



NEW MONKS FARM, LANCING

TECHNICAL NOTE 02 – PHASE 1 RESIDENTIAL DEVELOPMENT IMPACT

1 INTRODUCTION

- 1.1 Vectos have been appointed by AGB New Monks Farm Ltd and Development Securities Plc to provide traffic and transportation advice with respect to the development opportunity on land at New Monks Farm, Lancing.
- 1.2 This Technical Note summarises the work undertaken by Vectos to consider the traffic impact of developing a first phase of 250 dwellings on the western part of the site.

2 TRAFFIC IMPACT ASSESSMENT

- 2.1 A traffic impact assessment of developing the 250 residential dwellings has been undertaken. This analysis has been based upon the assumption that the residential dwellings would be occupied prior to a new junction on the A27 being developed to serve the New Monks Farm site. Vehicle access to the first phase of the development would therefore be achieved from the local road network assumed for the purpose of this Technical Note via Mash Barn Lane.

Baseline Traffic Flows

- 2.2 To establish the baseline traffic flow conditions in the vicinity of the site traffic surveys were undertaken on Tuesday 24th March 2015 between 0700 – 1000 and 1600 – 1900. These surveys were undertaken at the following junctions:
 - Upper Brighton Road/ Manor Road/ Old Shoreham Road/ Grinstead Lane priority roundabout;
 - Grinstead Lane/ Curvins Way priority junction;
 - Grinstead Lane/ Crabtree Lane/ Marsh Barn Lane staggered priority junction;
 - Marsh Barn Lane/ Shadwells Lane priority junction;
 - Shadwells Lane/ Hayley Road priority junction;
 - Woodard Road/ Hayley Road priority junction;
 - Curvins Way/ Hayley Road/ priority junction; and
 - Hayley Road/ Lisher Road priority junction.
- 2.3 From these traffic surveys the AM (0800 – 0900) and PM (1700 – 1800) 2015 Baseline traffic flows were calculated, which are presented as PCU values in **Figures 1** and **2** respectively.

Background Traffic Growth

2.4 In accordance with DfT Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development' the traffic impact assessment has considered a plus 10 years development scenario at the trunk road roundabout junction of Grinstead Lane/ Old Shoreham Road/ Upper Brighton Road. A plus 5 years development scenario has been considered at the junctions on the local road network which accords with the DfT's 'Guidance on Transport Assessment' document.

2.5 Growth factors were derived from the TEMPRO database for the 'Worthing' zone and are presented in **Table 1** below.

Time Period	2015 – 2020	2015 - 2025
AM Peak	1.0709	1.1370
PM Peak	1.0704	1.1381

Table 1: TEMPRO Growth Factors

2.6 The 2020/ 2025 Baseline Without Development traffic flows are presented in **Figures 3** and **4** for the AM and PM peak hours respectively.

2.7 It should be noted that the application of TEMPRO growth factors together with development traffic results in the double counting of flow, as the TEMPRO growth factors include for projected local growth in residential development. Therefore the application of TEMPRO growth factors allows for a particularly robust assessment.

2.8 To address this, an additional 'No Growth' assessment which does not include background traffic growth has also been undertaken as this allows the traffic impact of the proposed development in isolation to be identified.

Traffic Distribution

2.9 Traffic flows for the proposed development have been assigned across the local highway network using distribution profiles derived from Journey-to-work data collected in the 2011 Census. This data was obtained for the four output areas which surround the development site.

2.10 From this analysis a proportional distribution of traffic to the north, east, south and west of the site was identified. Traffic travelling to the north and east was then assigned via the A27/ Grinstead Lane roundabout, with traffic travelling to the south assigned to Grinstead Lane (S). Traffic travelling to the west was split 50/50 between Crabtree Lane and Upper Brighton Road.

2.11 It has been assumed that the sole point of access to the residential development is to be taken from the eastern end of Mash Barn Lane, and that as a worst case scenario all traffic heading north towards the A27/ Grinstead Lane roundabout passes through the Mash Barn Lane/ Grinstead Lane junction rather than assigning through the residential streets to the north.

2.12 The resultant distribution profile is presented in **Figure 5**.

Traffic Generation

2.13 AM and PM peak hour trip rates for the residential development have been taken from Tables 3.1 and 3.2 of the 'Adur Local Plan and Shoreham Harbour Transport Study' prepared Parsons Brinckerhoff. The agreed trip rates per dwelling for the 'Houses (Non-Flats)' land use type are presented in **Table 2** below, together with the corresponding trip generations based upon the proposed 250 residential dwellings.

Time Period	Trip Rates/Dwelling		Vehicle Trips	
	Arrivals	Departures	Arrivals	Departures
AM Peak	0.135	0.322	34	81
PM Peak	0.336	0.213	84	53

Table 2: Development Trip Rates and Trips

2.14 Development traffic flows have then been assigned to the highway network based upon the profile shown in **Figure 5**. The resultant AM and PM peak hour development trips are shown in **Figures 6 and 7**.

Baseline 'With Development' Traffic Flows

2.15 The proposed development traffic flows have been added to the 2020/2025 Baseline Without Development traffic flows to derive the Baseline 'With Development' traffic flows. These are presented in **Figure 8** for the AM peak hour and **Figure 9** for the PM peak hour.

2.16 The proposed development traffic flows have also been added to the 2015 Baseline traffic flows to derive the 2015 'No Growth Baseline 'With Development' traffic flows. These are presented in **Figure 10** for the AM peak hour and **Figure 11** for the PM peak hour.

Traffic Impact

2.17 When considering the traffic impact of the development proposals it is important to consider how in practice the increases in traffic would occur across the study area.

2.18 In this regard **Table 3** below illustrates the actual increase in traffic numbers predicted to occur as a result of the development proposals on each movement of the three junctions in the study area through which it is predicted that development traffic will travel. This information is also presented in terms of the increase in vehicles per minute. The 'With Development' traffic flows are shown for the scenario which includes traffic growth, but it is noted that the absolute increase in vehicle flow (and vehicle flow per minute) will be the same irrespective of whether background traffic growth is applied.

	AM Peak				PM Peak			
	Baseline w/out dev	Baseline with dev	Increase	Increase / min	Baseline w/out dev	Baseline with dev	Increase	Increase / min
Grinstead Lane/ Mash Barn Lane	1775	1889	114	1.9	1801	1938	137	2.3
Grinstead Lane N	800	821	21	0.3	837	889	52	0.9
Mash Barn Lane	131	212	80	1.3	94	147	53	0.9
Grinstead Lane S	471	480	9	0.2	577	600	23	0.4
Crabtree Lane	373	376	3	0.1	293	302	8	0.1
Grinstead Lane/ Curvins Lane	1502	1573	71	1.2	1504	1589	85	1.4
Grinstead Lane N	791	812	21	0.3	814	867	52	0.9
Curvins Lane	165	165	0	0.0	48	48	0	0.0
Grinstead Lane S	546	596	50	0.8	641	674	33	0.6
A27 Roundabout	6092	6163	71	1.2	5808	5893	85	1.4
Manor Road	402	403	1	0.0	190	192	2	0.0
Old Shoreham Rd	2684	2700	17	0.3	2697	2738	41	0.7
Grinstead Lane	739	789	50	0.8	673	707	33	0.6
Upper Brighton Rd	2267	2270	3	0.1	2248	2257	8	0.1

Table 3: Proposed Development Traffic Impact

2.19 The information presented in **Table 3** demonstrates that during both the AM and PM peak hours, the only approach arm which is predicted to experience an increase in traffic in excess of 1 vehicle per minute is Mash Barn Lane during the AM peak hour. This level of impact is based upon the assumption that all development traffic passes through the Mash Barn Lane/ Grinstead Lane junction rather than a proportion travelling via Shadwells Lane and Curvins Way and is therefore particularly robust. In reality, it is likely that development traffic flows would assign between Mash Barn Lane and Curvins Way spreading the increases in traffic across the residential road network.

2.20 Taking the overall impact at the three junctions, the Grinstead Lane/ Mash Barn Lane junction is predicted to experience a maximum increase of 2.3 vehicles per minute, while the Grinstead Lane/ Curvins Way junction and A27 roundabout experience maximum increases of only 1.4 vehicles per minute. All occur during the PM peak hour.

2.21 Certainly in the case of the A27 roundabout such an increase in traffic is less than would be expected to occur through the daily fluctuations in traffic flow. Therefore, it can be concluded that the addition of development traffic to the junction would not materially affect its operation.

3 JUNCTION CAPACITY ASSESSMENTS

3.1 Junction capacity assessments have been undertaken of the three junctions presented in **Table 3** to determine the impact that the introduction of development related traffic would have on the operation of each. In the context of the 250 residential dwellings these three junctions have been raised as particular areas of investigation by West Sussex County Council.

3.2 In each case the junctions have been assessed using the 2015 Baseline traffic flows, the 2015 'No Growth Baseline 'With Development' traffic flows, the 2020/2025 Baseline traffic flows, and the 2020/2025 Baseline 'With Development' traffic flows. All junction assessments have been undertaken using the JUNCTIONS 8 programme.

Grinstead Lane/ Mash Barn Lane/ Crabtree Lane

3.3 The results of the junction capacity assessment of the Grinstead Lane/ Mash Barn Lane/ Crabtree Lane priority controlled junction are presented in **Table 4** below. The full PICADY results are provided in **Appendix A**.

	2015 Baseline				2015 No Growth Baseline 'With Development'				2020 Baseline				2020 Baseline 'With Development'			
	AM		PM		AM		PM		AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Mash Barn Lane	0.33	0	0.28	0	0.65	2	0.50	1	0.37	1	0.32	0	0.72	2	0.56	1
Grinstead Lane N	0.19	0	0.29	0	0.20	0	0.29	0	0.21	0	0.32	0	0.21	0	0.32	0
Crab Tree Lane L	0.45	1	0.41	1	0.47	1	0.43	0	0.49	1	0.45	1	0.52	1	0.48	1
Crab Tree Lane R	0.57	1	0.42	1	0.62	2	0.49	0	0.64	2	0.49	1	0.69	2	0.57	1
Grinstead Lane S	0.27	0	0.14	0	0.30	0	0.21	0	0.30	0	0.16	0	0.33	0	0.22	0

Table 4: Grinstead Lane/ Mash Barn Lane/ Crabtree Lane PICADY Results

3.4 The results presented in **Table 4** demonstrate that under 2015 Baseline conditions the junction operates within capacity during both peak hours, and this level of operational performance continues when background traffic growth is included.

3.5 When traffic related to the proposed 250 residential dwellings is included the junction experiences a slight reduction in operational capacity and increase in queuing, most noticeably on the Mash Barn Lane arm of the junction, however, all arms of the junction continue to operate well within capacity. This is true irrespective of whether background traffic growth is applied, although the junction evidently operates with a greater degree of spare capacity in the 2015 'No Growth' with development scenario.

3.6 Therefore it is concluded that no highway mitigation works are required at this junction to accommodate development related traffic.

Grinstead Lane/ Curvins Lane

3.7 The results of the junction capacity assessment of the Grinstead Lane/ Curvins Lane priority controlled junction are presented in **Table 5** below. The full PICADY results are provided in **Appendix B**.

	2015 Baseline				2015 No Growth Baseline 'With Development'				2020 Baseline				2020 Baseline 'With Development'			
	AM		PM		AM		PM		AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Curvins Way L	0.07	0	0.04	0	0.07	0	0.04	0	0.08	0	0.05	0	0.08	0	0.05	0
Curvins Way R	0.54	1	0.12	0	0.57	1	0.13	0	0.62	1	0.14	0	0.66	2	0.16	0
Grinstead Lane S	0.01	0	0.08	0	0.01	0	0.08	0	0.01	0	0.09	0	0.01	0	0.09	0

Table 5: Grinstead Lane/ Curvins Lane PICADY Results

3.8 The results presented in **Table 5** demonstrate that under 2015 Baseline conditions the junction operates well within capacity during both peak hours, and this operation continues when background traffic growth is included.

3.9 The introduction of development related traffic does not materially alter the operation of the junction, with all arms continuing to operate well within capacity during both peak hours. Again, this is true irrespective of whether background traffic growth is applied.

3.10 It is therefore again concluded that no highway mitigation works are required at this junction to accommodate development related traffic.

Grinstead Lane/ Old Shoreham Road/ Upper Brighton Road Roundabout

3.11 The results of the junction capacity assessment of the Grinstead Lane/ Old Shoreham Road/ Upper Brighton Road roundabout are presented in **Table 6** below. The full ARCADY results are provided in **Appendix C**.

	2015 Baseline				2015 No Growth Baseline 'With Development'				2025 Baseline				2025 Baseline 'With Development'			
	AM		PM		AM		PM		AM		PM		AM		PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Old Shoreham Rd	1.31	378	1.32	405	1.31	395	1.35	451	1.49	724	1.51	766	1.50	748	1.54	826
Grinstead Lane	0.69	2	0.62	2	0.74	3	0.66	2	0.79	4	0.71	2	0.84	5	0.73	3
Upper Brighton Rd	1.31	295	1.27	254	1.34	322	1.30	284	1.55	621	1.49	564	1.58	654	1.52	590
Manor Road	0.87	5	0.34	1	0.89	6	0.35	1	1.02	17	0.40	1	1.04	20	0.41	1

Table 6: Grinstead Lane/ Old Shoreham Road/ Upper Brighton Road Roundabout ARCADY Results

3.12 The results presented in **Table 6** demonstrate that under 2015 Baseline conditions the junction experiences considerable levels of queuing on both A27 arms during both peak hours, with RFC values significantly in excess of 1. These results have been largely corroborated by on-site observations, although it is noted that the modelled queue on Grinstead Lane is an underestimate of the level of queuing which can occur on this arm of

the junction. However, on site observations suggested that the queues on Grinstead Lane were partly due to the operation of other arms of the junction hindering the ability of traffic to exit Grinstead Lane, rather than the capacity of the arm itself. This practice would not be reflected in the ARCADY results.

3.13 The results of the 'No Growth' with development scenario demonstrate that the addition of development traffic on its own results in an increase in both RFC values and the level of queuing. However, only minor increases in RFC values are recorded, while the changes in the level of queuing are also only minor when considered in the context of the overall level of queuing shown in the 2015 baseline scenario (specifically on the A27 arms of the junction).

3.14 The introduction of background traffic growth to the 2015 Baseline traffic flows (deriving the 2025 Baseline 'Without Development' flows) results in a material change in the level of queuing at the junction, with the level of queuing almost doubling on Old Shoreham Road, and increasing by more than 100% on Upper Brighton Road. It is questionable whether such growth would occur in practice given the network constraints.

3.15 The introduction of development traffic to the 2025 Baseline flows results in increases in the level of queuing and RFC values, however, again the increases in RFC values and queuing as a result of the proposed development are negligible.

3.16 In this regard **Table 7** provides a comparison of the changes in RFC values and queuing between the 2015 Baseline scenario, 2025 Baseline 'Without Development' traffic flow scenario, and the 2025 Baseline 'With Development' scenario. This demonstrates that the scale of the increases in RFC values and queuing at the junction as a result of background traffic flow could be considered significant, but that the impact of traffic related to the proposed development is not significant.

	2015 Baseline to 2025 Baseline Without Development						2025 Baseline Without Development to 2025 Baseline With Development					
	AM			PM			AM			PM		
	Change in RFC	Change in Q	% Change in Q	Change in RFC	Change in Q	% Change in Q	Change in RFC	Change in Q	% Change in Q	Change in RFC	Change in Q	% Change in Q
Old Shoreham Rd	0.18	346	91.5%	0.19	361	89.1%	0.01	24	3.3%	0.03	60	7.8%
Grinstead Lane	0.1	2	100.0%	0.09	0	0.0%	0.05	1	25.0%	0.02	1	50.0%
Upper Brighton Rd	0.24	326	110.5%	0.22	310	122.0%	0.03	33	5.3%	0.03	26	4.6%
Manor Road	0.15	12	240.0%	0.06	0	0.0%	0.02	3	17.6%	0.01	0	0.0%

Table 7: Grinstead Lane/ Old Shoreham Road/ Upper Brighton Road Roundabout Results Comparison

3.17 As **Table 3** demonstrates no arm of the junction is forecast to experience an increase in traffic of more than 1 vehicle per minute. Therefore when the changes in queuing are considered proportionally, as shown in **Table 7**, level of queuing on the A27 arms of the junction actually only increases by a maximum of 5.3% during the AM peak hour and 7.8% during the PM peak hour.



- 3.18 The proportional increases in queuing on the Grinstead Lane and Manor Road arms are greater, but in practice only equate to a maximum increase in queuing of 3 vehicles on Manor Road during the AM peak hour and an increase of 1 vehicle on Grinstead Lane during the PM peak hour.
- 3.19 On the basis of these results it can be concluded that the proposed 250 dwelling development would not in itself be the trigger for mitigating highway works at the junction, and rather it is the level of background traffic passing through the junction with fundamentally ought to be addressed.
- 3.20 The Adur Local Plan and Shoreham Harbour Transport Study prepared by Parsons Brinckerhoff puts forward an improvement scheme at the A27/ Grinstead Lane junction, which involves the full signalisation of the junction together with the addition of flared approach lanes on all four arms. This scheme forms part of the Infrastructure Strategy being progressed as part of the Adur Local Plan and we are informed that Highways England is supportive of this strategy to allow Local Plan development to be delivered.

4 CONCLUSIONS

- 4.1 Vectos have been appointed by AGB New Monks Farm Ltd and Development Securities Plc to provide traffic and transportation advice with respect to the development opportunity on land at New Monks Farm, Lancing.
- 4.2 This Technical Note has been prepared to consider the traffic impact of developing a first phase of 250 dwellings on the western part of the site. The note has been prepared on the assumption that this first phase of development would be operational prior to a new access to the New Monks Farm site being provided on the A27.
- 4.3 Junction capacity assessments have been undertaken at the three junctions on Grinstead Lane which have been raised as particular areas of investigation by West Sussex County Council. These assessments indicated that the Grinstead Lane/ Mash Barn Lane junction, and the Grinstead Lane/ Curvins Way junction would continue to operate within capacity following the addition of development traffic and therefore no mitigating highway works would be necessary in these locations.
- 4.4 The analysis of the Grinstead Lane/ A27 roundabout indicates that this junction would operate over capacity prior to the addition of development traffic, and that while the development traffic would increase queuing and RFC values this would not be of a material level in the context of the junctions overall operation.
- 4.5 A package of highway improvements has been identified at the junction in the Adur Local Plan and Shoreham Harbour Transport Study which if implemented would mitigate for this impact of the proposed development.



FIGURES

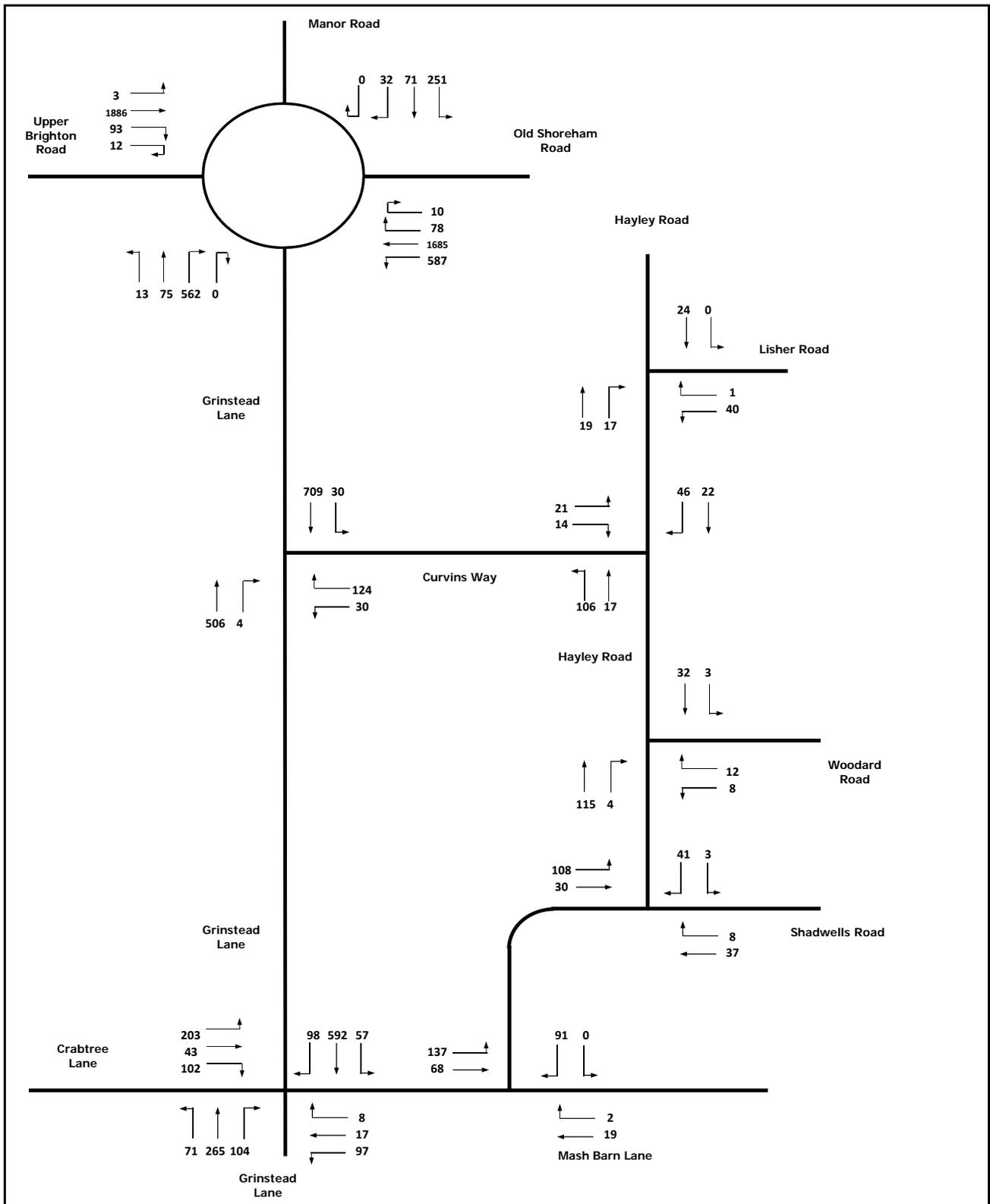


FIGURE 1

2015 SURVEYED TRAFFIC FLOWS (PCUS)
AM PEAK HOUR (0800 - 0900)



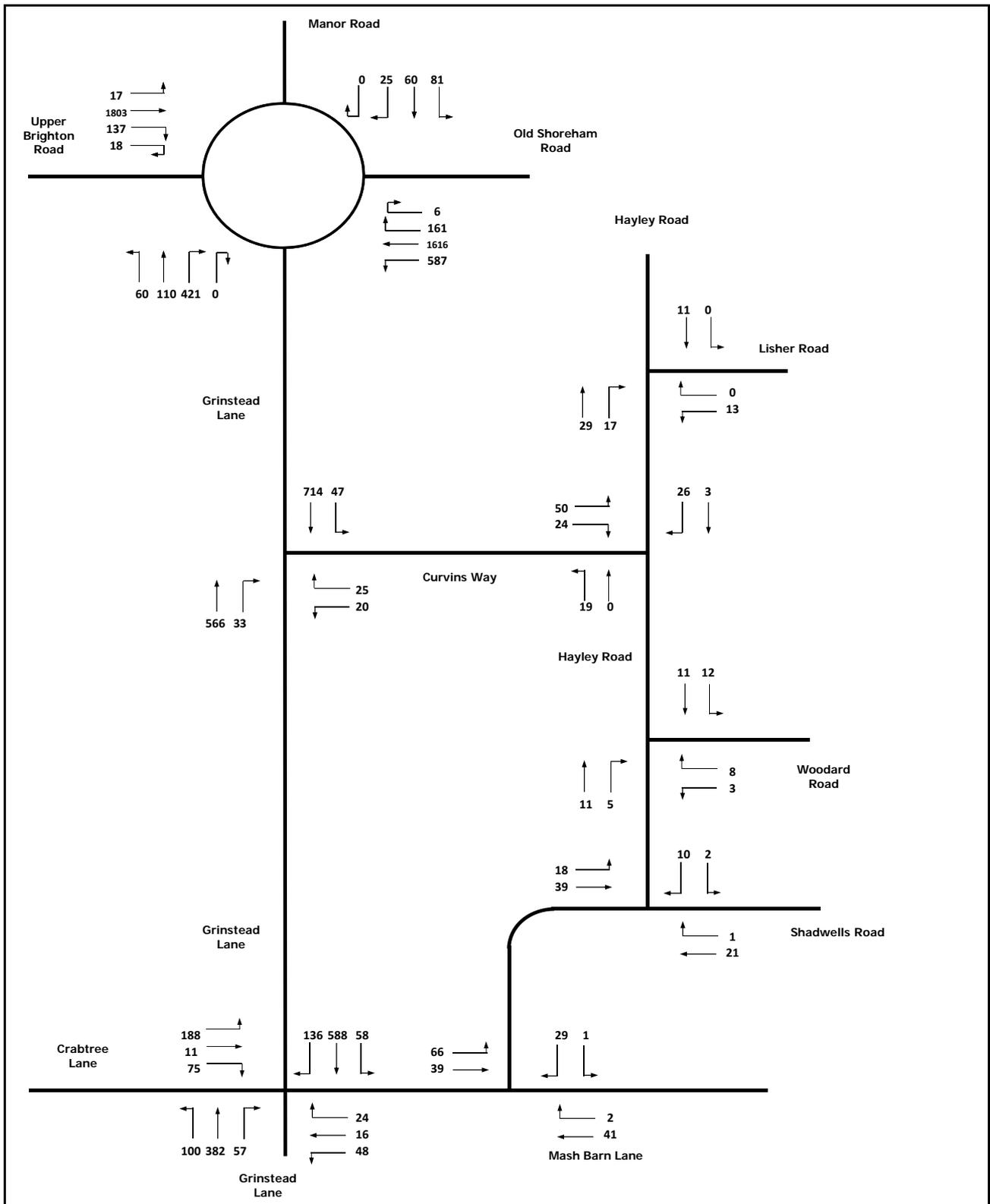


FIGURE 2

2015 SURVEYED TRAFFIC FLOWS (PCUS)
PM PEAK HOUR (1700 - 1800)



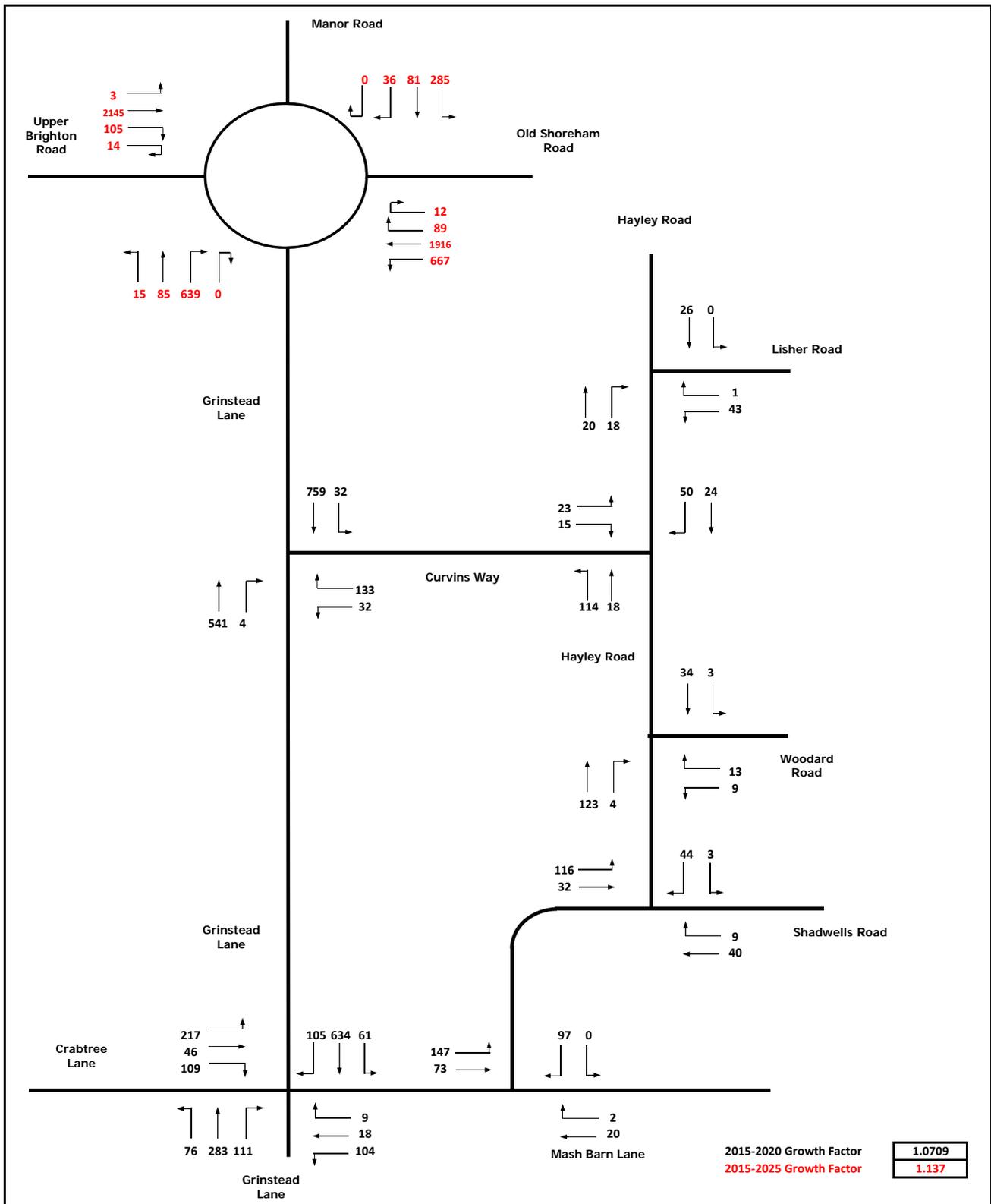


FIGURE 3

2020/ 2025 BASELINE WITHOUT DEVELOPMENT TRAFFIC FLOWS (PCUS)
 AM PEAK HOUR (0800 - 0900)



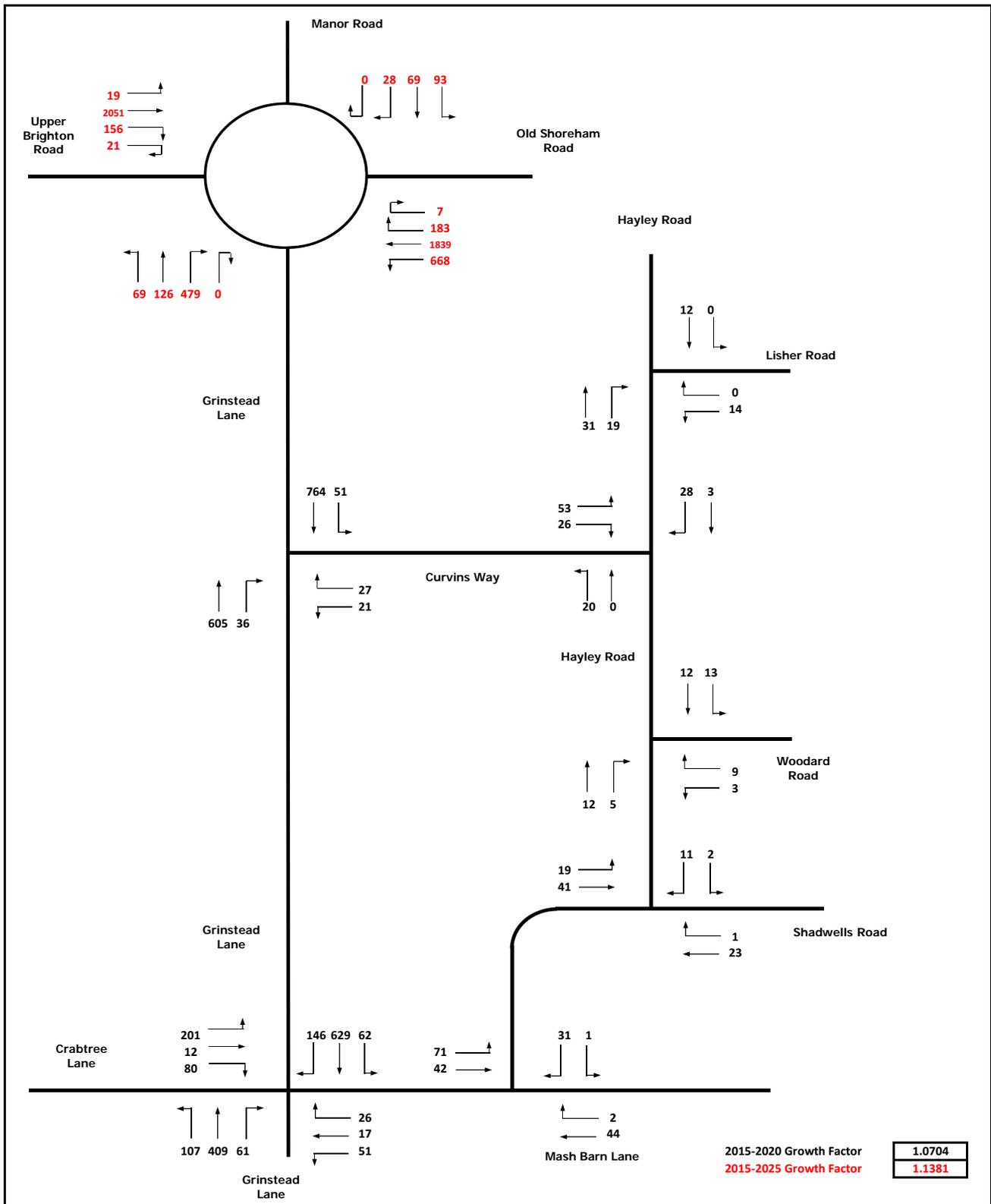


FIGURE 4

2020/ 2025 BASELINE WITHOUT DEVELOPMENT TRAFFIC FLOWS (PCUS)
PM PEAK HOUR (1700 - 1800)



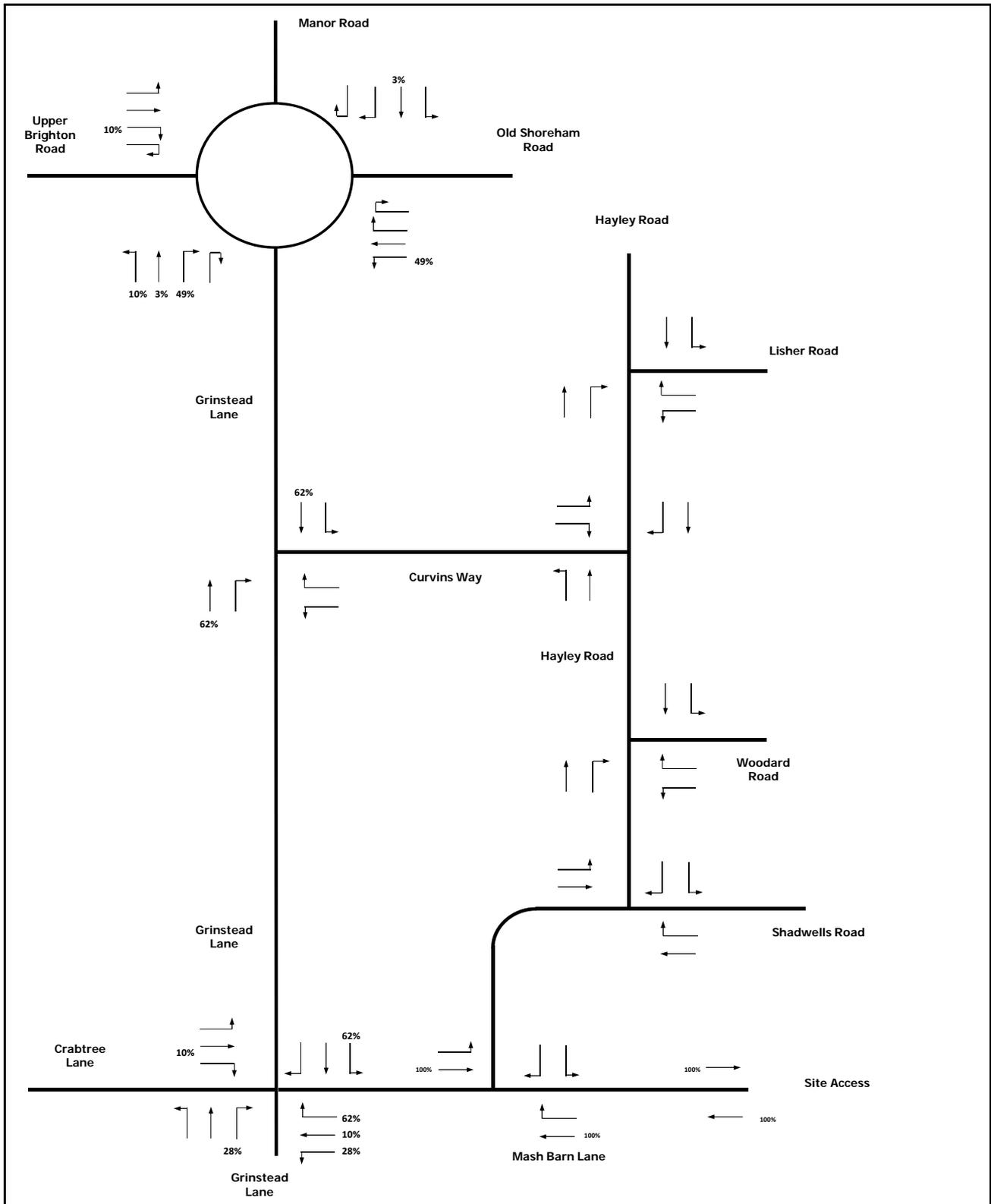


FIGURE 5
DISTRIBUTION

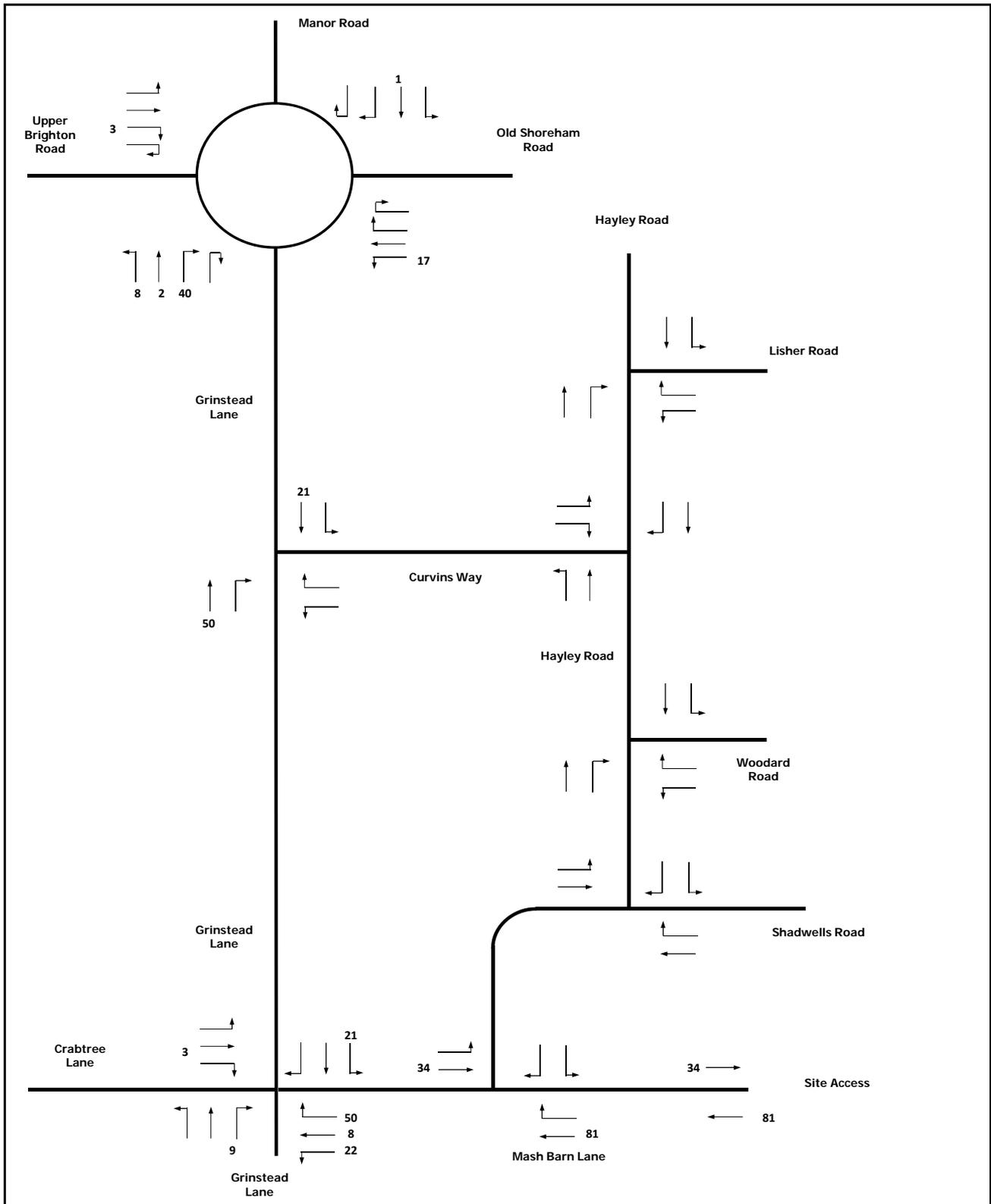


FIGURE 6

PROPOSED DEVELOPMENT TRAFFIC
AM PEAK HOUR (0800 - 0900)



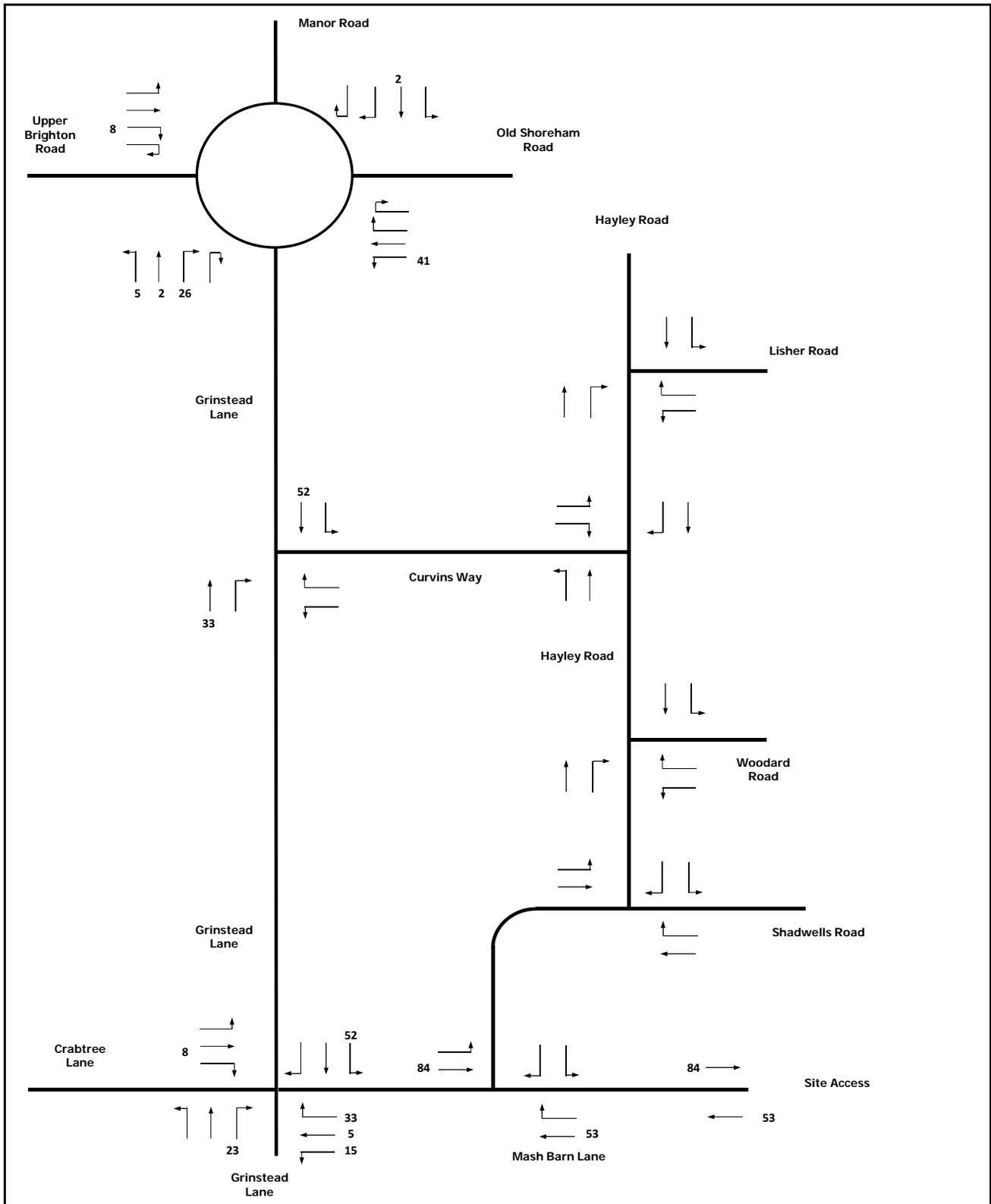


FIGURE 7

PROPOSED DEVELOPMENT TRAFFIC
PM PEAK HOUR (1700 - 1800)



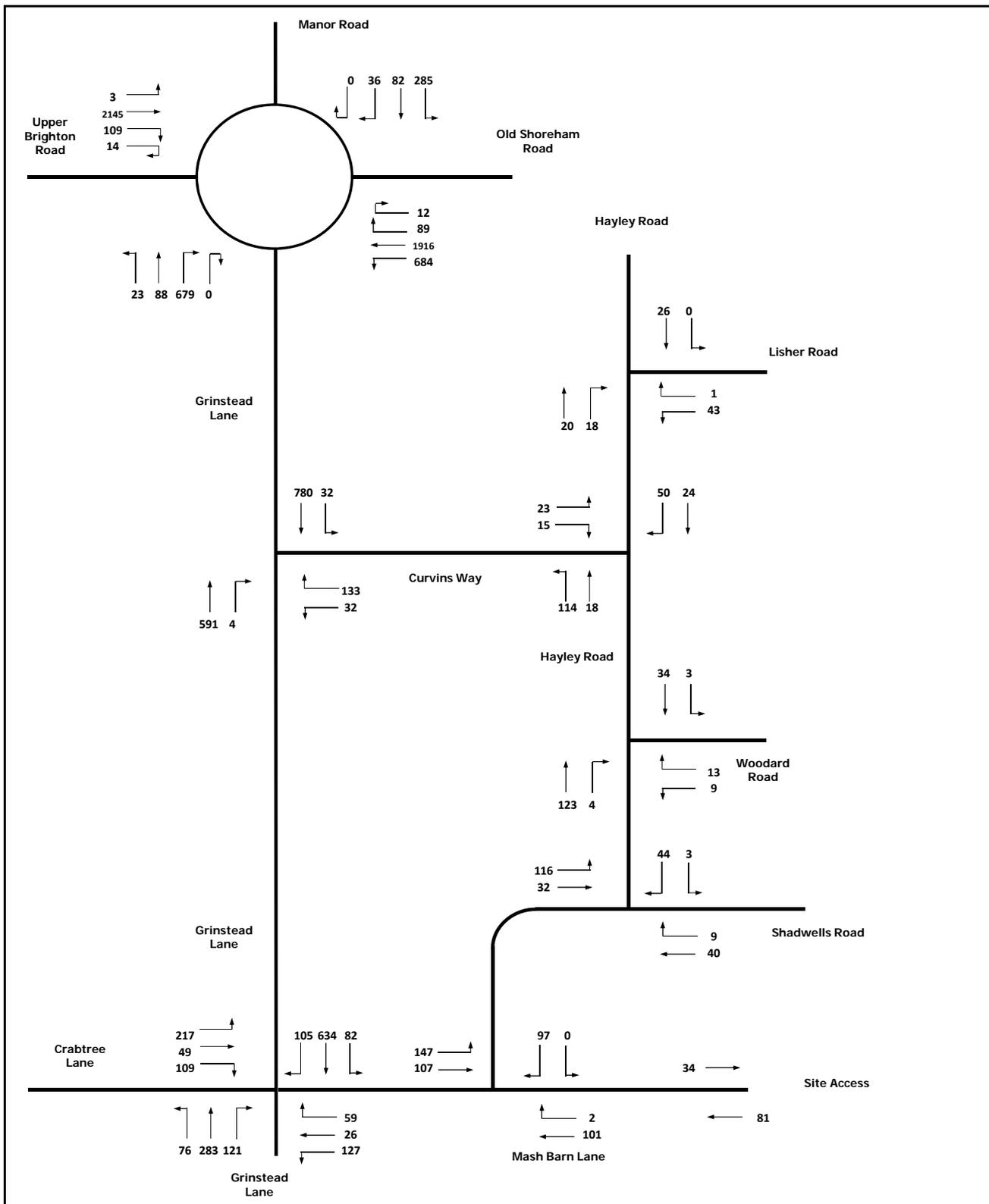


FIGURE 8

BASELINE WITH DEVELOPMENT TRAFFIC FLOWS (PCUS)
AM PEAK HOUR (0800 - 0900)



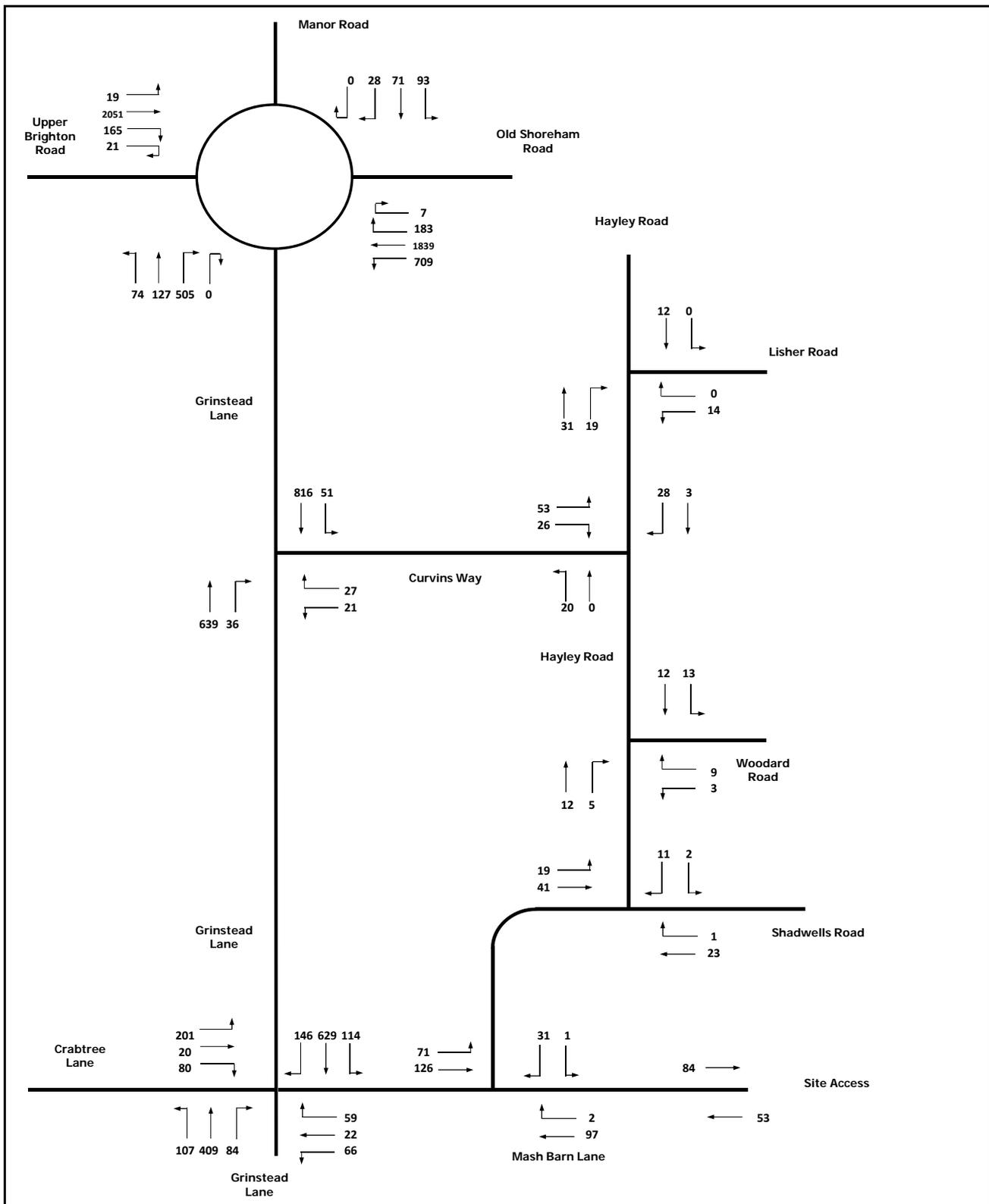


FIGURE 9

BASELINE WITH DEVELOPMENT TRAFFIC FLOWS (PCUS)
PM PEAK HOUR (1700 - 1800)



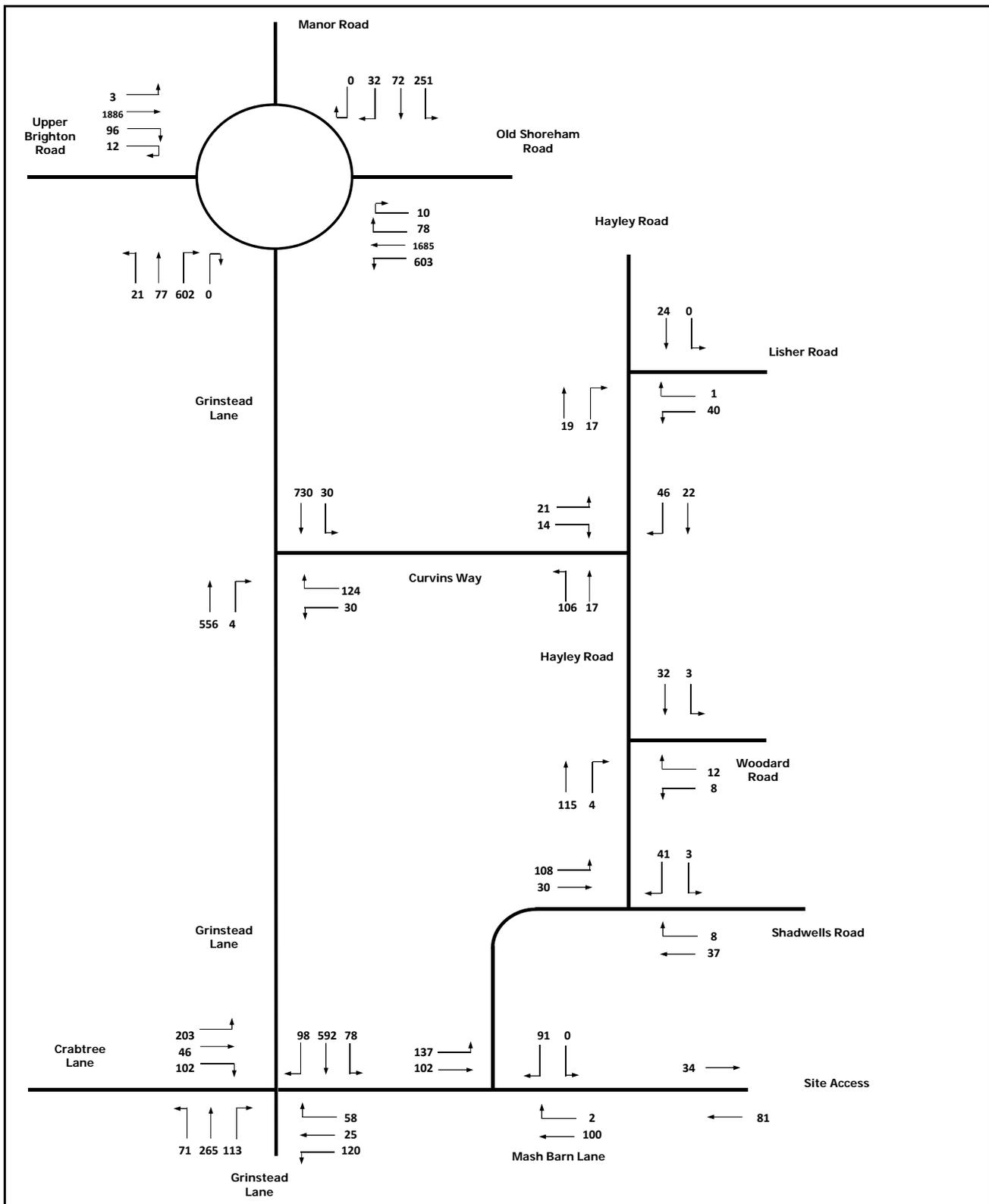


FIGURE 10

BASELINE WITH DEVELOPMENT TRAFFIC FLOWS (PCUS) - NO GROWTH SCENARIO
AM PEAK HOUR (0800 - 0900)



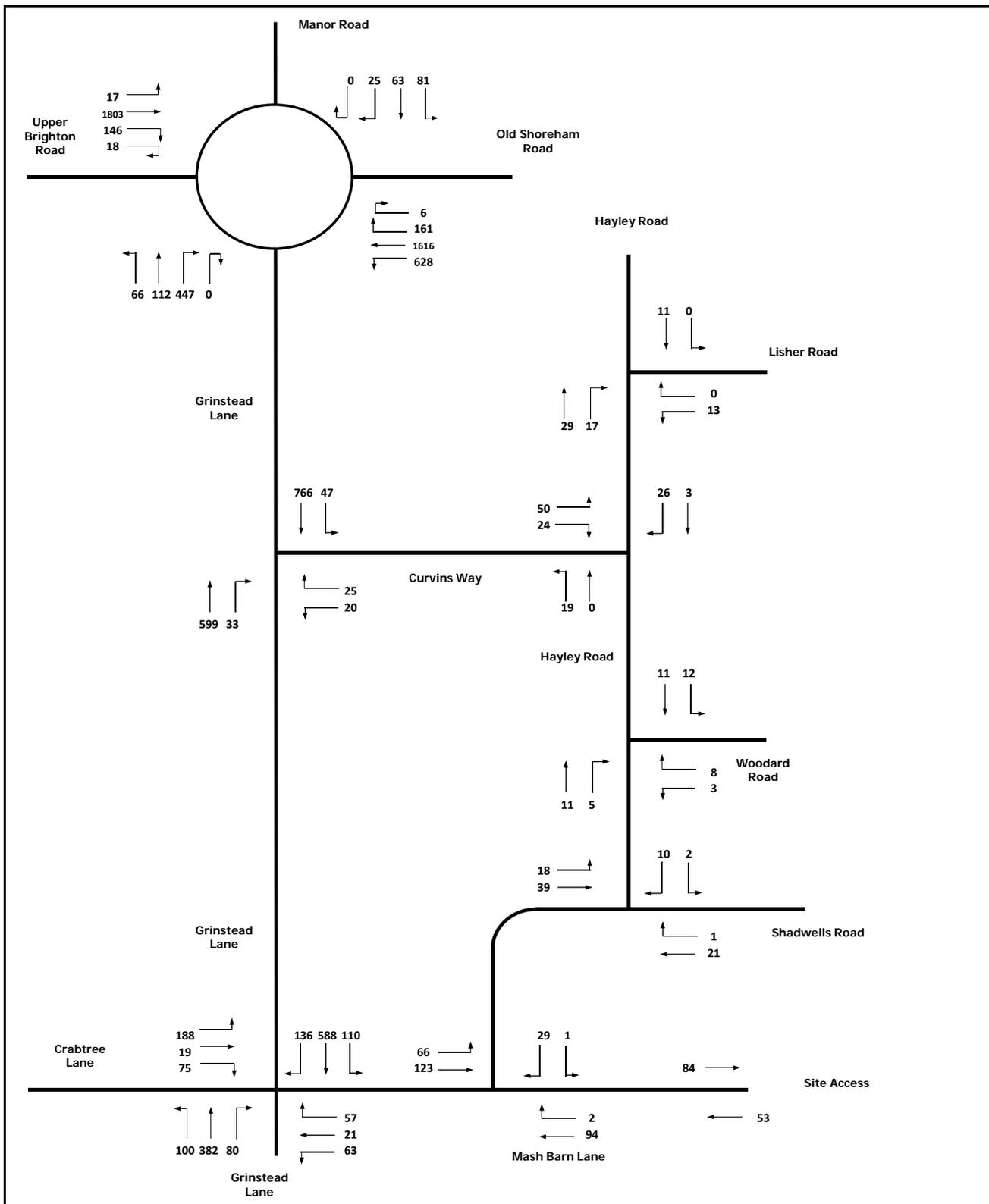


FIGURE 11

BASELINE WITH DEVELOPMENT TRAFFIC FLOWS (PCUS) - NO GROWTH SCENARIO
PM PEAK HOUR (1700 - 1800)





APPENDIX A

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2015
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: Marsh Barn Lane and Crabtree Ln Stagger.arc8
Path: N:\Vectos Job Data\2014\VN40408 New Monks Farm, Lancing\Picady
Report generation date: 26/05/2015 15:22:49

- » (Default Analysis Set) - Baseline with Development, AM
- » (Default Analysis Set) - Baseline with Development, PM
- » (Default Analysis Set) - 2015 Survey, AM
- » (Default Analysis Set) - 2015 Survey, PM
- » (Default Analysis Set) - 2020 Surveyed Traffic Flows, AM
- » (Default Analysis Set) - 2020 Surveyed Traffic Flows, PM
- » (Default Analysis Set) - Baseline with Development Traffic Flows-No Growth, AM
- » (Default Analysis Set) - Baseline with Development Traffic Flows-No Growth, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2015 Survey								
Stream B-ACD	0.49	13.25	0.33	B	0.38	14.36	0.28	B
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.24	7.90	0.19	A	0.40	9.74	0.29	A
Stream D-A	0.80	12.98	0.45	B	0.68	11.96	0.41	B
Stream D-BC	1.28	29.75	0.57	D	0.72	27.96	0.42	D
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.36	11.51	0.27	B	0.16	9.44	0.14	A
A1 - 2020 Surveyed Traffic Flows								
Stream B-ACD	0.59	14.92	0.37	B	0.46	16.20	0.32	C
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.26	8.17	0.21	A	0.46	10.33	0.32	B
Stream D-A	0.96	14.67	0.49	B	0.81	13.43	0.45	B
Stream D-BC	1.70	37.35	0.64	E	0.93	34.12	0.49	D
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.42	12.42	0.30	B	0.18	9.91	0.16	A
A1 - Baseline with Development								
Stream B-ACD	2.41	39.14	0.72	E	1.23	28.12	0.56	D
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.27	8.48	0.21	A	0.47	10.65	0.32	B
Stream D-A	1.05	16.15	0.52	C	0.89	14.80	0.48	B
Stream D-BC	2.11	46.02	0.69	E	1.27	43.24	0.57	E

Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.48	13.23	0.33	B	0.29	11.19	0.22	B
A1 - Baseline with Development Traffic Flows-No Growth								
Stream B-ACD	1.77	29.66	0.65	D	0.97	23.11	0.50	C
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.24	8.20	0.20	A	0.41	10.03	0.29	B
Stream D-A	0.86	14.05	0.47	B	0.74	12.98	0.43	B
Stream D-BC	1.53	35.08	0.62	E	0.94	33.78	0.49	D
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.42	12.15	0.30	B	0.26	10.59	0.21	B

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

"D1 - Baseline with Development, AM" model duration: 07:45 - 09:15

"D2 - Baseline with Development, PM" model duration: 16:45 - 18:15

"D3 - 2015 Survey, AM" model duration: 07:45 - 09:15

"D4 - 2015 Survey, PM" model duration: 16:45 - 18:15

"D5 - 2020 Surveyed Traffic Flows, AM" model duration: 07:45 - 09:15

"D6 - 2020 Surveyed Traffic Flows, PM" model duration: 16:45 - 18:15

"D7 - Baseline with Development Traffic Flows-No Growth, AM" model duration: 07:45 - 09:15

"D8 - Baseline with Development Traffic Flows-No Growth, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 26/05/2015 15:22:45

File summary

Title	Marsh Barn Lane and Crabtree Lane Stagger
Location	
Site Number	
Date	24/04/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	VN40408
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	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	s	-Min	perMin

(Default Analysis Set) - Baseline with Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
Baseline with Development, AM	Baseline with Development	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	26.52	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Lane (N)	A	Grinstead Lane (N)		Major
Marsh Barn Ln	B	Marsh Barn Ln		Minor
Grinstead Lan (S)	C	Grinstead Lan (S)		Major
Crabtree Ln	D	Crabtree Ln		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Lane (N)	6.85		0.00	✓	2.50	115.00		
Grinstead Lan (S)	6.60		0.00	✓	2.70	56.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Marsh Barn Ln	One lane	3.80										33	35
Crabtree Ln	One lane plus flare				10.00	7.10	5.60	4.70	4.00		20.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	661.475	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	545.819	0.097	0.245	-	-	-	0.154	0.350	0.154	0.097	0.245
1	B-C	697.640	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	639.392	0.241	0.241	-	-	-	-	-	-	0.241	0.241
1	D-A	671.861	-	-	-	0.251	0.099	0.251	-	0.099	-	-
1	D-BC	481.813	0.134	0.134	0.305	0.214	0.085	0.214	-	0.085	-	-

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

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

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

Traffic 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 (%)
Grinstead Lane (N)	ONE HOUR	✓	821.00	100.000
Marsh Barn Ln	ONE HOUR	✓	212.00	100.000
Grinstead Lan (S)	ONE HOUR	✓	480.00	100.000
Crabtree Ln	ONE HOUR	✓	375.00	100.000

Turning Proportions

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.000	82.000	634.000	105.000
	Marsh Barn Ln	59.000	0.000	127.000	26.000
	Grinstead Lan (S)	283.000	121.000	0.000	76.000
	Crabtree Ln	217.000	49.000	109.000	0.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.00	0.10	0.77	0.13
	Marsh Barn Ln	0.28	0.00	0.60	0.12
	Grinstead Lan (S)	0.59	0.25	0.00	0.16
	Crabtree Ln	0.58	0.13	0.29	0.00

Vehicle Mix

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	1.000	1.000	1.000	1.000
	Marsh Barn Ln	1.000	1.000	1.000	1.000
	Grinstead Lan (S)	1.000	1.000	1.000	1.000
	Crabtree Ln	1.000	1.000	1.000	1.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.0	0.0	0.0	0.0
	Marsh Barn Ln	0.0	0.0	0.0	0.0
	Grinstead Lan (S)	0.0	0.0	0.0	0.0
	Crabtree Ln	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.72	39.14	2.41	E
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.21	8.48	0.27	A
D-A	0.52	16.15	1.05	C
D-BC	0.69	46.02	2.11	E
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.33	13.23	0.48	B

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	159.60	157.28	0.00	427.48	0.373	0.58	13.215	B
A-B	61.73	61.73	0.00	-	-	-	-	-
A-C	477.31	477.31	0.00	-	-	-	-	-
A-D	79.05	78.42	0.00	578.97	0.137	0.16	7.183	A
D-A	163.37	161.68	0.00	544.62	0.300	0.42	9.361	A
D-BC	118.95	116.70	0.00	323.76	0.367	0.56	17.209	C
C-D	57.22	57.22	0.00	-	-	-	-	-
C-A	213.06	213.06	0.00	-	-	-	-	-
C-B	91.10	90.17	0.00	480.64	0.190	0.23	9.199	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	190.58	189.14	0.00	385.18	0.495	0.94	18.224	C
A-B	73.72	73.72	0.00	-	-	-	-	-
A-C	569.95	569.95	0.00	-	-	-	-	-
A-D	94.39	94.22	0.00	562.73	0.168	0.20	7.682	A
D-A	195.08	194.36	0.00	513.04	0.380	0.60	11.270	B
D-BC	142.04	140.70	0.00	292.95	0.485	0.90	23.430	C
C-D	68.32	68.32	0.00	-	-	-	-	-
C-A	254.41	254.41	0.00	-	-	-	-	-
C-B	108.78	108.44	0.00	449.28	0.242	0.31	10.551	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	233.42	228.17	0.00	324.52	0.719	2.26	35.571	E
A-B	90.28	90.28	0.00	-	-	-	-	-
A-C	698.05	698.05	0.00	-	-	-	-	-
A-D	115.61	115.33	0.00	540.45	0.214	0.27	8.463	A
D-A	238.92	237.25	0.00	465.15	0.514	1.02	15.678	C
D-BC	173.96	169.62	0.00	250.44	0.695	1.98	42.409	E
C-D	83.68	83.68	0.00	-	-	-	-	-
C-A	311.59	311.59	0.00	-	-	-	-	-
C-B	133.22	132.57	0.00	406.35	0.328	0.48	13.117	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	233.42	232.80	0.00	323.32	0.722	2.41	39.137	E
A-B	90.28	90.28	0.00	-	-	-	-	-
A-C	698.05	698.05	0.00	-	-	-	-	-
A-D	115.61	115.60	0.00	539.93	0.214	0.27	8.483	A
D-A	238.92	238.80	0.00	461.51	0.518	1.05	16.146	C
D-BC	173.96	173.46	0.00	250.44	0.695	2.11	46.023	E
C-D	83.68	83.68	0.00	-	-	-	-	-
C-A	311.59	311.59	0.00	-	-	-	-	-
C-B	133.22	133.20	0.00	405.31	0.329	0.48	13.227	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	190.58	196.11	0.00	383.54	0.497	1.03	19.725	C
A-B	73.72	73.72	0.00	-	-	-	-	-
A-C	569.95	569.95	0.00	-	-	-	-	-
A-D	94.39	94.66	0.00	562.01	0.168	0.20	7.708	A
D-A	195.08	196.74	0.00	508.03	0.384	0.64	11.624	B
D-BC	142.04	146.53	0.00	293.20	0.484	0.99	25.224	D
C-D	68.32	68.32	0.00	-	-	-	-	-
C-A	254.41	254.41	0.00	-	-	-	-	-
C-B	108.78	109.41	0.00	447.79	0.243	0.33	10.658	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	159.60	161.26	0.00	426.31	0.374	0.61	13.664	B
A-B	61.73	61.73	0.00	-	-	-	-	-
A-C	477.31	477.31	0.00	-	-	-	-	-
A-D	79.05	79.23	0.00	578.57	0.137	0.16	7.214	A
D-A	163.37	164.16	0.00	541.58	0.302	0.44	9.558	A
D-BC	118.95	120.50	0.00	323.81	0.367	0.60	17.839	C
C-D	57.22	57.22	0.00	-	-	-	-	-
C-A	213.06	213.06	0.00	-	-	-	-	-
C-B	91.10	91.45	0.00	479.69	0.190	0.24	9.280	A

(Default Analysis Set) - Baseline with Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
Baseline with Development, PM	Baseline with Development	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	20.54	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Lane (N)	A	Grinstead Lane (N)		Major
Marsh Barn Ln	B	Marsh Barn Ln		Minor
Grinstead Lan (S)	C	Grinstead Lan (S)		Major
Crabtree Ln	D	Crabtree Ln		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Lane (N)	6.85		0.00	✓	2.50	115.00		
Grinstead Lan (S)	6.60		0.00	✓	2.70	56.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Marsh Barn Ln	One lane	3.80										33	35
Crabtree Ln	One lane plus flare				10.00	7.10	5.60	4.70	4.00		20.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	661.475	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	545.819	0.097	0.245	-	-	-	0.154	0.350	0.154	0.097	0.245
1	B-C	697.640	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	639.392	0.241	0.241	-	-	-	-	-	-	0.241	0.241
1	D-A	696.074	-	-	-	0.260	0.103	0.260	-	0.103	-	-
1	D-BC	463.269	0.129	0.129	0.293	0.205	0.081	0.205	-	0.081	-	-

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

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

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

Traffic 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 (%)
Grinstead Lane (N)	ONE HOUR	✓	889.00	100.000
Marsh Barn Ln	ONE HOUR	✓	147.00	100.000
Grinstead Lan (S)	ONE HOUR	✓	600.00	100.000
Crabtree Ln	ONE HOUR	✓	301.00	100.000

Turning Proportions

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.000	114.000	629.000	146.000
	Marsh Barn Ln	59.000	0.000	66.000	22.000
	Grinstead Lan (S)	409.000	84.000	0.000	107.000
	Crabtree Ln	201.000	20.000	80.000	0.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.00	0.13	0.71	0.16
	Marsh Barn Ln	0.40	0.00	0.45	0.15
	Grinstead Lan (S)	0.68	0.14	0.00	0.18
	Crabtree Ln	0.67	0.07	0.27	0.00

Vehicle Mix

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	1.000	1.000	1.000	1.000
	Marsh Barn Ln	1.000	1.000	1.000	1.000
	Grinstead Lan (S)	1.000	1.000	1.000	1.000
	Crabtree Ln	1.000	1.000	1.000	1.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.0	0.0	0.0	0.0
	Marsh Barn Ln	0.0	0.0	0.0	0.0
	Grinstead Lan (S)	0.0	0.0	0.0	0.0
	Crabtree Ln	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.56	28.12	1.23	D
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.32	10.65	0.47	B
D-A	0.48	14.80	0.89	B
D-BC	0.57	43.24	1.27	E
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.22	11.19	0.29	B

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	110.67	109.15	0.00	396.10	0.279	0.38	12.481	B
A-B	85.83	85.83	0.00	-	-	-	-	-
A-C	473.54	473.54	0.00	-	-	-	-	-
A-D	109.92	108.93	0.00	550.54	0.200	0.25	8.134	A
D-A	151.32	149.84	0.00	554.40	0.273	0.37	8.868	A
D-BC	75.29	73.84	0.00	278.48	0.270	0.36	17.478	C
C-D	80.56	80.56	0.00	-	-	-	-	-
C-A	307.92	307.92	0.00	-	-	-	-	-
C-B	63.24	62.65	0.00	486.27	0.130	0.15	8.486	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	132.15	131.34	0.00	352.42	0.375	0.58	16.221	C
A-B	102.48	102.48	0.00	-	-	-	-	-
A-C	565.46	565.46	0.00	-	-	-	-	-
A-D	131.25	130.93	0.00	528.81	0.248	0.33	9.040	A
D-A	180.69	180.08	0.00	520.21	0.347	0.52	10.565	B
D-BC	89.90	89.07	0.00	242.37	0.371	0.57	23.351	C
C-D	96.19	96.19	0.00	-	-	-	-	-
C-A	367.68	367.68	0.00	-	-	-	-	-
C-B	75.51	75.32	0.00	456.20	0.166	0.20	9.446	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	161.85	159.44	0.00	290.02	0.558	1.19	27.077	D
A-B	125.52	125.52	0.00	-	-	-	-	-
A-C	692.54	692.54	0.00	-	-	-	-	-
A-D	160.75	160.18	0.00	498.93	0.322	0.47	10.609	B
D-A	221.31	219.90	0.00	467.10	0.474	0.87	14.479	B
D-BC	110.10	107.53	0.00	192.63	0.572	1.21	41.104	E
C-D	117.81	117.81	0.00	-	-	-	-	-
C-A	450.32	450.32	0.00	-	-	-	-	-
C-B	92.49	92.14	0.00	414.91	0.223	0.28	11.140	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	161.85	161.69	0.00	289.27	0.560	1.23	28.122	D
A-B	125.52	125.52	0.00	-	-	-	-	-
A-C	692.54	692.54	0.00	-	-	-	-	-
A-D	160.75	160.73	0.00	498.60	0.322	0.47	10.655	B
D-A	221.31	221.22	0.00	464.33	0.477	0.89	14.797	B
D-BC	110.10	109.88	0.00	192.56	0.572	1.27	43.236	E
C-D	117.81	117.81	0.00	-	-	-	-	-
C-A	450.32	450.32	0.00	-	-	-	-	-
C-B	92.49	92.48	0.00	414.29	0.223	0.29	11.186	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	132.15	134.58	0.00	351.40	0.376	0.62	16.781	C
A-B	102.48	102.48	0.00	-	-	-	-	-
A-C	565.46	565.46	0.00	-	-	-	-	-
A-D	131.25	131.80	0.00	528.35	0.248	0.33	9.090	A
D-A	180.69	182.08	0.00	516.47	0.350	0.55	10.809	B
D-BC	89.90	92.52	0.00	242.45	0.371	0.61	24.395	C
C-D	96.19	96.19	0.00	-	-	-	-	-
C-A	367.68	367.68	0.00	-	-	-	-	-
C-B	75.51	75.85	0.00	455.33	0.166	0.20	9.494	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	110.67	111.56	0.00	395.30	0.280	0.40	12.729	B
A-B	85.83	85.83	0.00	-	-	-	-	-
A-C	473.54	473.54	0.00	-	-	-	-	-
A-D	109.92	110.25	0.00	550.21	0.200	0.25	8.188	A
D-A	151.32	151.98	0.00	551.95	0.274	0.38	9.017	A
D-BC	75.29	76.21	0.00	278.35	0.270	0.38	17.890	C
C-D	80.56	80.56	0.00	-	-	-	-	-
C-A	307.92	307.92	0.00	-	-	-	-	-
C-B	63.24	63.44	0.00	485.68	0.130	0.15	8.531	A

(Default Analysis Set) - 2015 Survey, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Survey, AM	2015 Survey	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	15.68	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Lane (N)	A	Grinstead Lane (N)		Major
Marsh Barn Ln	B	Marsh Barn Ln		Minor
Grinstead Lan (S)	C	Grinstead Lan (S)		Major
Crabtree Ln	D	Crabtree Ln		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Lane (N)	6.85		0.00	✓	2.50	115.00		
Grinstead Lan (S)	6.60		0.00	✓	2.70	56.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Marsh Barn Ln	One lane	3.80										33	35
Crabtree Ln	One lane plus flare				10.00	7.10	5.60	4.70	4.00		20.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	661.475	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	545.819	0.097	0.245	-	-	-	0.154	0.350	0.154	0.097	0.245
1	B-C	697.640	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	639.392	0.241	0.241	-	-	-	-	-	-	0.241	0.241
1	D-A	673.129	-	-	-	0.251	0.099	0.251	-	0.099	-	-
1	D-BC	480.842	0.134	0.134	0.305	0.213	0.084	0.213	-	0.084	-	-

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

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

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

Traffic 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 (%)
Grinstead Lane (N)	ONE HOUR	✓	747.00	100.000
Marsh Barn Ln	ONE HOUR	✓	122.00	100.000
Grinstead Lan (S)	ONE HOUR	✓	440.00	100.000
Crabtree Ln	ONE HOUR	✓	348.00	100.000

Turning Proportions

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.000	57.000	592.000	98.000
	Marsh Barn Ln	8.000	0.000	97.000	17.000
	Grinstead Lan (S)	265.000	104.000	0.000	71.000
	Crabtree Ln	203.000	43.000	102.000	0.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.00	0.08	0.79	0.13
	Marsh Barn Ln	0.07	0.00	0.80	0.14
	Grinstead Lan (S)	0.60	0.24	0.00	0.16
	Crabtree Ln	0.58	0.12	0.29	0.00

Vehicle Mix

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	1.000	1.000	1.000	1.000
	Marsh Barn Ln	1.000	1.000	1.000	1.000
	Grinstead Lan (S)	1.000	1.000	1.000	1.000
	Crabtree Ln	1.000	1.000	1.000	1.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.0	0.0	0.0	0.0
	Marsh Barn Ln	0.0	0.0	0.0	0.0
	Grinstead Lan (S)	0.0	0.0	0.0	0.0
	Crabtree Ln	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.33	13.25	0.49	B
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.19	7.90	0.24	A
D-A	0.45	12.98	0.80	B
D-BC	0.57	29.75	1.28	D
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.27	11.51	0.36	B

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	91.85	90.94	0.00	491.46	0.187	0.23	8.969	A
A-B	42.91	42.91	0.00	-	-	-	-	-
A-C	445.69	445.69	0.00	-	-	-	-	-
A-D	73.78	73.22	0.00	594.40	0.124	0.14	6.900	A
D-A	152.83	151.37	0.00	566.06	0.270	0.37	8.651	A
D-BC	109.16	107.34	0.00	343.44	0.318	0.45	15.137	C
C-D	53.45	53.45	0.00	-	-	-	-	-
C-A	199.51	199.51	0.00	-	-	-	-	-
C-B	78.30	77.55	0.00	495.17	0.158	0.19	8.607	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	109.68	109.34	0.00	456.40	0.240	0.31	10.362	B
A-B	51.24	51.24	0.00	-	-	-	-	-
A-C	532.20	532.20	0.00	-	-	-	-	-
A-D	88.10	87.95	0.00	581.33	0.152	0.18	7.295	A
D-A	182.49	181.95	0.00	540.33	0.338	0.50	10.013	B
D-BC	130.35	129.47	0.00	316.77	0.412	0.68	19.123	C
C-D	63.83	63.83	0.00	-	-	-	-	-
C-A	238.23	238.23	0.00	-	-	-	-	-
C-B	93.49	93.25	0.00	466.74	0.200	0.25	9.633	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	134.32	133.64	0.00	406.51	0.330	0.48	13.156	B
A-B	62.76	62.76	0.00	-	-	-	-	-
A-C	651.80	651.80	0.00	-	-	-	-	-
A-D	107.90	107.67	0.00	563.31	0.192	0.23	7.896	A
D-A	223.51	222.39	0.00	502.32	0.445	0.78	12.807	B
D-BC	159.65	157.39	0.00	279.88	0.570	1.24	28.852	D
C-D	78.17	78.17	0.00	-	-	-	-	-
C-A	291.77	291.77	0.00	-	-	-	-	-
C-B	114.51	114.06	0.00	427.82	0.268	0.36	11.458	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	134.32	134.30	0.00	405.91	0.331	0.49	13.252	B
A-B	62.76	62.76	0.00	-	-	-	-	-
A-C	651.80	651.80	0.00	-	-	-	-	-
A-D	107.90	107.90	0.00	563.28	0.192	0.24	7.905	A
D-A	223.51	223.46	0.00	500.73	0.446	0.80	12.977	B
D-BC	159.65	159.49	0.00	280.06	0.570	1.28	29.751	D
C-D	78.17	78.17	0.00	-	-	-	-	-
C-A	291.77	291.77	0.00	-	-	-	-	-
C-B	114.51	114.49	0.00	427.28	0.268	0.36	11.509	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	109.68	110.34	0.00	455.55	0.241	0.32	10.450	B
A-B	51.24	51.24	0.00	-	-	-	-	-
A-C	532.20	532.20	0.00	-	-	-	-	-
A-D	88.10	88.32	0.00	581.28	0.152	0.18	7.305	A
D-A	182.49	183.59	0.00	537.99	0.339	0.52	10.188	B
D-BC	130.35	132.58	0.00	317.14	0.411	0.72	19.731	C
C-D	63.83	63.83	0.00	-	-	-	-	-
C-A	238.23	238.23	0.00	-	-	-	-	-
C-B	93.49	93.93	0.00	465.94	0.201	0.25	9.687	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	91.85	92.20	0.00	490.67	0.187	0.23	9.044	A
A-B	42.91	42.91	0.00	-	-	-	-	-
A-C	445.69	445.69	0.00	-	-	-	-	-
A-D	73.78	73.93	0.00	594.33	0.124	0.14	6.921	A
D-A	152.83	153.41	0.00	564.07	0.271	0.38	8.778	A
D-BC	109.16	110.14	0.00	343.64	0.318	0.48	15.481	C
C-D	53.45	53.45	0.00	-	-	-	-	-
C-A	199.51	199.51	0.00	-	-	-	-	-
C-B	78.30	78.55	0.00	494.47	0.158	0.19	8.662	A

(Default Analysis Set) - 2015 Survey, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Survey, PM	2015 Survey	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	14.02	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Lane (N)	A	Grinstead Lane (N)		Major
Marsh Barn Ln	B	Marsh Barn Ln		Minor
Grinstead Lan (S)	C	Grinstead Lan (S)		Major
Crabtree Ln	D	Crabtree Ln		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Lane (N)	6.85		0.00	✓	2.50	115.00		
Grinstead Lan (S)	6.60		0.00	✓	2.70	56.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Marsh Barn Ln	One lane	3.80										33	35
Crabtree Ln	One lane plus flare				10.00	7.10	5.60	4.70	4.00		20.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	661.475	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	545.819	0.097	0.245	-	-	-	0.154	0.350	0.154	0.097	0.245
1	B-C	697.640	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	639.392	0.241	0.241	-	-	-	-	-	-	0.241	0.241
1	D-A	701.063	-	-	-	0.262	0.103	0.262	-	0.103	-	-
1	D-BC	459.449	0.128	0.128	0.291	0.204	0.081	0.204	-	0.081	-	-

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

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

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

Traffic 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 (%)
Grinstead Lane (N)	ONE HOUR	✓	782.00	100.000
Marsh Barn Ln	ONE HOUR	✓	88.00	100.000
Grinstead Lan (S)	ONE HOUR	✓	539.00	100.000
Crabtree Ln	ONE HOUR	✓	274.00	100.000

Turning Proportions

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.000	58.000	588.000	136.000
	Marsh Barn Ln	24.000	0.000	48.000	16.000
	Grinstead Lan (S)	382.000	57.000	0.000	100.000
	Crabtree Ln	188.000	11.000	75.000	0.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.00	0.07	0.75	0.17
	Marsh Barn Ln	0.27	0.00	0.55	0.18
	Grinstead Lan (S)	0.71	0.11	0.00	0.19
	Crabtree Ln	0.69	0.04	0.27	0.00

Vehicle Mix

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	1.000	1.000	1.000	1.000
	Marsh Barn Ln	1.000	1.000	1.000	1.000
	Grinstead Lan (S)	1.000	1.000	1.000	1.000
	Crabtree Ln	1.000	1.000	1.000	1.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.0	0.0	0.0	0.0
	Marsh Barn Ln	0.0	0.0	0.0	0.0
	Grinstead Lan (S)	0.0	0.0	0.0	0.0
	Crabtree Ln	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.28	14.36	0.38	B
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.29	9.74	0.40	A
D-A	0.41	11.96	0.68	B
D-BC	0.42	27.96	0.72	D
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.14	9.44	0.16	A

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	66.25	65.55	0.00	438.67	0.151	0.18	9.630	A
A-B	43.67	43.67	0.00	-	-	-	-	-
A-C	442.68	442.68	0.00	-	-	-	-	-
A-D	102.39	101.51	0.00	564.48	0.181	0.22	7.761	A
D-A	141.54	140.26	0.00	578.83	0.245	0.32	8.185	A
D-BC	64.75	63.66	0.00	298.03	0.217	0.27	15.292	C
C-D	75.29	75.29	0.00	-	-	-	-	-
C-A	287.59	287.59	0.00	-	-	-	-	-
C-B	42.91	42.55	0.00	506.43	0.085	0.09	7.748	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	79.11	78.84	0.00	401.18	0.197	0.24	11.159	B
A-B	52.14	52.14	0.00	-	-	-	-	-
A-C	528.60	528.60	0.00	-	-	-	-	-
A-D	122.26	122.00	0.00	545.58	0.224	0.29	8.494	A
D-A	169.01	168.54	0.00	550.71	0.307	0.44	9.408	A
D-BC	77.31	76.81	0.00	266.56	0.290	0.40	18.919	C
C-D	89.90	89.90	0.00	-	-	-	-	-
C-A	343.41	343.41	0.00	-	-	-	-	-
C-B	51.24	51.14	0.00	480.36	0.107	0.12	8.385	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	96.89	96.35	0.00	347.82	0.279	0.38	14.284	B
A-B	63.86	63.86	0.00	-	-	-	-	-
A-C	647.40	647.40	0.00	-	-	-	-	-
A-D	149.74	149.28	0.00	519.52	0.288	0.40	9.712	A
D-A	206.99	206.05	0.00	508.91	0.407	0.67	11.848	B
D-BC	94.69	93.47	0.00	223.16	0.424	0.70	27.408	D
C-D	110.10	110.10	0.00	-	-	-	-	-
C-A	420.59	420.59	0.00	-	-	-	-	-
C-B	62.76	62.58	0.00	444.56	0.141	0.16	9.421	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	96.89	96.87	0.00	347.46	0.279	0.38	14.363	B
A-B	63.86	63.86	0.00	-	-	-	-	-
A-C	647.40	647.40	0.00	-	-	-	-	-
A-D	149.74	149.73	0.00	519.45	0.288	0.40	9.736	A
D-A	206.99	206.96	0.00	507.74	0.408	0.68	11.964	B
D-BC	94.69	94.62	0.00	223.17	0.424	0.72	27.964	D
C-D	110.10	110.10	0.00	-	-	-	-	-
C-A	420.59	420.59	0.00	-	-	-	-	-
C-B	62.76	62.75	0.00	444.27	0.141	0.16	9.435	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	79.11	79.64	0.00	400.66	0.197	0.25	11.234	B
A-B	52.14	52.14	0.00	-	-	-	-	-
A-C	528.60	528.60	0.00	-	-	-	-	-
A-D	122.26	122.70	0.00	545.48	0.224	0.29	8.525	A
D-A	169.01	169.92	0.00	549.01	0.308	0.45	9.518	A
D-BC	77.31	78.51	0.00	266.66	0.290	0.42	19.251	C
C-D	89.90	89.90	0.00	-	-	-	-	-
C-A	343.41	343.41	0.00	-	-	-	-	-
C-B	51.24	51.41	0.00	479.93	0.107	0.12	8.405	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	66.25	66.53	0.00	438.14	0.151	0.18	9.696	A
A-B	43.67	43.67	0.00	-	-	-	-	-
A-C	442.68	442.68	0.00	-	-	-	-	-
A-D	102.39	102.66	0.00	564.37	0.181	0.22	7.803	A
D-A	141.54	142.03	0.00	577.25	0.245	0.33	8.280	A
D-BC	64.75	65.29	0.00	298.00	0.217	0.28	15.506	C
C-D	75.29	75.29	0.00	-	-	-	-	-
C-A	287.59	287.59	0.00	-	-	-	-	-
C-B	42.91	43.02	0.00	506.03	0.085	0.09	7.778	A

(Default Analysis Set) - 2020 Surveyed Traffic Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2020 Surveyed Traffic Flows, AM	2020 Surveyed Traffic Flows	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	18.31	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Lane (N)	A	Grinstead Lane (N)		Major
Marsh Barn Ln	B	Marsh Barn Ln		Minor
Grinstead Lan (S)	C	Grinstead Lan (S)		Major
Crabtree Ln	D	Crabtree Ln		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Lane (N)	6.85		0.00	✓	2.50	115.00		
Grinstead Lan (S)	6.60		0.00	✓	2.70	56.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Marsh Barn Ln	One lane	3.80										33	35
Crabtree Ln	One lane plus flare				10.00	7.10	5.60	4.70	4.00		20.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	661.475	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	545.819	0.097	0.245	-	-	-	0.154	0.350	0.154	0.097	0.245
1	B-C	697.640	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	639.392	0.241	0.241	-	-	-	-	-	-	0.241	0.241
1	D-A	673.129	-	-	-	0.251	0.099	0.251	-	0.099	-	-
1	D-BC	480.842	0.134	0.134	0.305	0.213	0.084	0.213	-	0.084	-	-

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

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

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

Traffic 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 (%)
Grinstead Lane (N)	ONE HOUR	✓	800.00	100.000
Marsh Barn Ln	ONE HOUR	✓	131.00	100.000
Grinstead Lan (S)	ONE HOUR	✓	470.00	100.000
Crabtree Ln	ONE HOUR	✓	372.00	100.000

Turning Proportions

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.000	61.000	634.000	105.000
	Marsh Barn Ln	9.000	0.000	104.000	18.000
	Grinstead Lan (S)	283.000	111.000	0.000	76.000
	Crabtree Ln	217.000	46.000	109.000	0.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.00	0.08	0.79	0.13
	Marsh Barn Ln	0.07	0.00	0.79	0.14
	Grinstead Lan (S)	0.60	0.24	0.00	0.16
	Crabtree Ln	0.58	0.12	0.29	0.00

Vehicle Mix

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	1.000	1.000	1.000	1.000
	Marsh Barn Ln	1.000	1.000	1.000	1.000
	Grinstead Lan (S)	1.000	1.000	1.000	1.000
	Crabtree Ln	1.000	1.000	1.000	1.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.0	0.0	0.0	0.0
	Marsh Barn Ln	0.0	0.0	0.0	0.0
	Grinstead Lan (S)	0.0	0.0	0.0	0.0
	Crabtree Ln	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.37	14.92	0.59	B
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.21	8.17	0.26	A
D-A	0.49	14.67	0.96	B
D-BC	0.64	37.35	1.70	E
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.30	12.42	0.42	B

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	98.62	97.60	0.00	478.76	0.206	0.26	9.419	A
A-B	45.92	45.92	0.00	-	-	-	-	-
A-C	477.31	477.31	0.00	-	-	-	-	-
A-D	79.05	78.44	0.00	589.75	0.134	0.15	7.031	A
D-A	163.37	161.73	0.00	557.49	0.293	0.41	9.060	A
D-BC	116.69	114.60	0.00	333.76	0.350	0.52	16.279	C
C-D	57.22	57.22	0.00	-	-	-	-	-
C-A	213.06	213.06	0.00	-	-	-	-	-
C-B	83.57	82.74	0.00	485.00	0.172	0.21	8.932	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	117.77	117.36	0.00	440.76	0.267	0.36	11.116	B
A-B	54.84	54.84	0.00	-	-	-	-	-
A-C	569.95	569.95	0.00	-	-	-	-	-
A-D	94.39	94.23	0.00	575.78	0.164	0.19	7.474	A
D-A	195.08	194.42	0.00	529.06	0.369	0.57	10.736	B
D-BC	139.34	138.21	0.00	305.21	0.457	0.81	21.401	C
C-D	68.32	68.32	0.00	-	-	-	-	-
C-A	254.41	254.41	0.00	-	-	-	-	-
C-B	99.79	99.50	0.00	454.53	0.220	0.28	10.131	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	144.23	143.34	0.00	386.21	0.373	0.58	14.768	B
A-B	67.16	67.16	0.00	-	-	-	-	-
A-C	698.05	698.05	0.00	-	-	-	-	-
A-D	115.61	115.35	0.00	556.51	0.208	0.26	8.155	A
D-A	238.92	237.47	0.00	486.38	0.491	0.94	14.376	B
D-BC	170.66	167.38	0.00	265.73	0.642	1.63	35.452	E
C-D	83.68	83.68	0.00	-	-	-	-	-
C-A	311.59	311.59	0.00	-	-	-	-	-
C-B	122.21	121.67	0.00	412.82	0.296	0.41	12.341	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	144.23	144.20	0.00	385.34	0.374	0.59	14.924	B
A-B	67.16	67.16	0.00	-	-	-	-	-
A-C	698.05	698.05	0.00	-	-	-	-	-
A-D	115.61	115.60	0.00	556.46	0.208	0.26	8.165	A
D-A	238.92	238.84	0.00	484.05	0.494	0.96	14.670	B
D-BC	170.66	170.37	0.00	265.98	0.642	1.70	37.350	E
C-D	83.68	83.68	0.00	-	-	-	-	-
C-A	311.59	311.59	0.00	-	-	-	-	-
C-B	122.21	122.19	0.00	412.03	0.297	0.42	12.418	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	117.77	118.64	0.00	439.56	0.268	0.37	11.247	B
A-B	54.84	54.84	0.00	-	-	-	-	-
A-C	569.95	569.95	0.00	-	-	-	-	-
A-D	94.39	94.64	0.00	575.71	0.164	0.20	7.489	A
D-A	195.08	196.51	0.00	525.73	0.371	0.60	10.981	B
D-BC	139.34	142.65	0.00	305.74	0.456	0.87	22.488	C
C-D	68.32	68.32	0.00	-	-	-	-	-
C-A	254.41	254.41	0.00	-	-	-	-	-
C-B	99.79	100.31	0.00	453.39	0.220	0.29	10.212	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	98.62	99.06	0.00	477.81	0.206	0.26	9.517	A
A-B	45.92	45.92	0.00	-	-	-	-	-
A-C	477.31	477.31	0.00	-	-	-	-	-
A-D	79.05	79.22	0.00	589.68	0.134	0.16	7.056	A
D-A	163.37	164.08	0.00	555.08	0.294	0.42	9.223	A
D-BC	116.69	117.98	0.00	334.00	0.349	0.55	16.763	C
C-D	57.22	57.22	0.00	-	-	-	-	-
C-A	213.06	213.06	0.00	-	-	-	-	-
C-B	83.57	83.87	0.00	484.16	0.173	0.21	8.999	A

(Default Analysis Set) - 2020 Surveyed Traffic Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2020 Surveyed Traffic Flows, PM	2020 Surveyed Traffic Flows	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	15.95	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Lane (N)	A	Grinstead Lane (N)		Major
Marsh Barn Ln	B	Marsh Barn Ln		Minor
Grinstead Lan (S)	C	Grinstead Lan (S)		Major
Crabtree Ln	D	Crabtree Ln		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Lane (N)	6.85		0.00	✓	2.50	115.00		
Grinstead Lan (S)	6.60		0.00	✓	2.70	56.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Marsh Barn Ln	One lane	3.80										33	35
Crabtree Ln	One lane plus flare				10.00	7.10	5.60	4.70	4.00		20.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	661.475	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	545.819	0.097	0.245	-	-	-	0.154	0.350	0.154	0.097	0.245
1	B-C	697.640	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	639.392	0.241	0.241	-	-	-	-	-	-	0.241	0.241
1	D-A	701.029	-	-	-	0.262	0.103	0.262	-	0.103	-	-
1	D-BC	459.474	0.128	0.128	0.291	0.204	0.081	0.204	-	0.081	-	-

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

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

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

Traffic 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 (%)
Grinstead Lane (N)	ONE HOUR	✓	837.00	100.000
Marsh Barn Ln	ONE HOUR	✓	94.00	100.000
Grinstead Lan (S)	ONE HOUR	✓	577.00	100.000
Crabtree Ln	ONE HOUR	✓	293.00	100.000

Turning Proportions

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.000	62.000	629.000	146.000
	Marsh Barn Ln	26.000	0.000	51.000	17.000
	Grinstead Lan (S)	409.000	61.000	0.000	107.000
	Crabtree Ln	201.000	12.000	80.000	0.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.00	0.07	0.75	0.17
	Marsh Barn Ln	0.28	0.00	0.54	0.18
	Grinstead Lan (S)	0.71	0.11	0.00	0.19
	Crabtree Ln	0.69	0.04	0.27	0.00

Vehicle Mix

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	1.000	1.000	1.000	1.000
	Marsh Barn Ln	1.000	1.000	1.000	1.000
	Grinstead Lan (S)	1.000	1.000	1.000	1.000
	Crabtree Ln	1.000	1.000	1.000	1.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.0	0.0	0.0	0.0
	Marsh Barn Ln	0.0	0.0	0.0	0.0
	Grinstead Lan (S)	0.0	0.0	0.0	0.0
	Crabtree Ln	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	16.20	0.46	C
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.32	10.33	0.46	B
D-A	0.45	13.43	0.81	B
D-BC	0.49	34.12	0.93	D
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.16	9.91	0.18	A

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	70.77	69.98	0.00	424.82	0.167	0.20	10.123	B
A-B	46.68	46.68	0.00	-	-	-	-	-
A-C	473.54	473.54	0.00	-	-	-	-	-
A-D	109.92	108.95	0.00	557.61	0.197	0.24	8.008	A
D-A	151.32	149.89	0.00	569.11	0.266	0.36	8.559	A
D-BC	69.26	68.02	0.00	286.58	0.242	0.31	16.382	C
C-D	80.56	80.56	0.00	-	-	-	-	-
C-A	307.92	307.92	0.00	-	-	-	-	-
C-B	45.92	45.52	0.00	497.17	0.092	0.10	7.963	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	84.50	84.18	0.00	384.22	0.220	0.28	11.984	B
A-B	55.74	55.74	0.00	-	-	-	-	-
A-C	565.46	565.46	0.00	-	-	-	-	-
A-D	131.25	130.95	0.00	537.36	0.244	0.32	8.852	A
D-A	180.69	180.13	0.00	538.08	0.336	0.50	10.041	B
D-BC	82.71	82.07	0.00	252.86	0.327	0.47	20.994	C
C-D	96.19	96.19	0.00	-	-	-	-	-
C-A	367.68	367.68	0.00	-	-	-	-	-
C-B	54.84	54.72	0.00	469.26	0.117	0.13	8.681	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	103.50	102.79	0.00	326.10	0.317	0.45	16.069	C
A-B	68.26	68.26	0.00	-	-	-	-	-
A-C	692.54	692.54	0.00	-	-	-	-	-
A-D	160.75	160.21	0.00	509.44	0.316	0.45	10.276	B
D-A	221.31	220.10	0.00	490.95	0.451	0.80	13.230	B
D-BC	101.29	99.57	0.00	206.37	0.491	0.90	33.173	D
C-D	117.81	117.81	0.00	-	-	-	-	-
C-A	450.32	450.32	0.00	-	-	-	-	-
C-B	67.16	66.96	0.00	430.94	0.156	0.18	9.885	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	103.50	103.47	0.00	325.59	0.318	0.46	16.202	C
A-B	68.26	68.26	0.00	-	-	-	-	-
A-C	692.54	692.54	0.00	-	-	-	-	-
A-D	160.75	160.73	0.00	509.36	0.316	0.46	10.326	B
D-A	221.31	221.25	0.00	489.27	0.452	0.81	13.426	B
D-BC	101.29	101.18	0.00	206.39	0.491	0.93	34.116	D
C-D	117.81	117.81	0.00	-	-	-	-	-
C-A	450.32	450.32	0.00	-	-	-	-	-
C-B	67.16	67.16	0.00	430.52	0.156	0.18	9.906	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	84.50	85.19	0.00	383.52	0.220	0.29	12.096	B
A-B	55.74	55.74	0.00	-	-	-	-	-
A-C	565.46	565.46	0.00	-	-	-	-	-
A-D	131.25	131.77	0.00	537.24	0.244	0.33	8.889	A
D-A	180.69	181.88	0.00	535.73	0.337	0.52	10.209	B
D-BC	82.71	84.42	0.00	253.01	0.327	0.50	21.560	C
C-D	96.19	96.19	0.00	-	-	-	-	-
C-A	367.68	367.68	0.00	-	-	-	-	-
C-B	54.84	55.04	0.00	468.67	0.117	0.13	8.707	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	70.77	71.11	0.00	424.19	0.167	0.20	10.205	B
A-B	46.68	46.68	0.00	-	-	-	-	-
A-C	473.54	473.54	0.00	-	-	-	-	-
A-D	109.92	110.23	0.00	557.48	0.197	0.25	8.056	A
D-A	151.32	151.92	0.00	567.23	0.267	0.37	8.682	A
D-BC	69.26	69.96	0.00	286.54	0.242	0.33	16.677	C
C-D	80.56	80.56	0.00	-	-	-	-	-
C-A	307.92	307.92	0.00	-	-	-	-	-
C-B	45.92	46.05	0.00	496.68	0.092	0.10	7.990	A

(Default Analysis Set) - Baseline with Development Traffic Flows-No Growth, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
Baseline with Development Traffic Flows-No Growth, AM	Baseline with Development Traffic Flows-No Growth	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	21.23	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Lane (N)	A	Grinstead Lane (N)		Major
Marsh Barn Ln	B	Marsh Barn Ln		Minor
Grinstead Lan (S)	C	Grinstead Lan (S)		Major
Crabtree Ln	D	Crabtree Ln		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Lane (N)	6.85		0.00	✓	2.50	115.00		
Grinstead Lan (S)	6.60		0.00	✓	2.70	56.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Marsh Barn Ln	One lane	3.80										33	35
Crabtree Ln	One lane plus flare				10.00	7.10	5.60	4.70	4.00		20.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	661.475	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	545.819	0.097	0.245	-	-	-	0.154	0.350	0.154	0.097	0.245
1	B-C	697.640	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	639.392	0.241	0.241	-	-	-	-	-	-	0.241	0.241
1	D-A	671.774	-	-	-	0.251	0.099	0.251	-	0.099	-	-
1	D-BC	481.879	0.134	0.134	0.305	0.214	0.085	0.214	-	0.085	-	-

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

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

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

Traffic 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 (%)
Grinstead Lane (N)	ONE HOUR	✓	768.00	100.000
Marsh Barn Ln	ONE HOUR	✓	203.00	100.000
Grinstead Lan (S)	ONE HOUR	✓	449.00	100.000
Crabtree Ln	ONE HOUR	✓	351.00	100.000

Turning Proportions

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.000	78.000	592.000	98.000
	Marsh Barn Ln	58.000	0.000	120.000	25.000
	Grinstead Lan (S)	265.000	113.000	0.000	71.000
	Crabtree Ln	203.000	46.000	102.000	0.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.00	0.10	0.77	0.13
	Marsh Barn Ln	0.29	0.00	0.59	0.12
	Grinstead Lan (S)	0.59	0.25	0.00	0.16
	Crabtree Ln	0.58	0.13	0.29	0.00

Vehicle Mix

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	1.000	1.000	1.000	1.000
	Marsh Barn Ln	1.000	1.000	1.000	1.000
	Grinstead Lan (S)	1.000	1.000	1.000	1.000
	Crabtree Ln	1.000	1.000	1.000	1.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.0	0.0	0.0	0.0
	Marsh Barn Ln	0.0	0.0	0.0	0.0
	Grinstead Lan (S)	0.0	0.0	0.0	0.0
	Crabtree Ln	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.65	29.66	1.77	D
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.20	8.20	0.24	A
D-A	0.47	14.05	0.86	B
D-BC	0.62	35.08	1.53	E
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.30	12.15	0.42	B

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	152.83	150.74	0.00	439.41	0.348	0.52	12.384	B
A-B	58.72	58.72	0.00	-	-	-	-	-
A-C	445.69	445.69	0.00	-	-	-	-	-
A-D	73.78	73.21	0.00	583.62	0.126	0.14	7.046	A
D-A	152.83	151.32	0.00	553.24	0.276	0.38	8.925	A
D-BC	111.42	109.47	0.00	333.51	0.334	0.49	15.937	C
C-D	53.45	53.45	0.00	-	-	-	-	-
C-A	199.51	199.51	0.00	-	-	-	-	-
C-B	85.07	84.24	0.00	490.81	0.173	0.21	8.837	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	182.49	181.33	0.00	400.28	0.456	0.81	16.352	C
A-B	70.12	70.12	0.00	-	-	-	-	-
A-C	532.20	532.20	0.00	-	-	-	-	-
A-D	88.10	87.95	0.00	568.30	0.155	0.18	7.493	A
D-A	182.49	181.90	0.00	524.52	0.348	0.52	10.487	B
D-BC	133.05	132.02	0.00	304.59	0.437	0.75	20.729	C
C-D	63.83	63.83	0.00	-	-	-	-	-
C-A	238.23	238.23	0.00	-	-	-	-	-
C-B	101.58	101.30	0.00	461.50	0.220	0.28	9.986	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	223.51	219.95	0.00	344.61	0.649	1.70	28.097	D
A-B	85.88	85.88	0.00	-	-	-	-	-
A-C	651.80	651.80	0.00	-	-	-	-	-
A-D	107.90	107.66	0.00	547.29	0.197	0.24	8.184	A
D-A	223.51	222.24	0.00	481.82	0.464	0.84	13.799	B
D-BC	162.95	160.07	0.00	264.68	0.616	1.47	33.504	D
C-D	78.17	78.17	0.00	-	-	-	-	-
C-A	291.77	291.77	0.00	-	-	-	-	-
C-B	124.42	123.88	0.00	421.38	0.295	0.41	12.079	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	223.51	223.21	0.00	343.81	0.650	1.77	29.664	D
A-B	85.88	85.88	0.00	-	-	-	-	-
A-C	651.80	651.80	0.00	-	-	-	-	-
A-D	107.90	107.89	0.00	546.93	0.197	0.24	8.199	A
D-A	223.51	223.44	0.00	479.46	0.466	0.86	14.053	B
D-BC	162.95	162.71	0.00	264.68	0.616	1.53	35.081	E
C-D	78.17	78.17	0.00	-	-	-	-	-
C-A	291.77	291.77	0.00	-	-	-	-	-
C-B	124.42	124.40	0.00	420.68	0.296	0.42	12.148	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	182.49	186.11	0.00	399.15	0.457	0.87	17.169	C
A-B	70.12	70.12	0.00	-	-	-	-	-
A-C	532.20	532.20	0.00	-	-	-	-	-
A-D	88.10	88.34	0.00	567.79	0.155	0.19	7.511	A
D-A	182.49	183.74	0.00	521.15	0.350	0.55	10.710	B
D-BC	133.05	135.94	0.00	304.75	0.437	0.81	21.669	C
C-D	63.83	63.83	0.00	-	-	-	-	-
C-A	238.23	238.23	0.00	-	-	-	-	-
C-B	101.58	102.10	0.00	460.50	0.221	0.29	10.060	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	152.83	154.12	0.00	438.44	0.349	0.55	12.718	B
A-B	58.72	58.72	0.00	-	-	-	-	-
A-C	445.69	445.69	0.00	-	-	-	-	-
A-D	73.78	73.94	0.00	583.27	0.126	0.15	7.069	A
D-A	152.83	153.47	0.00	550.74	0.278	0.39	9.076	A
D-BC	111.42	112.58	0.00	333.53	0.334	0.51	16.377	C
C-D	53.45	53.45	0.00	-	-	-	-	-
C-A	199.51	199.51	0.00	-	-	-	-	-
C-B	85.07	85.37	0.00	490.03	0.174	0.21	8.902	A

(Default Analysis Set) - Baseline with Development Traffic Flows-No Growth, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
Baseline with Development Traffic Flows-No Growth, PM	Baseline with Development Traffic Flows-No Growth	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	17.35	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Lane (N)	A	Grinstead Lane (N)		Major
Marsh Barn Ln	B	Marsh Barn Ln		Minor
Grinstead Lan (S)	C	Grinstead Lan (S)		Major
Crabtree Ln	D	Crabtree Ln		Minor

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Lane (N)	6.85		0.00	✓	2.50	115.00		
Grinstead Lan (S)	6.60		0.00	✓	2.70	56.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Marsh Barn Ln	One lane	3.80										33	35
Crabtree Ln	One lane plus flare				10.00	7.10	5.60	4.70	4.00		20.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	661.475	-	-	-	0.247	0.247	0.247	-	0.247	-	-
1	B-AD	545.819	0.097	0.245	-	-	-	0.154	0.350	0.154	0.097	0.245
1	B-C	697.640	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	639.392	0.241	0.241	-	-	-	-	-	-	0.241	0.241
1	D-A	695.773	-	-	-	0.260	0.103	0.260	-	0.103	-	-
1	D-BC	463.499	0.129	0.129	0.294	0.205	0.081	0.205	-	0.081	-	-

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

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

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

Traffic 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 (%)
Grinstead Lane (N)	ONE HOUR	✓	834.00	100.000
Marsh Barn Ln	ONE HOUR	✓	141.00	100.000
Grinstead Lan (S)	ONE HOUR	✓	562.00	100.000
Crabtree Ln	ONE HOUR	✓	282.00	100.000

Turning Proportions

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.000	110.000	588.000	136.000
	Marsh Barn Ln	57.000	0.000	63.000	21.000
	Grinstead Lan (S)	382.000	80.000	0.000	100.000
	Crabtree Ln	188.000	19.000	75.000	0.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.00	0.13	0.71	0.16
	Marsh Barn Ln	0.40	0.00	0.45	0.15
	Grinstead Lan (S)	0.68	0.14	0.00	0.18
	Crabtree Ln	0.67	0.07	0.27	0.00

Vehicle Mix

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	1.000	1.000	1.000	1.000
	Marsh Barn Ln	1.000	1.000	1.000	1.000
	Grinstead Lan (S)	1.000	1.000	1.000	1.000
	Crabtree Ln	1.000	1.000	1.000	1.000

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

		To			
From		Grinstead Lane (N)	Marsh Barn Ln	Grinstead Lan (S)	Crabtree Ln
	Grinstead Lane (N)	0.0	0.0	0.0	0.0
	Marsh Barn Ln	0.0	0.0	0.0	0.0
	Grinstead Lan (S)	0.0	0.0	0.0	0.0
	Crabtree Ln	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.50	23.11	0.97	C
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.29	10.03	0.41	B
D-A	0.43	12.98	0.74	B
D-BC	0.49	33.78	0.94	D
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.21	10.59	0.26	B

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	106.15	104.78	0.00	409.29	0.259	0.34	11.770	B
A-B	82.81	82.81	0.00	-	-	-	-	-
A-C	442.68	442.68	0.00	-	-	-	-	-
A-D	102.39	101.50	0.00	557.42	0.184	0.22	7.881	A
D-A	141.54	140.21	0.00	564.00	0.251	0.33	8.469	A
D-BC	70.77	69.51	0.00	290.19	0.244	0.31	16.225	C
C-D	75.29	75.29	0.00	-	-	-	-	-
C-A	287.59	287.59	0.00	-	-	-	-	-
C-B	60.23	59.68	0.00	495.53	0.122	0.14	8.250	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	126.76	126.09	0.00	368.75	0.344	0.51	14.794	B
A-B	98.89	98.89	0.00	-	-	-	-	-
A-C	528.60	528.60	0.00	-	-	-	-	-
A-D	122.26	121.99	0.00	537.03	0.228	0.29	8.668	A
D-A	169.01	168.50	0.00	532.98	0.317	0.46	9.863	A
D-BC	84.50	83.86	0.00	256.33	0.330	0.48	20.790	C
C-D	89.90	89.90	0.00	-	-	-	-	-
C-A	343.41	343.41	0.00	-	-	-	-	-
C-B	71.92	71.75	0.00	467.31	0.154	0.18	9.097	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	155.24	153.49	0.00	311.16	0.499	0.95	22.578	C
A-B	121.11	121.11	0.00	-	-	-	-	-
A-C	647.40	647.40	0.00	-	-	-	-	-
A-D	149.74	149.26	0.00	509.02	0.294	0.41	9.994	A
D-A	206.99	205.92	0.00	486.05	0.426	0.72	12.801	B
D-BC	103.50	101.75	0.00	209.70	0.494	0.91	32.821	D
C-D	110.10	110.10	0.00	-	-	-	-	-
C-A	420.59	420.59	0.00	-	-	-	-	-
C-B	88.08	87.78	0.00	428.55	0.206	0.26	10.554	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	155.24	155.15	0.00	310.64	0.500	0.97	23.113	C
A-B	121.11	121.11	0.00	-	-	-	-	-
A-C	647.40	647.40	0.00	-	-	-	-	-
A-D	149.74	149.73	0.00	508.78	0.294	0.41	10.026	B
D-A	206.99	206.94	0.00	484.21	0.427	0.74	12.977	B
D-BC	103.50	103.38	0.00	209.63	0.494	0.94	33.780	D
C-D	110.10	110.10	0.00	-	-	-	-	-
C-A	420.59	420.59	0.00	-	-	-	-	-
C-B	88.08	88.07	0.00	428.12	0.206	0.26	10.586	B

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	126.76	128.50	0.00	368.02	0.344	0.54	15.134	C
A-B	98.89	98.89	0.00	-	-	-	-	-
A-C	528.60	528.60	0.00	-	-	-	-	-
A-D	122.26	122.72	0.00	536.69	0.228	0.30	8.707	A
D-A	169.01	170.05	0.00	530.39	0.319	0.48	10.019	B
D-BC	84.50	86.24	0.00	256.37	0.330	0.51	21.366	C
C-D	89.90	89.90	0.00	-	-	-	-	-
C-A	343.41	343.41	0.00	-	-	-	-	-
C-B	71.92	72.21	0.00	466.70	0.154	0.18	9.133	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	106.15	106.88	0.00	408.61	0.260	0.36	11.959	B
A-B	82.81	82.81	0.00	-	-	-	-	-
A-C	442.68	442.68	0.00	-	-	-	-	-
A-D	102.39	102.67	0.00	557.13	0.184	0.23	7.927	A
D-A	141.54	142.07	0.00	561.96	0.252	0.34	8.584	A
D-BC	70.77	71.48	0.00	290.07	0.244	0.33	16.523	C
C-D	75.29	75.29	0.00	-	-	-	-	-
C-A	287.59	287.59	0.00	-	-	-	-	-
C-B	60.23	60.41	0.00	495.04	0.122	0.14	8.285	A



APPENDIX B

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]
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Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: <http://www.trlsoftware.co.uk>

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Filename: Grinstead Ln and Curvins Way.arc8

Path: N:\Vectos Job Data\2014\VN40408 New Monks Farm, Lancing\Picady

Report generation date: 26/05/2015 15:18:11

-
- » (Default Analysis Set) - Baseline with Development, AM
 - » (Default Analysis Set) - Baseline with Development, PM
 - » (Default Analysis Set) - 2015 Survey, AM
 - » (Default Analysis Set) - 2015 Survey, PM
 - » (Default Analysis Set) - 2020 Surveyed Traffic Flows, AM
 - » (Default Analysis Set) - 2020 Surveyed Traffic Flows, PM
 - » (Default Analysis Set) - Baseline with Development Traffic Flows - No Growth, AM
 - » (Default Analysis Set) - Baseline with Development Traffic Flows - No Growth, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2015 Survey								
Stream B-C	0.08	8.43	0.07	A	0.04	7.30	0.04	A
Stream B-A	1.12	30.48	0.54	D	0.13	17.77	0.12	C
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.01	7.68	0.01	A	0.08	8.36	0.08	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2020 Surveyed Traffic Flows								
Stream B-C	0.09	9.07	0.08	A	0.05	7.62	0.05	A
Stream B-A	1.57	40.19	0.62	E	0.16	20.08	0.14	C
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.01	7.93	0.01	A	0.10	8.74	0.09	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - Baseline with Development								
Stream B-C	0.09	9.39	0.08	A	0.05	7.92	0.05	A
Stream B-A	1.82	47.23	0.66	E	0.18	22.50	0.16	C
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.01	8.04	0.01	A	0.10	9.07	0.09	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - Baseline with Development Traffic Flows - No Growth								
Stream B-C	0.08	8.64	0.07	A	0.05	7.58	0.04	A
Stream B-A	1.26	34.46	0.57	D	0.15	19.62	0.13	C
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.01	7.78	0.01	A	0.09	8.66	0.08	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - Baseline with Development, AM" model duration: 07:45 - 09:15

"D2 - Baseline with Development, PM" model duration: 16:45 - 18:15

"D3 - 2015 Survey, AM" model duration: 07:45 - 09:15

"D4 - 2015 Survey, PM" model duration: 16:45 - 18:15

"D5 - 2020 Surveyed Traffic Flows, AM" model duration: 07:45 - 09:15

"D6 - 2020 Surveyed Traffic Flows, PM" model duration: 16:45 - 18:15

"D7 - Baseline with Development Traffic Flows - No Growth, AM" model duration: 07:45 - 09:15

"D8 - Baseline with Development Traffic Flows - No Growth, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 26/05/2015 15:18:08

File summary

Title	Grinstead Lane and Curvin Way
Location	Lancing
Site Number	
Date	22/04/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	VN40408
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	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	s	-Min	perMin

(Default Analysis Set) - Baseline with Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
Baseline with Development, AM	Baseline with Development	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	39.14	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Ln N	A	Grinstead Ln N		Major
Curvins Way	B	Curvins Way		Minor
Grinstead Ln S	C	Grinstead Ln S		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Ln S	6.45		0.00	✓	2.45	160.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Curvins Way	One lane plus flare				10.00	4.30	3.10	3.00	2.90		10.00	23	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.632	0.094	0.239	0.150	0.341
1	B-C	765.493	0.115	0.291	-	-
1	C-B	684.759	0.260	0.260	-	-

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

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

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

Traffic 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 (%)
Grinstead Ln N	ONE HOUR	✓	812.00	100.000
Curvins Way	ONE HOUR	✓	165.00	100.000
Grinstead Ln S	ONE HOUR	✓	595.00	100.000

Turning Proportions

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.000	32.000	780.000
	Curvins Way	133.000	0.000	32.000
	Grinstead Ln S	591.000	4.000	0.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.00	0.04	0.96
	Curvins Way	0.81	0.00	0.19
	Grinstead Ln S	0.99	0.01	0.00

Vehicle Mix

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	1.000	1.000	1.000
	Curvins Way	1.000	1.000	1.000
	Grinstead Ln S	1.000	1.000	1.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.0	0.0	0.0
	Curvins Way	0.0	0.0	0.0
	Grinstead Ln S	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	9.39	0.09	A
B-A	0.66	47.23	1.82	E
C-A	-	-	-	-
C-B	0.01	8.04	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.09	23.91	0.00	545.43	0.044	0.05	6.901	A
B-A	100.13	98.34	0.00	318.43	0.314	0.45	16.233	C
C-A	444.94	444.94	0.00	-	-	-	-	-
C-B	3.01	2.99	0.00	525.74	0.006	0.01	6.886	A
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	587.22	587.22	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.77	28.71	0.00	497.25	0.058	0.06	7.682	A
B-A	119.56	118.45	0.00	277.62	0.431	0.73	22.453	C
C-A	531.30	531.30	0.00	-	-	-	-	-
C-B	3.60	3.59	0.00	494.88	0.007	0.01	7.326	A
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	701.20	701.20	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.23	35.12	0.00	422.01	0.083	0.09	9.301	A
B-A	146.44	142.46	0.00	221.21	0.662	1.72	43.674	E
C-A	650.70	650.70	0.00	-	-	-	-	-
C-B	4.40	4.39	0.00	452.21	0.010	0.01	8.038	A
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	858.80	858.80	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.23	35.23	0.00	418.48	0.084	0.09	9.393	A
B-A	146.44	146.02	0.00	221.20	0.662	1.82	47.233	E
C-A	650.70	650.70	0.00	-	-	-	-	-
C-B	4.40	4.40	0.00	452.21	0.010	0.01	8.038	A
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	858.80	858.80	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.77	28.88	0.00	494.47	0.058	0.06	7.735	A
B-A	119.56	123.71	0.00	277.62	0.431	0.79	23.963	C
C-A	531.30	531.30	0.00	-	-	-	-	-
C-B	3.60	3.61	0.00	494.88	0.007	0.01	7.327	A
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	701.20	701.20	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.09	24.15	0.00	543.96	0.044	0.05	6.925	A
B-A	100.13	101.40	0.00	318.42	0.314	0.47	16.684	C
C-A	444.94	444.94	0.00	-	-	-	-	-
C-B	3.01	3.02	0.00	525.74	0.006	0.01	6.888	A
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	587.22	587.22	0.00	-	-	-	-	-

(Default Analysis Set) - Baseline with Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
Baseline with Development, PM	Baseline with Development	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.10	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Ln N	A	Grinstead Ln N		Major
Curvins Way	B	Curvins Way		Minor
Grinstead Ln S	C	Grinstead Ln S		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Ln S	6.45		0.00	✓	2.45	160.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Curvins Way	One lane plus flare				10.00	4.30	3.10	3.00	2.90		10.00	23	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.632	0.094	0.239	0.150	0.341
1	B-C	765.493	0.115	0.291	-	-
1	C-B	684.759	0.260	0.260	-	-

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

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

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

Traffic 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 (%)
Grinstead Ln N	ONE HOUR	✓	867.00	100.000
Curvins Way	ONE HOUR	✓	48.00	100.000
Grinstead Ln S	ONE HOUR	✓	675.00	100.000

Turning Proportions

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.000	51.000	816.000
	Curvins Way	27.000	0.000	21.000
	Grinstead Ln S	639.000	36.000	0.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.00	0.06	0.94
	Curvins Way	0.56	0.00	0.44
	Grinstead Ln S	0.95	0.05	0.00

Vehicle Mix

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	1.000	1.000	1.000
	Curvins Way	1.000	1.000	1.000
	Grinstead Ln S	1.000	1.000	1.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.0	0.0	0.0
	Curvins Way	0.0	0.0	0.0
	Grinstead Ln S	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.92	0.05	A
B-A	0.16	22.50	0.18	C
C-A	-	-	-	-
C-B	0.09	9.07	0.10	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.81	15.70	0.00	572.47	0.028	0.03	6.463	A
B-A	20.33	20.04	0.00	296.98	0.068	0.07	12.986	B
C-A	481.07	481.07	0.00	-	-	-	-	-
C-B	27.10	26.88	0.00	514.97	0.053	0.06	7.372	A
A-B	38.40	38.40	0.00	-	-	-	-	-
A-C	614.33	614.33	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	18.88	18.85	0.00	533.58	0.035	0.04	6.993	A
B-A	24.27	24.14	0.00	251.94	0.096	0.10	15.797	C
C-A	574.45	574.45	0.00	-	-	-	-	-
C-B	32.36	32.30	0.00	482.02	0.067	0.07	8.004	A
A-B	45.85	45.85	0.00	-	-	-	-	-
A-C	733.57	733.57	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.12	23.07	0.00	478.01	0.048	0.05	7.912	A
B-A	29.73	29.42	0.00	189.75	0.157	0.18	22.411	C
C-A	703.55	703.55	0.00	-	-	-	-	-
C-B	39.64	39.53	0.00	436.45	0.091	0.10	9.068	A
A-B	56.15	56.15	0.00	-	-	-	-	-
A-C	898.43	898.43	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.12	23.12	0.00	477.81	0.048	0.05	7.917	A
B-A	29.73	29.72	0.00	189.71	0.157	0.18	22.497	C
C-A	703.55	703.55	0.00	-	-	-	-	-
C-B	39.64	39.63	0.00	436.45	0.091	0.10	9.071	A
A-B	56.15	56.15	0.00	-	-	-	-	-
A-C	898.43	898.43	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	18.88	18.93	0.00	533.33	0.035	0.04	7.001	A
B-A	24.27	24.57	0.00	251.88	0.096	0.11	15.859	C
C-A	574.45	574.45	0.00	-	-	-	-	-
C-B	32.36	32.47	0.00	482.02	0.067	0.07	8.009	A
A-B	45.85	45.85	0.00	-	-	-	-	-
A-C	733.57	733.57	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.81	15.84	0.00	572.26	0.028	0.03	6.472	A
B-A	20.33	20.46	0.00	296.88	0.068	0.07	13.032	B
C-A	481.07	481.07	0.00	-	-	-	-	-
C-B	27.10	27.17	0.00	514.97	0.053	0.06	7.380	A
A-B	38.40	38.40	0.00	-	-	-	-	-
A-C	614.33	614.33	0.00	-	-	-	-	-

(Default Analysis Set) - 2015 Survey, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Survey, AM	2015 Survey	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	25.72	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Ln N	A	Grinstead Ln N		Major
Curvins Way	B	Curvins Way		Minor
Grinstead Ln S	C	Grinstead Ln S		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Ln S	6.45		0.00	✓	2.45	160.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Curvins Way	One lane plus flare				10.00	4.30	3.10	3.00	2.90		10.00	23	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.632	0.094	0.239	0.150	0.341
1	B-C	765.493	0.115	0.291	-	-
1	C-B	684.759	0.260	0.260	-	-

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

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

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

Traffic 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 (%)
Grinstead Ln N	ONE HOUR	✓	739.00	100.000
Curvins Way	ONE HOUR	✓	154.00	100.000
Grinstead Ln S	ONE HOUR	✓	510.00	100.000

Turning Proportions

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.000	30.000	709.000
	Curvins Way	124.000	0.000	30.000
	Grinstead Ln S	506.000	4.000	0.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.00	0.04	0.96
	Curvins Way	0.81	0.00	0.19
	Grinstead Ln S	0.99	0.01	0.00

Vehicle Mix

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	1.000	1.000	1.000
	Curvins Way	1.000	1.000	1.000
	Grinstead Ln S	1.000	1.000	1.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.0	0.0	0.0
	Curvins Way	0.0	0.0	0.0
	Grinstead Ln S	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	8.43	0.08	A
B-A	0.54	30.48	1.12	D
C-A	-	-	-	-
C-B	0.01	7.68	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.59	22.42	0.00	566.08	0.040	0.04	6.620	A
B-A	93.35	91.88	0.00	340.93	0.274	0.37	14.372	B
C-A	380.94	380.94	0.00	-	-	-	-	-
C-B	3.01	2.99	0.00	540.04	0.006	0.01	6.702	A
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	533.77	533.77	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	26.97	26.92	0.00	523.53	0.052	0.05	7.248	A
B-A	111.47	110.71	0.00	304.49	0.366	0.56	18.501	C
C-A	454.88	454.88	0.00	-	-	-	-	-
C-B	3.60	3.59	0.00	511.95	0.007	0.01	7.080	A
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	637.38	637.38	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	33.03	32.94	0.00	461.42	0.072	0.08	8.399	A
B-A	136.53	134.42	0.00	254.12	0.537	1.09	29.558	D
C-A	557.12	557.12	0.00	-	-	-	-	-
C-B	4.40	4.39	0.00	473.11	0.009	0.01	7.680	A
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	780.62	780.62	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	33.03	33.03	0.00	460.25	0.072	0.08	8.426	A
B-A	136.53	136.39	0.00	254.11	0.537	1.12	30.483	D
C-A	557.12	557.12	0.00	-	-	-	-	-
C-B	4.40	4.40	0.00	473.11	0.009	0.01	7.680	A
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	780.62	780.62	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	26.97	27.06	0.00	522.11	0.052	0.05	7.272	A
B-A	111.47	113.58	0.00	304.49	0.366	0.60	19.053	C
C-A	454.88	454.88	0.00	-	-	-	-	-
C-B	3.60	3.60	0.00	511.95	0.007	0.01	7.083	A
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	637.38	637.38	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.59	22.64	0.00	565.02	0.040	0.04	6.637	A
B-A	93.35	94.20	0.00	340.92	0.274	0.39	14.642	B
C-A	380.94	380.94	0.00	-	-	-	-	-
C-B	3.01	3.02	0.00	540.04	0.006	0.01	6.702	A
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	533.77	533.77	0.00	-	-	-	-	-

(Default Analysis Set) - 2015 Survey, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Survey, PM	2015 Survey	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	11.10	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Ln N	A	Grinstead Ln N		Major
Curvins Way	B	Curvins Way		Minor
Grinstead Ln S	C	Grinstead Ln S		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Ln S	6.45		0.00	✓	2.45	160.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Curvins Way	One lane plus flare				10.00	4.30	3.10	3.00	2.90		10.00	23	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.632	0.094	0.239	0.150	0.341
1	B-C	765.493	0.115	0.291	-	-
1	C-B	684.759	0.260	0.260	-	-

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

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

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

Traffic 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 (%)
Grinstead Ln N	ONE HOUR	✓	761.00	100.000
Curvins Way	ONE HOUR	✓	45.00	100.000
Grinstead Ln S	ONE HOUR	✓	599.00	100.000

Turning Proportions

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.000	47.000	714.000
	Curvins Way	25.000	0.000	20.000
	Grinstead Ln S	566.000	33.000	0.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.00	0.06	0.94
	Curvins Way	0.56	0.00	0.44
	Grinstead Ln S	0.94	0.06	0.00

Vehicle Mix

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	1.000	1.000	1.000
	Curvins Way	1.000	1.000	1.000
	Grinstead Ln S	1.000	1.000	1.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.0	0.0	0.0
	Curvins Way	0.0	0.0	0.0
	Grinstead Ln S	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.30	0.04	A
B-A	0.12	17.77	0.13	C
C-A	-	-	-	-
C-B	0.08	8.36	0.08	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.06	14.95	0.00	596.34	0.025	0.03	6.192	A
B-A	18.82	18.58	0.00	324.60	0.058	0.06	11.746	B
C-A	426.11	426.11	0.00	-	-	-	-	-
C-B	24.84	24.65	0.00	535.73	0.046	0.05	7.042	A
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	537.54	537.54	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	17.98	17.95	0.00	562.54	0.032	0.03	6.609	A
B-A	22.47	22.38	0.00	284.94	0.079	0.08	13.707	B
C-A	508.82	508.82	0.00	-	-	-	-	-
C-B	29.67	29.61	0.00	506.81	0.059	0.06	7.543	A
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	641.87	641.87	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.02	21.97	0.00	514.88	0.043	0.04	7.303	A
B-A	27.53	27.33	0.00	230.16	0.120	0.13	17.735	C
C-A	623.18	623.18	0.00	-	-	-	-	-
C-B	36.33	36.25	0.00	466.81	0.078	0.08	8.359	A
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	786.13	786.13	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.02	22.02	0.00	514.76	0.043	0.04	7.305	A
B-A	27.53	27.52	0.00	230.13	0.120	0.13	17.766	C
C-A	623.18	623.18	0.00	-	-	-	-	-
C-B	36.33	36.33	0.00	466.81	0.078	0.08	8.362	A
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	786.13	786.13	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	17.98	18.02	0.00	562.39	0.032	0.03	6.615	A
B-A	22.47	22.66	0.00	284.89	0.079	0.09	13.740	B
C-A	508.82	508.82	0.00	-	-	-	-	-
C-B	29.67	29.75	0.00	506.81	0.059	0.06	7.546	A
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	641.87	641.87	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.06	15.09	0.00	596.18	0.025	0.03	6.194	A
B-A	18.82	18.92	0.00	324.52	0.058	0.06	11.783	B
C-A	426.11	426.11	0.00	-	-	-	-	-
C-B	24.84	24.90	0.00	535.73	0.046	0.05	7.049	A
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	537.54	537.54	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Surveyed Traffic Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2020 Surveyed Traffic Flows, AM	2020 Surveyed Traffic Flows	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	33.53	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Ln N	A	Grinstead Ln N		Major
Curvins Way	B	Curvins Way		Minor
Grinstead Ln S	C	Grinstead Ln S		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Ln S	6.45		0.00	✓	2.45	160.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Curvins Way	One lane plus flare				10.00	4.30	3.10	3.00	2.90		10.00	23	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.632	0.094	0.239	0.150	0.341
1	B-C	765.493	0.115	0.291	-	-
1	C-B	684.759	0.260	0.260	-	-

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

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

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

Traffic 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 (%)
Grinstead Ln N	ONE HOUR	✓	791.00	100.000
Curvins Way	ONE HOUR	✓	165.00	100.000
Grinstead Ln S	ONE HOUR	✓	545.00	100.000

Turning Proportions

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.000	32.000	759.000
	Curvins Way	133.000	0.000	32.000
	Grinstead Ln S	541.000	4.000	0.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.00	0.04	0.96
	Curvins Way	0.81	0.00	0.19
	Grinstead Ln S	0.99	0.01	0.00

Vehicle Mix

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	1.000	1.000	1.000
	Curvins Way	1.000	1.000	1.000
	Grinstead Ln S	1.000	1.000	1.000

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

		To		
From		Grinstead Ln N	Curvins Way	Grinstead Ln S
	Grinstead Ln N	0.0	0.0	0.0
	Curvins Way	0.0	0.0	0.0
	Grinstead Ln S	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	9.07	0.09	A
B-A	0.62	40.19	1.57	E
C-A	-	-	-	-
C-B	0.01	7.93	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.09	23.91	0.00	551.01	0.044	0.05	6.828	A
B-A	100.13	98.41	0.00	327.85	0.305	0.43	15.579	C
C-A	407.29	407.29	0.00	-	-	-	-	-
C-B	3.01	2.99	0.00	529.86	0.006	0.01	6.832	A
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	571.41	571.41	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.77	28.71	0.00	504.59	0.057	0.06	7.564	A
B-A	119.56	118.56	0.00	288.87	0.414	0.68	21.009	C
C-A	486.35	486.35	0.00	-	-	-	-	-
C-B	3.60	3.59	0.00	499.79	0.007	0.01	7.254	A
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	682.33	682.33	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.23	35.12	0.00	434.54	0.081	0.09	9.011	A
B-A	146.44	143.18	0.00	234.99	0.623	1.49	37.929	E
C-A	595.65	595.65	0.00	-	-	-	-	-
C-B	4.40	4.39	0.00	458.22	0.010	0.01	7.932	A
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	835.67	835.67	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.23	35.23	0.00	432.27	0.082	0.09	9.066	A
B-A	146.44	146.15	0.00	234.99	0.623	1.57	40.186	E
C-A	595.65	595.65	0.00	-	-	-	-	-
C-B	4.40	4.40	0.00	458.22	0.010	0.01	7.932	A
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	835.67	835.67	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.77	28.87	0.00	502.36	0.057	0.06	7.603	A
B-A	119.56	122.89	0.00	288.87	0.414	0.73	22.090	C
C-A	486.35	486.35	0.00	-	-	-	-	-
C-B	3.60	3.61	0.00	499.79	0.007	0.01	7.254	A
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	682.33	682.33	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.09	24.15	0.00	549.68	0.044	0.05	6.852	A
B-A	100.13	101.26	0.00	327.84	0.305	0.45	15.967	C
C-A	407.29	407.29	0.00	-	-	-	-	-
C-B	3.01	3.02	0.00	529.86	0.006	0.01	6.835	A
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	571.41	571.41	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Surveyed Traffic Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2020 Surveyed Traffic Flows, PM	2020 Surveyed Traffic Flows	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	12.10	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Ln N	A	Grinstead Ln N		Major
Curvins Way	B	Curvins Way		Minor
Grinstead Ln S	C	Grinstead Ln S		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Ln S	6.45		0.00	✓	2.45	160.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Curvins Way	One lane plus flare				10.00	4.30	3.10	3.00	2.90		10.00	23	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.632	0.094	0.239	0.150	0.341
1	B-C	765.493	0.115	0.291	-	-
1	C-B	684.759	0.260	0.260	-	-

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

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

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

Traffic 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 (%)
Grinstead Ln N	ONE HOUR	✓	815.00	100.000
Curvins Way	ONE HOUR	✓	48.00	100.000
Grinstead Ln S	ONE HOUR	✓	641.00	100.000

Turning Proportions

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.000	51.000	764.000
	Curvins Way	27.000	0.000	21.000
	Grinstead Ln S	605.000	36.000	0.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.00	0.06	0.94
	Curvins Way	0.56	0.00	0.44
	Grinstead Ln S	0.94	0.06	0.00

Vehicle Mix

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	1.000	1.000	1.000
	Curvins Way	1.000	1.000	1.000
	Grinstead Ln S	1.000	1.000	1.000

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

		To		
From		Grinstead Ln N	Curvins Way	Grinstead Ln S
	Grinstead Ln N	0.0	0.0	0.0
	Curvins Way	0.0	0.0	0.0
	Grinstead Ln S	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.62	0.05	A
B-A	0.14	20.08	0.16	C
C-A	-	-	-	-
C-B	0.09	8.74	0.10	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.81	15.70	0.00	584.09	0.027	0.03	6.334	A
B-A	20.33	20.05	0.00	310.16	0.066	0.07	12.398	B
C-A	455.48	455.48	0.00	-	-	-	-	-
C-B	27.10	26.89	0.00	525.16	0.052	0.05	7.221	A
A-B	38.40	38.40	0.00	-	-	-	-	-
A-C	575.18	575.18	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	18.88	18.85	0.00	547.65	0.034	0.04	6.807	A
B-A	24.27	24.16	0.00	267.68	0.091	0.10	14.777	B
C-A	543.88	543.88	0.00	-	-	-	-	-
C-B	32.36	32.30	0.00	494.18	0.065	0.07	7.793	A
A-B	45.85	45.85	0.00	-	-	-	-	-
A-C	686.82	686.82	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.12	23.07	0.00	495.90	0.047	0.05	7.613	A
B-A	29.73	29.47	0.00	209.03	0.142	0.16	20.020	C
C-A	666.12	666.12	0.00	-	-	-	-	-
C-B	39.64	39.53	0.00	451.35	0.088	0.10	8.740	A
A-B	56.15	56.15	0.00	-	-	-	-	-
A-C	841.18	841.18	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.12	23.12	0.00	495.74	0.047	0.05	7.616	A
B-A	29.73	29.72	0.00	208.99	0.142	0.16	20.079	C
C-A	666.12	666.12	0.00	-	-	-	-	-
C-B	39.64	39.63	0.00	451.35	0.088	0.10	8.743	A
A-B	56.15	56.15	0.00	-	-	-	-	-
A-C	841.18	841.18	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	18.88	18.93	0.00	547.45	0.034	0.04	6.813	A
B-A	24.27	24.52	0.00	267.62	0.091	0.10	14.822	B
C-A	543.88	543.88	0.00	-	-	-	-	-
C-B	32.36	32.46	0.00	494.18	0.065	0.07	7.799	A
A-B	45.85	45.85	0.00	-	-	-	-	-
A-C	686.82	686.82	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.81	15.84	0.00	583.90	0.027	0.03	6.337	A
B-A	20.33	20.45	0.00	310.06	0.066	0.07	12.434	B
C-A	455.48	455.48	0.00	-	-	-	-	-
C-B	27.10	27.17	0.00	525.16	0.052	0.05	7.229	A
A-B	38.40	38.40	0.00	-	-	-	-	-
A-C	575.18	575.18	0.00	-	-	-	-	-

(Default Analysis Set) - Baseline with Development Traffic Flows - No Growth, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
Baseline with Development Traffic Flows - No Growth, AM	Baseline with Development Traffic Flows - No Growth	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	28.88	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Ln N	A	Grinstead Ln N		Major
Curvins Way	B	Curvins Way		Minor
Grinstead Ln S	C	Grinstead Ln S		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Ln S	6.45		0.00	✓	2.45	160.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Curvins Way	One lane plus flare				10.00	4.30	3.10	3.00	2.90		10.00	23	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.632	0.094	0.239	0.150	0.341
1	B-C	765.493	0.115	0.291	-	-
1	C-B	684.759	0.260	0.260	-	-

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

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

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

Traffic 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 (%)
Grinstead Ln N	ONE HOUR	✓	760.00	100.000
Curvins Way	ONE HOUR	✓	154.00	100.000
Grinstead Ln S	ONE HOUR	✓	560.00	100.000

Turning Proportions

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.000	30.000	730.000
	Curvins Way	124.000	0.000	30.000
	Grinstead Ln S	556.000	4.000	0.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.00	0.04	0.96
	Curvins Way	0.81	0.00	0.19
	Grinstead Ln S	0.99	0.01	0.00

Vehicle Mix

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	1.000	1.000	1.000
	Curvins Way	1.000	1.000	1.000
	Grinstead Ln S	1.000	1.000	1.000

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

		To		
From		Grinstead Ln N	Curvins Way	Grinstead Ln S
	Grinstead Ln N	0.0	0.0	0.0
	Curvins Way	0.0	0.0	0.0
	Grinstead Ln S	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	8.64	0.08	A
B-A	0.57	34.46	1.26	D
C-A	-	-	-	-
C-B	0.01	7.78	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.59	22.42	0.00	560.63	0.040	0.04	6.687	A
B-A	93.35	91.82	0.00	331.51	0.282	0.38	14.929	B
C-A	418.59	418.59	0.00	-	-	-	-	-
C-B	3.01	2.99	0.00	535.93	0.006	0.01	6.754	A
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	549.58	549.58	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	26.97	26.92	0.00	516.49	0.052	0.05	7.353	A
B-A	111.47	110.63	0.00	293.24	0.380	0.59	19.589	C
C-A	499.83	499.83	0.00	-	-	-	-	-
C-B	3.60	3.59	0.00	507.04	0.007	0.01	7.149	A
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	656.26	656.26	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	33.03	32.94	0.00	451.14	0.073	0.08	8.606	A
B-A	136.53	134.04	0.00	240.34	0.568	1.22	33.105	D
C-A	612.17	612.17	0.00	-	-	-	-	-
C-B	4.40	4.39	0.00	467.10	0.009	0.01	7.780	A
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	803.74	803.74	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	33.03	33.03	0.00	449.64	0.073	0.08	8.640	A
B-A	136.53	136.35	0.00	240.33	0.568	1.26	34.457	D
C-A	612.17	612.17	0.00	-	-	-	-	-
C-B	4.40	4.40	0.00	467.10	0.009	0.01	7.780	A
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	803.74	803.74	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	26.97	27.06	0.00	514.78	0.052	0.06	7.384	A
B-A	111.47	113.98	0.00	293.23	0.380	0.63	20.348	C
C-A	499.83	499.83	0.00	-	-	-	-	-
C-B	3.60	3.61	0.00	507.04	0.007	0.01	7.152	A
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	656.26	656.26	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.59	22.64	0.00	559.47	0.040	0.04	6.708	A
B-A	93.35	94.29	0.00	331.50	0.282	0.40	15.234	C
C-A	418.59	418.59	0.00	-	-	-	-	-
C-B	3.01	3.02	0.00	535.93	0.006	0.01	6.754	A
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	549.58	549.58	0.00	-	-	-	-	-

(Default Analysis Set) - Baseline with Development Traffic Flows - No Growth, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
Baseline with Development Traffic Flows - No Growth, PM	Baseline with Development Traffic Flows - No Growth	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	11.89	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
Grinstead Ln N	A	Grinstead Ln N		Major
Curvins Way	B	Curvins Way		Minor
Grinstead Ln S	C	Grinstead Ln S		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Grinstead Ln S	6.45		0.00	✓	2.45	160.00		

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Curvins Way	One lane plus flare				10.00	4.30	3.10	3.00	2.90		10.00	23	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528.632	0.094	0.239	0.150	0.341
1	B-C	765.493	0.115	0.291	-	-
1	C-B	684.759	0.260	0.260	-	-

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

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

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

Traffic 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 (%)
Grinstead Ln N	ONE HOUR	✓	813.00	100.000
Curvins Way	ONE HOUR	✓	45.00	100.000
Grinstead Ln S	ONE HOUR	✓	632.00	100.000

Turning Proportions

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.000	47.000	766.000
	Curvins Way	25.000	0.000	20.000
	Grinstead Ln S	599.000	33.000	0.000

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	0.00	0.06	0.94
	Curvins Way	0.56	0.00	0.44
	Grinstead Ln S	0.95	0.05	0.00

Vehicle Mix

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

		To		
		Grinstead Ln N	Curvins Way	Grinstead Ln S
From	Grinstead Ln N	1.000	1.000	1.000
	Curvins Way	1.000	1.000	1.000
	Grinstead Ln S	1.000	1.000	1.000

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

		To		
From		Grinstead Ln N	Curvins Way	Grinstead Ln S
	Grinstead Ln N	0.0	0.0	0.0
	Curvins Way	0.0	0.0	0.0
	Grinstead Ln S	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.58	0.05	A
B-A	0.13	19.62	0.15	C
C-A	-	-	-	-
C-B	0.08	8.66	0.09	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.06	14.95	0.00	584.76	0.026	0.03	6.318	A
B-A	18.82	18.57	0.00	311.53	0.060	0.06	12.278	B
C-A	450.96	450.96	0.00	-	-	-	-	-
C-B	24.84	24.65	0.00	525.55	0.047	0.05	7.187	A
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	576.68	576.68	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	17.98	17.95	0.00	548.57	0.033	0.03	6.784	A
B-A	22.47	22.37	0.00	269.33	0.083	0.09	14.571	B
C-A	538.49	538.49	0.00	-	-	-	-	-
C-B	29.67	29.61	0.00	494.65	0.060	0.06	7.740	A
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	688.62	688.62	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.02	21.97	0.00	497.31	0.044	0.05	7.573	A
B-A	27.53	27.30	0.00	211.05	0.130	0.15	19.568	C
C-A	659.51	659.51	0.00	-	-	-	-	-
C-B	36.33	36.24	0.00	451.92	0.080	0.09	8.658	A
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	843.38	843.38	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.02	22.02	0.00	497.17	0.044	0.05	7.575	A
B-A	27.53	27.52	0.00	211.01	0.130	0.15	19.617	C
C-A	659.51	659.51	0.00	-	-	-	-	-
C-B	36.33	36.33	0.00	451.92	0.080	0.09	8.662	A
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	843.38	843.38	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	17.98	18.03	0.00	548.39	0.033	0.03	6.787	A
B-A	22.47	22.70	0.00	269.28	0.083	0.09	14.611	B
C-A	538.49	538.49	0.00	-	-	-	-	-
C-B	29.67	29.76	0.00	494.65	0.060	0.06	7.746	A
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	688.62	688.62	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.06	15.09	0.00	584.58	0.026	0.03	6.323	A
B-A	18.82	18.93	0.00	311.44	0.060	0.07	12.313	B
C-A	450.96	450.96	0.00	-	-	-	-	-
C-B	24.84	24.90	0.00	525.55	0.047	0.05	7.190	A
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	576.68	576.68	0.00	-	-	-	-	-



APPENDIX C

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.1.305 [25 May 2012] © Copyright TRL Limited, 2015
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Filename: (new file)

Path:

Report generation date: 26/05/2015 15:10:44

- » (Default Analysis Set) - Baseline with Development, AM
- » (Default Analysis Set) - Baseline with Development, PM
- » (Default Analysis Set) - 2015 Surveyed, AM
- » (Default Analysis Set) - 2015 Surveyed, PM
- » (Default Analysis Set) - 2025 Surveyed Traffic Flows, AM
- » (Default Analysis Set) - 2025 Surveyed Traffic Flows, PM
- » (Default Analysis Set) - Baseline with Development-No Growth, AM
- » (Default Analysis Set) - Baseline with Development-No Growth, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2015 Surveyed								
Old Shoreham Road	377.94	654.86	1.31	F	405.16	704.38	1.32	F
Grinstead Lane	2.20	11.25	0.69	B	1.63	9.15	0.62	A
Upper Brighthon Road	294.77	591.32	1.31	F	254.09	512.82	1.27	F
Manor Road	5.42	53.90	0.87	F	0.52	10.32	0.34	B
A1 - 2025 Surveyed Traffic Flows								
Old Shoreham Road	723.84	1299.99	1.49	F	765.54	1381.75	1.51	F
Grinstead Lane	3.54	16.13	0.79	C	2.40	11.87	0.71	B
Upper Brighthon Road	620.83	1245.17	1.55	F	563.82	1110.80	1.49	F
Manor Road	16.81	138.23	1.02	F	0.66	11.43	0.40	B
A1 - Baseline with Development								
Old Shoreham Road	747.89	1341.45	1.50	F	825.65	1486.30	1.54	F
Grinstead Lane	4.75	20.52	0.84	C	2.67	12.62	0.73	B
Upper Brighthon Road	653.85	1334.13	1.58	F	589.61	1174.95	1.52	F
Manor Road	19.67	158.73	1.04	F	0.68	11.76	0.41	B
A1 - Baseline with Development-No Growth								
Old Shoreham Road	394.76	681.96	1.31	F	451.08	784.69	1.35	F
Grinstead Lane	2.76	13.20	0.74	B	1.93	10.00	0.66	A
Upper Brighthon Road	322.18	647.66	1.34	F	284.27	573.32	1.30	F
Manor Road	6.15	61.13	0.89	F	0.53	10.43	0.35	B

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

'D1 - Baseline with Development, AM' model duration: 07:45 - 09:15

'D2 - Baseline with Development, PM' model duration: 16:45 - 18:15

'D3 - 2015 Surveyed, AM' model duration: 07:45 - 09:15

'D4 - 2015 Surveyed, PM' model duration: 16:45 - 18:15

'D5 - 2025 Surveyed Traffic Flows, AM' model duration: 07:45 - 09:15

'D6 - 2025 Surveyed Traffic Flows, PM' model duration: 16:45 - 18:15

'D7 - Baseline with Development-No Growth, AM' model duration: 07:45 - 09:15

'D8 - Baseline with Development-No Growth, PM' model duration: 16:45 - 18:15

Run using Junctions 8.0.1.305 at 26/05/2015 15:10:42

File summary

File Description

Title	Upper brigton Road and Old Shoreham Road Roundabout
Location	
Site Number	VN40408
Date	21/04/2015
Version	
Status	(new file)
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 (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	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	s	-Min	perMin

(Default Analysis Set) - Baseline with Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
Baseline with Development, AM	Baseline with Development	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			1092.17	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Old Shoreham Road	Old Shoreham Road	
Grinstead Lane	Grinstead Lane	
Upper Brighthton Road	Upper Brighthton Road	
Manor Road	Manor Road	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Old Shoreham Road	7.20	7.60	7.60	10.90	54.00	39.00	
Grinstead Lane	4.60	7.50	19.70	45.40	54.00	28.00	
Upper Brighthton Road	5.90	11.80	10.40	7.40	54.00	35.00	
Manor Road	4.90	7.30	11.10	39.70	54.00	49.00	

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
Old Shoreham Road	None
Grinstead Lane	None
Upper Brighthton 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)
Old Shoreham Road		(calculated)	(calculated)	0.647	2120.661
Grinstead Lane		(calculated)	(calculated)	0.665	2059.414
Upper Brighthton Road		(calculated)	(calculated)	0.649	2178.925
Manor Road		(calculated)	(calculated)	0.603	1834.747

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Old Shoreham Road	ONE HOUR	✓	2701.00	100.000
Grinstead Lane	ONE HOUR	✓	790.00	100.000
Upper Brighthorn Road	ONE HOUR	✓	2271.00	100.000
Manor Road	ONE HOUR	✓	403.00	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	12.000	684.000	1916.000	89.000
	2	679.000	0.000	23.000	88.000
	3	2145.000	109.000	14.000	3.000
	4	285.000	82.000	36.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.25	0.71	0.03
	2	0.86	0.00	0.03	0.11
	3	0.94	0.05	0.01	0.00
	4	0.71	0.20	0.09	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (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	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (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	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delav (s)	Max Queue (PCU)	Max LOS
------	---------	---------------	-----------------	---------

Old Shoreham Road	1.50	1341.45	747.89	F
Grinstead Lane	0.84	20.52	4.75	C
Upper Brighthorn Road	1.58	1334.13	653.85	F
Manor Road	1.04	158.73	19.67	F

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2033.45	1931.01	176.69	0.00	2006.40	1.013	25.61	32.623	D
Grinstead Lane	594.75	589.90	1478.82	0.00	1076.09	0.553	1.21	7.335	A
Upper Brighthorn Road	1709.73	1649.87	644.93	0.00	1760.12	0.971	14.96	25.400	D
Manor Road	303.40	298.27	2163.28	0.00	531.07	0.571	1.28	15.154	C

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2428.14	1992.25	194.62	0.00	1994.81	1.217	134.59	151.244	F
Grinstead Lane	710.19	706.79	1529.69	0.00	1042.26	0.681	2.07	10.620	B
Upper Brighthorn Road	2041.58	1680.68	760.71	0.00	1684.94	1.212	105.19	137.898	F
Manor Road	362.29	353.79	2294.79	0.00	451.81	0.802	3.41	34.115	D

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2973.86	1988.16	204.74	0.00	1988.27	1.496	381.01	470.469	F
Grinstead Lane	869.81	860.02	1530.69	0.00	1041.60	0.835	4.51	18.857	C
Upper Brighthorn Road	2500.42	1588.31	909.33	0.00	1588.43	1.574	333.22	501.779	F
Manor Road	443.71	405.45	2334.22	0.00	428.05	1.037	12.97	93.873	F

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2973.86	1986.26	207.80	0.00	1986.29	1.497	627.91	917.647	F
Grinstead Lane	869.81	868.86	1530.26	0.00	1041.88	0.835	4.75	20.516	C
Upper Brighthorn Road	2500.42	1582.88	917.84	0.00	1582.90	1.580	562.60	988.049	F
Manor Road	443.71	416.91	2336.39	0.00	426.74	1.040	19.67	158.730	F

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2428.14	1982.85	213.09	0.00	1982.87	1.225	739.23	1240.755	F
Grinstead Lane	710.19	720.35	1528.35	0.00	1043.15	0.681	2.21	11.479	B
Upper Brighthorn Road									
Manor Road									

upper brighton Road	2041.58	1676.59	773.52	0.00	1676.62	1.218	653.85	1290.986	F
Manor Road	362.29	417.63	2302.32	0.00	447.28	0.810	5.84	112.945	F

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2033.45	1998.81	188.15	0.00	1999.00	1.017	747.89	1341.449	F
Grinstead Lane	594.75	598.15	1531.90	0.00	1040.79	0.571	1.36	8.195	A
Upper Brighton Road	1709.73	1750.59	655.48	0.00	1753.27	0.975	643.63	1334.126	F
Manor Road	303.40	318.77	2271.27	0.00	465.99	0.651	1.99	26.583	D

(Default Analysis Set) - Baseline with Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
Baseline with Development, PM	Baseline with Development	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			1142.45	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

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

Roundabout Geometry

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Old Shoreham Road	7.20	7.60	7.60	10.90	54.00	39.00	
Grinstead Lane	4.60	7.50	19.70	45.40	54.00	28.00	
Upper Brighthorn Road	5.90	11.80	10.40	7.40	54.00	35.00	
Manor Road	4.90	7.30	11.10	39.70	54.00	49.00	

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
Old Shoreham Road	None
Grinstead Lane	None
Upper Brighthorn 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)
Old Shoreham Road		(calculated)	(calculated)	0.647	2120.661
Grinstead Lane		(calculated)	(calculated)	0.665	2059.414
Upper Brighthorn Road		(calculated)	(calculated)	0.649	2178.925
Manor Road		(calculated)	(calculated)	0.603	1834.747

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 (%)
Old Shoreham Road	ONE HOUR	✓	2738.00	100.000
Grinstead Lane	ONE HOUR	✓	706.00	100.000
Upper Brighthorn Road	ONE HOUR	✓	2256.00	100.000
Manor Road	ONE HOUR	✓	192.00	100.000

Turning Proportions

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

To				
1	2	3	4	

From	1	7.000	709.000	1839.000	183.000
	2	505.000	0.000	74.000	127.000
	3	2051.000	165.000	21.000	19.000
	4	93.000	71.000	28.000	0.000

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

From	To				
		1	2	3	4
	1	0.00	0.26	0.67	0.07
	2	0.72	0.00	0.10	0.18
	3	0.91	0.07	0.01	0.01
4	0.48	0.37	0.15	0.00	

Vehicle Mix

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

From	To				
		1	2	3	4
	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	1.000	1.000	1.000	1.000	

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

From	To				
		1	2	3	4
	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	0.000	0.000	0.000	0.000	

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Old Shoreham Road	1.54	1486.30	825.65	F
Grinstead Lane	0.73	12.62	2.67	B
Upper Brighthorn Road	1.52	1174.95	589.61	F
Manor Road	0.41	11.76	0.68	B

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham	2061.31	1927.36	209.93	0.00	1984.92	1.038	33.49	39.707	F

Road	2007.07	1921.99	2007.07	0.00	1921.99	1.000	00.70	00.07	
Grinstead Lane	531.51	527.73	1464.53	0.00	1085.59	0.490	0.95	6.410	A
Upper Brighthorn Road	1698.44	1649.75	606.16	0.00	1785.30	0.951	12.17	21.782	C
Manor Road	144.55	143.34	2018.27	0.00	618.46	0.234	0.30	7.559	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2461.41	1970.25	230.13	0.00	1971.85	1.248	156.28	179.437	F
Grinstead Lane	634.68	632.64	1501.11	0.00	1061.27	0.598	1.46	8.357	A
Upper Brighthorn Road	2028.10	1715.97	703.05	0.00	1722.38	1.178	90.20	116.432	F
Manor Road	172.60	171.93	2159.08	0.00	533.60	0.323	0.47	9.934	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	3014.59	1962.87	243.88	0.00	1962.96	1.536	419.21	531.090	F
Grinstead Lane	777.32	772.71	1500.58	0.00	1061.62	0.732	2.61	12.263	B
Upper Brighthorn Road	2483.90	1641.11	827.93	0.00	1641.28	1.513	300.90	433.600	F
Manor Road	211.40	210.58	2185.03	0.00	517.96	0.408	0.68	11.680	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	3014.59	1962.80	244.09	0.00	1962.82	1.536	682.15	1010.072	F
Grinstead Lane	777.32	777.08	1500.62	0.00	1061.59	0.732	2.67	12.623	B
Upper Brighthorn Road	2483.90	1638.72	831.84	0.00	1638.75	1.516	512.20	874.346	F
Manor Road	211.40	211.37	2185.78	0.00	517.51	0.408	0.68	11.758	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2461.41	1971.22	231.07	0.00	1971.24	1.249	804.70	1358.639	F
Grinstead Lane	634.68	639.25	1502.06	0.00	1060.64	0.598	1.52	8.635	A
Upper Brighthorn Road	2028.10	1718.45	709.04	0.00	1718.49	1.180	589.61	1148.140	F
Manor Road	172.60	173.37	2166.28	0.00	529.26	0.326	0.49	10.136	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2061.31	1977.52	221.26	0.00	1977.59	1.042	825.65	1486.296	F
Grinstead Lane	531.51	533.53	1503.13	0.00	1059.92	0.501	1.02	6.864	A
Upper Brighthorn Road	1698.44	1776.65	614.83	0.00	1779.67	0.954	570.05	1174.950	F
Manor Road	144.55	145.03	2148.37	0.00	540.05	0.268	0.37	9.124	A

(Default Analysis Set) - 2015 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2015 Surveyed, AM	2015 Surveyed	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			513.43	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Old Shoreham Road	Old Shoreham Road	
Grinstead Lane	Grinstead Lane	
Upper Brighthon Road	Upper Brighthon Road	
Manor Road	Manor Road	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Old Shoreham Road	7.20	7.60	7.60	10.90	54.00	39.00	
Grinstead Lane	4.60	7.50	19.70	45.40	54.00	28.00	
Upper Brighthon Road	5.90	11.80	10.40	7.40	54.00	35.00	
Manor Road	4.90	7.30	11.10	39.70	54.00	49.00	

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
Old Shoreham Road	None
Grinstead Lane	None
Upper Brighthon 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)
Old Shoreham Road		(calculated)	(calculated)	0.647	2120.661
Grinstead Lane		(calculated)	(calculated)	0.665	2059.414
Upper Brighthon Road		(calculated)	(calculated)	0.649	2178.925
Manor Road		(calculated)	(calculated)	0.603	1834.747

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 (%)
Old Shoreham Road	ONE HOUR	✓	2360.00	100.000
Grinstead Lane	ONE HOUR	✓	650.00	100.000
Upper Brighthon Road	ONE HOUR	✓	1994.00	100.000
Manor Road	ONE HOUR	✓	354.00	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	10.000	587.000	1685.000	78.000
	2	562.000	0.000	13.000	75.000
	3	1886.000	93.000	12.000	3.000
	4	251.000	71.000	32.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.25	0.71	0.03
	2	0.86	0.00	0.02	0.12
	3	0.95	0.05	0.01	0.00
	4	0.71	0.20	0.09	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (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	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (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	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Old Shoreham Road	1.31	654.86	377.94	F
Grinstead Lane	0.69	11.25	2.20	B
Upper Brighthorn Road	1.31	591.32	294.77	F
Manor Road	0.87	53.90	5.42	F

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	1776.73	1750.77	154.95	0.00	2020.47	0.879	6.49	12.360	B
Grinstead Lane	489.35	486.48	1348.09	0.00	1163.01	0.421	0.72	5.299	A
Upper Brighthorn Road	1501.19	1483.89	542.03	0.00	1826.94	0.822	4.33	10.042	B
Manor Road	266.51	263.99	1909.69	0.00	683.89	0.390	0.63	8.521	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2121.59	1973.43	181.29	0.00	2003.43	1.059	43.53	54.786	F
Grinstead Lane	584.34	582.26	1521.25	0.00	1047.88	0.558	1.24	7.697	A
Upper Brighthorn Road	1792.57	1707.20	644.20	0.00	1760.59	1.018	25.67	41.413	E
Manor Road	318.24	314.10	2216.43	0.00	499.04	0.638	1.66	19.057	C

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	1776.73	1750.77	154.95	0.00	2020.47	0.879	6.49	12.360	B
Grinstead Lane	489.35	486.48	1348.09	0.00	1163.01	0.421	0.72	5.299	A
Upper Brighthorn Road	1501.19	1483.89	542.03	0.00	1826.94	0.822	4.33	10.042	B
Manor Road	266.51	263.99	1909.69	0.00	683.89	0.390	0.63	8.521	A

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2598.41	1991.68	198.07	0.00	1992.58	1.304	195.21	221.005	F
Grinstead Lane	715.66	711.98	1540.50	0.00	1035.07	0.691	2.16	11.014	B
Upper Brightham Road	2195.43	1676.11	772.01	0.00	1677.60	1.309	155.50	201.002	F
Manor Road	389.76	377.41	2297.61	0.00	450.11	0.866	4.75	43.571	E

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2598.41	1990.67	200.84	0.00	1990.79	1.305	347.15	493.145	F
Grinstead Lane	715.66	715.50	1540.61	0.00	1035.00	0.691	2.20	11.252	B
Upper Brightham Road	2195.43	1675.23	775.42	0.00	1675.38	1.310	285.55	470.530	F
Manor Road	389.76	387.08	2299.78	0.00	448.81	0.868	5.42	53.900	F

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2121.59	1998.42	188.67	0.00	1998.66	1.062	377.94	654.857	F
Grinstead Lane	584.34	587.83	1541.82	0.00	1034.20	0.565	1.32	8.128	A
Upper Brightham Road	1792.57	1755.67	650.59	0.00	1756.44	1.021	294.77	591.321	F
Manor Road	318.24	330.69	2269.75	0.00	466.91	0.682	2.31	28.399	D

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	1776.73	2002.75	174.15	0.00	2008.05	0.885	321.44	628.804	F
Grinstead Lane	489.35	491.02	1539.98	0.00	1035.42	0.473	0.91	6.634	A
Upper Brightham Road	1501.19	1811.80	555.88	0.00	1817.95	0.826	217.12	509.051	F
Manor Road	266.51	270.64	2242.11	0.00	483.56	0.551	1.28	17.217	C

(Default Analysis Set) - 2015 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2015 Surveyed, PM	2015 Surveyed	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

JUNCTION NETWORK

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			527.11	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Old Shoreham Road	Old Shoreham Road	
Grinstead Lane	Grinstead Lane	
Upper Brighthon Road	Upper Brighthon Road	
Manor Road	Manor Road	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Old Shoreham Road	7.20	7.60	7.60	10.90	54.00	39.00	
Grinstead Lane	4.60	7.50	19.70	45.40	54.00	28.00	
Upper Brighthon Road	5.90	11.80	10.40	7.40	54.00	35.00	
Manor Road	4.90	7.30	11.10	39.70	54.00	49.00	

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
Old Shoreham Road	None
Grinstead Lane	None
Upper Brighthon 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)
Old Shoreham Road		(calculated)	(calculated)	0.647	2120.661
Grinstead Lane		(calculated)	(calculated)	0.665	2059.414
Upper Brighthon Road		(calculated)	(calculated)	0.649	2178.925
Manor Road		(calculated)	(calculated)	0.603	1834.747

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

Traffic Flows

Demand Set Data Options

Default	Vehicle	Vehicle	Vehicle Mix	PCU	Default	Estimate	Turning	Turning	Turning

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	Factor for a HV (PCU)	Default Turning Proportions	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 (%)
Old Shoreham Road	ONE HOUR	✓	2370.00	100.000
Grinstead Lane	ONE HOUR	✓	591.00	100.000
Upper Brighthorn Road	ONE HOUR	✓	1975.00	100.000
Manor Road	ONE HOUR	✓	166.00	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	6.000	587.000	1616.000	161.000
	2	421.000	0.000	60.000	110.000
	3	1803.000	137.000	18.000	17.000
	4	81.000	60.000	25.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.25	0.68	0.07
	2	0.71	0.00	0.10	0.19
	3	0.91	0.07	0.01	0.01
	4	0.49	0.36	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (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	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (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	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Old Shoreham Road	1.32	704.38	405.16	F
Grinstead Lane	0.62	9.15	1.63	A
Upper Brighthon Road	1.27	512.82	254.09	F
Manor Road	0.34	10.32	0.52	B

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	1784.26	1756.03	179.04	0.00	2004.89	0.890	7.06	13.252	B
Grinstead Lane	444.94	442.47	1353.21	0.00	1159.61	0.384	0.62	5.003	A
Upper Brighthon Road	1486.88	1470.96	521.28	0.00	1840.41	0.808	3.98	9.379	A
Manor Road	124.97	124.20	1777.93	0.00	763.29	0.164	0.19	5.626	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2130.58	1960.37	210.28	0.00	1984.68	1.074	49.61	61.087	F
Grinstead Lane	531.30	529.76	1512.80	0.00	1053.49	0.504	1.00	6.852	A
Upper Brighthon Road	1775.48	1709.57	614.11	0.00	1780.13	0.997	20.46	34.986	D
Manor Road	149.23	148.65	2077.19	0.00	582.95	0.256	0.34	8.278	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2609.42	1972.98	227.29	0.00	1973.69	1.322	208.72	240.674	F
Grinstead Lane	650.70	648.26	1527.30	0.00	1043.85	0.623	1.61	9.043	A
Upper Brighthon Road	2174.52	1708.16	721.47	0.00	1710.42	1.271	137.05	172.782	F
Manor Road	182.77	182.08	2160.24	0.00	532.90	0.343	0.51	10.241	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2609.42	1973.33	227.68	0.00	1973.43	1.322	367.74	528.412	F
Grinstead Lane	650.70	650.62	1527.67	0.00	1043.60	0.624	1.63	9.155	A
Upper Brighthon Road	2174.52	1708.80	723.62	0.00	1709.02	1.272	253.48	410.816	F
Manor Road	182.77	182.75	2162.56	0.00	531.50	0.344	0.52	10.320	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2130.58	1980.92	215.84	0.00	1981.09	1.075	405.16	704.377	F
Grinstead Lane	531.30	533.61	1529.00	0.00	1042.72	0.510	1.05	7.105	A
Upper Brighthorn Road	1775.48	1773.04	619.02	0.00	1776.94	0.999	254.09	512.815	F
Manor Road	149.23	149.77	2142.92	0.00	543.34	0.275	0.38	9.159	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	1784.26	1981.87	207.07	0.00	1986.76	0.898	355.75	691.265	F
Grinstead Lane	444.94	446.15	1526.47	0.00	1044.40	0.426	0.75	6.031	A
Upper Brighthorn Road	1486.88	1820.76	540.51	0.00	1827.93	0.813	170.62	420.529	F
Manor Road	124.97	125.33	2127.93	0.00	552.37	0.226	0.30	8.436	A

(Default Analysis Set) - 2025 Surveyed Traffic Flows, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2025 Surveyed Traffic Flows, AM	2025 Surveyed Traffic Flows	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			1047.19	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Old Shoreham Road	Old Shoreham Road	
Grinstead Lane	Grinstead Lane	
Upper Brighthorn Road	Upper Brighthorn Road	
Manor Road	Manor Road	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Old Shoreham Road	7.20	7.60	7.60	10.90	54.00	39.00	
Grinstead Lane	4.60	7.50	19.70	45.40	54.00	28.00	
Upper Brighthorn Road	5.90	11.80	10.40	7.40	54.00	35.00	
Manor Road	4.90	7.30	11.10	39.70	54.00	49.00	

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
Old Shoreham Road	None
Grinstead Lane	None
Upper Brighthorn 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)
Old Shoreham Road		(calculated)	(calculated)	0.647	2120.661
Grinstead Lane		(calculated)	(calculated)	0.665	2059.414
Upper Brighthorn Road		(calculated)	(calculated)	0.649	2178.925
Manor Road		(calculated)	(calculated)	0.603	1834.747

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 (%)
Old Shoreham Road	ONE HOUR	✓	2684.00	100.000
Grinstead Lane	ONE HOUR	✓	739.00	100.000
Upper Brighthorn Road	ONE HOUR	✓	2267.00	100.000
Manor Road	ONE HOUR	✓	402.00	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	12.000	667.000	1916.000	89.000
	2	639.000	0.000	15.000	85.000
	3	2145.000	105.000	14.000	3.000
	4	285.000	81.000	36.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.25	0.71	0.03
	2	0.86	0.00	0.02	0.12
	3	0.95	0.05	0.01	0.00
	4	0.71	0.20	0.09	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (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	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (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	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Old Shoreham Road	1.49	1299.99	723.84	F
Grinstead Lane	0.79	16.13	3.54	C
Upper Brightham Road	1.55	1245.17	620.83	F
Manor Road	1.02	138.23	16.81	F

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2020.66	1926.56	173.53	0.00	2008.45	1.006	23.52	30.761	D
Grinstead Lane	556.36	552.11	1484.68	0.00	1072.19	0.519	1.06	6.869	A
Upper Brighthorn Road	1706.72	1654.31	613.40	0.00	1780.59	0.959	13.10	22.967	C
Manor Road	302.65	297.85	2138.14	0.00	546.22	0.554	1.20	14.239	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2412.86	1993.34	192.32	0.00	1996.30	1.209	128.40	143.867	F
Grinstead Lane	664.35	661.63	1540.15	0.00	1035.30	0.642	1.74	9.563	A
Upper Brighthorn Road	2037.99	1703.86	723.21	0.00	1709.29	1.192	96.63	125.058	F
Manor Road	361.39	353.48	2282.61	0.00	459.15	0.787	3.18	31.928	D

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2955.14	1988.67	203.93	0.00	1988.79	1.486	370.02	454.876	F
Grinstead Lane	813.65	806.94	1541.08	0.00	1034.69	0.786	3.42	15.358	C
Upper Brighthorn Road	2496.01	1616.81	865.40	0.00	1616.95	1.544	316.43	464.609	F
Manor Road	442.61	409.09	2321.31	0.00	435.83	1.016	11.56	85.161	F

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2955.14	1986.54	207.37	0.00	1986.57	1.488	612.17	892.703	F
Grinstead Lane	813.65	813.19	1540.58	0.00	1035.02	0.786	3.54	16.135	C
Upper Brighthorn Road	2496.01	1613.00	871.44	0.00	1613.03	1.547	537.19	927.458	F
Manor Road	442.61	421.60	2322.90	0.00	434.87	1.018	16.81	138.232	F

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2412.86	1985.84	208.46	0.00	1985.87	1.215	718.93	1206.613	F
Grinstead Lane	664.35	671.13	1539.49	0.00	1035.75	0.641	1.84	10.050	B
Upper Brighthorn Road	2037.99	1703.40	732.23	0.00	1703.43	1.196	620.83	1213.496	F
Manor Road	361.39	409.02	2290.33	0.00	454.50	0.795	4.90	88.949	F

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2020.66	2001.00	184.57	0.00	2001.31	1.010	723.84	1299.991	F
Grinstead Lane	556.36	552.07	1484.05	0.00	1072.54	0.520	1.10	7.000	A
Upper Brighthorn Road	1706.72	1654.31	613.40	0.00	1780.59	0.959	13.10	22.967	C
Manor Road	302.65	297.85	2138.14	0.00	546.22	0.554	1.20	14.239	B

Grinstead Lane	556.36	556.97	1542.85	0.00	1033.51	0.538	1.19	7.629	A
Upper Brighthon Road	1706.72	1771.56	622.92	0.00	1774.41	0.962	604.62	1245.167	F
Manor Road	302.65	314.65	2261.49	0.00	471.88	0.641	1.90	24.392	C

(Default Analysis Set) - 2025 Surveyed Traffic Flows, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
2025 Surveyed Traffic Flows, PM	2025 Surveyed Traffic Flows	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			1073.13	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Old Shoreham Road	Old Shoreham Road	
Grinstead Lane	Grinstead Lane	
Upper Brighthon Road	Upper Brighthon Road	
Manor Road	Manor Road	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Old Shoreham Road	7.20	7.60	7.60	10.90	54.00	39.00	
Grinstead Lane	4.60	7.50	19.70	45.40	54.00	28.00	
Upper Brighthon Road	5.90	11.80	10.40	7.40	54.00	35.00	
Manor Road	4.90	7.30	11.10	39.70	54.00	49.00	

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
Old Shoreham Road	None
Grinstead Lane	None
Upper Brighthorn 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)
Old Shoreham Road		(calculated)	(calculated)	0.647	2120.661
Grinstead Lane		(calculated)	(calculated)	0.665	2059.414
Upper Brighthorn Road		(calculated)	(calculated)	0.649	2178.925
Manor Road		(calculated)	(calculated)	0.603	1834.747

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 (%)
Old Shoreham Road	ONE HOUR	✓	2697.00	100.000
Grinstead Lane	ONE HOUR	✓	674.00	100.000
Upper Brighthorn Road	ONE HOUR	✓	2247.00	100.000
Manor Road	ONE HOUR	✓	190.00	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	7.000	668.000	1839.000	183.000
	2	479.000	0.000	69.000	126.000
	3	2051.000	156.000	21.000	19.000
	4	93.000	69.000	28.000	0.000

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

		To
--	--	----

		1	2	3	4
From	1	0.00	0.25	0.68	0.07
	2	0.71	0.00	0.10	0.19
	3	0.91	0.07	0.01	0.01
	4	0.49	0.36	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (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	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (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	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Old Shoreham Road	1.51	1381.75	765.54	F
Grinstead Lane	0.71	11.87	2.40	B
Upper Brighthorn Road	1.49	1110.80	563.82	F
Manor Road	0.40	11.43	0.66	B

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2030.44	1920.22	202.22	0.00	1989.90	1.020	27.56	34.554	D
Grinstead Lane	507.42	503.89	1480.92	0.00	1074.69	0.472	0.88	6.268	A
Upper Brighthorn Road	1691.66	1647.64	587.58	0.00	1797.36	0.941	11.00	20.186	C
Manor Road	143.04	141.88	1996.80	0.00	631.40	0.227	0.29	7.343	A

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

..	Total Demand	Entry Flow	Circulating Flow	Pedestrian Demand	Capacity	RFC	End Queue	Delay	LOS
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Name	(PCU/hr)	(PCU/hr)	(PCU/hr)	(Ped/hr)	(PCU/hr)	RFC	(PCU)	Delay (s)	LOS
Old Shoreham Road	2424.55	1974.19	223.04	0.00	1976.43	1.227	140.15	159.335	F
Grinstead Lane	605.91	604.03	1526.45	0.00	1044.42	0.580	1.35	8.138	A
Upper Brightham Road	2020.01	1728.81	681.27	0.00	1736.52	1.163	83.80	107.794	F
Manor Road	170.81	170.14	2148.59	0.00	539.92	0.316	0.46	9.718	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2969.45	1967.28	237.04	0.00	1967.38	1.509	390.69	489.174	F
Grinstead Lane	742.09	738.09	1526.23	0.00	1044.56	0.710	2.35	11.592	B
Upper Brightham Road	2473.99	1658.49	801.12	0.00	1658.69	1.492	287.68	407.840	F
Manor Road	209.19	208.42	2174.12	0.00	524.53	0.399	0.65	11.359	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2969.45	1967.21	237.27	0.00	1967.24	1.509	641.25	944.621	F
Grinstead Lane	742.09	741.90	1526.28	0.00	1044.53	0.710	2.40	11.874	B
Upper Brightham Road	2473.99	1656.44	804.53	0.00	1656.48	1.494	492.07	831.522	F
Manor Road	209.19	209.17	2174.79	0.00	524.13	0.399	0.66	11.428	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2424.55	1975.74	224.08	0.00	1975.76	1.227	753.45	1271.877	F
Grinstead Lane	605.91	609.86	1527.86	0.00	1043.48	0.581	1.41	8.377	A
Upper Brightham Road	2020.01	1733.01	686.61	0.00	1733.05	1.166	563.82	1093.091	F
Manor Road	170.81	171.53	2156.90	0.00	534.91	0.319	0.48	9.926	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2030.44	1982.07	214.13	0.00	1982.20	1.024	765.54	1381.749	F
Grinstead Lane	507.42	509.23	1529.01	0.00	1042.72	0.487	0.96	6.772	A
Upper Brightham Road	1691.66	1788.25	596.73	0.00	1791.42	0.944	539.67	1110.799	F
Manor Road	143.04	143.51	2140.17	0.00	544.99	0.262	0.36	8.978	A

(Default Analysis Set) - Baseline with Development-No Growth, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
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Name	Description	Scenario	Reason for setting factor (%)	Reason for setting factor (%)
(Default Analysis Set)			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)	Single Time Segment Only	Locked
Baseline with Development-No Growth, AM	Baseline with Development-No Growth	AM		ONE HOUR	07:45	09:15	90	15		✓

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			542.49	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Old Shoreham Road	Old Shoreham Road	
Grinstead Lane	Grinstead Lane	
Upper Brighthorn Road	Upper Brighthorn Road	
Manor Road	Manor Road	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Old Shoreham Road	7.20	7.60	7.60	10.90	54.00	39.00	
Grinstead Lane	4.60	7.50	19.70	45.40	54.00	28.00	
Upper Brighthorn Road	5.90	11.80	10.40	7.40	54.00	35.00	
Manor Road	4.90	7.30	11.10	39.70	54.00	49.00	

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
Old Shoreham Road	None
Grinstead Lane	None
Upper Brighthorn 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)
Old Shoreham Road		(calculated)	(calculated)	0.647	2120.661

Grinstead Lane		(calculated)	(calculated)	0.665	2059.414
Upper Brighthon Road		(calculated)	(calculated)	0.649	2178.925
Manor Road		(calculated)	(calculated)	0.603	1834.747

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 (%)
Old Shoreham Road	ONE HOUR	✓	2376.00	100.000
Grinstead Lane	ONE HOUR	✓	700.00	100.000
Upper Brighthon Road	ONE HOUR	✓	1997.00	100.000
Manor Road	ONE HOUR	✓	355.00	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	10.000	603.000	1685.000	78.000
	2	602.000	0.000	21.000	77.000
	3	1886.000	96.000	12.000	3.000
	4	251.000	72.000	32.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.25	0.71	0.03
	2	0.86	0.00	0.03	0.11
	3	0.94	0.05	0.01	0.00
	4	0.71	0.20	0.09	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (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

From	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (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	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Old Shoreham Road	1.31	681.96	394.76	F
Grinstead Lane	0.74	13.20	2.76	B
Upper Brighthorn Road	1.34	647.66	322.18	F
Manor Road	0.89	61.13	6.15	F

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	1788.78	1761.39	157.83	0.00	2018.60	0.886	6.85	12.876	B
Grinstead Lane	527.00	523.72	1347.14	0.00	1163.64	0.453	0.82	5.598	A
Upper Brighthorn Road	1503.45	1484.98	573.25	0.00	1806.67	0.832	4.62	10.652	B
Manor Road	267.26	264.62	1940.57	0.00	665.28	0.402	0.66	8.926	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2135.98	1975.20	183.75	0.00	2001.84	1.067	47.04	58.197	F
Grinstead Lane	629.29	626.76	1512.45	0.00	1053.73	0.597	1.45	8.382	A
Upper Brighthorn Road	1795.26	1693.45	681.11	0.00	1736.62	1.034	30.07	46.908	E
Manor Road	319.14	314.60	2238.23	0.00	485.90	0.657	1.80	20.499	C

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2616.02	1990.85	199.53	0.00	1991.64	1.314	203.34	231.487	F
Grinstead Lane	770.71	765.73	1529.48	0.00	1042.40	0.739	2.70	12.781	B
Upper Brighthorn Road	2198.74	1647.58	816.50	0.00	1648.71	1.334	167.86	222.488	F

Manor Road	390.86	376.95	2312.01	0.00	441.43	0.885	5.27	47.886	E
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Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2616.02	1989.62	202.47	0.00	1989.73	1.315	359.94	512.285	F
Grinstead Lane	770.71	770.45	1529.49	0.00	1042.40	0.739	2.76	13.200	B
Upper Brighthorn Road	2198.74	1645.64	821.03	0.00	1645.77	1.336	306.13	513.117	F
Manor Road	390.86	387.35	2314.13	0.00	440.16	0.888	6.15	61.131	F

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2135.98	1996.68	191.42	0.00	1996.88	1.070	394.76	681.964	F
Grinstead Lane	629.29	634.09	1530.44	0.00	1041.76	0.604	1.56	8.931	A
Upper Brighthorn Road	1795.26	1731.07	689.02	0.00	1731.49	1.037	322.18	647.658	F
Manor Road	319.14	333.86	2282.19	0.00	459.41	0.695	2.47	31.305	D

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	1788.78	2001.43	176.55	0.00	2006.50	0.891	341.60	662.451	F
Grinstead Lane	527.00	529.09	1528.76	0.00	1042.88	0.505	1.04	7.034	A
Upper Brighthorn Road	1503.45	1791.95	587.35	0.00	1797.51	0.836	250.05	575.202	F
Manor Road	267.26	271.86	2252.70	0.00	477.18	0.560	1.32	17.902	C

(Default Analysis Set) - Baseline with Development-No Growth, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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)	Single Time Segment Only	Locked
Baseline with Development-No Growth, PM	Baseline with Development-No Growth	PM		ONE HOUR	16:45	18:15	90	15		✓

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
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Name	Control type	Arm Order	Grade separated	Large roundabout	Control delay (s)	Control LCC
(untitled)	Roundabout	1,2,3,4			583.80	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Old Shoreham Road	Old Shoreham Road	
Grinstead Lane	Grinstead Lane	
Upper Brighthorn Road	Upper Brighthorn Road	
Manor Road	Manor Road	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Old Shoreham Road	7.20	7.60	7.60	10.90	54.00	39.00	
Grinstead Lane	4.60	7.50	19.70	45.40	54.00	28.00	
Upper Brighthorn Road	5.90	11.80	10.40	7.40	54.00	35.00	
Manor Road	4.90	7.30	11.10	39.70	54.00	49.00	

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
Old Shoreham Road	None
Grinstead Lane	None
Upper Brighthorn 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)
Old Shoreham Road		(calculated)	(calculated)	0.647	2120.661
Grinstead Lane		(calculated)	(calculated)	0.665	2059.414
Upper Brighthorn Road		(calculated)	(calculated)	0.649	2178.925
Manor Road		(calculated)	(calculated)	0.603	1834.747

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 (%)
Old Shoreham Road	ONE HOUR	✓	2411.00	100.000
Grinstead Lane	ONE HOUR	✓	639.00	100.000
Upper Brighthorn Road	ONE HOUR	✓	1984.00	100.000
Manor Road	ONE HOUR	✓	169.00	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	6.000	628.000	1616.000	161.000
	2	447.000	0.000	66.000	126.000
	3	1803.000	146.000	18.000	17.000
	4	81.000	63.000	25.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.26	0.67	0.07
	2	0.70	0.00	0.10	0.20
	3	0.91	0.07	0.01	0.01
	4	0.48	0.37	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (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	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (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	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Old Shoreham Road	1.35	784.69	451.08	F
Grinstead Lane	0.66	10.00	1.93	A
Upper Brighthton Road	1.30	573.32	284.27	F
Manor Road	0.35	10.43	0.53	B

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	1815.13	1782.26	187.88	0.00	1999.18	0.908	8.22	14.870	B
Grinstead Lane	481.07	478.27	1350.13	0.00	1161.66	0.414	0.70	5.247	A
Upper Brighthton Road	1493.66	1476.48	552.32	0.00	1820.26	0.821	4.29	10.041	B
Manor Road	127.23	126.42	1802.83	0.00	748.29	0.170	0.20	5.782	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2167.44	1961.06	219.46	0.00	1978.75	1.095	59.81	71.215	F
Grinstead Lane	574.45	572.69	1488.08	0.00	1069.93	0.537	1.14	7.213	A
Upper Brighthton Road	1783.58	1701.69	649.37	0.00	1757.24	1.015	24.77	40.480	E
Manor Road	151.93	151.32	2092.60	0.00	573.66	0.265	0.36	8.512	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2654.56	1967.89	235.47	0.00	1968.40	1.349	231.48	271.128	F
Grinstead Lane	703.55	700.53	1497.98	0.00	1063.35	0.662	1.90	9.839	A
Upper Brighthton Road	2184.42	1680.86	764.48	0.00	1682.49	1.298	150.66	194.384	F
Manor Road	186.07	185.38	2161.39	0.00	532.20	0.350	0.53	10.359	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	2654.56	1968.11	235.80	0.00	1968.19	1.349	403.09	582.719	F
Grinstead Lane	703.55	703.44	1498.24	0.00	1063.18	0.662	1.93	9.998	A
Upper Brighthton Road	2184.42	1680.62	767.10	0.00	1680.78	1.300	276.61	455.425	F
Manor Road	186.07	186.05	2163.19	0.00	531.12	0.350	0.53	10.430	B

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham									

Old Shoreham Road	2167.44	1975.51	224.30	0.00	1975.62	1.097	451.08	780.092	F
Grinstead Lane	574.45	577.36	1499.40	0.00	1062.40	0.541	1.20	7.468	A
Upper Brighthton Road	1783.58	1752.93	654.56	0.00	1753.87	1.017	284.27	573.316	F
Manor Road	151.93	152.48	2146.71	0.00	541.06	0.281	0.40	9.277	A

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

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Old Shoreham Road	1815.13	1976.96	215.46	0.00	1981.34	0.916	410.62	784.694	F
Grinstead Lane	481.07	482.52	1497.25	0.00	1063.84	0.452	0.84	6.210	A
Upper Brighthton Road	1493.66	1802.68	569.62	0.00	1809.03	0.826	207.02	491.072	F
Manor Road	127.23	127.60	2129.70	0.00	551.31	0.231	0.30	8.505	A