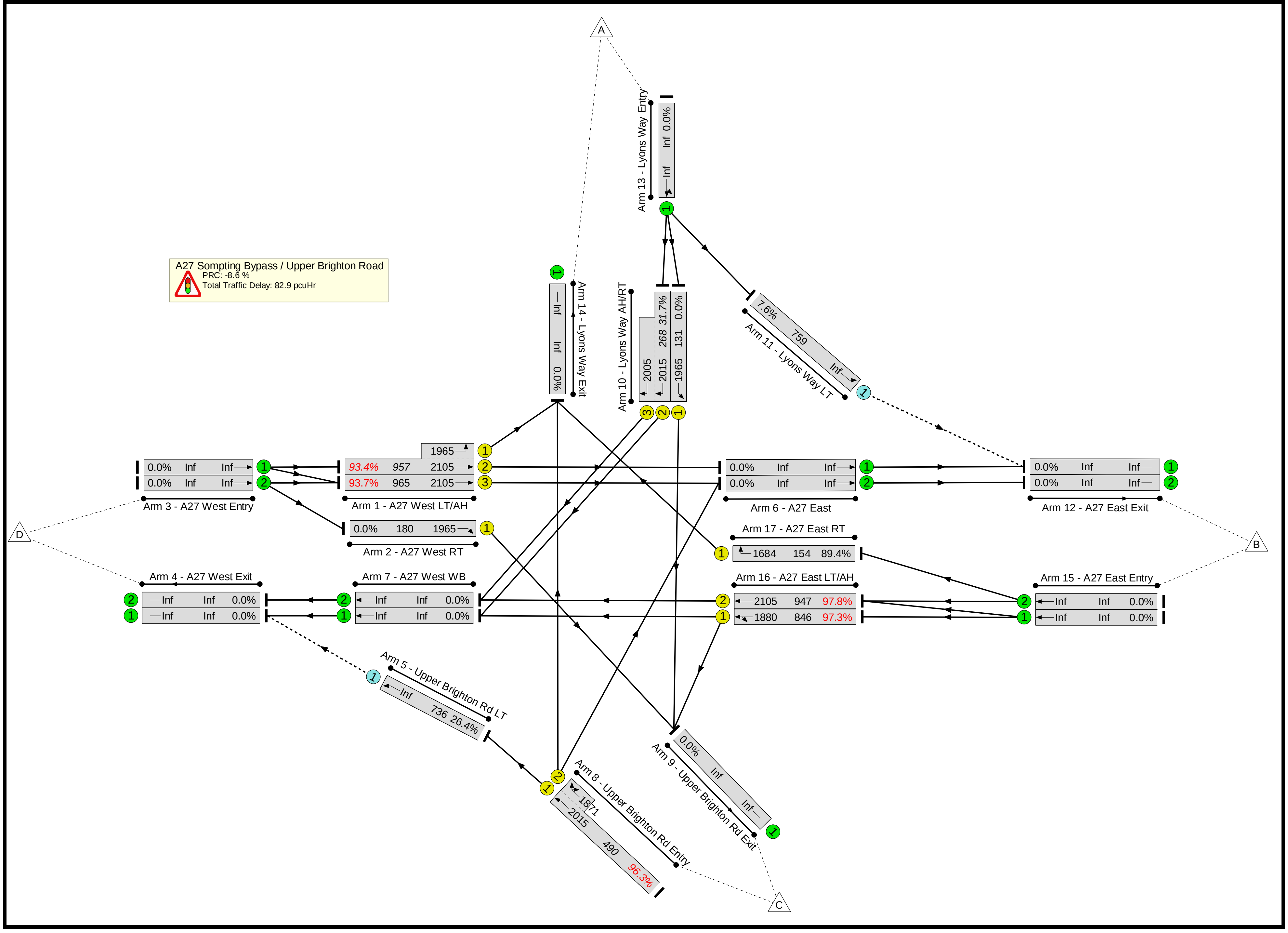
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	A27SomptingBP-UpperBrightonRd.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: 'Reference Case - AM' (FG1: 'Reference Case - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram


A
B
C
D
A27 Sompting Bypass / Upper Brighton Road
PRC: -8.6 %
Total Traffic Delay: 82.9 pcuHr
Arm 1 - A27 West LT/AH
1965
93.4% 957 2105
93.7% 965 2105
Arm 2 - A27 West RT
0.0% 180 1965
Arm 3 - A27 West Entry
0.0% Inf Inf
0.0% Inf Inf
Arm 4 - A27 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm 5 - Upper Brighton Rd LT
Inf 736 26.4%
Arm 6 - A27 East
0.0% Inf Inf
0.0% Inf Inf
Arm 7 - A27 West WB
Inf Inf 0.0%
Inf Inf 0.0%
Arm 8 - Upper Brighton Rd Entry
1871
2015 490 96.3%
Arm 9 - Upper Brighton Rd Exit
0.0% Inf Inf
Arm 10 - Lyons Way AH/RT
2005
2015 268 31.7%
1965 131 0.0%
Arm 11 - Lyons Way LT
7.6% 759 Inf
Arm 12 - A27 East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm 13 - Lyons Way Entry
Inf Inf 0.0%
Arm 14 - Lyons Way Exit
Inf Inf 0.0%
Arm 15 - A27 East Entry
Inf Inf 0.0%
Inf Inf 0.0%
Arm 16 - A27 East LT/AH
2105 947 97.8%
1880 846 97.3%
Arm 17 - A27 East RT
1684 154 89.4%

Basic Results Summary

Network Results

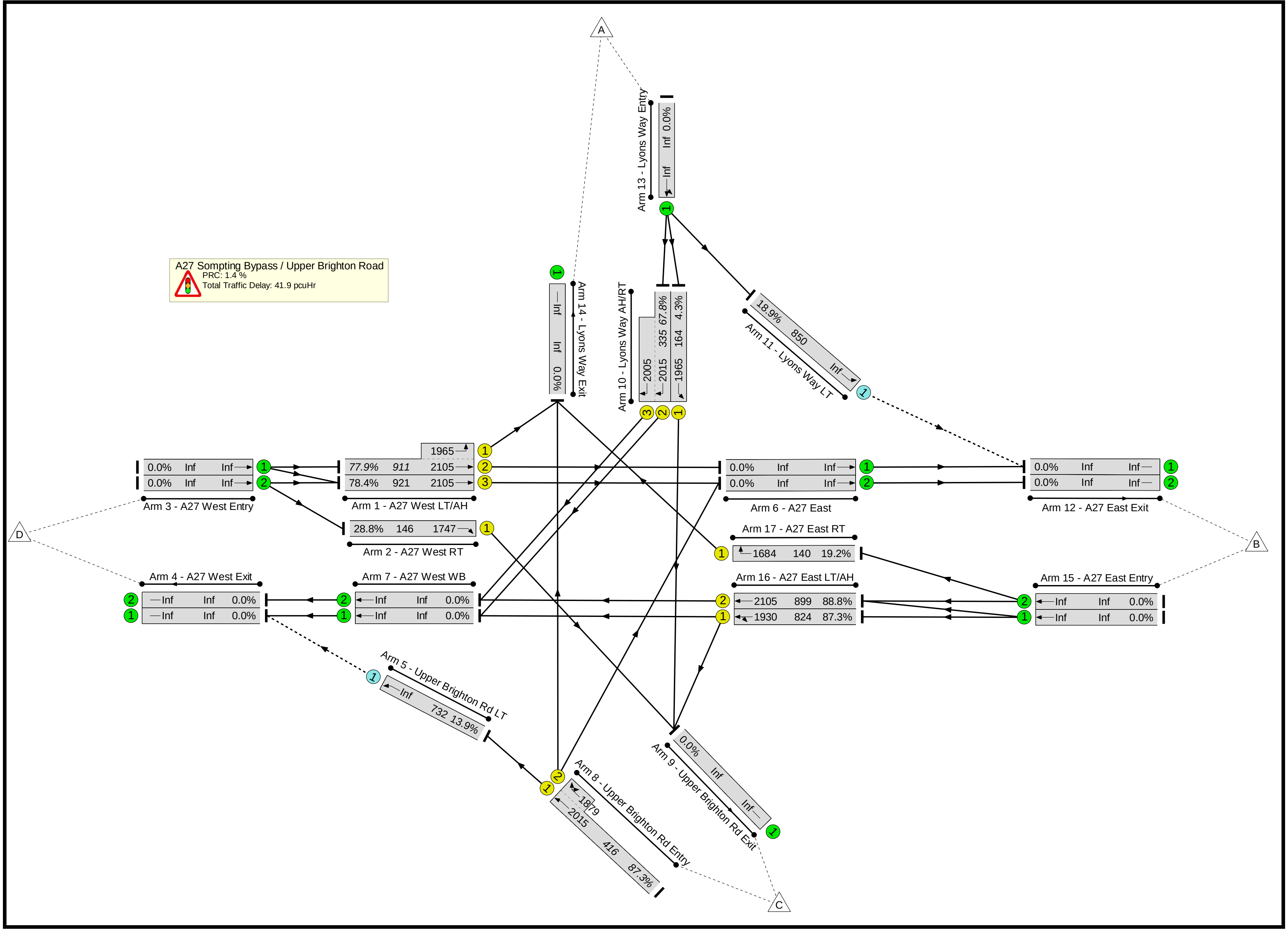
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**97.8%**
A27 Sompting Bypass / Upper Brighton Road	**-**	**-**	**-**	**-**	**97.8%**
1/2+1/1	A27 West LT/AH Ahead Left	894	34.0	55.0	93.4%
1/3	A27 West LT/AH Ahead	904	34.6	55.5	93.7%
2/1	A27 West RT Right	0	0.0	0.0	0.0%
5/1	Upper Brighton Rd LT Ahead	194	0.9	7.0	26.4%
8/1+8/2	Upper Brighton Rd Entry Ahead U-Turn Right	472	20.6	90.0	96.3%
10/1	Lyons Way AH/RT Ahead	0	0.0	0.0	0.0%
10/2+10/3	Lyons Way AH/RT Right	85	1.6	63.3	31.7%
11/1	Lyons Way LT Ahead	58	0.9	14.8	7.6%
16/1	A27 East LT/AH Ahead Left	823	36.5	74.7	97.3%
16/2	A27 East LT/AH Ahead	926	40.9	74.4	97.8%
17/1	A27 East RT Right	138	7.6	133.9	89.4%

C1 Stream: 1 PRC for Signalled Lanes (%): -8.6 Total Delay for Signalled Lanes (pcuHr): 70.44 Cycle Time (s): 120
C1 Stream: 2 PRC for Signalled Lanes (%): -7.0 Total Delay for Signalled Lanes (pcuHr): 11.80 Cycle Time (s): 120
PRC Over All Lanes (%): -8.6 Total Delay Over All Lanes(pcuHr): 82.85

Basic Results Summary

Scenario 2: 'Reference Case - PM' (FG2: 'Reference Case - PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram


A27 Sompting Bypass / Upper Brighton Road
PRC: 1.4 %
Total Traffic Delay: 41.9 pcuHr
A
B
C
D
Arm 13 - Lyons Way Entry
Inf 0.0%
Inf
Arm 14 - Lyons Way Exit
Inf
Inf 0.0%
Arm 10 - Lyons Way AH/RT
335 67.8%
164 4.3%
2005
2015
1965
Arm 11 - Lyons Way LT
18.9% 850 Inf
1965
Arm 3 - A27 West Entry
0.0% Inf Inf
0.0% Inf Inf
Arm 1 - A27 West LT/AH
77.9% 911 2105
78.4% 921 2105
Arm 2 - A27 West RT
28.8% 146 1747
Arm 6 - A27 East
0.0% Inf Inf
0.0% Inf Inf
Arm 12 - A27 East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm 17 - A27 East RT
1684 140 19.2%
Arm 4 - A27 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm 7 - A27 West WB
Inf Inf 0.0%
Inf Inf 0.0%
Arm 16 - A27 East LT/AH
2105 899 88.8%
1930 824 87.3%
Arm 15 - A27 East Entry
Inf Inf 0.0%
Inf Inf 0.0%
Arm 5 - Upper Brighton Rd LT
Inf 732 13.9%
Arm 8 - Upper Brighton Rd Entry
1879
2015 416 87.3%
Arm 9 - Upper Brighton Rd Exit
0.0% Inf Inf

Basic Results Summary

Network Results

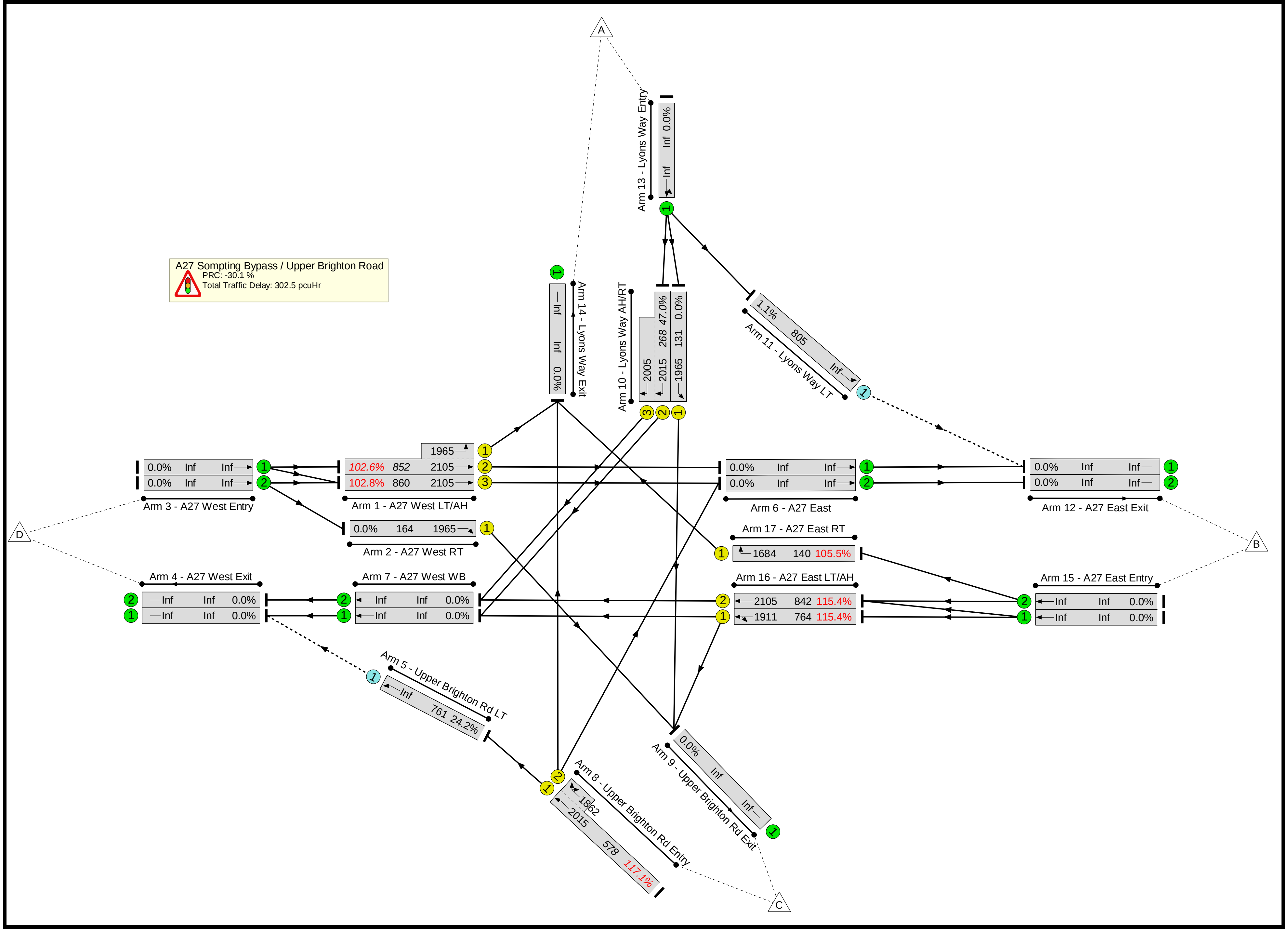
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**88.8%**
A27 Sompting Bypass / Upper Brighton Road	**-**	**-**	**-**	**-**	**88.8%**
1/2+1/1	A27 West LT/AH Ahead Left	710	17.9	32.0	77.9%
1/3	A27 West LT/AH Ahead	722	18.2	32.0	78.4%
2/1	A27 West RT Right	42	1.3	58.7	28.8%
5/1	Upper Brighton Rd LT Ahead	102	0.6	6.9	13.9%
8/1+8/2	Upper Brighton Rd Entry Ahead U-Turn Right	363	11.2	60.2	87.3%
10/1	Lyons Way AH/RT Ahead	7	0.2	52.3	4.3%
10/2+10/3	Lyons Way AH/RT Right	227	4.0	59.1	67.8%
11/1	Lyons Way LT Ahead	161	1.9	9.0	18.9%
16/1	A27 East LT/AH Ahead Left	720	20.6	41.4	87.3%
16/2	A27 East LT/AH Ahead	798	23.2	42.0	88.8%
17/1	A27 East RT Right	27	0.8	56.9	19.2%

C1 Stream: 1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 35.25 Cycle Time (s): 96
C1 Stream: 2 PRC for Signalled Lanes (%): 3.1 Total Delay for Signalled Lanes (pcuHr): 6.07 Cycle Time (s): 96
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 41.91

Basic Results Summary

Scenario 3: 'Scenario C - AM' (FG3: 'ScenC AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram


A27 Sompting Bypass / Upper Brighton Road
PRC: -30.1 %
Total Traffic Delay: 302.5 pcuHr
A
B
C
D
Arm 13 - Lyons Way Entry
Inf 0.0%
Inf
Arm 14 - Lyons Way Exit
Inf
Inf
0.0%
Arm 10 - Lyons Way AH/RT
2005
2015 268 47.0%
1965 131 0.0%
Arm 11 - Lyons Way LT
1.1%
805
Inf
Arm 3 - A27 West Entry
0.0% Inf Inf
0.0% Inf Inf
Arm 1 - A27 West LT/AH
1965
102.6% 852 2105
102.8% 860 2105
Arm 2 - A27 West RT
0.0% 164 1965
Arm 6 - A27 East
0.0% Inf Inf
0.0% Inf Inf
Arm 12 - A27 East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm 17 - A27 East RT
1684 140 105.5%
Arm 4 - A27 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm 7 - A27 West WB
Inf Inf 0.0%
Inf Inf 0.0%
Arm 16 - A27 East LT/AH
2105 842 115.4%
1911 764 115.4%
Arm 15 - A27 East Entry
Inf Inf 0.0%
Inf Inf 0.0%
Arm 5 - Upper Brighton Rd LT
Inf
761 24.2%
Arm 8 - Upper Brighton Rd Entry
1862
2015
578
117.1%
Arm 9 - Upper Brighton Rd Exit
0.0%
Inf
Inf

Basic Results Summary

Network Results

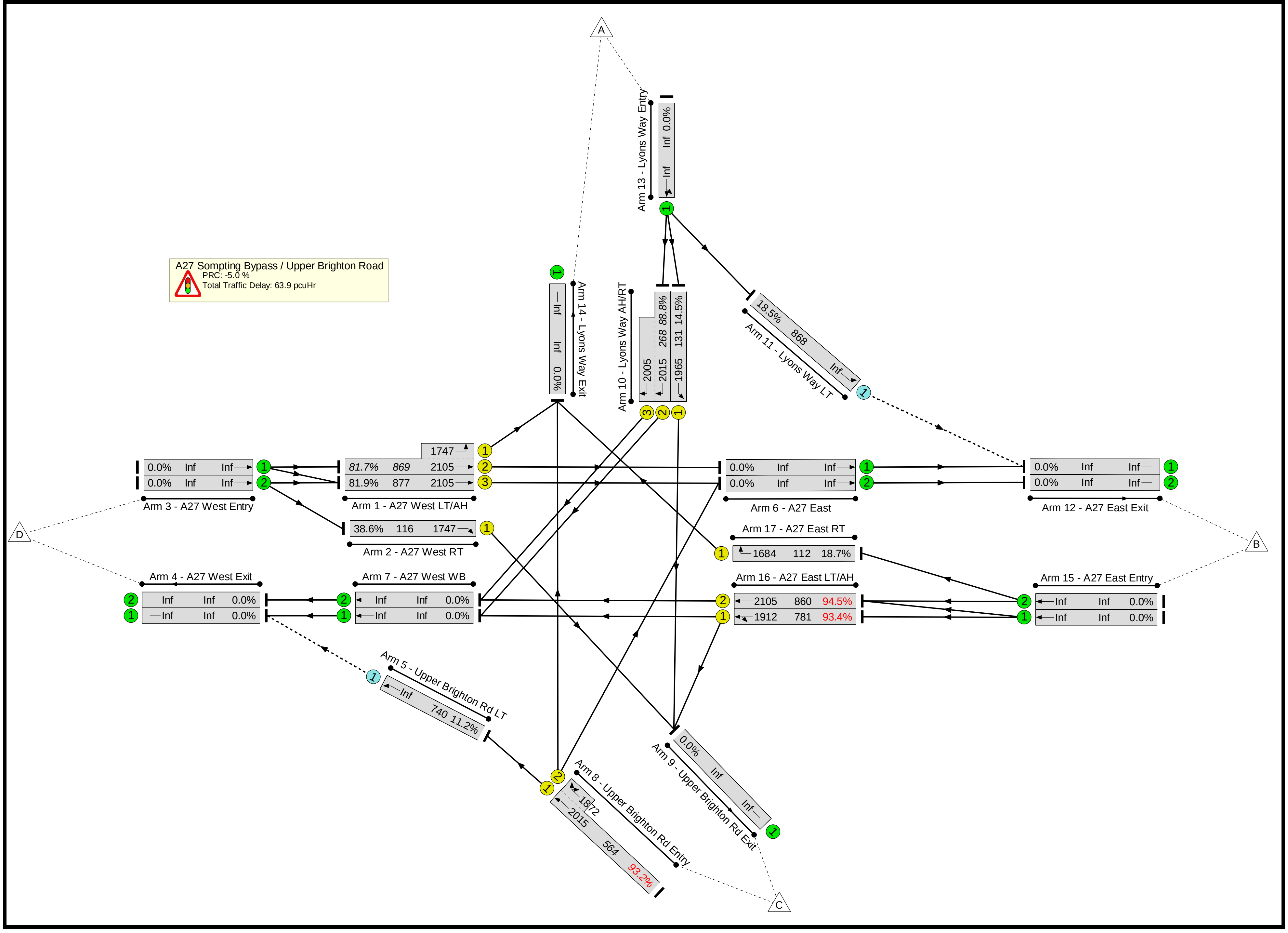
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**117.1%**
A27 Sompting Bypass / Upper Brighton Road	**-**	**-**	**-**	**-**	**117.1%**
1/2+1/1	A27 West LT/AH Ahead Left	874	52.2	127.8	102.6%
1/3	A27 West LT/AH Ahead	884	52.5	130.3	102.8%
2/1	A27 West RT Right	0	0.0	0.0	0.0%
5/1	Upper Brighton Rd LT Ahead	185	0.2	3.1	24.2%
8/1+8/2	Upper Brighton Rd Entry Ahead U-Turn Right	676	80.4	348.4	117.1%
10/1	Lyons Way AH/RT Ahead	0	0.0	0.0	0.0%
10/2+10/3	Lyons Way AH/RT Right	126	2.5	66.6	47.0%
11/1	Lyons Way LT Ahead	9	0.1	12.4	1.1%
16/1	A27 East LT/AH Ahead Left	882	95.7	311.8	115.4%
16/2	A27 East LT/AH Ahead	972	105.3	311.4	115.4%
17/1	A27 East RT Right	148	13.7	268.5	105.5%

C1	Stream: 1	PRC for Signalled Lanes (%):	-28.3	Total Delay for Signalled Lanes (pcuHr):	236.88	Cycle Time (s):	120
C1	Stream: 2	PRC for Signalled Lanes (%):	-30.1	Total Delay for Signalled Lanes (pcuHr):	65.43	Cycle Time (s):	120
		PRC Over All Lanes (%):	-30.1	Total Delay Over All Lanes(pcuHr):	302.50		

Basic Results Summary

Scenario 4: 'Scenario C - PM' (FG4: 'ScenC PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram


A
B
C
D
A27 Sompting Bypass / Upper Brighton Road
PRC: -5.0 %
Total Traffic Delay: 63.9 pcuHr
Arm 13 - Lyons Way Entry
Inf 0.0%
Inf
1
Arm 14 - Lyons Way Exit
Inf
Inf 0.0%
Arm 10 - Lyons Way AH/RT
2005
2015 268 88.8%
1965 131 14.5%
3 2 1
Arm 11 - Lyons Way LT
18.5% 868 Inf
1
Arm 3 - A27 West Entry
0.0% Inf Inf 1
0.0% Inf Inf 2
Arm 1 - A27 West LT/AH
1747 1
81.7% 869 2105 2
81.9% 877 2105 3
Arm 2 - A27 West RT
38.6% 116 1747 1
Arm 6 - A27 East
0.0% Inf Inf 1
0.0% Inf Inf 2
Arm 12 - A27 East Exit
0.0% Inf Inf 1
0.0% Inf Inf 2
Arm 17 - A27 East RT
1 1684 112 18.7%
Arm 4 - A27 West Exit
2 Inf Inf 0.0%
1 Inf Inf 0.0%
Arm 7 - A27 West WB
2 Inf Inf 0.0%
1 Inf Inf 0.0%
Arm 16 - A27 East LT/AH
2 2105 860 94.5%
1 1912 781 93.4%
Arm 15 - A27 East Entry
2 Inf Inf 0.0%
1 Inf Inf 0.0%
Arm 5 - Upper Brighton Rd LT
1 Inf 740 11.2%
Arm 8 - Upper Brighton Rd Entry
2 1872
1 2015 564 93.2%
Arm 9 - Upper Brighton Rd Exit
0.0% Inf Inf 1

Basic Results Summary

Network Results

Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**94.5%**
A27 Sompting Bypass / Upper Brighton Road	**-**	**-**	**-**	**-**	**94.5%**
1/2+1/1	A27 West LT/AH Ahead Left	710	23.0	42.0	81.7%
1/3	A27 West LT/AH Ahead	718	23.3	42.0	81.9%
2/1	A27 West RT Right	45	1.7	78.6	38.6%
5/1	Upper Brighton Rd LT Ahead	83	0.2	3.0	11.2%
8/1+8/2	Upper Brighton Rd Entry Ahead U-Turn Right	526	21.7	75.2	93.2%
10/1	Lyons Way AH/RT Ahead	19	0.7	68.9	14.5%
10/2+10/3	Lyons Way AH/RT Right	238	7.2	104.9	88.8%
11/1	Lyons Way LT Ahead	161	2.3	10.6	18.5%
16/1	A27 East LT/AH Ahead Left	729	28.8	62.4	93.4%
16/2	A27 East LT/AH Ahead	812	32.6	63.8	94.5%
17/1	A27 East RT Right	21	0.8	72.7	18.7%

C1 Stream: 1 PRC for Signalled Lanes (%): -5.0 Total Delay for Signalled Lanes (pcuHr): 52.38 Cycle Time (s): 120

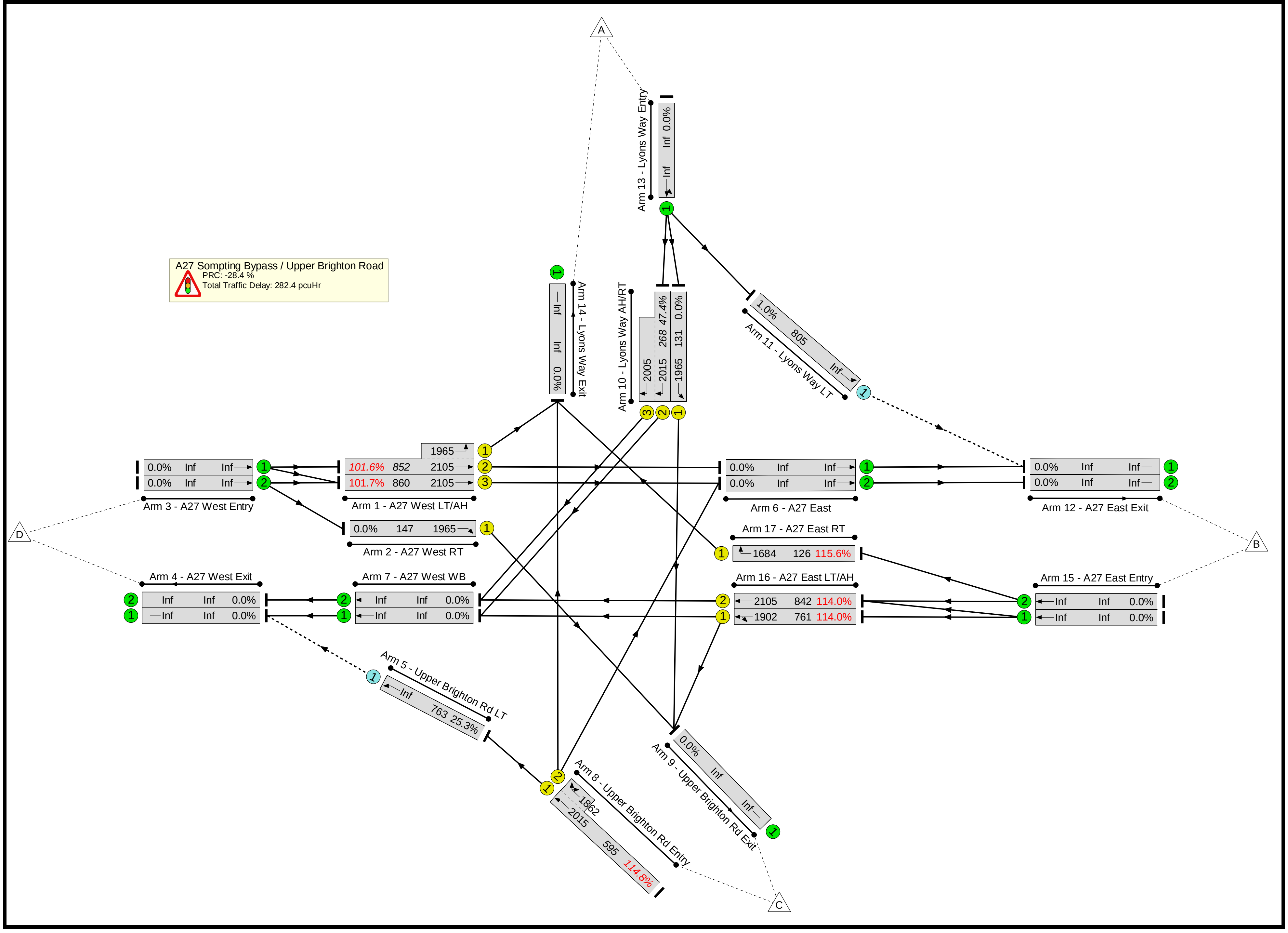
C1 Stream: 2 PRC for Signalled Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 10.99 Cycle Time (s): 120

PRC Over All Lanes (%): -5.0 Total Delay Over All Lanes(pcuHr): 63.91

Basic Results Summary

Scenario 5: 'Scenario C wMit - AM' (FG5: 'ScenC wMit AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram


A27 Sompting Bypass / Upper Brighton Road
PRC: -28.4 %
Total Traffic Delay: 282.4 pcuHr
A
B
C
D
Arm 13 - Lyons Way Entry
Inf 0.0%
Inf
Arm 14 - Lyons Way Exit
Inf
Inf 0.0%
Arm 10 - Lyons Way AH/RT
2005
2015 268 47.4%
1965 131 0.0%
Arm 11 - Lyons Way LT
1.0% 805 Inf
Arm 3 - A27 West Entry
0.0% Inf Inf
0.0% Inf Inf
Arm 1 - A27 West LT/AH
1965
101.6% 852 2105
101.7% 860 2105
Arm 2 - A27 West RT
0.0% 147 1965
Arm 6 - A27 East
0.0% Inf Inf
0.0% Inf Inf
Arm 12 - A27 East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm 17 - A27 East RT
1684 126 115.6%
Arm 4 - A27 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm 7 - A27 West WB
Inf Inf 0.0%
Inf Inf 0.0%
Arm 16 - A27 East LT/AH
2105 842 114.0%
1902 761 114.0%
Arm 15 - A27 East Entry
Inf Inf 0.0%
Inf Inf 0.0%
Arm 5 - Upper Brighton Rd LT
Inf 763 25.3%
Arm 8 - Upper Brighton Rd Entry
1862
2015 595 114.8%
Arm 9 - Upper Brighton Rd Exit
0.0% Inf Inf
1
2
3

Basic Results Summary

Network Results

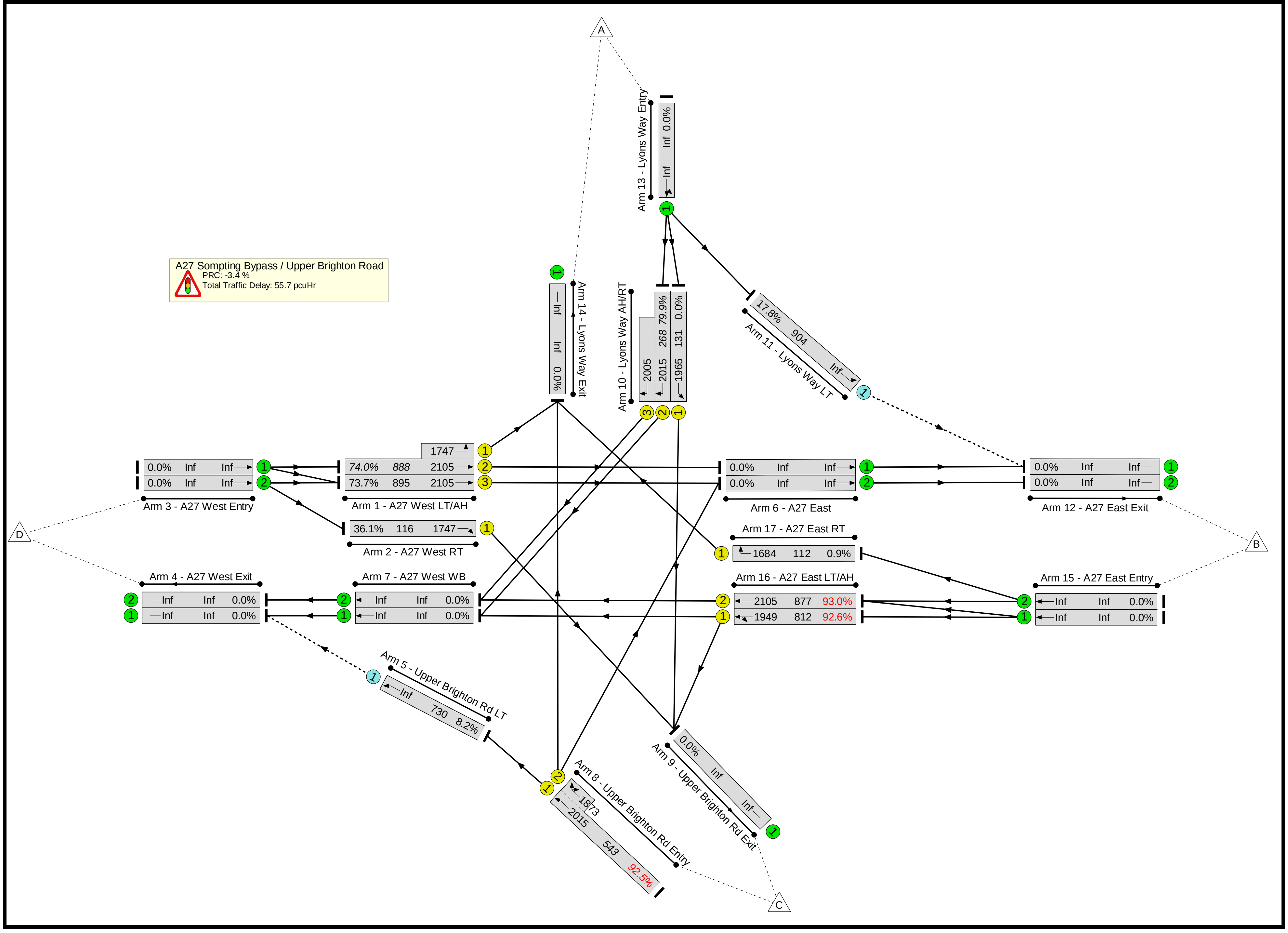
Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**115.6%**
A27 Sompting Bypass / Upper Brighton Road	**-**	**-**	**-**	**-**	**115.6%**
1/2+1/1	A27 West LT/AH Ahead Left	865	48.2	114.7	101.6%
1/3	A27 West LT/AH Ahead	874	48.4	115.7	101.7%
2/1	A27 West RT Right	0	0.0	0.0	0.0%
5/1	Upper Brighton Rd LT Ahead	193	0.2	3.2	25.3%
8/1+8/2	Upper Brighton Rd Entry Ahead U-Turn Right	683	74.8	316.4	114.8%
10/1	Lyons Way AH/RT Ahead	0	0.0	0.0	0.0%
10/2+10/3	Lyons Way AH/RT Right	127	2.5	66.7	47.4%
11/1	Lyons Way LT Ahead	8	0.1	12.4	1.0%
16/1	A27 East LT/AH Ahead Left	867	89.3	291.8	114.0%
16/2	A27 East LT/AH Ahead	960	98.8	291.2	114.0%
17/1	A27 East RT Right	146	18.9	401.3	115.6%

C1	Stream: 1	PRC for Signalled Lanes (%):	-28.4	Total Delay for Signalled Lanes (pcuHr):	222.22	Cycle Time (s):	120
C1	Stream: 2	PRC for Signalled Lanes (%):	-27.6	Total Delay for Signalled Lanes (pcuHr):	60.03	Cycle Time (s):	120
		PRC Over All Lanes (%):	-28.4	Total Delay Over All Lanes(pcuHr):	282.45		

Basic Results Summary

Scenario 6: 'Scenario C wMit - PM' (FG6: 'ScenC wMit PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram



A27 Sompting Bypass / Upper Brighton Road
PRC: -3.4 %
Total Traffic Delay: 55.7 pcuHr
A
B
C
D
Arm 13 - Lyons Way Entry
Inf 0.0%
Inf
Arm 14 - Lyons Way Exit
Inf
Inf 0.0%
Arm 10 - Lyons Way AH/RT
2005
2015 268 79.9%
1965 131 0.0%
Arm 11 - Lyons Way LT
17.8% 904 Inf
Arm 3 - A27 West Entry
0.0% Inf Inf
0.0% Inf Inf
Arm 1 - A27 West LT/AH
1747
74.0% 888 2105
73.7% 895 2105
Arm 2 - A27 West RT
36.1% 116 1747
Arm 6 - A27 East
0.0% Inf Inf
0.0% Inf Inf
Arm 12 - A27 East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm 17 - A27 East RT
1684 112 0.9%
Arm 4 - A27 West Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm 7 - A27 West WB
Inf Inf 0.0%
Inf Inf 0.0%
Arm 16 - A27 East LT/AH
2105 877 93.0%
1949 812 92.6%
Arm 15 - A27 East Entry
Inf Inf 0.0%
Inf Inf 0.0%
Arm 5 - Upper Brighton Rd LT
Inf 730 8.2%
Arm 8 - Upper Brighton Rd Entry
1873
2015 543 92.5%
Arm 9 - Upper Brighton Rd Exit
0.0% Inf Inf

Basic Results Summary

Network Results

Item	Lane Description	Arriving (pcu)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)
Network	**-**	**-**	**-**	**-**	**93.0%**
A27 Sompting Bypass / Upper Brighton Road	**-**	**-**	**-**	**-**	**93.0%**
1/2+1/1	A27 West LT/AH Ahead Left	657	19.2	36.4	74.0%
1/3	A27 West LT/AH Ahead	659	19.7	36.4	73.7%
2/1	A27 West RT Right	42	1.6	77.6	36.1%
5/1	Upper Brighton Rd LT Ahead	60	0.1	3.0	8.2%
8/1+8/2	Upper Brighton Rd Entry Ahead U-Turn Right	502	20.7	75.1	92.5%
10/1	Lyons Way AH/RT Ahead	0	0.0	0.0	0.0%
10/2+10/3	Lyons Way AH/RT Right	214	5.4	86.4	79.9%
11/1	Lyons Way LT Ahead	161	2.0	8.2	17.8%
16/1	A27 East LT/AH Ahead Left	752	28.9	58.7	92.6%
16/2	A27 East LT/AH Ahead	816	31.5	58.2	93.0%
17/1	A27 East RT Right	1	0.0	68.9	0.9%

C1 Stream: 1 PRC for Signalled Lanes (%): -3.4 Total Delay for Signalled Lanes (pcuHr): 44.82 Cycle Time (s): 120
C1 Stream: 2 PRC for Signalled Lanes (%): -2.7 Total Delay for Signalled Lanes (pcuHr): 10.47 Cycle Time (s): 120
PRC Over All Lanes (%): -3.4 Total Delay Over All Lanes(pcuHr): 55.71

Basic Results Summary

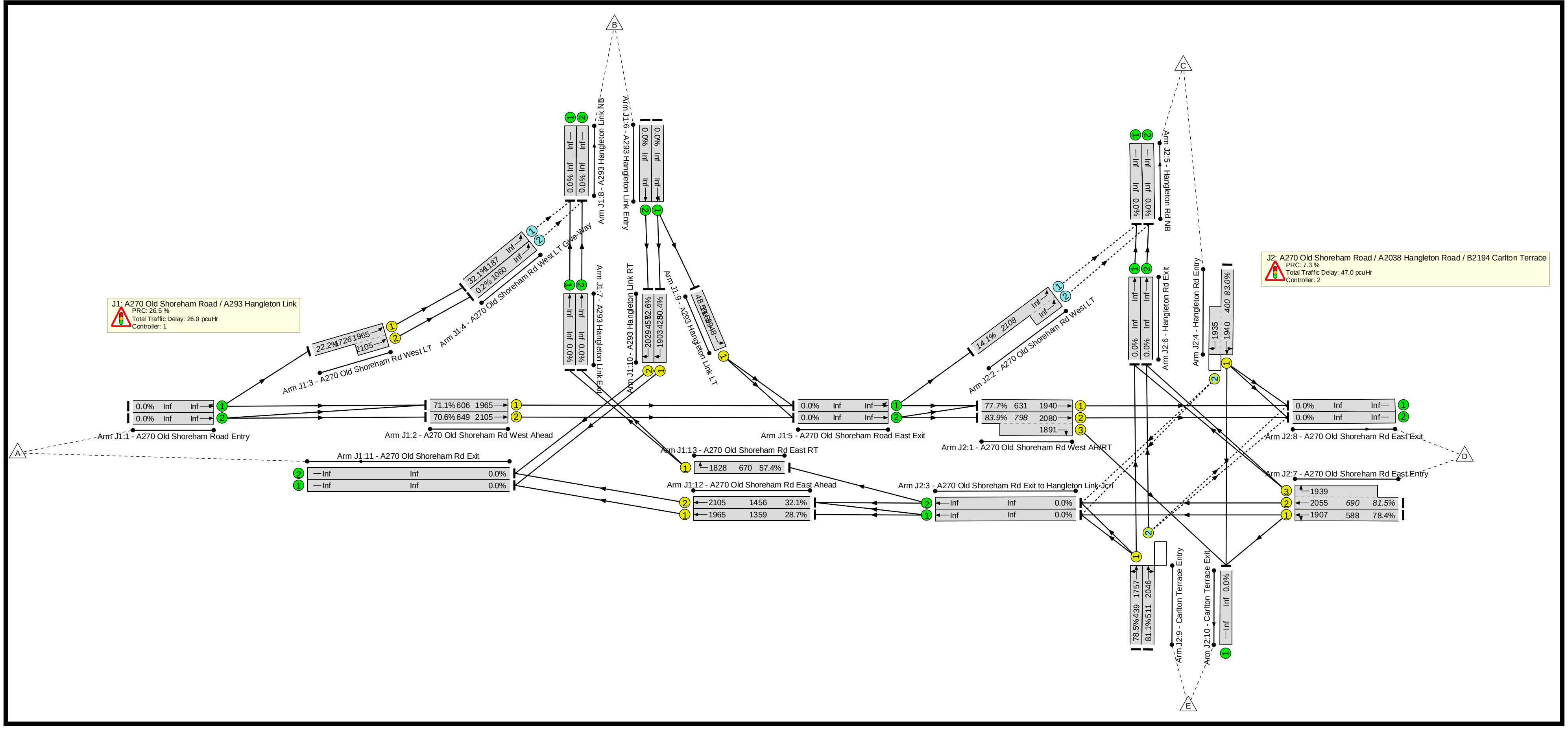
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	A270 OldShorehamRd-Hangleton Link-Carlton Terrace.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: 'Reference Case AM' (FG1: 'Reference Case AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram


J1: A270 Old Shoreham Road / A293 Hangleton Link
PRC: 26.5 %
Total Traffic Delay: 26.0 pcuHr
Controller: 1
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace
PRC: 7.3 %
Total Traffic Delay: 47.0 pcuHr
Controller: 2
A
B
C
D
E
Arm J1:1 - A270 Old Shoreham Road Entry
Arm J1:2 - A270 Old Shoreham Rd West Ahead
Arm J1:3 - A270 Old Shoreham Rd West LT
Arm J1:4 - A270 Old Shoreham Rd West LT Give-Way
Arm J1:5 - A270 Old Shoreham Road East Exit
Arm J1:6 - A293 Hangleton Link Entry
Arm J1:7 - A293 Hangleton Link Exit
Arm J1:8 - A293 Hangleton Link NB
Arm J1:9 - A293 Hangleton Link LT
Arm J1:10 - A293 Hangleton Link RT
Arm J1:11 - A270 Old Shoreham Rd Exit
Arm J1:12 - A270 Old Shoreham Rd East Ahead
Arm J1:13 - A270 Old Shoreham Rd East RT
Arm J2:1 - A270 Old Shoreham Rd West AHRT
Arm J2:2 - A270 Old Shoreham Rd West LT
Arm J2:3 - A270 Old Shoreham Rd Exit to Hangleton Link Jcn
Arm J2:4 - Hangleton Rd Entry
Arm J2:5 - Hangleton Rd NB
Arm J2:6 - Hangleton Rd Exit
Arm J2:7 - A270 Old Shoreham Rd East Entry
Arm J2:8 - A270 Old Shoreham Rd East Exit
Arm J2:9 - Carlton Terrace Entry
Arm J2:10 - Carlton Terrace Exit
0.0% Inf Inf
0.0% Inf Inf
71.1% 606 1965
70.6% 649 2105
22.2% 1726 1965
2105
32.1% 1187 Inf
0.2% 1060 Inf
Inf Inf 0.0%
Inf Inf 0.0%
1828 670 57.4%
2105 1456 32.1%
1965 1359 28.7%
77.7% 631 1940
83.9% 798 2080
1891
14.1% 2108 Inf
Inf
1935
1940 400 83.0%
1939
2055 690 81.5%
1907 588 78.4%
78.5% 439 1757
81.1% 511 2046

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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**	**977**	**218**	**5**	**73.0**	**-**	**-**
J1: A270 Old Shoreham Road / A293 Hangleton Link	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.1%**	**383**	**0**	**0**	**26.0**	**-**	**-**
2/1	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	36	-	431	1965	606	71.1%	-	-	-	5.6	46.9	13.9
2/2	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	36	-	458	2105	649	70.6%	-	-	-	5.9	46.0	14.7
3/1+3/2	A270 Old Shoreham Rd West LT Ahead	U	C1:D		1	104	-	383	1965:2105	1726	22.2%	-	-	-	0.3	2.5	2.0
4/1	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	381	Inf	1187	32.1%	381	0	0	0.2	2.3	1.9
4/2	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	2	Inf	1060	0.2%	2	0	0	0.0	3.3	0.0
9/1	A293 Hangleton Link LT Left	U	C1:E		1	71	-	567	1948	1169	48.5%	-	-	-	2.6	16.5	11.0
10/1	A293 Hangleton Link RT Right	U	C1:F		1	26	-	216	1903	428	50.4%	-	-	-	2.9	49.1	6.7
10/2	A293 Hangleton Link RT Right	U	C1:F		1	26	-	240	2029	457	52.6%	-	-	-	3.3	49.2	7.6
12/1	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	82	-	390	1965	1359	28.7%	-	-	-	0.5	4.4	1.2

Basic Results Summary

12/2	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	82	-	468	2105	1456	32.1%	-	-	-	0.5	4.1	1.3
13/1	A270 Old Shoreham Rd East RT Right	U	C1:B		1	43	-	385	1828	670	57.4%	-	-	-	4.2	39.1	10.8
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**	**594**	**218**	**5**	**47.0**	**-**	**-**
1/1	A270 Old Shoreham Rd West AH/RT Ahead	U	C2:C		1	38	-	490	1940	631	77.7%	-	-	-	5.1	37.4	15.5
1/2+1/3	A270 Old Shoreham Rd West AH/RT Ahead Right	U	C2:C C2:D		1	38:10	-	669	2080:1891	798	83.9%	-	-	-	7.6	41.1	17.3
2/1+2/2	A270 Old Shoreham Rd West LT Left	O	-		-	-	-	297	Inf : Inf	2108	14.1%	594	0	0	0.1	1.0	0.1
4/1+4/2	Hangleton Rd Entry Right Left Ahead	U+O	C2:G	C2:H	1	21	21	332	1940:1935	400	83.0%	0	62	1	6.5	70.9	11.4
7/1	A270 Old Shoreham Rd East Entry Ahead Left	U	C2:A		1	36	-	461	1907	588	78.4%	-	-	-	6.6	51.6	15.7
7/2+7/3	A270 Old Shoreham Rd East Entry Ahead Right	U	C2:A C2:B		1	36:11	-	562	2055:1939	690	81.5%	-	-	-	8.3	53.1	17.2
9/1	Carlton Terrace Entry Left Ahead	U	C2:E		1	29	-	345	1757	439	78.5%	-	-	-	5.8	60.4	12.4
9/2	Carlton Terrace Entry Ahead Right	O	C2:E	C2:F	1	29	29	415	2046	511	81.1%	0	156	4	6.9	60.2	15.0

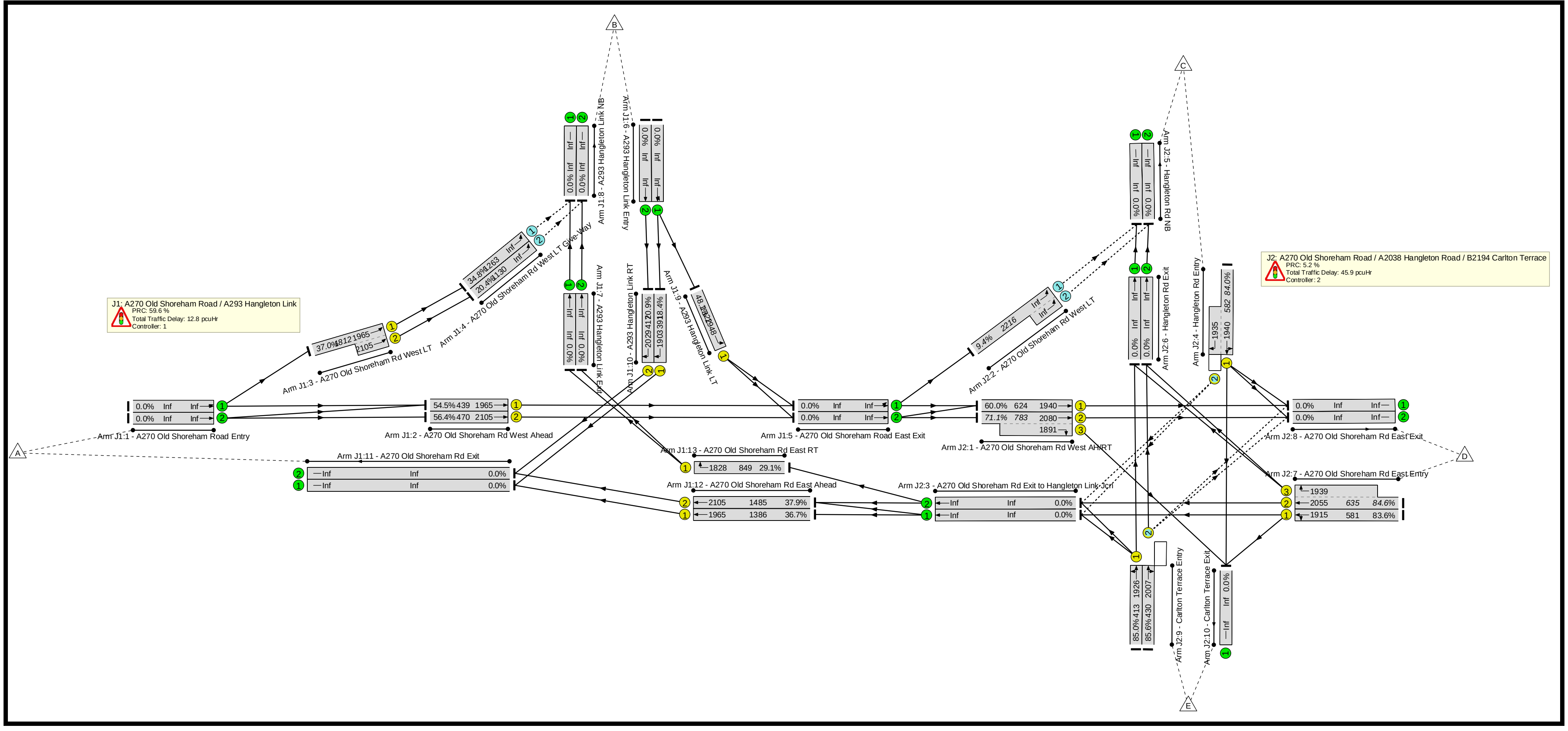
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 1 PRC for Signalled Lanes (%): 26.5 Total Delay for Signalled Lanes (pcuHr): 25.48 Cycle Time (s): 120
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 2 PRC for Signalled Lanes (%): 305.6 Total Delay for Signalled Lanes (pcuHr): 0.27 Cycle Time (s): 120
C2 - A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton TerraceStream: 1 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 46.90 Cycle Time (s): 120
PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 72.98

Basic Results Summary

Basic Results Summary

Scenario 2: 'Reference Case PM' (FG2: 'Reference Case PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram


J1: A270 Old Shoreham Road / A293 Hangleton Link
PRC: 59.6 %
Total Traffic Delay: 12.8 pcuHr
Controller: 1
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace
PRC: 5.2 %
Total Traffic Delay: 45.9 pcuHr
Controller: 2
A
B
C
D
E
Arm J1:1 - A270 Old Shoreham Road Entry
0.0% Inf Inf
0.0% Inf Inf
Arm J1:2 - A270 Old Shoreham Rd West Ahead
54.5% 439 1965
56.4% 470 2105
Arm J1:3 - A270 Old Shoreham Rd West LT
37.0% 1812 1965
2105
Arm J1:4 - A270 Old Shoreham Rd West LT Give-Way
34.8% 1263 Inf
20.4% 1130 Inf
Arm J1:5 - A270 Old Shoreham Road East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J1:6 - A293 Hangleton Link Entry
0.0% Inf Inf
0.0% Inf Inf
Arm J1:7 - A293 Hangleton Link Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm J1:8 - A293 Hangleton Link NB
0.0% Inf Inf
0.0% Inf Inf
Arm J1:9 - A293 Hangleton Link LT
48.1% 1822 948
Arm J1:10 - A293 Hangleton Link RT
2029 412 20.9%
1903 391 18.4%
Arm J1:11 - A270 Old Shoreham Rd Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm J1:12 - A270 Old Shoreham Rd East Ahead
2105 1485 37.9%
1965 1386 36.7%
Arm J1:13 - A270 Old Shoreham Rd East RT
1828 849 29.1%
Arm J2:1 - A270 Old Shoreham Rd West AH/RT
60.0% 624 1940
71.1% 783 2080
1891
Arm J2:2 - A270 Old Shoreham Rd West LT
9.4% 2216 Inf
Inf
Arm J2:3 - A270 Old Shoreham Rd Exit to Hangleton Link Jcn
Inf Inf 0.0%
Inf Inf 0.0%
Arm J2:4 - Hangleton Rd Entry
1935
1940 582 84.0%
Arm J2:5 - Hangleton Rd NB
Inf Inf 0.0%
Inf Inf 0.0%
Arm J2:6 - Hangleton Rd Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J2:7 - A270 Old Shoreham Rd East Entry
1939
2055 635 84.6%
1915 581 83.6%
Arm J2:8 - A270 Old Shoreham Rd East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J2:9 - Carlton Terrace Entry
85.0% 413 1926
85.6% 430 2007
Arm J2:10 - Carlton Terrace Exit
Inf Inf 0.0%

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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.6%**	**1089**	**493**	**11**	**58.7**	**-**	**-**
J1: A270 Old Shoreham Road / A293 Hangleton Link	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.4%**	**671**	**0**	**0**	**12.8**	**-**	**-**
2/1	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	24	-	239	1965	439	54.5%	-	-	-	3.1	47.4	7.2
2/2	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	24	-	265	2105	470	56.4%	-	-	-	3.5	47.4	7.9
3/1+3/2	A270 Old Shoreham Rd West LT Ahead	U	C1:D		1	96	-	671	1965:2105	1812	37.0%	-	-	-	0.5	2.8	2.6
4/1	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	440	Inf	1263	34.8%	440	0	0	0.3	2.3	2.4
4/2	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	231	Inf	1130	20.4%	231	0	0	0.1	2.0	0.6
9/1	A293 Hangleton Link LT Left	U	C1:E		1	75	-	636	1948	1322	48.1%	-	-	-	2.0	11.2	9.8
10/1	A293 Hangleton Link RT Right	U	C1:F		1	22	-	72	1903	391	18.4%	-	-	-	0.8	42.4	2.0
10/2	A293 Hangleton Link RT Right	U	C1:F		1	22	-	87	2029	417	20.9%	-	-	-	1.0	42.4	2.4
12/1	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	78	-	509	1965	1386	36.7%	-	-	-	0.3	2.4	0.5

Basic Results Summary

12/2	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	78	-	563	2105	1485	37.9%	-	-	-	0.3	2.2	0.5
13/1	A270 Old Shoreham Rd East RT Right	U	C1:B		1	51	-	247	1828	849	29.1%	-	-	-	0.7	9.6	1.7
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.6%**	**418**	**493**	**11**	**45.9**	**-**	**-**
1/1	A270 Old Shoreham Rd West AH/RT Ahead	U	C2:C		1	35	-	374	1940	624	60.0%	-	-	-	2.9	28.3	9.7
1/2+1/3	A270 Old Shoreham Rd West AH/RT Ahead Right	U	C2:C C2:D		1	35:9	-	557	2080:1891	783	71.1%	-	-	-	5.6	36.5	9.6
2/1+2/2	A270 Old Shoreham Rd West LT Left	O	-		-	-	-	209	Inf : Inf	2216	9.4%	418	0	0	0.1	0.9	0.1
4/1+4/2	Hangleton Rd Entry Right Left Ahead	U+O	C2:G	C2:H	1	23	23	489	1940:1935	582	84.0%	0	259	5	8.1	59.6	11.5
7/1	A270 Old Shoreham Rd East Entry Ahead Left	U	C2:A		1	33	-	486	1915	581	83.6%	-	-	-	7.3	54.4	16.5
7/2+7/3	A270 Old Shoreham Rd East Entry Ahead Right	U	C2:A C2:B		1	33:10	-	537	2055:1939	635	84.6%	-	-	-	8.1	54.1	17.8
9/1	Carlton Terrace Entry Left Ahead	U	C2:E		1	23	-	351	1926	413	85.0%	-	-	-	6.7	69.2	13.1
9/2	Carlton Terrace Entry Ahead Right	O	C2:E	C2:F	1	23	23	368	2007	430	85.6%	0	234	6	7.1	69.0	13.7

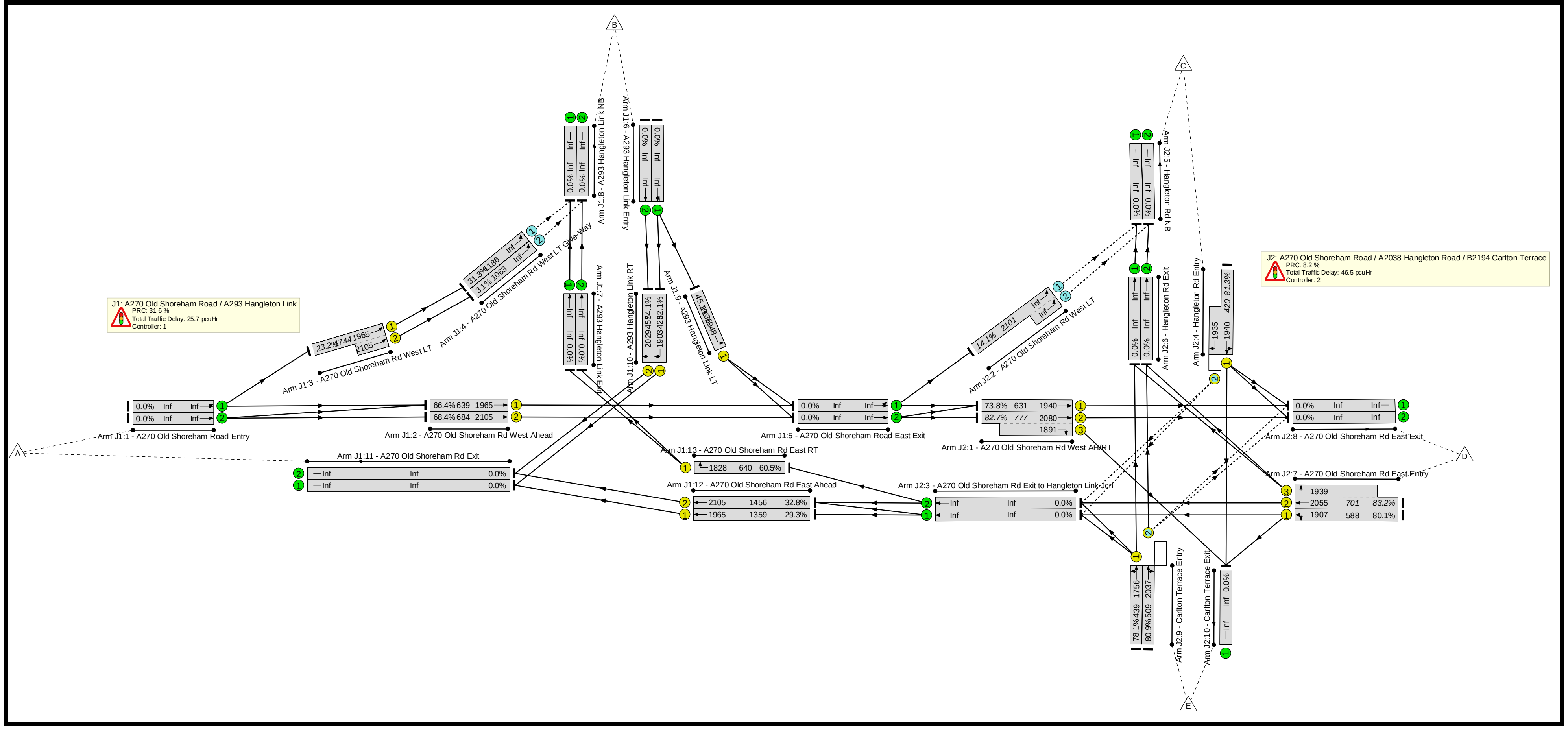
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 1 PRC for Signalled Lanes (%): 59.6 Total Delay for Signalled Lanes (pcuHr): 11.83 Cycle Time (s): 112
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 2 PRC for Signalled Lanes (%): 143.1 Total Delay for Signalled Lanes (pcuHr): 0.53 Cycle Time (s): 112
C2 - A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton TerraceStream: 1 PRC for Signalled Lanes (%): 5.2 Total Delay for Signalled Lanes (pcuHr): 45.89 Cycle Time (s): 112
PRC Over All Lanes (%): 5.2 Total Delay Over All Lanes(pcuHr): 58.71

Basic Results Summary

Basic Results Summary

Scenario 3: 'Scenario C AM' (FG3: 'Scenario C AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



J1: A270 Old Shoreham Road / A293 Hangleton Link
PRC: 31.6 %
Total Traffic Delay: 25.7 pcuHr
Controller: 1
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace
PRC: 8.2 %
Total Traffic Delay: 46.5 pcuHr
Controller: 2
A
B
C
D
E
Arm J1:1 - A270 Old Shoreham Road Entry
0.0% Inf Inf
0.0% Inf Inf
Arm J1:2 - A270 Old Shoreham Rd West Ahead
66.4% 639 1965
68.4% 684 2105
Arm J1:3 - A270 Old Shoreham Rd West LT
23.2% 1744 1965
2105
Arm J1:4 - A270 Old Shoreham Rd West LT Give-Way
31.3% 1186 Inf
3.1% 1063 Inf
Arm J1:5 - A270 Old Shoreham Road East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J1:6 - A293 Hangleton Link Entry
0.0% Inf Inf
0.0% Inf Inf
Arm J1:7 - A293 Hangleton Link Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm J1:8 - A293 Hangleton Link NB
0.0% Inf Inf
0.0% Inf Inf
Arm J1:9 - A293 Hangleton Link LT
45.1% 1948
Arm J1:10 - A293 Hangleton Link RT
2029 457 54.1%
1903 428 52.1%
Arm J1:11 - A270 Old Shoreham Rd Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm J1:12 - A270 Old Shoreham Rd East Ahead
2105 1456 32.8%
1965 1359 29.3%
Arm J1:13 - A270 Old Shoreham Rd East RT
1828 640 60.5%
Arm J2:1 - A270 Old Shoreham Rd West AH/RT
73.8% 631 1940
82.7% 777 2080
1891
Arm J2:2 - A270 Old Shoreham Rd West LT
14.1% 2101
Inf
Inf
Arm J2:3 - A270 Old Shoreham Rd Exit to Hangleton Link Jcn
Inf Inf 0.0%
Inf Inf 0.0%
Arm J2:4 - Hangleton Rd Entry
1935
1940 420 81.3%
Arm J2:5 - Hangleton Rd NB
Inf Inf 0.0%
Inf Inf 0.0%
Arm J2:6 - Hangleton Rd Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J2:7 - A270 Old Shoreham Rd East Entry
1939
2055 701 83.2%
1907 588 80.1%
Arm J2:8 - A270 Old Shoreham Rd East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J2:9 - Carlton Terrace Entry
78.1% 439 1756
80.9% 509 2037
Arm J2:10 - Carlton Terrace Exit
Inf Inf 0.0%
1
2
3

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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.2%**	**996**	**246**	**6**	**72.2**	**-**	**-**
J1: A270 Old Shoreham Road / A293 Hangleton Link	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.4%**	**404**	**0**	**0**	**25.7**	**-**	**-**
2/1	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	38	-	424	1965	639	66.4%	-	-	-	5.1	43.2	13.1
2/2	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	38	-	468	2105	684	68.4%	-	-	-	5.6	43.4	14.6
3/1+3/2	A270 Old Shoreham Rd West LT Ahead	U	C1:D		1	104	-	404	1965:2105	1744	23.2%	-	-	-	0.3	2.5	2.0
4/1	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	371	Inf	1186	31.3%	371	0	0	0.2	2.2	1.8
4/2	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	33	Inf	1063	3.1%	33	0	0	0.0	3.6	0.2
9/1	A293 Hangleton Link LT Left	U	C1:E		1	69	-	512	1948	1136	45.1%	-	-	-	2.4	17.0	9.9
10/1	A293 Hangleton Link RT Right	U	C1:F		1	26	-	223	1903	428	52.1%	-	-	-	3.1	49.6	7.0
10/2	A293 Hangleton Link RT Right	U	C1:F		1	26	-	247	2029	457	54.1%	-	-	-	3.4	49.6	7.8
12/1	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	82	-	398	1965	1359	29.3%	-	-	-	0.5	4.1	1.1

Basic Results Summary

12/2	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	82	-	477	2105	1456	32.8%	-	-	-	0.5	3.8	1.2
13/1	A270 Old Shoreham Rd East RT Right	U	C1:B		1	41	-	387	1828	640	60.5%	-	-	-	4.6	42.6	11.3
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.2%**	**592**	**246**	**6**	**46.5**	**-**	**-**
1/1	A270 Old Shoreham Rd West AH/RT Ahead	U	C2:C		1	38	-	465	1940	631	73.8%	-	-	-	4.5	34.8	14.0
1/2+1/3	A270 Old Shoreham Rd West AH/RT Ahead Right	U	C2:C C2:D		1	38:9	-	643	2080:1891	777	82.7%	-	-	-	7.2	40.4	16.2
2/1+2/2	A270 Old Shoreham Rd West LT Left	O	-		-	-	-	296	Inf : Inf	2101	14.1%	592	0	0	0.1	1.0	0.1
4/1+4/2	Hangleton Rd Entry Right Left Ahead	U+O	C2:G	C2:H	1	22	22	341	1940:1935	420	81.3%	0	68	1	6.3	67.0	11.3
7/1	A270 Old Shoreham Rd East Entry Ahead Left	U	C2:A		1	36	-	471	1907	588	80.1%	-	-	-	6.9	53.0	16.3
7/2+7/3	A270 Old Shoreham Rd East Entry Ahead Right	U	C2:A C2:B		1	36:10	-	583	2055:1939	701	83.2%	-	-	-	8.9	54.8	17.9
9/1	Carlton Terrace Entry Left Ahead	U	C2:E		1	29	-	343	1756	439	78.1%	-	-	-	5.7	60.0	12.3
9/2	Carlton Terrace Entry Ahead Right	O	C2:E	C2:F	1	29	29	412	2037	509	80.9%	0	178	5	6.9	60.1	14.9

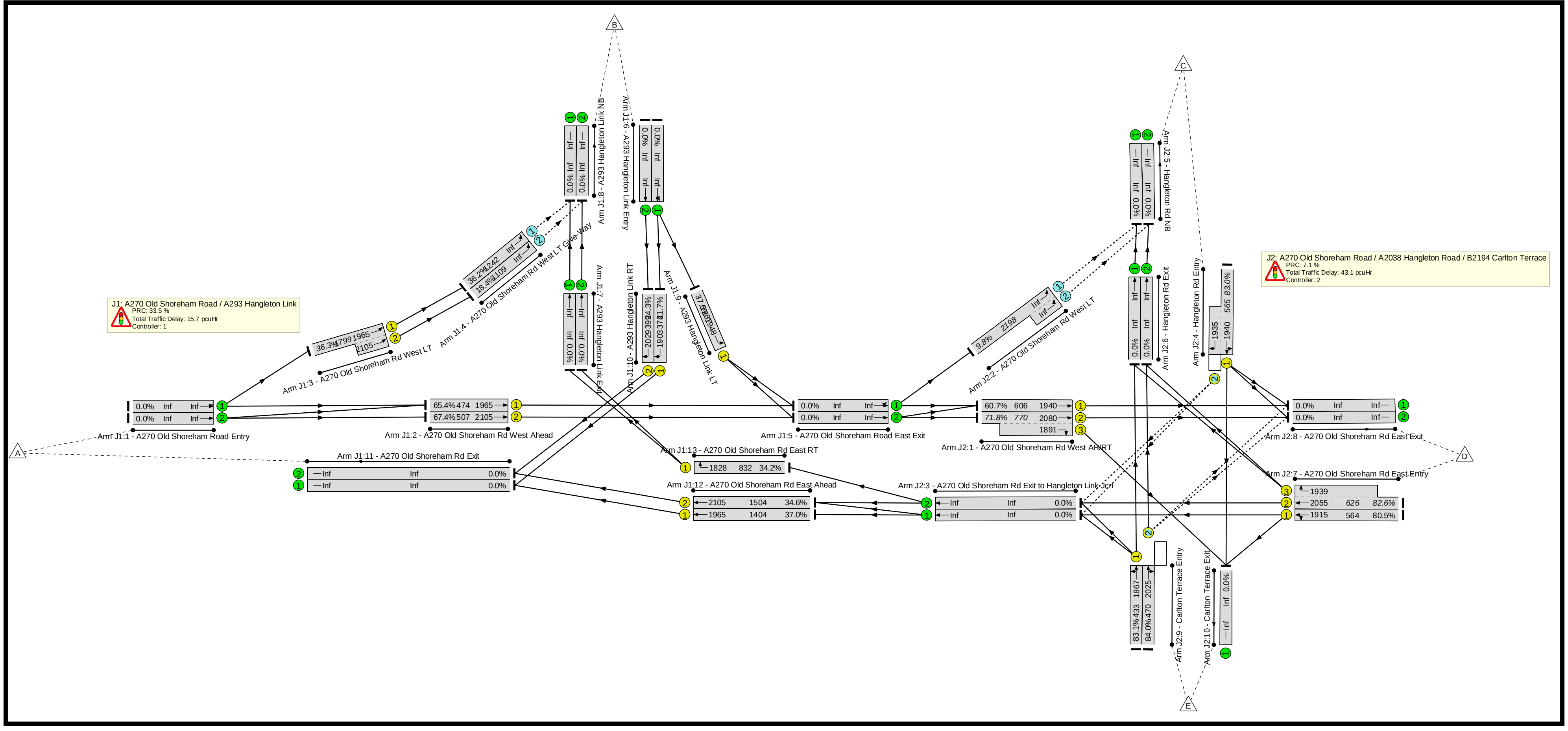
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 1 PRC for Signalled Lanes (%): 31.6 Total Delay for Signalled Lanes (pcuHr): 25.15 Cycle Time (s): 120
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 2 PRC for Signalled Lanes (%): 288.6 Total Delay for Signalled Lanes (pcuHr): 0.28 Cycle Time (s): 120
C2 - A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton TerraceStream: 1 PRC for Signalled Lanes (%): 8.2 Total Delay for Signalled Lanes (pcuHr): 46.46 Cycle Time (s): 120
PRC Over All Lanes (%): 8.2 Total Delay Over All Lanes(pcuHr): 72.24

Basic Results Summary

Basic Results Summary

Scenario 4: 'Scenario C PM' (FG4: 'Scenario C PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram


J1: A270 Old Shoreham Road / A293 Hangleton Link
PRC: 33.5 %
Total Traffic Delay: 15.7 pcuHr
Controller: 1
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace
PRC: 7.1 %
Total Traffic Delay: 43.1 pcuHr
Controller: 2
A
B
C
D
E
Arm J1:1 - A270 Old Shoreham Road Entry
0.0% Inf Inf
0.0% Inf Inf
Arm J1:2 - A270 Old Shoreham Rd West Ahead
65.4% 474 1965
67.4% 507 2105
Arm J1:3 - A270 Old Shoreham Rd West LT
36.3% 1799 1965
2105
Arm J1:4 - A270 Old Shoreham Rd West LT Give-Way
36.2% 1242 Inf
18.4% 1109 Inf
Arm J1:5 - A270 Old Shoreham Road East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J1:6 - A293 Hangleton Link Entry
0.0% Inf Inf
0.0% Inf Inf
Arm J1:7 - A293 Hangleton Link Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm J1:8 - A293 Hangleton Link NB
0.0% Inf Inf
0.0% Inf Inf
Arm J1:9 - A293 Hangleton Link LT
37.6% 1948
Arm J1:10 - A293 Hangleton Link RT
2029 39 24.3%
1903 37 21.7%
Arm J1:11 - A270 Old Shoreham Rd Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm J1:12 - A270 Old Shoreham Rd East Ahead
2105 1504 34.6%
1965 1404 37.0%
Arm J1:13 - A270 Old Shoreham Rd East RT
1828 832 34.2%
Arm J2:1 - A270 Old Shoreham Rd West AH/RT
60.7% 606 1940
71.8% 770 2080
1891
Arm J2:2 - A270 Old Shoreham Rd West LT
9.8% 2198 Inf
Inf
Arm J2:3 - A270 Old Shoreham Rd Exit to Hangleton Link Jcn
Inf Inf 0.0%
Inf Inf 0.0%
Arm J2:4 - Hangleton Rd Entry
1935
1940 565 83.0%
Arm J2:5 - Hangleton Rd NB
Inf Inf 0.0%
Inf Inf 0.0%
Arm J2:6 - Hangleton Rd Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm J2:7 - A270 Old Shoreham Rd East Entry
1939
2055 626 82.6%
1915 564 80.5%
Arm J2:8 - A270 Old Shoreham Rd East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J2:9 - Carlton Terrace Entry
83.1% 433 1867
84.0% 470 2025
Arm J2:10 - Carlton Terrace Exit
Inf Inf 0.0%

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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.0%**	**1084**	**450**	**10**	**58.8**	**-**	**-**
J1: A270 Old Shoreham Road / A293 Hangleton Link	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.4%**	**654**	**0**	**0**	**15.7**	**-**	**-**
2/1	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	26	-	310	1965	474	65.4%	-	-	-	4.2	49.2	9.5
2/2	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	26	-	342	2105	507	67.4%	-	-	-	4.7	49.3	10.6
3/1+3/2	A270 Old Shoreham Rd West LT Ahead	U	C1:D		1	96	-	654	1965:2105	1799	36.3%	-	-	-	0.5	2.8	2.7
4/1	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	450	Inf	1242	36.2%	450	0	0	0.3	2.4	2.4
4/2	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	204	Inf	1109	18.4%	204	0	0	0.1	2.3	0.7
9/1	A293 Hangleton Link LT Left	U	C1:E		1	73	-	484	1948	1287	37.6%	-	-	-	1.5	10.8	7.0
10/1	A293 Hangleton Link RT Right	U	C1:F		1	21	-	81	1903	374	21.7%	-	-	-	1.0	43.9	2.3
10/2	A293 Hangleton Link RT Right	U	C1:F		1	21	-	97	2029	399	24.3%	-	-	-	1.2	44.0	2.7
12/1	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	79	-	519	1965	1404	37.0%	-	-	-	0.3	2.1	0.4

Basic Results Summary

12/2	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	79	-	520	2105	1504	34.6%	-	-	-	0.3	1.9	0.3
13/1	A270 Old Shoreham Rd East RT Right	U	C1:B		1	50	-	285	1828	832	34.2%	-	-	-	1.6	20.4	4.2
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.0%**	**430**	**450**	**10**	**43.1**	**-**	**-**
1/1	A270 Old Shoreham Rd West AH/RT Ahead	U	C2:C		1	34	-	368	1940	606	60.7%	-	-	-	2.5	24.4	10.5
1/2+1/3	A270 Old Shoreham Rd West AH/RT Ahead Right	U	C2:C C2:D		1	34:9	-	553	2080:1891	770	71.8%	-	-	-	5.2	34.1	10.8
2/1+2/2	A270 Old Shoreham Rd West LT Left	O	-		-	-	-	215	Inf : Inf	2198	9.8%	430	0	0	0.1	0.9	0.1
4/1+4/2	Hangleton Rd Entry Right Left Ahead	U+O	C2:G	C2:H	1	22	22	469	1940:1935	565	83.0%	0	248	5	7.8	59.7	10.8
7/1	A270 Old Shoreham Rd East Entry Ahead Left	U	C2:A		1	32	-	454	1915	564	80.5%	-	-	-	6.6	52.3	15.0
7/2+7/3	A270 Old Shoreham Rd East Entry Ahead Right	U	C2:A C2:B		1	32:10	-	517	2055:1939	626	82.6%	-	-	-	7.6	53.0	16.6
9/1	Carlton Terrace Entry Left Ahead	U	C2:E		1	25	-	360	1867	433	83.1%	-	-	-	6.4	64.0	12.9
9/2	Carlton Terrace Entry Ahead Right	O	C2:E	C2:F	1	25	25	395	2025	470	84.0%	0	201	6	7.0	63.5	14.1

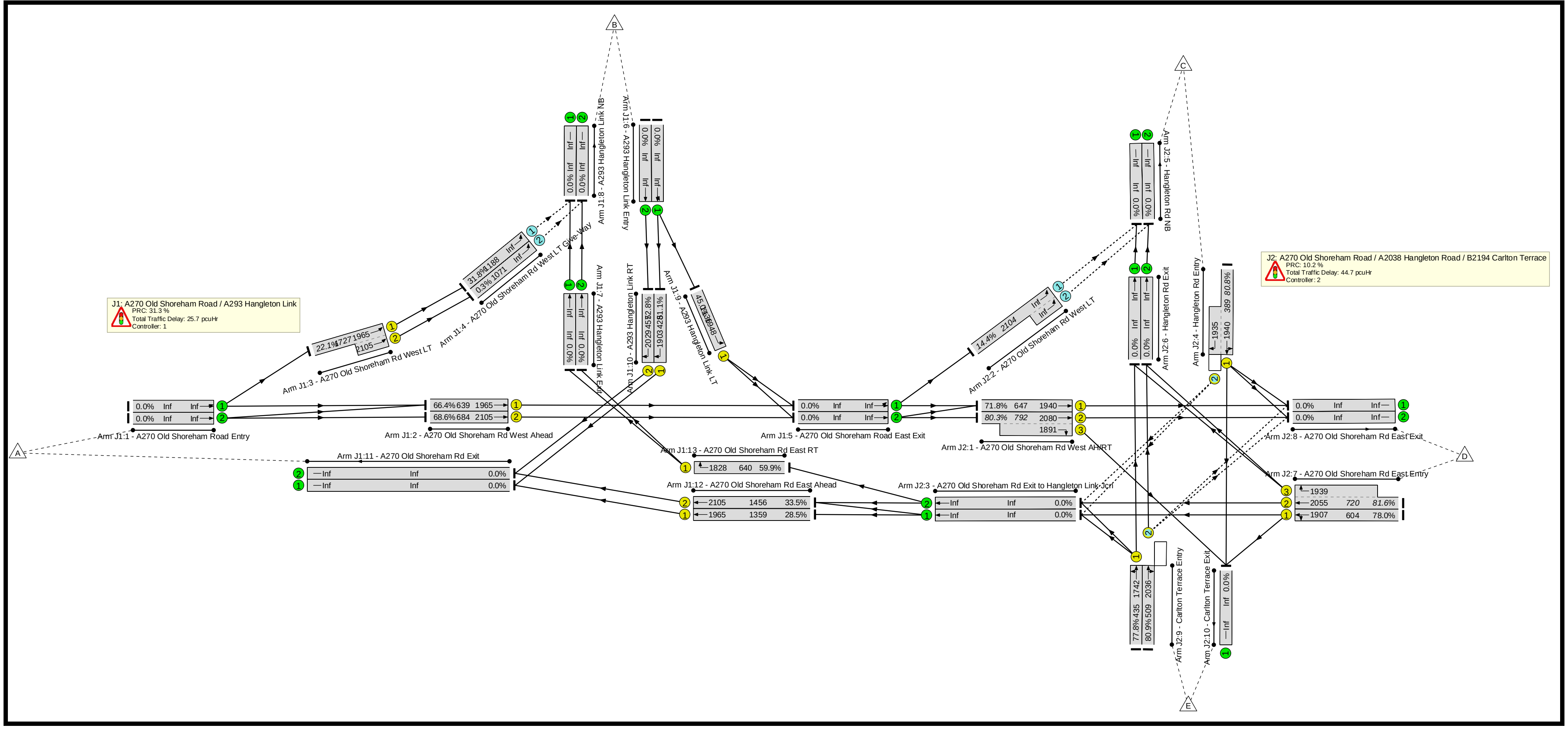
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 1 PRC for Signalled Lanes (%): 33.5 Total Delay for Signalled Lanes (pcuHr): 14.74 Cycle Time (s): 112
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 2 PRC for Signalled Lanes (%): 147.6 Total Delay for Signalled Lanes (pcuHr): 0.51 Cycle Time (s): 112
C2 - A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton TerraceStream: 1 PRC for Signalled Lanes (%): 7.1 Total Delay for Signalled Lanes (pcuHr): 43.08 Cycle Time (s): 112
PRC Over All Lanes (%): 7.1 Total Delay Over All Lanes(pcuHr): 58.81

Basic Results Summary

Basic Results Summary

Scenario 5: 'Scenario C wMit AM' (FG5: 'Scenario C wMit AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



J1: A270 Old Shoreham Road / A293 Hangleton Link
PRC: 31.3 %
Total Traffic Delay: 25.7 pcuHr
Controller: 1
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace
PRC: 10.2 %
Total Traffic Delay: 44.7 pcuHr
Controller: 2
A
B
C
D
E
Arm J1:1 - A270 Old Shoreham Road Entry
Arm J1:2 - A270 Old Shoreham Rd West Ahead
Arm J1:3 - A270 Old Shoreham Rd West LT
Arm J1:4 - A270 Old Shoreham Rd West LT Give-Way
Arm J1:5 - A270 Old Shoreham Road East Exit
Arm J1:6 - A293 Hangleton Link Entry
Arm J1:7 - A293 Hangleton Link Exit
Arm J1:8 - A293 Hangleton Link NB
Arm J1:9 - A293 Hangleton Link LT
Arm J1:10 - A293 Hangleton Link RT
Arm J1:11 - A270 Old Shoreham Rd Exit
Arm J1:12 - A270 Old Shoreham Rd East Ahead
Arm J1:13 - A270 Old Shoreham Rd East RT
Arm J2:1 - A270 Old Shoreham Rd West AH/RT
Arm J2:2 - A270 Old Shoreham Rd West LT
Arm J2:3 - A270 Old Shoreham Rd Exit to Hangleton Link Jcn
Arm J2:4 - Hangleton Rd Entry
Arm J2:5 - Hangleton Rd NB
Arm J2:6 - Hangleton Rd Exit
Arm J2:7 - A270 Old Shoreham Rd East Entry
Arm J2:8 - A270 Old Shoreham Rd East Exit
Arm J2:9 - Carlton Terrace Entry
Arm J2:10 - Carlton Terrace Exit
0.0% Inf Inf
0.0% Inf Inf
66.4% 639 1965
68.6% 684 2105
22.1% 1727 1965
2105
31.8% 1188 Inf
0.3% 1071 Inf
0.0% Inf Inf
0.0% Inf Inf
2029 457 52.8%
1903 428 51.1%
45.0% 948
0.0% Inf Inf
0.0% Inf Inf
1828 640 59.9%
Inf Inf 0.0%
Inf Inf 0.0%
2105 1456 33.5%
1965 1359 28.5%
0.0% Inf Inf
0.0% Inf Inf
71.8% 647 1940
80.3% 792 2080
1891
14.4% 2104 Inf
Inf
Inf Inf 0.0%
Inf Inf 0.0%
1935
1940 389 80.8%
Inf Inf 0.0%
Inf Inf 0.0%
0.0% Inf Inf
0.0% Inf Inf
1939
2055 720 81.6%
1907 604 78.0%
77.8% 435 1742
80.9% 509 2036
Inf Inf 0.0%

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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**	**989**	**228**	**5**	**70.5**	**-**	**-**
J1: A270 Old Shoreham Road / A293 Hangleton Link	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.6%**	**381**	**0**	**0**	**25.7**	**-**	**-**
2/1	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	38	-	424	1965	639	66.4%	-	-	-	5.1	43.2	13.1
2/2	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	38	-	469	2105	684	68.6%	-	-	-	5.7	43.5	14.6
3/1+3/2	A270 Old Shoreham Rd West LT Ahead	U	C1:D		1	104	-	381	1965:2105	1727	22.1%	-	-	-	0.3	2.5	2.0
4/1	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	378	Inf	1188	31.8%	378	0	0	0.2	2.3	1.8
4/2	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	3	Inf	1071	0.3%	3	0	0	0.0	3.4	0.0
9/1	A293 Hangleton Link LT Left	U	C1:E		1	69	-	511	1948	1136	45.0%	-	-	-	2.4	17.0	9.9
10/1	A293 Hangleton Link RT Right	U	C1:F		1	26	-	219	1903	428	51.1%	-	-	-	3.0	49.3	6.9
10/2	A293 Hangleton Link RT Right	U	C1:F		1	26	-	241	2029	457	52.8%	-	-	-	3.3	49.2	7.6
12/1	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	82	-	387	1965	1359	28.5%	-	-	-	0.5	4.3	1.1

Basic Results Summary

12/2	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	82	-	488	2105	1456	33.5%	-	-	-	0.6	4.1	1.3
13/1	A270 Old Shoreham Rd East RT Right	U	C1:B		1	41	-	383	1828	640	59.9%	-	-	-	4.8	44.7	11.7
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.6%**	**608**	**228**	**5**	**44.7**	**-**	**-**
1/1	A270 Old Shoreham Rd West AH/RT Ahead	U	C2:C		1	39	-	464	1940	647	71.8%	-	-	-	4.2	32.9	13.8
1/2+1/3	A270 Old Shoreham Rd West AH/RT Ahead Right	U	C2:C C2:D		1	39:9	-	636	2080:1891	792	80.3%	-	-	-	6.7	37.7	15.3
2/1+2/2	A270 Old Shoreham Rd West LT Left	O	-		-	-	-	304	Inf : Inf	2104	14.4%	608	0	0	0.1	1.0	0.1
4/1+4/2	Hangleton Rd Entry Right Left Ahead	U+O	C2:G	C2:H	1	21	21	314	1940:1935	389	80.8%	0	45	1	6.0	69.0	10.9
7/1	A270 Old Shoreham Rd East Entry Ahead Left	U	C2:A		1	37	-	471	1907	604	78.0%	-	-	-	6.6	50.4	15.9
7/2+7/3	A270 Old Shoreham Rd East Entry Ahead Right	U	C2:A C2:B		1	37:10	-	588	2055:1939	720	81.6%	-	-	-	8.6	52.6	17.6
9/1	Carlton Terrace Entry Left Ahead	U	C2:E		1	29	-	339	1742	435	77.8%	-	-	-	5.6	59.9	12.1
9/2	Carlton Terrace Entry Ahead Right	O	C2:E	C2:F	1	29	29	412	2036	509	80.9%	0	182	5	6.9	60.1	14.9

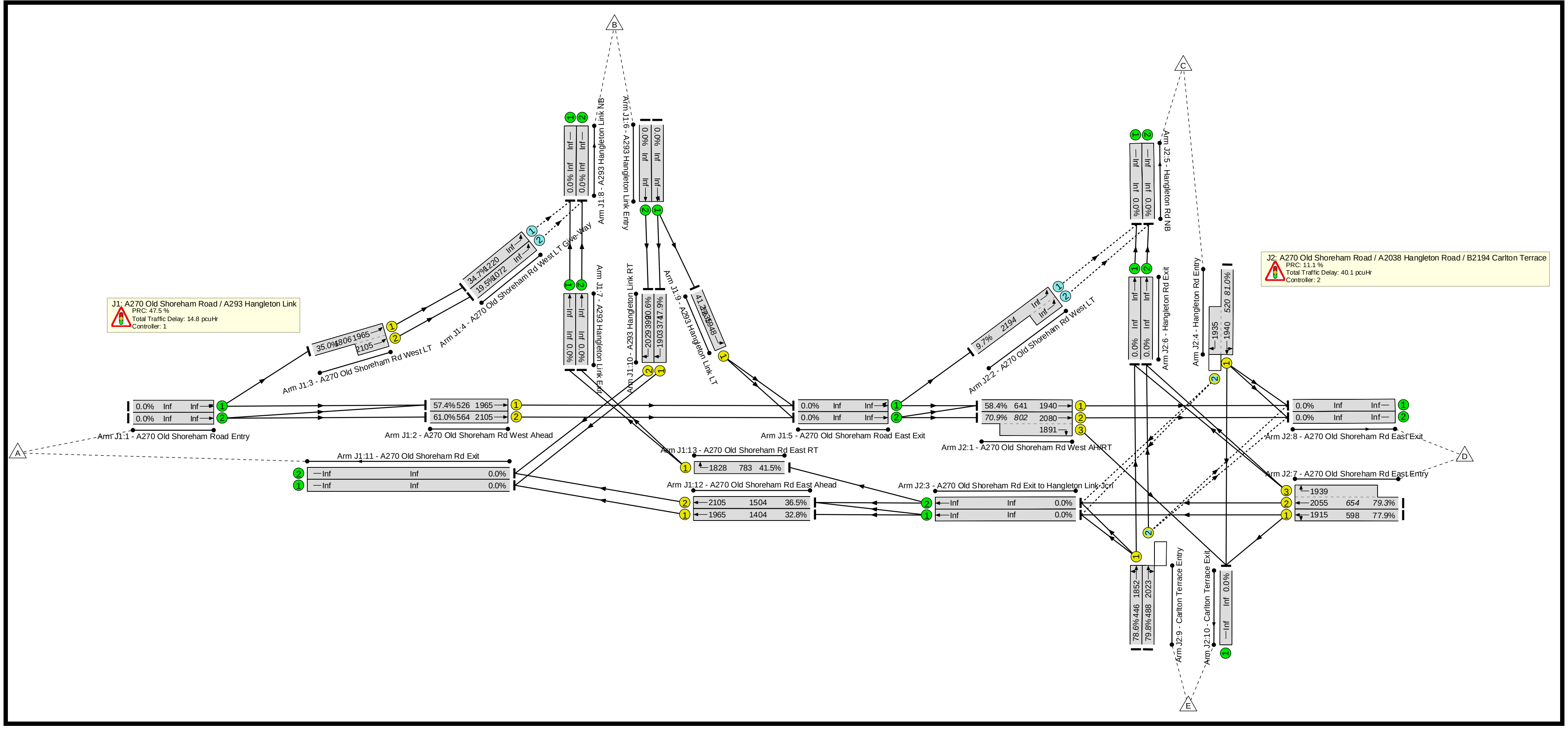
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 1 PRC for Signalled Lanes (%): 31.3 Total Delay for Signalled Lanes (pcuHr): 25.22 Cycle Time (s): 120
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 2 PRC for Signalled Lanes (%): 307.8 Total Delay for Signalled Lanes (pcuHr): 0.26 Cycle Time (s): 120
C2 - A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton TerraceStream: 1 PRC for Signalled Lanes (%): 10.2 Total Delay for Signalled Lanes (pcuHr): 44.64 Cycle Time (s): 120
PRC Over All Lanes (%): 10.2 Total Delay Over All Lanes(pcuHr): 70.45

Basic Results Summary

Basic Results Summary

Scenario 6: 'Scenario C wMit PM' (FG6: 'Scenario C wMit PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram


J1: A270 Old Shoreham Road / A293 Hangleton Link
PRC: 47.5 %
Total Traffic Delay: 14.8 pcuHr
Controller: 1
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace
PRC: 11.1 %
Total Traffic Delay: 40.1 pcuHr
Controller: 2
A
B
C
D
E
Arm J1:1 - A270 Old Shoreham Road Entry
0.0% Inf Inf
0.0% Inf Inf
Arm J1:2 - A270 Old Shoreham Rd West Ahead
57.4% 526 1965
61.0% 564 2105
Arm J1:3 - A270 Old Shoreham Rd West LT
35.0% 1806 1965
2105
Arm J1:4 - A270 Old Shoreham Rd West LT Give-Way
34.7% 1220 Inf
19.5% 1072 Inf
Arm J1:5 - A270 Old Shoreham Road East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J1:6 - A293 Hangleton Link Entry
0.0% Inf Inf
0.0% Inf Inf
Arm J1:7 - A293 Hangleton Link Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm J1:8 - A293 Hangleton Link NB
0.0% Inf Inf
0.0% Inf Inf
Arm J1:9 - A293 Hangleton Link LT
41.2% 2035 948
Arm J1:10 - A293 Hangleton Link RT
2029 390 20.6%
1903 374 17.9%
Arm J1:11 - A270 Old Shoreham Rd Exit
Inf Inf 0.0%
Inf Inf 0.0%
Arm J1:12 - A270 Old Shoreham Rd East Ahead
2105 1504 36.5%
1965 1404 32.8%
Arm J1:13 - A270 Old Shoreham Rd East RT
1828 783 41.5%
Arm J2:1 - A270 Old Shoreham Rd West AH/RT
58.4% 641 1940
70.9% 802 2080
1891
Arm J2:2 - A270 Old Shoreham Rd West LT
9.7% 2194 Inf
Inf
Arm J2:3 - A270 Old Shoreham Rd Exit to Hangleton Link Jcn
Inf Inf 0.0%
Inf Inf 0.0%
Arm J2:4 - Hangleton Rd Entry
1935
1940 520 81.0%
Arm J2:5 - Hangleton Rd NB
Inf Inf 0.0%
Inf Inf 0.0%
Arm J2:6 - Hangleton Rd Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J2:7 - A270 Old Shoreham Rd East Entry
1939
2055 654 79.3%
1915 598 77.9%
Arm J2:8 - A270 Old Shoreham Rd East Exit
0.0% Inf Inf
0.0% Inf Inf
Arm J2:9 - Carlton Terrace Entry
78.6% 446 1852
79.8% 488 2023
Arm J2:10 - Carlton Terrace Exit
Inf Inf 0.0%

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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**	**1057**	**423**	**10**	**54.9**	**-**	**-**
J1: A270 Old Shoreham Road / A293 Hangleton Link	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.0%**	**633**	**0**	**0**	**14.8**	**-**	**-**
2/1	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	29	-	302	1965	526	57.4%	-	-	-	3.6	43.4	8.7
2/2	A270 Old Shoreham Rd West Ahead Ahead	U	C1:C		1	29	-	344	2105	564	61.0%	-	-	-	4.2	44.0	10.1
3/1+3/2	A270 Old Shoreham Rd West LT Ahead	U	C1:D		1	96	-	633	1965:2105	1806	35.0%	-	-	-	0.5	2.8	2.5
4/1	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	424	Inf	1220	34.7%	424	0	0	0.3	2.3	2.3
4/2	A270 Old Shoreham Rd West LT Give-Way Left	O	-		-	-	-	209	Inf	1072	19.5%	209	0	0	0.1	2.6	0.8
9/1	A293 Hangleton Link LT Left	U	C1:E		1	70	-	509	1948	1235	41.2%	-	-	-	1.8	12.6	8.1
10/1	A293 Hangleton Link RT Right	U	C1:F		1	21	-	67	1903	374	17.9%	-	-	-	0.8	43.4	1.8
10/2	A293 Hangleton Link RT Right	U	C1:F		1	21	-	82	2029	399	20.6%	-	-	-	1.0	43.4	2.2
12/1	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	79	-	461	1965	1404	32.8%	-	-	-	0.3	2.3	0.4

Basic Results Summary

12/2	A270 Old Shoreham Rd East Ahead Ahead	U	C1:A		1	79	-	549	2105	1504	36.5%	-	-	-	0.3	2.1	0.4
13/1	A270 Old Shoreham Rd East RT Right	U	C1:B		1	47	-	325	1828	783	41.5%	-	-	-	1.9	20.8	4.9
J2: A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton Terrace	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**	**424**	**423**	**10**	**40.1**	**-**	**-**
1/1	A270 Old Shoreham Rd West AH/RT Ahead	U	C2:C		1	36	-	374	1940	641	58.4%	-	-	-	2.8	26.7	9.5
1/2+1/3	A270 Old Shoreham Rd West AH/RT Ahead Right	U	C2:C C2:D		1	36:9	-	569	2080:1891	802	70.9%	-	-	-	5.0	31.6	11.8
2/1+2/2	A270 Old Shoreham Rd West LT Left	O	-		-	-	-	212	Inf : Inf	2194	9.7%	424	0	0	0.1	0.9	0.1
4/1+4/2	Hangleton Rd Entry Right Left Ahead	U+O	C2:G	C2:H	1	19	19	421	1940:1935	520	81.0%	0	219	4	7.2	61.1	8.9
7/1	A270 Old Shoreham Rd East Entry Ahead Left	U	C2:A		1	34	-	466	1915	598	77.9%	-	-	-	6.2	48.2	14.8
7/2+7/3	A270 Old Shoreham Rd East Entry Ahead Right	U	C2:A C2:B		1	34:10	-	519	2055:1939	654	79.3%	-	-	-	7.0	48.3	16.2
9/1	Carlton Terrace Entry Left Ahead	U	C2:E		1	26	-	351	1852	446	78.6%	-	-	-	5.7	58.0	11.9
9/2	Carlton Terrace Entry Ahead Right	O	C2:E	C2:F	1	26	26	389	2023	488	79.8%	0	204	6	6.2	57.5	13.2

C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 1 PRC for Signalled Lanes (%): 47.5 Total Delay for Signalled Lanes (pcuHr): 13.92 Cycle Time (s): 112
C1 - A270 Old Shoreham Road / A293 Hangleton LinkStream: 2 PRC for Signalled Lanes (%): 156.8 Total Delay for Signalled Lanes (pcuHr): 0.49 Cycle Time (s): 112
C2 - A270 Old Shoreham Road / A2038 Hangleton Road / B2194 Carlton TerraceStream: 1 PRC for Signalled Lanes (%): 11.1 Total Delay for Signalled Lanes (pcuHr): 40.00 Cycle Time (s): 112
PRC Over All Lanes (%): 11.1 Total Delay Over All Lanes(pcuHr): 54.89

Basic Results Summary

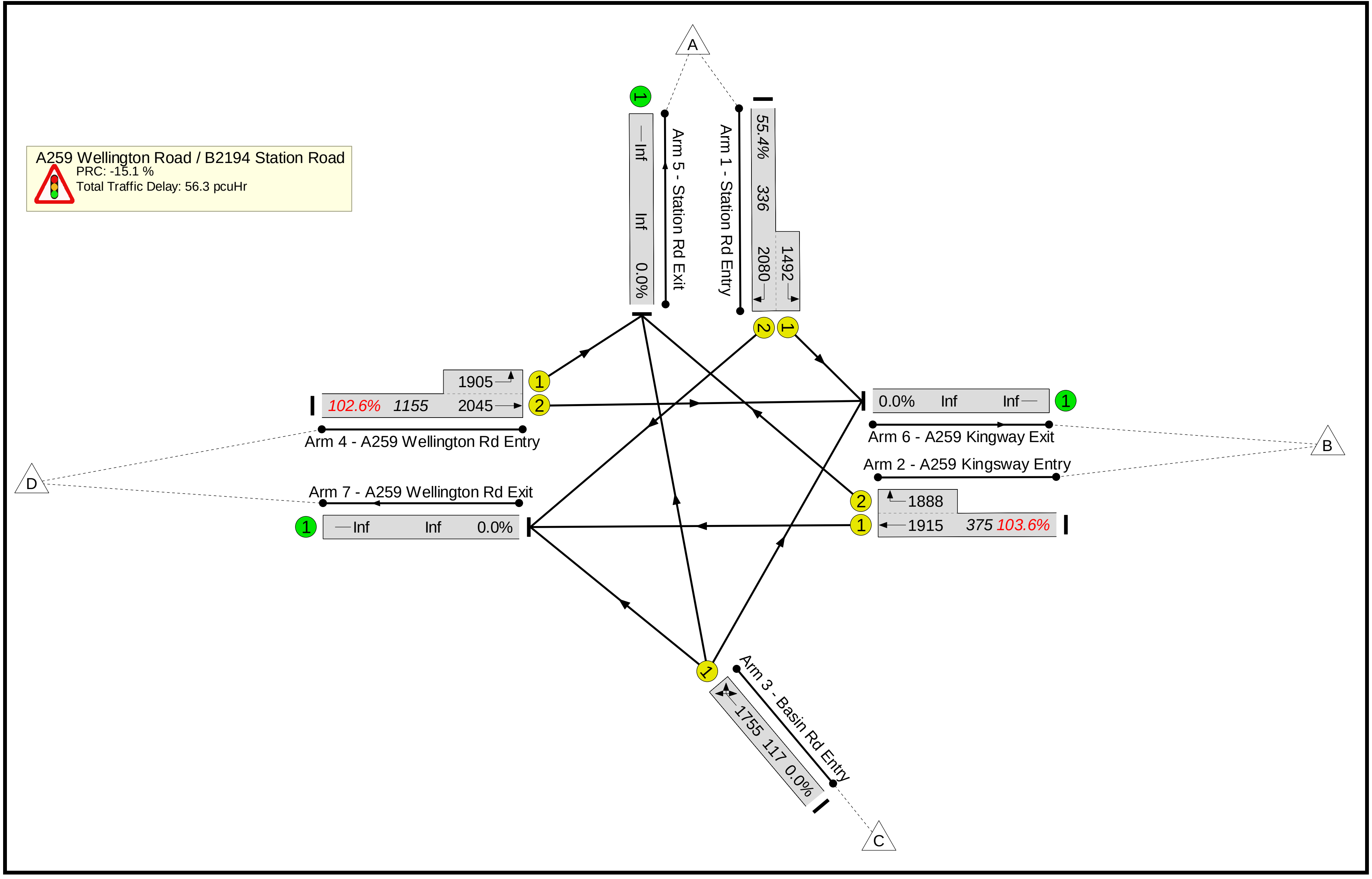
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	A259 Wellington Rd - B2194 Station Rd.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: 'Reference Case AM' (FG1: 'Reference Case AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram


A
B
C
D
A259 Wellington Road / B2194 Station Road
PRC: -15.1 %
Total Traffic Delay: 56.3 pcuHr
Arm 5 - Station Rd Exit
Inf
Inf
0.0%
1
Arm 1 - Station Rd Entry
55.4%
336
2080
1492
2
1
Arm 4 - A259 Wellington Rd Entry
1905
102.6%
1155
2045
1
2
Arm 6 - A259 Kingsway Exit
0.0%
Inf
Inf
1
Arm 2 - A259 Kingsway Entry
1888
1915
375
103.6%
2
1
Arm 7 - A259 Wellington Rd Exit
Inf
Inf
0.0%
1
Arm 3 - Basin Rd Entry
1755
117
0.0%
1

Basic Results Summary

Network Results

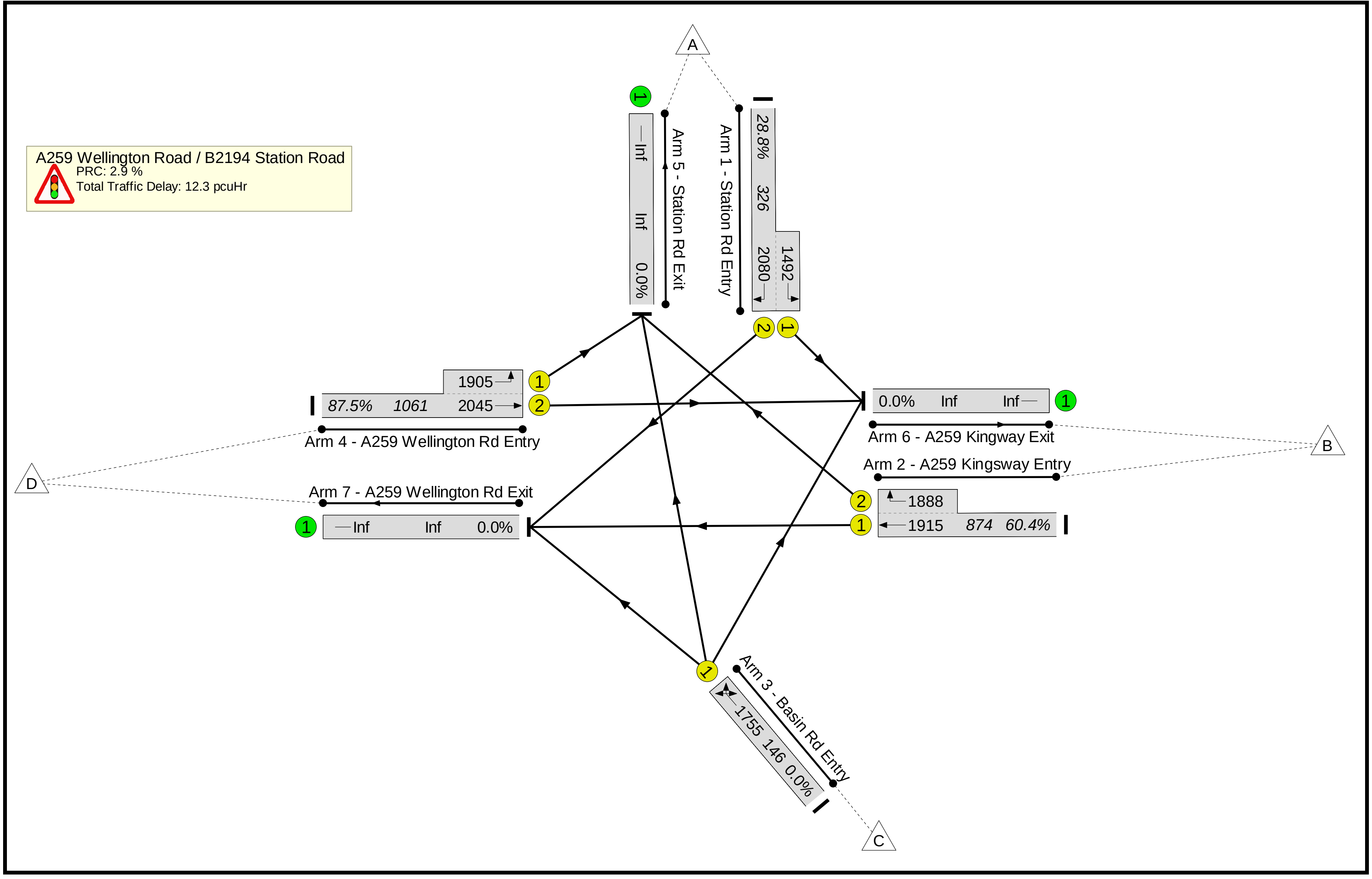
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.6%**	**0**	**0**	**0**	**56.3**	**-**	**-**
A259 Wellington Road / B2194 Station Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.6%**	**0**	**0**	**0**	**56.3**	**-**	**-**
1/2+1/1	Station Rd Entry Left Right	U	E D		1	7:26	-	186	2080:1492	336	55.4%	-	-	-	2.7	53.1	6.1
2/1+2/2	A259 Kingsway Entry Right Ahead	U	A B		1	86:13	-	388	1915:1888	375	103.6%	-	-	-	17.2	159.8	22.0
3/1	Basin Rd Entry Ahead Right Left	U	F		1	7	-	0	1755	117	0.0%	-	-	-	0.0	0.0	0.0
4/2+4/1	A259 Wellington Rd Entry Left Ahead	U	C		1	67	-	1185	2045:1905	1155	102.6%	-	-	-	36.3	110.3	67.9

C1 Stream: 1 PRC for Signalled Lanes (%): -15.1 Total Delay for Signalled Lanes (pcuHr): 56.28 Cycle Time (s): 120
PRC Over All Lanes (%): -15.1 Total Delay Over All Lanes(pcuHr): 56.28

Basic Results Summary

Scenario 2: 'Reference Case PM' (FG2: 'Reference Case PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram


A259 Wellington Road / B2194 Station Road
PRC: 2.9 %
Total Traffic Delay: 12.3 pcuHr
A
B
C
D
Arm 5 - Station Rd Exit
Inf
Inf
0.0%
Arm 1 - Station Rd Entry
28.8%
326
2080
1492
1
2
Arm 4 - A259 Wellington Rd Entry
1905
87.5%
1061
2045
Arm 6 - A259 Kingsway Exit
0.0%
Inf
Inf
Arm 2 - A259 Kingsway Entry
1888
1915
874
60.4%
Arm 7 - A259 Wellington Rd Exit
Inf
Inf
0.0%
Arm 3 - Basin Rd Entry
1755
146
0.0%

Basic Results Summary

Network Results

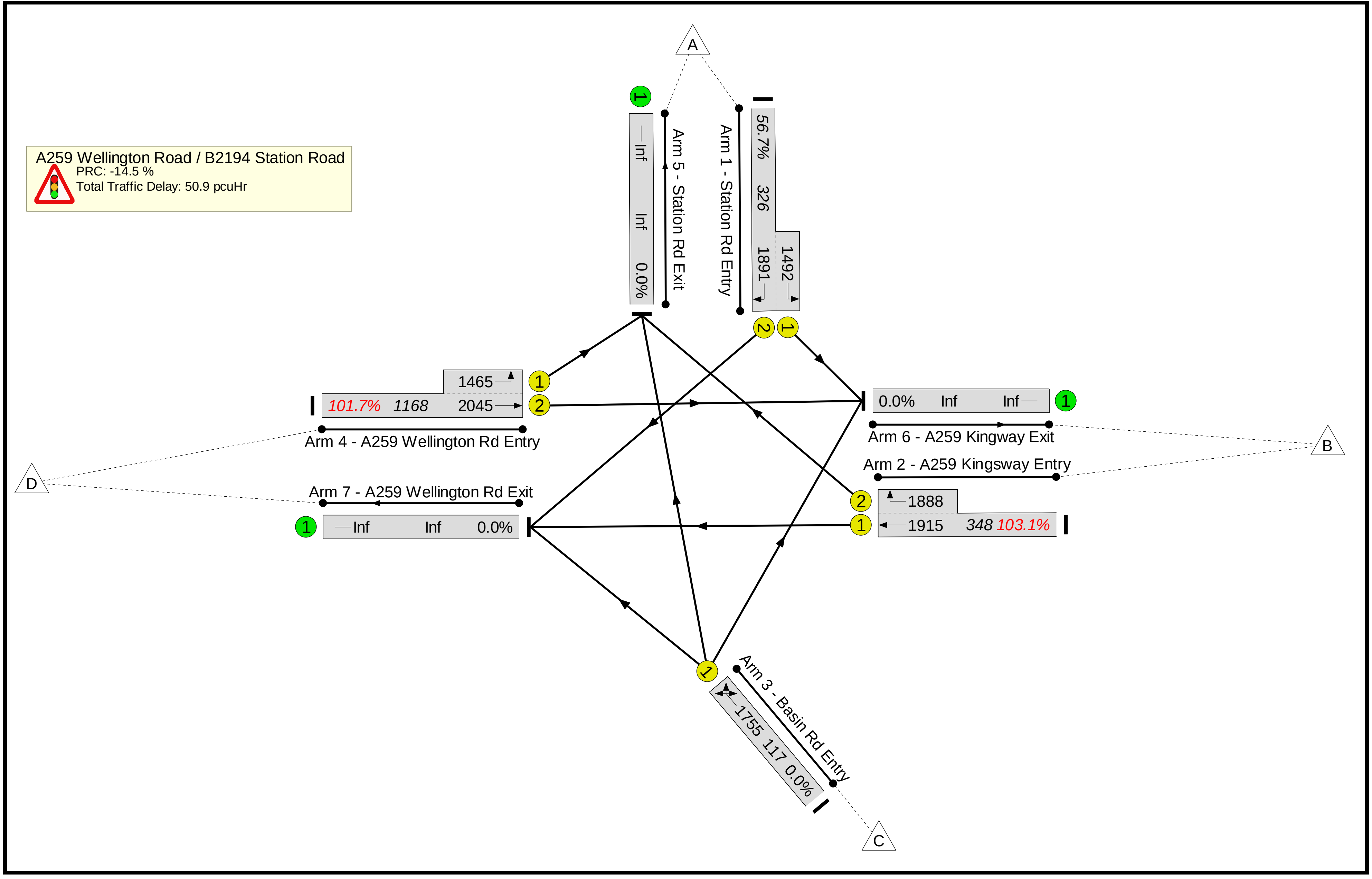
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**	**0**	**0**	**0**	**12.3**	**-**	**-**
A259 Wellington Road / B2194 Station Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**	**0**	**0**	**0**	**12.3**	**-**	**-**
1/2+1/1	Station Rd Entry Left Right	U	E D		1	7:20	-	94	2080:1492	326	28.8%	-	-	-	1.0	39.0	2.3
2/1+2/2	A259 Kingsway Entry Right Ahead	U	A B		1	62:7	-	528	1915:1888	874	60.4%	-	-	-	2.8	18.8	5.9
3/1	Basin Rd Entry Ahead Right Left	U	F		1	7	-	0	1755	146	0.0%	-	-	-	0.0	0.0	0.0
4/2+4/1	A259 Wellington Rd Entry Left Ahead	U	C		1	49	-	928	2045:1905	1061	87.5%	-	-	-	8.6	33.2	25.0

C1 Stream: 1 PRC for Signalled Lanes (%): 2.9 Total Delay for Signalled Lanes (pcuHr): 12.34 Cycle Time (s): 96
PRC Over All Lanes (%): 2.9 Total Delay Over All Lanes(pcuHr): 12.34

Basic Results Summary

Scenario 3: 'Scenario C AM' (FG3: 'Scenario C AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram


A259 Wellington Road / B2194 Station Road
PRC: -14.5 %
Total Traffic Delay: 50.9 pcuHr
A
B
C
D
Arm 1 - Station Rd Entry
56.7%
326
1891
1492
Arm 5 - Station Rd Exit
Inf
Inf
0.0%
Arm 4 - A259 Wellington Rd Entry
1465
101.7%
1168
2045
Arm 7 - A259 Wellington Rd Exit
Inf
Inf
0.0%
Arm 6 - A259 Kingway Exit
0.0%
Inf
Inf
Arm 2 - A259 Kingsway Entry
1888
1915
348
103.1%
Arm 3 - Basin Rd Entry
1755
117
0.0%
1
2

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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.1%**	**0**	**0**	**0**	**50.9**	**-**	**-**
A259 Wellington Road / B2194 Station Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.1%**	**0**	**0**	**0**	**50.9**	**-**	**-**
1/2+1/1	Station Rd Entry Left Right	U	E D		1	7:25	-	185	1891:1492	326	56.7%	-	-	-	2.8	54.7	6.1
2/1+2/2	A259 Kingsway Entry Right Ahead	U	A B		1	86:12	-	359	1915:1888	348	103.1%	-	-	-	15.7	157.7	20.0
3/1	Basin Rd Entry Ahead Right Left	U	F		1	7	-	0	1755	117	0.0%	-	-	-	0.0	0.0	0.0
4/2+4/1	A259 Wellington Rd Entry Left Ahead	U	C		1	68	-	1188	2045:1465	1168	101.7%	-	-	-	32.3	98.0	64.3

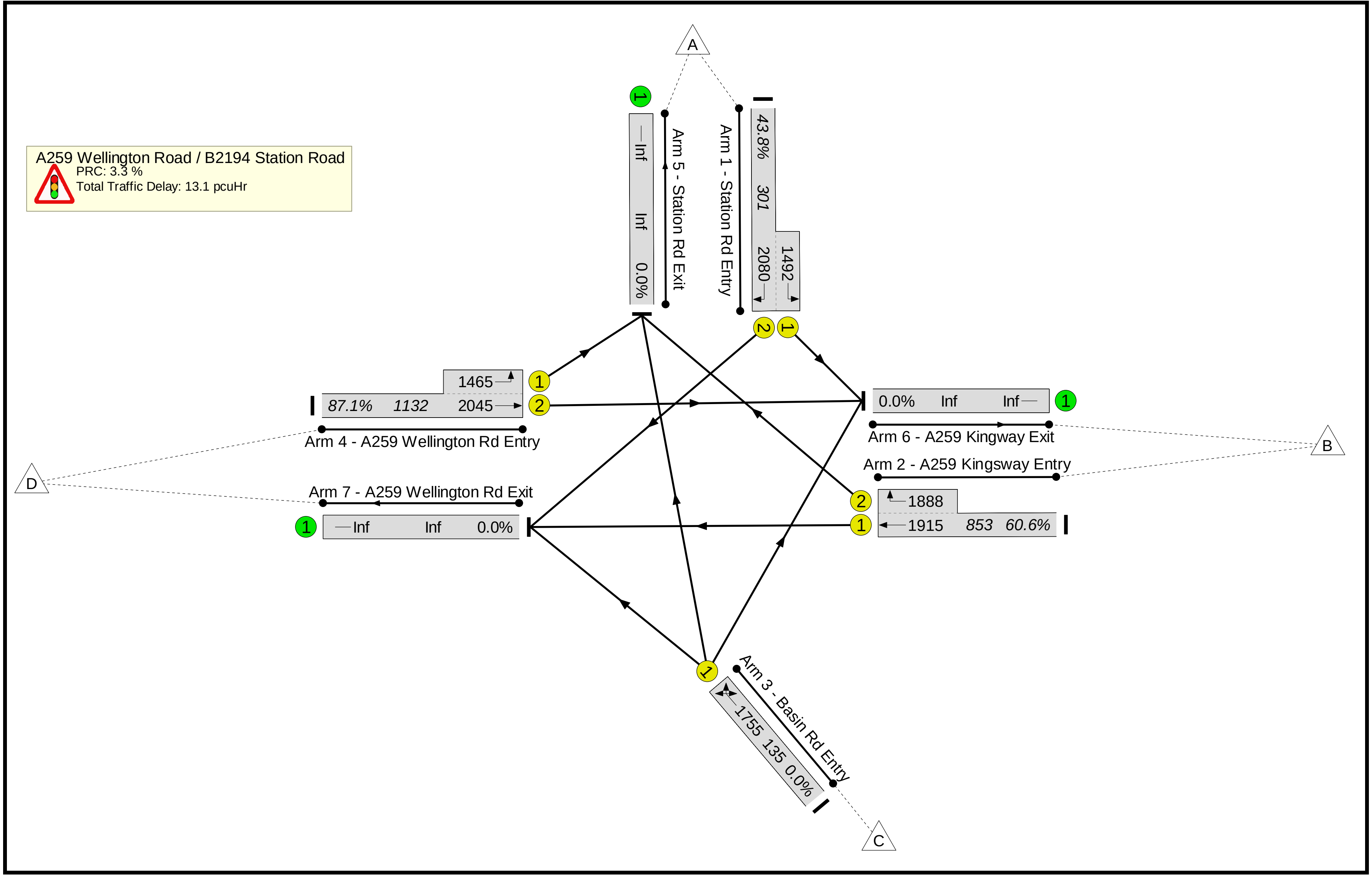
C1 Stream: 1 PRC for Signalled Lanes (%): -14.5 Total Delay for Signalled Lanes (pcuHr): 50.88 Cycle Time (s): 120

PRC Over All Lanes (%): -14.5 Total Delay Over All Lanes(pcuHr): 50.88

Basic Results Summary

Scenario 4: 'Scenario C PM' (FG4: 'Scenario C PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram


A259 Wellington Road / B2194 Station Road
PRC: 3.3 %
Total Traffic Delay: 13.1 pcuHr
A
B
C
D
Arm 1 - Station Rd Entry
43.8%
301
2080
1492
Arm 5 - Station Rd Exit
Inf
Inf
0.0%
Arm 4 - A259 Wellington Rd Entry
1465
87.1%
1132
2045
Arm 6 - A259 Kingway Exit
0.0%
Inf
Inf
Arm 2 - A259 Kingsway Entry
1888
1915
853
60.6%
Arm 7 - A259 Wellington Rd Exit
Inf
Inf
0.0%
Arm 3 - Basin Rd Entry
1755
135
0.0%
1
2

Basic Results Summary

Network Results

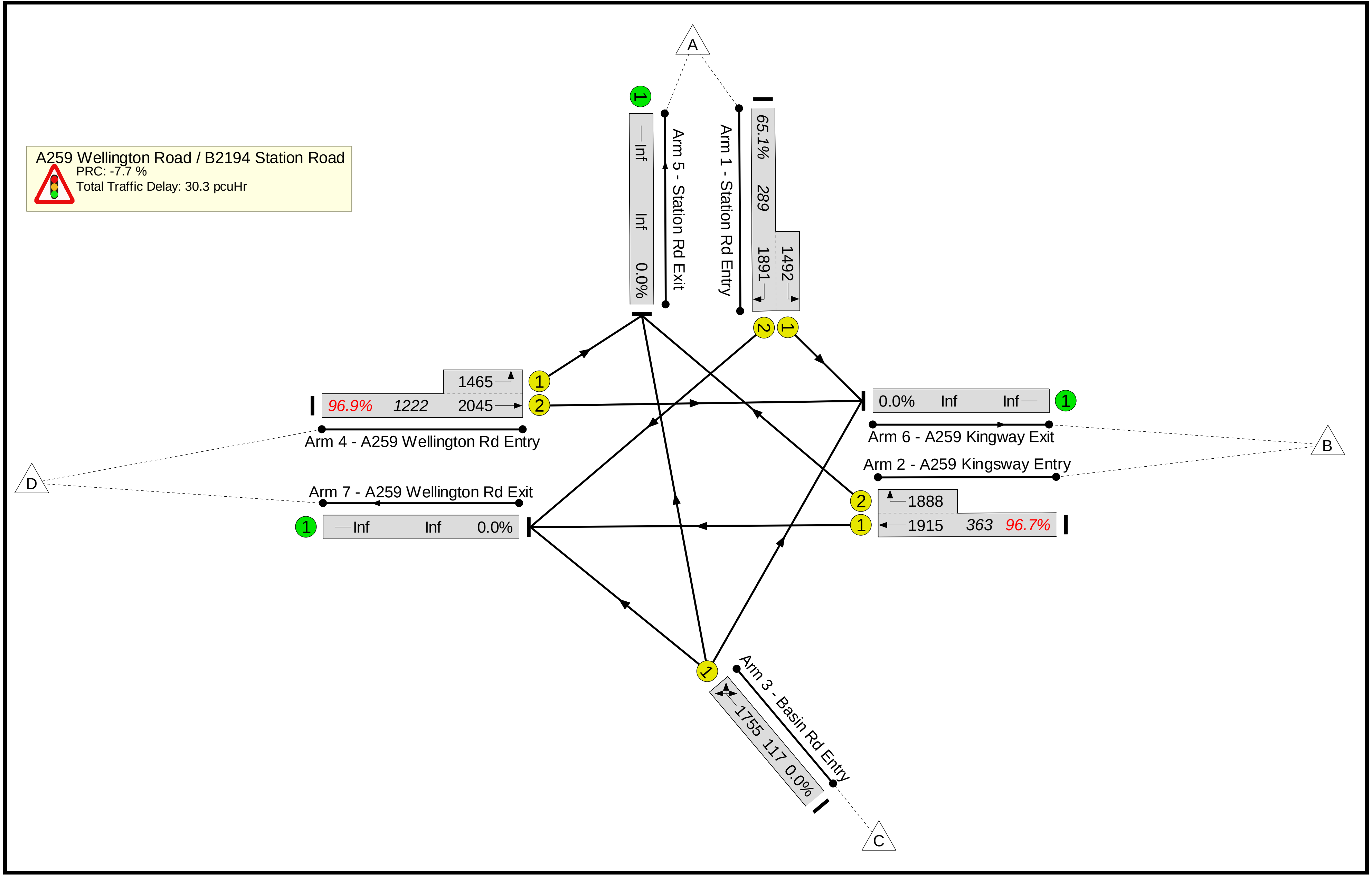
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**	**0**	**0**	**0**	**13.1**	**-**	**-**
A259 Wellington Road / B2194 Station Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**	**0**	**0**	**0**	**13.1**	**-**	**-**
1/2+1/1	Station Rd Entry Left Right	U	E D		1	7:20	-	132	2080:1492	301	43.8%	-	-	-	1.7	46.9	3.7
2/1+2/2	A259 Kingsway Entry Right Ahead	U	A B		1	70:7	-	517	1915:1888	853	60.6%	-	-	-	2.7	18.8	5.8
3/1	Basin Rd Entry Ahead Right Left	U	F		1	7	-	0	1755	135	0.0%	-	-	-	0.0	0.0	0.0
4/2+4/1	A259 Wellington Rd Entry Left Ahead	U	C		1	57	-	986	2045:1465	1132	87.1%	-	-	-	8.6	31.5	27.5

C1 Stream: 1 PRC for Signalled Lanes (%): 3.3 Total Delay for Signalled Lanes (pcuHr): 13.06 Cycle Time (s): 104
PRC Over All Lanes (%): 3.3 Total Delay Over All Lanes(pcuHr): 13.06

Basic Results Summary

Scenario 5: 'Scenario C wMit AM' (FG5: 'Scenario C wMit AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



A259 Wellington Road / B2194 Station Road
PRC: -7.7 %
Total Traffic Delay: 30.3 pcuHr
A
B
C
D
Arm 5 - Station Rd Exit
Inf
Inf
0.0%
1
Arm 1 - Station Rd Entry
65.1%
289
1891
1492
2
1
Arm 4 - A259 Wellington Rd Entry
1465
96.9%
1222
2045
1
2
Arm 6 - A259 Kingway Exit
0.0%
Inf
Inf
1
Arm 2 - A259 Kingsway Entry
1888
1915
363
96.7%
2
1
Arm 7 - A259 Wellington Rd Exit
Inf
Inf
0.0%
1
Arm 3 - Basin Rd Entry
1755
117
0.0%
1

Basic Results Summary

Network Results

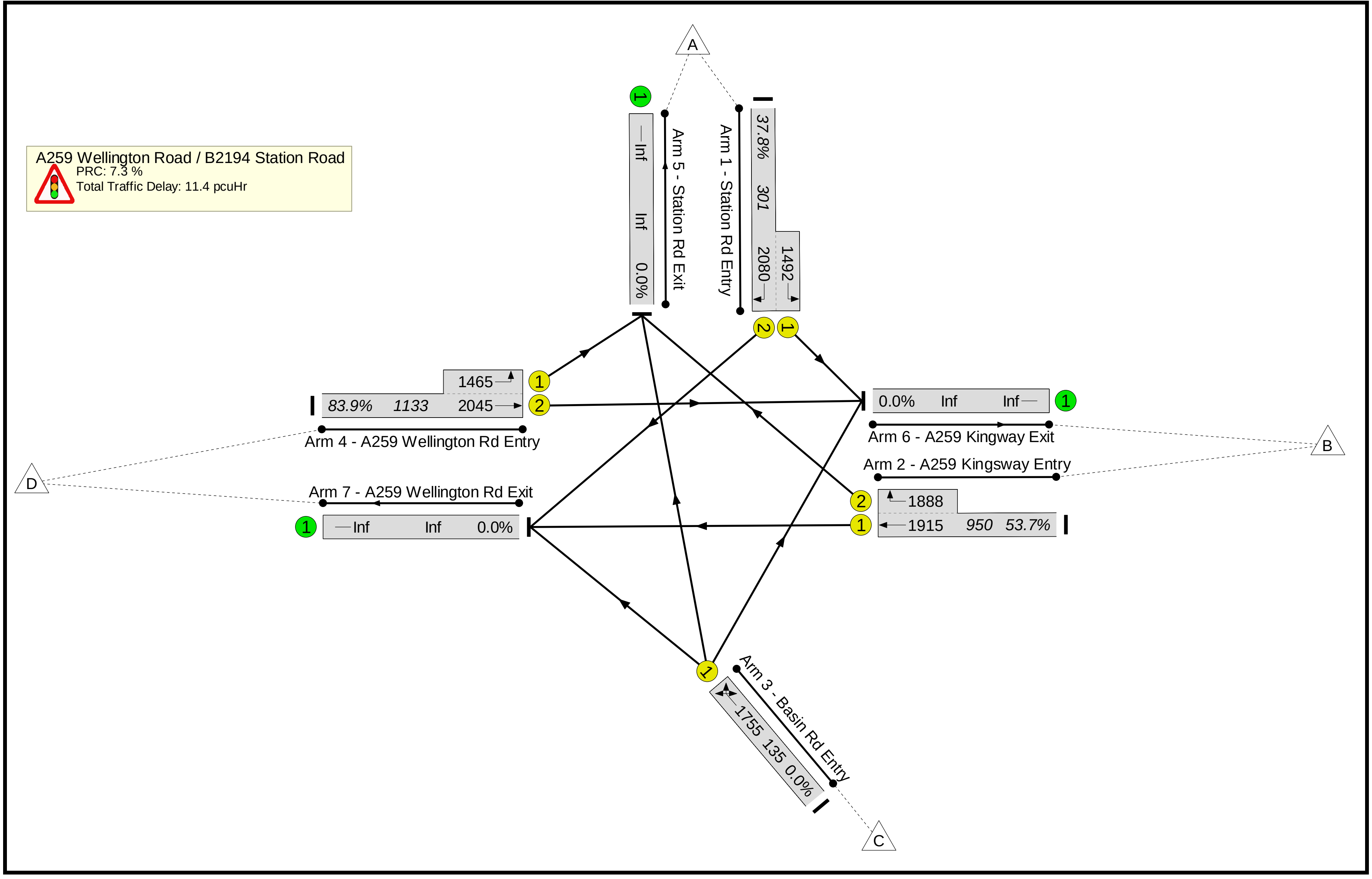
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.9%**	**0**	**0**	**0**	**30.3**	**-**	**-**
A259 Wellington Road / B2194 Station Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.9%**	**0**	**0**	**0**	**30.3**	**-**	**-**
1/2+1/1	Station Rd Entry Left Right	U	E D		1	7:22	-	188	1891:1492	289	65.1%	-	-	-	3.3	62.4	6.6
2/1+2/2	A259 Kingsway Entry Right Ahead	U	A B		1	86:9	-	351	1915:1888	363	96.7%	-	-	-	9.3	95.5	11.6
3/1	Basin Rd Entry Ahead Right Left	U	F		1	7	-	0	1755	117	0.0%	-	-	-	0.0	0.0	0.0
4/2+4/1	A259 Wellington Rd Entry Left Ahead	U	C		1	71	-	1184	2045:1465	1222	96.9%	-	-	-	17.7	53.9	47.6

C1 Stream: 1 PRC for Signalled Lanes (%): -7.7 Total Delay for Signalled Lanes (pcuHr): 30.31 Cycle Time (s): 120
PRC Over All Lanes (%): -7.7 Total Delay Over All Lanes(pcuHr): 30.31

Basic Results Summary

Scenario 6: 'Scenario C wMit PM' (FG6: 'Scenario C wMit PM', Plan 4: 'Network Control Plan 4')

Network Layout Diagram


A259 Wellington Road / B2194 Station Road
PRC: 7.3 %
Total Traffic Delay: 11.4 pcuHr
A
B
C
D
Arm 1 - Station Rd Entry
37.8%
301
2080
1492
Arm 5 - Station Rd Exit
Inf
Inf
0.0%
Arm 4 - A259 Wellington Rd Entry
1465
83.9%
1133
2045
Arm 7 - A259 Wellington Rd Exit
Inf
Inf
0.0%
Arm 6 - A259 Kingsway Exit
0.0%
Inf
Inf
Arm 2 - A259 Kingsway Entry
1888
1915
950
53.7%
Arm 3 - Basin Rd Entry
1755
135
0.0%
1
2
1
2
1
2
1
1
1
1

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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**	**0**	**0**	**0**	**11.4**	**-**	**-**
A259 Wellington Road / B2194 Station Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.9%**	**0**	**0**	**0**	**11.4**	**-**	**-**
1/2+1/1	Station Rd Entry Left Right	U	E D		1	7:20	-	114	2080:1492	301	37.8%	-	-	-	1.4	45.4	3.1
2/1+2/2	A259 Kingsway Entry Right Ahead	U	A B		1	70:7	-	510	1915:1888	950	53.7%	-	-	-	2.4	16.9	5.7
3/1	Basin Rd Entry Ahead Right Left	U	F		1	7	-	0	1755	135	0.0%	-	-	-	0.0	0.0	0.0
4/2+4/1	A259 Wellington Rd Entry Left Ahead	U	C		1	57	-	950	2045:1465	1133	83.9%	-	-	-	7.6	28.7	25.1

C1 Stream: 1 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 11.40 Cycle Time (s): 104
PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 11.40