Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896

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Filename: J04_IfieldAv_A23CrawleyAve.j9
Path: \\sdgworld.net\Data\London\Projects\237\4\73\05\Model\Local Junction Modelling\J04_Crawley Avenue\J9
Report generation date: 24/06/2025 11:19:48

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
	2025			
D - Ifield Avenue North	1.5	0.59	0.9	0.47
A - A23 Crawley Avenue East	4.7	0.81	2.9	0.72
B - Ifield Avenue South	0.6	0.39	0.6	0.38
C - A23 Crawley Avenue West	4.7	0.82	3.7	0.78
	2029_WithoutDevs			
D - Ifield Avenue North	0.7	0.39	0.9	0.47
A - A23 Crawley Avenue East	2.6	0.70	58.7	1.06
B - Ifield Avenue South	0.6	0.37	2.1	0.68
C - A23 Crawley Avenue West	3.8	0.79	3.2	0.75
	2029_WithDevs			
D - Ifield Avenue North	0.7	0.41	0.7	0.41
A - A23 Crawley Avenue East	2.2	0.67	39.8	1.02
B - Ifield Avenue South	0.5	0.35	2.0	0.67
C - A23 Crawley Avenue West	3.5	0.77	3.5	0.77
	2041_WithoutDevs			
D - Ifield Avenue North	1.2	0.54	1.0	0.51
A - A23 Crawley Avenue East	5.6	0.84	111.3	1.14
B - Ifield Avenue South	0.8	0.43	2.2	0.69
C - A23 Crawley Avenue West	5.9	0.86	3.9	0.79
	2041_WithDevs			
D - Ifield Avenue North	0.7	0.41	0.8	0.45
A - A23 Crawley Avenue East	2.1	0.65	88.7	1.10
B - Ifield Avenue South	0.7	0.43	2.2	0.69
C - A23 Crawley Avenue West	4.9	0.83	4.0	0.79

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

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

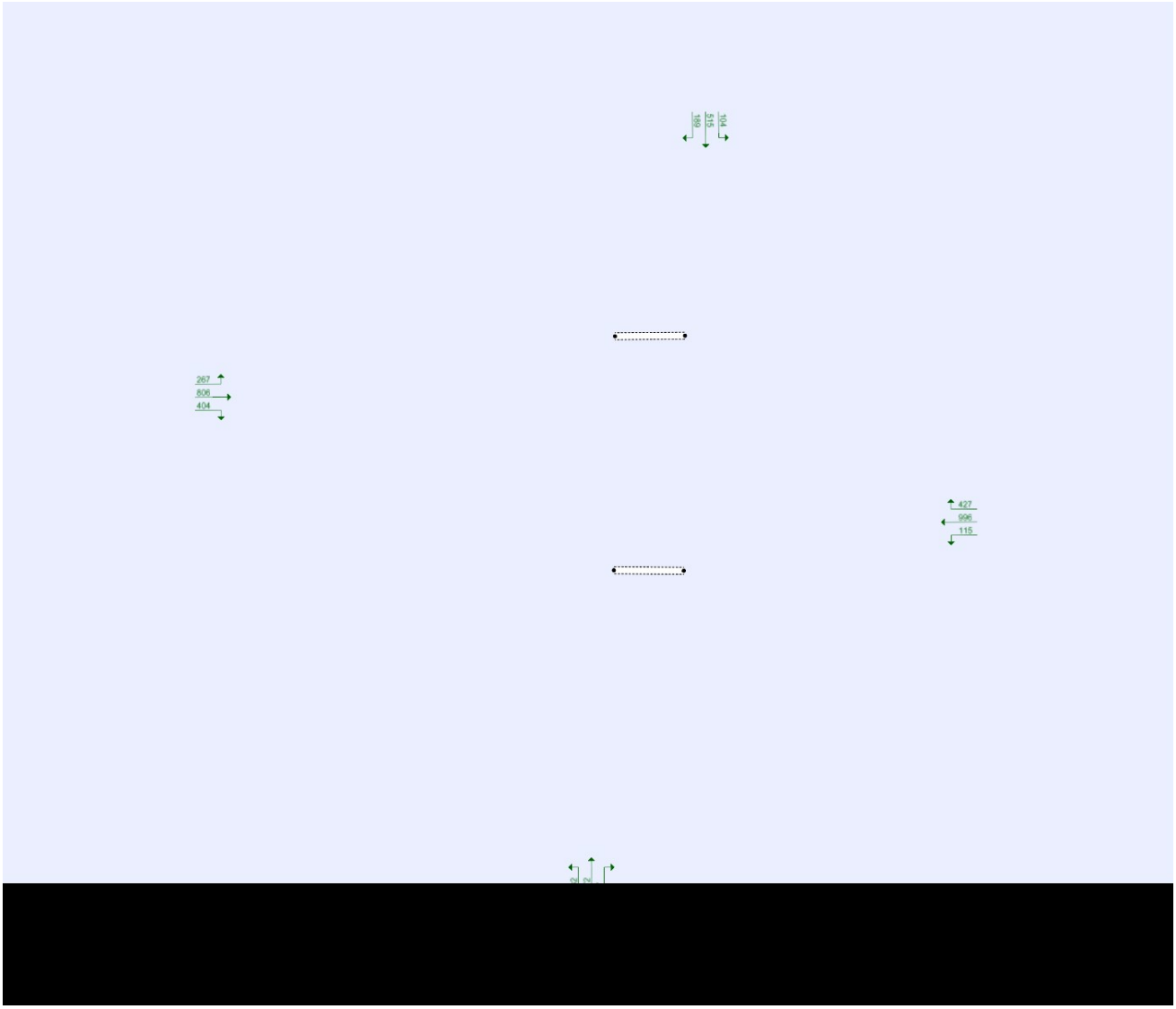
File summary

File Description

Title	Ifield Roundabout - Base
Location	Crewley
Site number	1
Date	31/03/2021
Version	V1
Status	(new file)
Identifier	001
Client	
Jobnumber	48559
Enumerator	CORP\rycox
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2025	AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	2025	PM	ONE HOUR	16:45	18:15	15	✓	✓
D3	2029_WithoutDevs	AM	ONE HOUR	07:45	09:15	15	✓	✓
D4	2029_WithoutDevs	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2029_WithDevs	AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2029_WithDevs	PM	ONE HOUR	16:45	18:15	15	✓	✓
D7	2041_WithoutDevs	AM	ONE HOUR	07:45	09:15	15	✓	✓
D8	2041_WithoutDevs	PM	ONE HOUR	16:45	18:15	15	✓	✓
D9	2041_WithDevs	AM	ONE HOUR	07:45	09:15	15	✓	✓
D10	2041_WithDevs	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Ifield Avenue South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A23 Crawley Avenue West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D1 - 2025, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ifield Roadabout	Standard Roundabout		D, A, B, C	8.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
D	Ifield Avenue North	
A	A23 Crawley Avenue East	
B	Ifield Avenue South	
C	A23 Crawley Avenue West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
D - Ifield Avenue North	7.00	8.38	10.0	999.0	32.0	10.0	
A - A23 Crawley Avenue East	10.68	11.23	1.8	18.4	32.0	31.0	
B - Ifield Avenue South	3.50	7.96	100.0	60.0	32.0	21.0	
C - A23 Crawley Avenue West	7.20	10.50	60.0	35.8	32.0	39.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
D - Ifield Avenue North	12.00	3.00	2.90	1.00	6.00	6.00	7.00
B - Ifield Avenue South	12.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
D - Ifield Avenue North	0.895	2694
A - A23 Crawley Avenue East	0.978	3294
B - Ifield Avenue South	0.815	2386
C - A23 Crawley Avenue West	0.918	3003

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
D - Ifield Avenue North	Percentage		153.00
A - A23 Crawley Avenue East	Percentage		80.00
B - Ifield Avenue South	Percentage		170.00
C - A23 Crawley Avenue West	Percentage		109.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2025	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
D - Ifield Avenue North		ONE HOUR	✓	934	100.000
A - A23 Crawley Avenue East		ONE HOUR	✓	1111	100.000
B - Ifield Avenue South		ONE HOUR	✓	790	100.000
C - A23 Crawley Avenue West		ONE HOUR	✓	1806	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
D - Ifield Avenue North	[ONEHOUR]	6.00
A - A23 Crawley Avenue East		
B - Ifield Avenue South	[ONEHOUR]	6.00
C - A23 Crawley Avenue West		

Origin-Destination Data

Demand (PCU/hr)

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	156	502	276
	A - A23 Crawley Avenue East	179	11	221	700
	B - Ifield Avenue South	587	0.34	0	202
	C - A23 Crawley Avenue West	245	1041	520	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	0	2	5
	A - A23 Crawley Avenue East	4	76	2	26
	B - Ifield Avenue South	2	23	0	1
	C - A23 Crawley Avenue West	4	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
D - Ifield Avenue North	0.59	5.15	1.5	A	934	934
A - A23 Crawley Avenue East	0.81	14.18	4.7	B	1111	1111
B - Ifield Avenue South	0.39	2.64	0.6	A	790	790
C - A23 Crawley Avenue West	0.82	8.79	4.7	A	1806	1806

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	839	210	1411	5.39	2171	0.387	838	908	0.4	0.6	2.768	A
A - A23 Crawley Avenue East	999	250	1165		1723	0.580	996	1085	0.9	1.6	5.764	A
B - Ifield Avenue South	710	177	1045	5.39	2583	0.275	709	1116	0.3	0.4	1.954	A
C - A23 Crawley Avenue West	1624	406	698		2574	0.631	1621	1056	1.1	1.8	3.947	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	1028	257	1721	6.61	1753	0.586	1025	1110	0.6	1.4	5.046	A
A - A23 Crawley Avenue East	1223	306	1423		1522	0.804	1212	1324	1.6	4.5	13.117	B
B - Ifield Avenue South	869	217	1273	6.61	2268	0.383	868	1361	0.4	0.6	2.615	A
C - A23 Crawley Avenue West	1989	497	853		2419	0.822	1978	1288	1.8	4.6	8.348	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	1028	257	1731	6.61	1744	0.589	1028	1113	1.4	1.5	5.150	A
A - A23 Crawley Avenue East	1223	306	1428		1517	0.806	1222	1331	4.5	4.7	14.179	B
B - Ifield Avenue South	869	217	1282	6.61	2257	0.385	869	1368	0.6	0.6	2.639	A
C - A23 Crawley Avenue West	1989	497	856		2416	0.823	1988	1296	4.6	4.7	8.793	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	839	210	1424	5.39	2158	0.389	843	914	1.5	0.7	2.811	A
A - A23 Crawley Avenue East	999	250	1172		1717	0.582	1011	1094	4.7	1.6	6.054	A
B - Ifield Avenue South	710	177	1058	5.39	2567	0.277	711	1125	0.6	0.4	1.973	A
C - A23 Crawley Avenue West	1624	406	702		2570	0.632	1636	1067	4.7	1.8	4.085	A

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Ifield Avenue South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A23 Crawley Avenue West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D2 - 2025, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ifield Roadabout	Standard Roundabout		D, A, B, C	6.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2025	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
D - Ifield Avenue North		ONE HOUR	✓	814	100.000
A - A23 Crawley Avenue East		ONE HOUR	✓	1121	100.000
B - Ifield Avenue South		ONE HOUR	✓	835	100.000
C - A23 Crawley Avenue West		ONE HOUR	✓	1657	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
D - Ifield Avenue North	[ONEHOUR]	6.00
A - A23 Crawley Avenue East		
B - Ifield Avenue South	[ONEHOUR]	6.00
C - A23 Crawley Avenue West		

Origin-Destination Data

Demand (PCU/hr)

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	136	520	158
	A - A23 Crawley Avenue East	226	18	231	646
	B - Ifield Avenue South	608	2	0	224
	C - A23 Crawley Avenue West	208	1047	402	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	0	4	7
	A - A23 Crawley Avenue East	7	34	4	16
	B - Ifield Avenue South	2	22	0	1
	C - A23 Crawley Avenue West	5	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
D - Ifield Avenue North	0.47	3.75	0.9	A	814	814
A - A23 Crawley Avenue East	0.72	8.56	2.9	A	1121	1121
B - Ifield Avenue South	0.38	2.42	0.6	A	835	835
C - A23 Crawley Avenue West	0.78	7.34	3.7	A	1657	1657

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	732	183	1319	5.39	2296	0.319	731	936	0.3	0.5	2.389	A
A - A23 Crawley Avenue East	1008	252	971		1875	0.537	1006	1079	0.8	1.3	4.615	A
B - Ifield Avenue South	750	188	941	5.39	2727	0.275	750	1036	0.3	0.4	1.852	A
C - A23 Crawley Avenue West	1490	372	767		2505	0.595	1488	924	0.9	1.5	3.658	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	897	224	1610	6.61	1900	0.472	895	1144	0.5	0.9	3.713	A
A - A23 Crawley Avenue East	1235	309	1187		1706	0.724	1228	1318	1.3	2.8	8.305	A
B - Ifield Avenue South	919	230	1149	6.61	2438	0.377	918	1266	0.4	0.6	2.409	A
C - A23 Crawley Avenue West	1825	456	938		2334	0.782	1816	1129	1.5	3.6	7.096	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	897	224	1617	6.61	1893	0.474	896	1147	0.9	0.9	3.752	A
A - A23 Crawley Avenue East	1235	309	1190		1704	0.725	1234	1323	2.8	2.9	8.557	A
B - Ifield Avenue South	919	230	1154	6.61	2432	0.378	919	1270	0.6	0.6	2.420	A
C - A23 Crawley Avenue West	1825	456	940		2332	0.782	1824	1133	3.6	3.7	7.339	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	732	183	1328	5.39	2285	0.320	734	940	0.9	0.5	2.412	A
A - A23 Crawley Avenue East	1008	252	975		1872	0.539	1014	1087	2.9	1.3	4.724	A
B - Ifield Avenue South	750	188	948	5.39	2719	0.276	751	1042	0.6	0.4	1.864	A
C - A23 Crawley Avenue West	1490	372	770		2502	0.595	1498	929	3.7	1.5	3.744	A

2029_WithoutDevs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Ifield Avenue South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A23 Crawley Avenue West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D3 - 2029_WithoutDevs, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ifield Roadabout	Standard Roundabout		D, A, B, C	5.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	2029_WithoutDevs	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
D - Ifield Avenue North		ONE HOUR	✓	692	100.000
A - A23 Crawley Avenue East		ONE HOUR	✓	1181	100.000
B - Ifield Avenue South		ONE HOUR	✓	806	100.000
C - A23 Crawley Avenue West		ONE HOUR	✓	1666	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
D - Ifield Avenue North	[ONEHOUR]	6.00
A - A23 Crawley Avenue East		
B - Ifield Avenue South	[ONEHOUR]	6.00
C - A23 Crawley Avenue West		

Origin-Destination Data

Demand (PCU/hr)

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	109	447	137
	A - A23 Crawley Avenue East	254	13	243	671
	B - Ifield Avenue South	587	0.13	0	219
	C - A23 Crawley Avenue West	257	1088	322	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	0	3	8
	A - A23 Crawley Avenue East	5	69	3	16
	B - Ifield Avenue South	0	31	0	1
	C - A23 Crawley Avenue West	4	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
D - Ifield Avenue North	0.39	3.11	0.7	A	692	692
A - A23 Crawley Avenue East	0.70	7.21	2.6	A	1181	1181
B - Ifield Avenue South	0.37	2.40	0.6	A	806	806
C - A23 Crawley Avenue West	0.79	7.51	3.8	A	1666	1666

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	622	156	1277	5.39	2351	0.265	622	986	0.3	0.4	2.154	A
A - A23 Crawley Avenue East	1062	266	814		1998	0.531	1060	1086	0.8	1.2	4.252	A
B - Ifield Avenue South	725	181	965	5.39	2694	0.269	724	909	0.3	0.4	1.832	A
C - A23 Crawley Avenue West	1498	374	768		2504	0.598	1496	922	0.9	1.5	3.698	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	762	191	1560	6.61	1966	0.388	761	1206	0.4	0.7	3.087	A
A - A23 Crawley Avenue East	1301	325	995		1857	0.701	1296	1326	1.2	2.5	7.060	A
B - Ifield Avenue South	888	222	1179	6.61	2397	0.370	887	1111	0.4	0.6	2.390	A
C - A23 Crawley Avenue West	1835	459	939		2333	0.786	1826	1127	1.5	3.7	7.255	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	762	191	1567	6.61	1958	0.389	762	1209	0.7	0.7	3.113	A
A - A23 Crawley Avenue East	1301	325	997		1855	0.701	1301	1332	2.5	2.6	7.209	A
B - Ifield Avenue South	888	222	1183	6.61	2392	0.371	888	1115	0.6	0.6	2.399	A
C - A23 Crawley Avenue West	1835	459	941		2331	0.787	1834	1130	3.7	3.8	7.513	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	622	156	1287	5.39	2340	0.266	623	990	0.7	0.4	2.173	A
A - A23 Crawley Avenue East	1062	266	817		1996	0.532	1067	1093	2.6	1.3	4.329	A
B - Ifield Avenue South	725	181	971	5.39	2687	0.270	726	914	0.6	0.4	1.843	A
C - A23 Crawley Avenue West	1498	374	770		2502	0.599	1507	926	3.8	1.6	3.789	A

2029_WithoutDevs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Ifield Avenue South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A23 Crawley Avenue West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D4 - 2029_WithoutDevs, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ifield Roadabout	Standard Roundabout		D, A, B, C	39.71	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	2029_WithoutDevs	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
D - Ifield Avenue North		ONE HOUR	✓	974	100.000
A - A23 Crawley Avenue East		ONE HOUR	✓	1472	100.000
B - Ifield Avenue South		ONE HOUR	✓	999	100.000
C - A23 Crawley Avenue West		ONE HOUR	✓	1414	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
D - Ifield Avenue North	[ONEHOUR]	6.00
A - A23 Crawley Avenue East		
B - Ifield Avenue South	[ONEHOUR]	6.00
C - A23 Crawley Avenue West		

Origin-Destination Data

Demand (PCU/hr)

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	93	599	282
	A - A23 Crawley Avenue East	474	21	74	902
	B - Ifield Avenue South	622	0.06	0	377
	C - A23 Crawley Avenue West	239	773	402	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	0	1	1
	A - A23 Crawley Avenue East	3	5	13	4
	B - Ifield Avenue South	0	0	0	0
	C - A23 Crawley Avenue West	6	9	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
D - Ifield Avenue North	0.47	2.96	0.9	A	974	974
A - A23 Crawley Avenue East	1.06	117.33	58.7	F	1472	1472
B - Ifield Avenue South	0.68	6.87	2.1	A	999	999
C - A23 Crawley Avenue West	0.75	7.46	3.2	A	1414	1414

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	876	219	1073	5.39	2629	0.333	875	1197	0.3	0.5	2.072	A
A - A23 Crawley Avenue East	1323	331	1152		1734	0.763	1316	797	1.5	3.2	8.825	A
B - Ifield Avenue South	898	224	1503	5.39	1959	0.458	897	965	0.5	0.8	3.384	A
C - A23 Crawley Avenue West	1271	318	1001		2271	0.560	1269	1398	0.8	1.4	3.860	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	1072	268	1309	6.61	2307	0.465	1071	1427	0.5	0.9	2.935	A
A - A23 Crawley Avenue East	1620	405	1408		1533	1.057	1497	971	3.2	34.2	55.566	F
B - Ifield Avenue South	1100	275	1731	6.61	1651	0.666	1095	1174	0.8	2.0	6.423	A
C - A23 Crawley Avenue West	1557	389	1185		2086	0.746	1550	1641	1.4	3.1	7.136	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	1072	268	1315	6.61	2301	0.466	1072	1438	0.9	0.9	2.956	A
A - A23 Crawley Avenue East	1620	405	1412		1530	1.059	1522	975	34.2	58.7	117.327	F
B - Ifield Avenue South	1100	275	1756	6.61	1623	0.678	1099	1178	2.0	2.1	6.868	A
C - A23 Crawley Avenue West	1557	389	1197		2075	0.750	1557	1659	3.1	3.2	7.459	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	876	219	1084	5.39	2616	0.335	877	1275	0.9	0.5	2.091	A
A - A23 Crawley Avenue East	1323	331	1156		1730	0.765	1543	805	58.7	3.7	41.709	E
B - Ifield Avenue South	898	224	1719	5.39	1671	0.537	902	980	2.1	1.2	4.703	A
C - A23 Crawley Avenue West	1271	318	1080		2191	0.580	1278	1540	3.2	1.5	4.273	A

2029_WithDevs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Ifield Avenue South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A23 Crawley Avenue West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D5 - 2029_WithDevs, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ifield Roadabout	Standard Roundabout		D, A, B, C	5.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2029_WithDevs	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
D - Ifield Avenue North		ONE HOUR	✓	716	100.000
A - A23 Crawley Avenue East		ONE HOUR	✓	1106	100.000
B - Ifield Avenue South		ONE HOUR	✓	790	100.000
C - A23 Crawley Avenue West		ONE HOUR	✓	1686	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
D - Ifield Avenue North	[ONEHOUR]	6.00
A - A23 Crawley Avenue East		
B - Ifield Avenue South	[ONEHOUR]	6.00
C - A23 Crawley Avenue West		

Origin-Destination Data

Demand (PCU/hr)

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0.02	134	438	143
	A - A23 Crawley Avenue East	226	11	237	632
	B - Ifield Avenue South	556	0.11	0	234
	C - A23 Crawley Avenue West	263	1055	368	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	0	2	8
	A - A23 Crawley Avenue East	6	82	3	17
	B - Ifield Avenue South	0	36	0	1
	C - A23 Crawley Avenue West	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
D - Ifield Avenue North	0.41	3.20	0.7	A	716	716
A - A23 Crawley Avenue East	0.67	6.70	2.2	A	1106	1106
B - Ifield Avenue South	0.35	2.23	0.5	A	790	790
C - A23 Crawley Avenue West	0.77	6.84	3.5	A	1686	1686

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	643	161	1287	5.39	2338	0.275	643	938	0.3	0.4	2.182	A
A - A23 Crawley Avenue East	994	249	852		1968	0.505	993	1078	0.7	1.1	4.118	A
B - Ifield Avenue South	710	177	908	5.39	2771	0.256	710	936	0.2	0.3	1.751	A
C - A23 Crawley Avenue West	1515	379	712		2560	0.592	1513	906	0.9	1.5	3.548	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	788	197	1572	6.61	1950	0.404	787	1148	0.4	0.7	3.177	A
A - A23 Crawley Avenue East	1217	304	1042		1820	0.669	1213	1317	1.1	2.2	6.589	A
B - Ifield Avenue South	869	217	1110	6.61	2490	0.349	869	1145	0.3	0.5	2.225	A
C - A23 Crawley Avenue West	1856	464	872		2400	0.773	1848	1107	1.5	3.4	6.648	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	788	197	1578	6.61	1943	0.405	788	1150	0.7	0.7	3.201	A
A - A23 Crawley Avenue East	1217	304	1045		1818	0.670	1217	1322	2.2	2.2	6.703	A
B - Ifield Avenue South	869	217	1114	6.61	2486	0.350	869	1148	0.5	0.5	2.232	A
C - A23 Crawley Avenue West	1856	464	873		2399	0.774	1856	1110	3.4	3.5	6.843	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	643	161	1296	5.39	2328	0.276	644	942	0.7	0.4	2.200	A
A - A23 Crawley Avenue East	994	249	856		1965	0.506	998	1084	2.2	1.2	4.181	A
B - Ifield Avenue South	710	177	913	5.39	2765	0.257	711	941	0.5	0.3	1.757	A
C - A23 Crawley Avenue West	1515	379	714		2558	0.592	1523	910	3.5	1.5	3.626	A

2029_WithDevs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Ifield Avenue South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A23 Crawley Avenue West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D6 - 2029_WithDevs, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ifield Roadabout	Standard Roundabout		D, A, B, C	29.72	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2029_WithDevs	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
D - Ifield Avenue North		ONE HOUR	✓	809	100.000
A - A23 Crawley Avenue East		ONE HOUR	✓	1558	100.000
B - Ifield Avenue South		ONE HOUR	✓	1000	100.000
C - A23 Crawley Avenue West		ONE HOUR	✓	1478	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
D - Ifield Avenue North	[ONEHOUR]	6.00
A - A23 Crawley Avenue East		
B - Ifield Avenue South	[ONEHOUR]	6.00
C - A23 Crawley Avenue West		

Origin-Destination Data

Demand (PCU/hr)

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0.47	104	515	189
	A - A23 Crawley Avenue East	427	20	115	996
	B - Ifield Avenue South	572	47	0	382
	C - A23 Crawley Avenue West	267	806	404	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	4	1	1
	A - A23 Crawley Avenue East	4	5	8	4
	B - Ifield Avenue South	0	0	0	0
	C - A23 Crawley Avenue West	5	9	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
D - Ifield Avenue North	0.41	2.84	0.7	A	809	809
A - A23 Crawley Avenue East	1.02	79.14	39.8	F	1558	1558
B - Ifield Avenue South	0.67	6.71	2.0	A	1000	1000
C - A23 Crawley Avenue West	0.77	7.90	3.5	A	1478	1478

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	727	182	1146	5.39	2528	0.288	727	1136	0.3	0.4	2.025	A
A - A23 Crawley Avenue East	1401	350	996		1856	0.755	1395	877	1.5	3.1	8.033	A
B - Ifield Avenue South	899	225	1462	5.39	2014	0.446	898	928	0.5	0.8	3.220	A
C - A23 Crawley Avenue West	1329	332	956		2316	0.574	1326	1404	0.9	1.4	3.899	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	890	223	1399	6.61	2184	0.408	889	1366	0.4	0.7	2.815	A
A - A23 Crawley Avenue East	1716	429	1218		1682	1.020	1626	1070	3.1	25.6	41.948	E
B - Ifield Avenue South	1101	275	1714	6.61	1673	0.658	1097	1129	0.8	1.9	6.198	A
C - A23 Crawley Avenue West	1627	407	1145		2126	0.765	1619	1666	1.4	3.4	7.517	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	890	223	1405	6.61	2177	0.409	890	1379	0.7	0.7	2.836	A
A - A23 Crawley Avenue East	1716	429	1221		1679	1.022	1659	1075	25.6	39.8	79.137	F
B - Ifield Avenue South	1101	275	1746	6.61	1637	0.673	1101	1135	1.9	2.0	6.708	A
C - A23 Crawley Avenue West	1627	407	1157		2114	0.770	1627	1689	3.4	3.5	7.904	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	727	182	1157	5.39	2516	0.289	728	1182	0.7	0.4	2.042	A
A - A23 Crawley Avenue East	1401	350	1000		1852	0.756	1546	885	39.8	3.4	18.630	C
B - Ifield Avenue South	899	225	1603	5.39	1829	0.492	903	943	2.0	1.0	3.909	A
C - A23 Crawley Avenue West	1329	332	1003		2269	0.586	1336	1504	3.5	1.5	4.181	A

2041_WithoutDevs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Ifield Avenue South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A23 Crawley Avenue West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D7 - 2041_WithoutDevs, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ifield Roadabout	Standard Roundabout		D, A, B, C	9.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D7	2041_WithoutDevs	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
D - Ifield Avenue North		ONE HOUR	✓	849	100.000
A - A23 Crawley Avenue East		ONE HOUR	✓	1255	100.000
B - Ifield Avenue South		ONE HOUR	✓	894	100.000
C - A23 Crawley Avenue West		ONE HOUR	✓	1746	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
D - Ifield Avenue North	[ONEHOUR]	6.00
A - A23 Crawley Avenue East		
B - Ifield Avenue South	[ONEHOUR]	6.00
C - A23 Crawley Avenue West		

Origin-Destination Data

Demand (PCU/hr)

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0.03	104	607	138
	A - A23 Crawley Avenue East	250	16	244	745
	B - Ifield Avenue South	665	2	0	227
	C - A23 Crawley Avenue West	185	1162	400	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	0	4	7
	A - A23 Crawley Avenue East	7	52	4	20
	B - Ifield Avenue South	2	28	0	1
	C - A23 Crawley Avenue West	5	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
D - Ifield Avenue North	0.54	4.69	1.2	A	849	849
A - A23 Crawley Avenue East	0.84	15.13	5.6	C	1255	1255
B - Ifield Avenue South	0.43	2.82	0.8	A	894	894
C - A23 Crawley Avenue West	0.86	11.42	5.9	B	1746	1746

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	763	191	1417	5.39	2163	0.353	762	987	0.4	0.6	2.670	A
A - A23 Crawley Avenue East	1128	282	1027		1831	0.616	1125	1152	1.1	1.8	5.796	A
B - Ifield Avenue South	804	201	1031	5.39	2604	0.309	803	1122	0.3	0.5	2.035	A
C - A23 Crawley Avenue West	1570	392	837		2435	0.645	1567	997	1.1	1.9	4.281	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	935	234	1725	6.61	1747	0.535	932	1205	0.6	1.2	4.581	A
A - A23 Crawley Avenue East	1381	345	1254		1653	0.836	1367	1402	1.8	5.3	13.750	B
B - Ifield Avenue South	984	246	1254	6.61	2296	0.429	983	1368	0.5	0.8	2.789	A
C - A23 Crawley Avenue West	1922	481	1023		2249	0.855	1907	1214	1.9	5.6	10.480	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	935	234	1738	6.61	1733	0.539	934	1210	1.2	1.2	4.689	A
A - A23 Crawley Avenue East	1381	345	1260		1649	0.838	1380	1412	5.3	5.6	15.133	C
B - Ifield Avenue South	984	246	1265	6.61	2283	0.431	984	1376	0.8	0.8	2.821	A
C - A23 Crawley Avenue West	1922	481	1026		2246	0.856	1921	1223	5.6	5.9	11.421	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	763	191	1434	5.39	2143	0.356	766	994	1.2	0.6	2.720	A
A - A23 Crawley Avenue East	1128	282	1035		1825	0.618	1143	1165	5.6	1.9	6.149	A
B - Ifield Avenue South	804	201	1046	5.39	2585	0.311	805	1132	0.8	0.5	2.059	A
C - A23 Crawley Avenue West	1570	392	842		2430	0.646	1586	1008	5.9	1.9	4.500	A

2041_WithoutDevs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Ifield Avenue South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A23 Crawley Avenue West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D8 - 2041_WithoutDevs, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ifield Roadabout	Standard Roundabout		D, A, B, C	68.16	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D8	2041_WithoutDevs	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
D - Ifield Avenue North		ONE HOUR	✓	1024	100.000
A - A23 Crawley Avenue East		ONE HOUR	✓	1527	100.000
B - Ifield Avenue South		ONE HOUR	✓	1042	100.000
C - A23 Crawley Avenue West		ONE HOUR	✓	1473	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
D - Ifield Avenue North	[ONEHOUR]	6.00
A - A23 Crawley Avenue East		
B - Ifield Avenue South	[ONEHOUR]	6.00
C - A23 Crawley Avenue West		

Origin-Destination Data

Demand (PCU/hr)

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	97	629	298
	A - A23 Crawley Avenue East	491	22	77	938
	B - Ifield Avenue South	649	0.07	0	393
	C - A23 Crawley Avenue West	249	805	419	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	0	1	1
	A - A23 Crawley Avenue East	3	5	13	4
	B - Ifield Avenue South	0	0	0	0
	C - A23 Crawley Avenue West	6	9	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
D - Ifield Avenue North	0.51	3.30	1.0	A	1024	1024
A - A23 Crawley Avenue East	1.14	210.70	111.3	F	1527	1527
B - Ifield Avenue South	0.69	6.97	2.2	A	1042	1042
C - A23 Crawley Avenue West	0.79	8.76	3.9	A	1473	1473

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	921	230	1118	5.39	2568	0.359	920	1243	0.4	0.6	2.203	A
A - A23 Crawley Avenue East	1373	343	1209		1689	0.813	1363	829	1.7	4.2	11.160	B
B - Ifield Avenue South	936	234	1562	5.39	1879	0.498	935	1010	0.5	1.0	3.805	A
C - A23 Crawley Avenue West	1324	331	1040		2232	0.593	1322	1457	0.9	1.6	4.243	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	1128	282	1362	6.61	2237	0.504	1126	1454	0.6	1.0	3.264	A
A - A23 Crawley Avenue East	1682	420	1478		1478	1.138	1462	1009	4.2	59.2	87.844	F
B - Ifield Avenue South	1147	287	1715	6.61	1675	0.685	1142	1225	1.0	2.1	6.706	A
C - A23 Crawley Avenue West	1622	405	1202		2070	0.784	1613	1655	1.6	3.7	8.335	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	1128	282	1369	6.61	2229	0.506	1128	1461	1.0	1.0	3.296	A
A - A23 Crawley Avenue East	1682	420	1482		1475	1.140	1473	1014	59.2	111.3	210.700	F
B - Ifield Avenue South	1147	287	1727	6.61	1663	0.690	1147	1229	2.1	2.2	6.966	A
C - A23 Crawley Avenue West	1622	405	1209		2063	0.786	1622	1665	3.7	3.9	8.755	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	921	230	1131	5.39	2552	0.361	923	1346	1.0	0.6	2.232	A
A - A23 Crawley Avenue East	1373	343	1214		1685	0.815	1669	840	111.3	37.3	162.514	F
B - Ifield Avenue South	936	234	1853	5.39	1488	0.629	938	1030	2.2	1.7	6.569	A
C - A23 Crawley Avenue West	1324	331	1145		2127	0.623	1333	1647	3.9	1.8	4.927	A

2041_WithDevs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Ifield Avenue South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A23 Crawley Avenue West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D9 - 2041_WithDevs, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ifield Roadabout	Standard Roundabout		D, A, B, C	6.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D9	2041_WithDevs	AM	ONE HOUR	07:45	09:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
D - Ifield Avenue North		ONE HOUR	✓	742	100.000
A - A23 Crawley Avenue East		ONE HOUR	✓	1099	100.000
B - Ifield Avenue South		ONE HOUR	✓	979	100.000
C - A23 Crawley Avenue West		ONE HOUR	✓	1654	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
D - Ifield Avenue North	[ONEHOUR]	6.00
A - A23 Crawley Avenue East		
B - Ifield Avenue South	[ONEHOUR]	6.00
C - A23 Crawley Avenue West		

Origin-Destination Data

Demand (PCU/hr)

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0.01	155	452	135
	A - A23 Crawley Avenue East	215	25	246	614
	B - Ifield Avenue South	733	3	0	242
	C - A23 Crawley Avenue West	266	1062	326	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	0	2	8
	A - A23 Crawley Avenue East	7	32	5	15
	B - Ifield Avenue South	0	19	0	1
	C - A23 Crawley Avenue West	3	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
D - Ifield Avenue North	0.41	3.20	0.7	A	742	742
A - A23 Crawley Avenue East	0.65	6.28	2.1	A	1099	1099
B - Ifield Avenue South	0.43	2.50	0.7	A	979	979
C - A23 Crawley Avenue West	0.83	9.88	4.9	A	1654	1654

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	667	167	1270	5.39	2361	0.283	667	1091	0.3	0.4	2.181	A
A - A23 Crawley Avenue East	988	247	820		1994	0.496	987	1117	0.7	1.1	3.975	A
B - Ifield Avenue South	880	220	888	5.39	2800	0.314	879	919	0.3	0.5	1.879	A
C - A23 Crawley Avenue West	1487	372	877		2395	0.621	1484	890	1.0	1.7	4.085	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	817	204	1548	6.61	1982	0.412	816	1334	0.4	0.7	3.165	A
A - A23 Crawley Avenue East	1210	303	1002		1851	0.654	1207	1363	1.1	2.1	6.182	A
B - Ifield Avenue South	1078	269	1085	6.61	2526	0.427	1076	1123	0.5	0.7	2.487	A
C - A23 Crawley Avenue West	1821	455	1074		2198	0.828	1809	1088	1.7	4.7	9.307	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	817	204	1558	6.61	1970	0.415	817	1338	0.7	0.7	3.202	A
A - A23 Crawley Avenue East	1210	303	1005		1849	0.655	1210	1370	2.1	2.1	6.278	A
B - Ifield Avenue South	1078	269	1089	6.61	2523	0.427	1078	1127	0.7	0.7	2.497	A
C - A23 Crawley Avenue West	1821	455	1075		2196	0.829	1820	1091	4.7	4.9	9.881	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	667	167	1283	5.39	2345	0.285	669	1096	0.7	0.4	2.205	A
A - A23 Crawley Avenue East	988	247	824		1990	0.497	992	1128	2.1	1.1	4.031	A
B - Ifield Avenue South	880	220	892	5.39	2796	0.315	881	924	0.7	0.5	1.888	A
C - A23 Crawley Avenue West	1487	372	880		2392	0.622	1499	893	4.9	1.7	4.236	A

2041_WithDevs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Ifield Avenue South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A23 Crawley Avenue West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Sets	D10 - 2041_WithDevs, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ifield Roadabout	Standard Roundabout		D, A, B, C	55.54	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D10	2041_WithDevs	PM	ONE HOUR	16:45	18:15	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
D - Ifield Avenue North		ONE HOUR	✓	918	100.000
A - A23 Crawley Avenue East		ONE HOUR	✓	1565	100.000
B - Ifield Avenue South		ONE HOUR	✓	1010	100.000
C - A23 Crawley Avenue West		ONE HOUR	✓	1525	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
D - Ifield Avenue North	[ONEHOUR]	6.00
A - A23 Crawley Avenue East		
B - Ifield Avenue South	[ONEHOUR]	6.00
C - A23 Crawley Avenue West		

Origin-Destination Data

Demand (PCU/hr)

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0.37	104	581	233
	A - A23 Crawley Avenue East	451	25	59	1030
	B - Ifield Avenue South	615	0.05	0	395
	C - A23 Crawley Avenue West	314	784	427	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		D - Ifield Avenue North	A - A23 Crawley Avenue East	B - Ifield Avenue South	C - A23 Crawley Avenue West
From	D - Ifield Avenue North	0	4	1	1
	A - A23 Crawley Avenue East	5	4	16	4
	B - Ifield Avenue South	0	0	0	0
	C - A23 Crawley Avenue West	4	9	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
D - Ifield Avenue North	0.45	2.96	0.8	A	918	918
A - A23 Crawley Avenue East	1.10	163.27	88.7	F	1565	1565
B - Ifield Avenue South	0.69	7.11	2.2	A	1010	1010
C - A23 Crawley Avenue West	0.79	8.71	4.0	A	1525	1525

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	825	206	1109	5.39	2579	0.320	825	1236	0.3	0.5	2.079	A
A - A23 Crawley Avenue East	1407	352	1115		1763	0.798	1398	819	1.7	3.9	10.091	B
B - Ifield Avenue South	908	227	1554	5.39	1888	0.481	906	958	0.5	0.9	3.659	A
C - A23 Crawley Avenue West	1371	343	977		2295	0.597	1369	1484	0.9	1.6	4.148	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	1011	253	1351	6.61	2250	0.449	1009	1463	0.5	0.8	2.939	A
A - A23 Crawley Avenue East	1723	431	1363		1568	1.099	1545	997	3.9	48.5	71.058	F
B - Ifield Avenue South	1112	278	1743	6.61	1636	0.680	1107	1165	0.9	2.1	6.745	A
C - A23 Crawley Avenue West	1679	420	1144		2128	0.789	1670	1706	1.6	3.8	8.263	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	1011	253	1358	6.61	2242	0.451	1011	1472	0.8	0.8	2.962	A
A - A23 Crawley Avenue East	1723	431	1367		1565	1.101	1562	1002	48.5	88.7	163.273	F
B - Ifield Avenue South	1112	278	1760	6.61	1617	0.688	1112	1169	2.1	2.2	7.113	A
C - A23 Crawley Avenue West	1679	420	1152		2120	0.792	1679	1720	3.8	4.0	8.712	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
D - Ifield Avenue North	825	206	1123	5.39	2562	0.322	827	1338	0.8	0.5	2.104	A
A - A23 Crawley Avenue East	1407	352	1120		1759	0.800	1736	830	88.7	6.4	102.979	F
B - Ifield Avenue South	908	227	1880	5.39	1450	0.626	910	975	2.2	1.7	6.682	A
C - A23 Crawley Avenue West	1371	343	1082		2190	0.626	1380	1709	4.0	1.8	4.805	A