

Junctions 9				
PICADY 9 - Priority Intersection Module				
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Filename: Wimblehurst Road Site Access.j9

Path: P:\Southern\180-189\183 Lovell Partnerships\183.0009 Horsham Enterprise Park, Wimblehurst Road, Horsham\03 Technical\TPL\Modelling

Report generation date: 21/02/2025 13:06:35

»Proposed Arrangement - 2031 Future Year + Committed Dev + Prop Dev, AM

»Proposed Arrangement - 2031 Future Year + Committed Dev + Prop Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Arrangement - 2031 Future Year + Committed Dev + Prop Dev								
Stream B-C	0.1	8.96	0.07	A	0.0	7.69	0.04	A
Stream B-A	0.2	19.40	0.16	C	0.1	15.68	0.09	C
Stream C-AB	0.0	9.07	0.04	A	0.1	8.27	0.05	A

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

File summary

File Description

Title	Parsonage Road Site Access
Location	
Site number	
Date	10/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2031 Future Year + Committed Dev + Prop Dev	AM	ONE HOUR	07:45	09:15	15
D2	2031 Future Year + Committed Dev + Prop Dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Proposed Arrangement	100.000

Proposed Arrangement - 2031 Future Year + Committed Dev + Prop Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Parsonage Road Site Access	T-Junction	Two-way	0.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wimblehurst Road (SB)		Major
B	Site Access		Minor
C	Wimblehurst Road (NB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Wimblehurst Road (NB)	8.00		✓	3.00	100.0	✓	4.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	5.00	3.50	3.00	3.00	✓	1.00	50	40

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	560	0.093	0.235	0.148	0.336
1	B-C	688	0.096	0.243	-	-
1	C-B	687	0.243	0.243	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Future Year + Committed Dev + Prop Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wimbleshurst Road (SB)		✓	866	100.000
B - Site Access		✓	59	100.000
C - Wimbleshurst Road (NB)		✓	672	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wimbleshurst Road (SB)	B - Site Access	C - Wimbleshurst Road (NB)
	From			
	A - Wimbleshurst Road (SB)	0	21	845
	B - Site Access	33	0	26
	C - Wimbleshurst Road (NB)	655	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wimbleshurst Road (SB)	B - Site Access	C - Wimbleshurst Road (NB)
	From			
	A - Wimbleshurst Road (SB)	10	10	10
	B - Site Access	2	2	2
	C - Wimbleshurst Road (NB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	8.96	0.1	A
B-A	0.16	19.40	0.2	C
C-AB	0.04	9.07	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	522	0.038	19	0.0	7.309	A
B-A	25	331	0.075	25	0.1	11.959	B
C-AB	13	528	0.024	13	0.0	7.675	A
C-A	493			493			
A-B	16			16			
A-C	636			636			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	488	0.048	23	0.1	7.906	A
B-A	30	287	0.103	30	0.1	14.258	B
C-AB	15	498	0.031	15	0.0	8.207	A
C-A	589			589			
A-B	19			19			
A-C	760			760			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	29	439	0.065	29	0.1	8.949	A
B-A	36	226	0.161	36	0.2	19.346	C
C-AB	19	455	0.041	19	0.0	9.069	A
C-A	721			721			
A-B	23			23			
A-C	930			930			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	29	439	0.065	29	0.1	8.957	A
B-A	36	226	0.161	36	0.2	19.400	C
C-AB	19	455	0.041	19	0.0	9.071	A
C-A	721			721			
A-B	23			23			
A-C	930			930			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	487	0.048	23	0.1	7.919	A
B-A	30	287	0.103	30	0.1	14.298	B
C-AB	15	498	0.031	15	0.0	8.211	A
C-A	589			589			
A-B	19			19			
A-C	760			760			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	521	0.038	20	0.0	7.323	A
B-A	25	331	0.075	25	0.1	11.989	B
C-AB	13	528	0.024	13	0.0	7.679	A
C-A	493			493			
A-B	16			16			
A-C	636			636			

Proposed Arrangement - 2031 Future Year + Committed Dev + Prop Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Parsonage Road Site Access	T-Junction	Two-way	0.43	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)
D2	2031 Future Year + Committed Dev + Prop Dev	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wimblerhurst Road (SB)		✓	691	100.000
B - Site Access		✓	38	100.000
C - Wimblerhurst Road (NB)		✓	754	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Wimblerhurst Road (SB)	B - Site Access	C - Wimblerhurst Road (NB)
	A - Wimblerhurst Road (SB)	0	27	664
	B - Site Access	21	0	17
	C - Wimblerhurst Road (NB)	733	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Wimblerhurst Road (SB)	B - Site Access	C - Wimblerhurst Road (NB)
	A - Wimblerhurst Road (SB)	10	10	10
	B - Site Access	2	2	2
	C - Wimblerhurst Road (NB)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.69	0.0	A
B-A	0.09	15.68	0.1	C
C-AB	0.05	8.27	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	559	0.023	13	0.0	6.721	A
B-A	16	353	0.045	16	0.0	10.889	B
C-AB	16	560	0.028	16	0.0	7.266	A
C-A	552			552			
A-B	20			20			
A-C	500			500			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	533	0.029	15	0.0	7.092	A
B-A	19	313	0.060	19	0.1	12.492	B
C-AB	19	536	0.035	19	0.0	7.657	A
C-A	659			659			
A-B	24			24			
A-C	597			597			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	19	496	0.038	19	0.0	7.690	A
B-A	23	257	0.090	23	0.1	15.657	C
C-AB	23	502	0.046	23	0.1	8.266	A
C-A	807			807			
A-B	30			30			
A-C	731			731			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	19	496	0.038	19	0.0	7.693	A
B-A	23	257	0.090	23	0.1	15.675	C
C-AB	23	502	0.046	23	0.1	8.268	A
C-A	807			807			
A-B	30			30			
A-C	731			731			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	533	0.029	15	0.0	7.100	A
B-A	19	313	0.060	19	0.1	12.504	B
C-AB	19	536	0.035	19	0.0	7.658	A
C-A	659			659			
A-B	24			24			
A-C	597			597			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	559	0.023	13	0.0	6.728	A
B-A	16	353	0.045	16	0.0	10.901	B
C-AB	16	560	0.028	16	0.0	7.270	A
C-A	552			552			
A-B	20			20			
A-C	500			500			

Appendix M

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
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Filename: Wimblehurst Road - North Heath Lane Rbt.j9

Path: P:\Southern\180-189\183 Lovell Partnerships\183.0009 Horsham Enterprise Park, Wimblehurst Road, Horsham\03 Technical\TPL\Modelling

Report generation date: 21/02/2025 15:10:13

- »Existing Configuration - 2025 Baseline, AM
- »Existing Configuration - 2025 Baseline, PM
- »Existing Configuration - 2031 Future Year, AM
- »Existing Configuration - 2031 Future Year, PM
- »Existing Configuration - 2031 Future Year + Committed Development, AM
- »Existing Configuration - 2031 Future Year + Committed Development, PM
- »Existing Configuration - 2031 Future Year + Committed Development + Prop Dev, AM
- »Existing Configuration - 2031 Future Year + Committed Development + Prop Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Existing Configuration - 2025 Baseline								
1 - North Heath Lane	20.1	106.97	1.01	F	2.2	17.16	0.67	C
2 - Parsonage Road	10.5	70.86	0.94	F	2.6	20.30	0.71	C
3 - Wimblehurst Road	1.1	5.85	0.50	A	1.3	6.20	0.54	A
Existing Configuration - 2031 Future Year								
1 - North Heath Lane	31.3	152.66	1.05	F	2.5	19.24	0.71	C
2 - Parsonage Road	14.8	93.66	0.98	F	3.0	23.23	0.74	C
3 - Wimblehurst Road	1.2	6.12	0.52	A	1.4	6.55	0.56	A
Existing Configuration - 2031 Future Year + Committed Development								
1 - North Heath Lane	44.7	207.25	1.10	F	3.3	23.85	0.76	C
2 - Parsonage Road	32.1	170.67	1.07	F	4.2	30.05	0.80	D
3 - Wimblehurst Road	1.3	6.50	0.54	A	1.6	7.07	0.59	A
Existing Configuration - 2031 Future Year + Committed Development + Prop Dev								
1 - North Heath Lane	54.3	245.71	1.14	F	4.0	27.93	0.80	D
2 - Parsonage Road	35.4	187.95	1.08	F	4.8	34.42	0.83	D
3 - Wimblehurst Road	1.4	6.75	0.56	A	1.8	7.63	0.62	A

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

File summary

File Description

Title	Wimblehurst Road/North Heath Lane Roundabout
Location	
Site number	
Date	16/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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)
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15
D3	2031 Future Year	AM	ONE HOUR	07:30	09:00	15
D4	2031 Future Year	PM	ONE HOUR	16:30	18:00	15
D5	2031 Future Year + Committed Development	AM	ONE HOUR	07:30	09:00	15
D6	2031 Future Year + Committed Development	PM	ONE HOUR	16:30	18:00	15
D7	2031 Future Year + Committed Development + Prop Dev	AM	ONE HOUR	07:30	09:00	15
D8	2031 Future Year + Committed Development + Prop Dev	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2025 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Wimblehurst Road/North Heath Lane Rbt	Mini-roundabout	1, 2, 3	61.00	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	North Heath Lane	
2	Parsonage Road	
3	Wimblehurst Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - North Heath Lane	3.25	3.10	3.80	2.5	11.50	7.80	0.0	✓
2 - Parsonage Road	3.80	3.75	5.90	2.0	13.80	10.15	0.0	✓
3 - Wimblehurst Road	3.70	3.50	5.65	2.0	19.30	20.00	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - North Heath Lane	0.498	861
2 - Parsonage Road	0.528	852
3 - Wimblehurst Road	0.820	1504

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Heath Lane		✓	622	100.000
2 - Parsonage Road		✓	517	100.000
3 - Wimbleshurst Road		✓	611	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimbleshurst Road
From	1 - North Heath Lane	2	180	440
	2 - Parsonage Road	172	0	345
	3 - Wimbleshurst Road	283	328	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimbleshurst Road
From	1 - North Heath Lane	10	10	10
	2 - Parsonage Road	10	10	10
	3 - Wimbleshurst Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - North Heath Lane	1.01	106.97	20.1	F
2 - Parsonage Road	0.94	70.86	10.5	F
3 - Wimbleshurst Road	0.50	5.85	1.1	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	468	246	739	0.634	461	1.8	13.917	B
2 - Parsonage Road	389	328	679	0.573	384	1.4	13.159	B
3 - Wimbleshurst Road	460	129	1398	0.329	458	0.5	4.204	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	559	294	715	0.783	552	3.6	23.408	C
2 - Parsonage Road	465	392	645	0.721	460	2.6	20.856	C
3 - Wimbleshurst Road	549	155	1377	0.399	549	0.7	4.778	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	685	360	682	1.004	642	14.2	66.137	F
2 - Parsonage Road	569	456	611	0.931	547	8.2	49.735	E
3 - Wimbleshurst Road	673	184	1353	0.497	671	1.1	5.801	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	685	361	681	1.005	661	20.1	106.966	F
2 - Parsonage Road	569	470	604	0.942	560	10.5	70.863	F
3 - Wimbleshurst Road	673	188	1349	0.499	673	1.1	5.854	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	559	296	714	0.783	621	4.6	54.918	F
2 - Parsonage Road	465	441	619	0.751	492	3.7	35.814	E
3 - Wimbleshurst Road	549	166	1368	0.402	551	0.7	4.856	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	468	247	738	0.635	479	2.0	15.844	C
2 - Parsonage Road	389	340	673	0.579	398	1.6	14.818	B
3 - Wimbleshurst Road	460	134	1394	0.330	461	0.5	4.247	A

Existing Configuration - 2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Wimblehurst Road/North Heath Lane Rbt	Mini-roundabout	1, 2, 3	13.18	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Heath Lane		✓	429	100.000
2 - Parsonage Road		✓	426	100.000
3 - Wimblehurst Road		✓	680	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	0	105	324
	2 - Parsonage Road	129	0	297
	3 - Wimblehurst Road	390	288	2

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	10	10	10
	2 - Parsonage Road	10	10	10
	3 - Wimblehurst Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - North Heath Lane	0.67	17.16	2.2	C
2 - Parsonage Road	0.71	20.30	2.6	C
3 - Wimbleshurst Road	0.54	6.20	1.3	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	323	217	753	0.429	320	0.8	9.075	A
2 - Parsonage Road	321	243	724	0.443	317	0.9	9.660	A
3 - Wimbleshurst Road	512	96	1425	0.359	509	0.6	4.315	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	386	260	732	0.527	384	1.2	11.345	B
2 - Parsonage Road	383	292	698	0.549	381	1.3	12.428	B
3 - Wimbleshurst Road	611	115	1409	0.434	610	0.8	4.954	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	472	319	703	0.672	469	2.1	16.647	C
2 - Parsonage Road	469	356	664	0.706	464	2.5	19.363	C
3 - Wimbleshurst Road	749	141	1388	0.539	747	1.3	6.161	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	472	319	702	0.673	472	2.2	17.163	C
2 - Parsonage Road	469	359	663	0.708	469	2.6	20.303	C
3 - Wimbleshurst Road	749	142	1387	0.540	749	1.3	6.201	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	386	261	731	0.528	389	1.3	11.717	B
2 - Parsonage Road	383	296	696	0.550	388	1.4	13.035	B
3 - Wimbleshurst Road	611	117	1407	0.434	613	0.9	4.995	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	323	219	752	0.429	325	0.8	9.298	A
2 - Parsonage Road	321	247	722	0.444	323	0.9	9.966	A
3 - Wimbleshurst Road	512	98	1423	0.360	513	0.6	4.353	A

Existing Configuration - 2031 Future Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Wimblehurst Road/North Heath Lane Rbt	Mini-roundabout	1, 2, 3	84.05	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D3	2031 Future Year	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Heath Lane		✓	646	100.000
2 - Parsonage Road		✓	537	100.000
3 - Wimblehurst Road		✓	635	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	2	187	457
	2 - Parsonage Road	178	0	359
	3 - Wimblehurst Road	294	341	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	10	10	10
	2 - Parsonage Road	10	10	10
	3 - Wimblehurst Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - North Heath Lane	1.05	152.66	31.3	F
2 - Parsonage Road	0.98	93.66	14.8	F
3 - Wimbleshurst Road	0.52	6.12	1.2	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	486	255	734	0.663	478	2.1	15.038	C
2 - Parsonage Road	404	340	673	0.601	398	1.6	14.148	B
3 - Wimbleshurst Road	478	133	1394	0.343	476	0.6	4.302	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	581	306	709	0.819	572	4.3	27.194	D
2 - Parsonage Road	483	406	638	0.757	477	3.1	23.713	C
3 - Wimbleshurst Road	571	160	1373	0.416	570	0.8	4.929	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	711	375	675	1.054	649	19.8	84.506	F
2 - Parsonage Road	591	461	609	0.972	561	10.7	60.486	F
3 - Wimbleshurst Road	699	188	1349	0.518	698	1.2	6.060	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	711	375	674	1.055	665	31.3	152.656	F
2 - Parsonage Road	591	473	603	0.981	575	14.8	93.664	F
3 - Wimbleshurst Road	699	193	1346	0.520	699	1.2	6.125	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	581	307	708	0.820	678	7.1	107.254	F
2 - Parsonage Road	483	481	598	0.807	520	5.5	59.332	F
3 - Wimbleshurst Road	571	174	1360	0.420	572	0.8	5.033	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	486	257	733	0.663	506	2.3	18.715	C
2 - Parsonage Road	404	359	662	0.610	419	1.8	17.168	C
3 - Wimbleshurst Road	478	140	1388	0.344	479	0.6	4.360	A

Existing Configuration - 2031 Future Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Wimblehurst Road/North Heath Lane Rbt	Mini-roundabout	1, 2, 3	14.72	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D4	2031 Future Year	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Heath Lane		✓	446	100.000
2 - Parsonage Road		✓	442	100.000
3 - Wimblehurst Road		✓	707	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	0	109	337
	2 - Parsonage Road	134	0	308
	3 - Wimblehurst Road	405	300	2

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	10	10	10
	2 - Parsonage Road	10	10	10
	3 - Wimblehurst Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - North Heath Lane	0.71	19.24	2.5	C
2 - Parsonage Road	0.74	23.23	3.0	C
3 - Wimbleshurst Road	0.56	6.55	1.4	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	336	226	749	0.449	332	0.9	9.436	A
2 - Parsonage Road	333	253	719	0.463	329	0.9	10.068	B
3 - Wimbleshurst Road	532	100	1422	0.374	530	0.7	4.427	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	401	271	726	0.552	399	1.3	12.040	B
2 - Parsonage Road	397	303	692	0.574	395	1.4	13.253	B
3 - Wimbleshurst Road	636	120	1405	0.452	635	0.9	5.132	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	491	332	696	0.705	486	2.5	18.484	C
2 - Parsonage Road	487	370	657	0.741	481	2.9	21.781	C
3 - Wimbleshurst Road	778	146	1384	0.562	776	1.4	6.497	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	491	332	696	0.706	491	2.5	19.245	C
2 - Parsonage Road	487	373	655	0.743	486	3.0	23.225	C
3 - Wimbleshurst Road	778	147	1383	0.563	778	1.4	6.552	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	401	272	726	0.553	406	1.4	12.546	B
2 - Parsonage Road	397	308	689	0.576	403	1.5	14.106	B
3 - Wimbleshurst Road	636	122	1403	0.453	638	0.9	5.183	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	336	228	748	0.449	338	0.9	9.702	A
2 - Parsonage Road	333	257	717	0.464	335	1.0	10.438	B
3 - Wimbleshurst Road	532	102	1420	0.375	533	0.7	4.469	A

Existing Configuration - 2031 Future Year + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Wimblehurst Road/North Heath Lane Rbt	Mini-roundabout	1, 2, 3	127.20	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D5	2031 Future Year + Committed Development	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Heath Lane		✓	665	100.000
2 - Parsonage Road		✓	594	100.000
3 - Wimblehurst Road		✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	2	206	457
	2 - Parsonage Road	206	0	388
	3 - Wimblehurst Road	294	361	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	10	10	10
	2 - Parsonage Road	10	10	10
	3 - Wimblehurst Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - North Heath Lane	1.10	207.25	44.7	F
2 - Parsonage Road	1.07	170.67	32.1	F
3 - Wimbleshurst Road	0.54	6.50	1.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	501	270	727	0.689	491	2.3	16.273	C
2 - Parsonage Road	447	339	673	0.664	439	2.1	16.390	C
3 - Wimbleshurst Road	493	154	1377	0.358	491	0.6	4.454	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	598	324	700	0.854	586	5.2	31.841	D
2 - Parsonage Road	534	405	639	0.836	524	4.7	31.824	D
3 - Wimbleshurst Road	589	183	1353	0.435	588	0.8	5.168	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	732	397	664	1.103	647	26.4	106.034	F
2 - Parsonage Road	654	447	616	1.061	594	19.7	92.548	F
3 - Wimbleshurst Road	721	208	1333	0.541	719	1.3	6.435	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	732	397	663	1.104	659	44.7	207.254	F
2 - Parsonage Road	654	455	612	1.069	604	32.1	170.670	F
3 - Wimbleshurst Road	721	212	1330	0.542	721	1.3	6.503	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	598	325	699	0.855	682	23.6	184.017	F
2 - Parsonage Road	534	471	603	0.885	583	19.7	163.609	F
3 - Wimbleshurst Road	589	204	1336	0.441	590	0.9	5.323	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	501	272	726	0.690	584	2.7	41.712	E
2 - Parsonage Road	447	403	639	0.700	515	2.8	44.559	E
3 - Wimbleshurst Road	493	180	1356	0.364	494	0.6	4.602	A

Existing Configuration - 2031 Future Year + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Wimblehurst Road/North Heath Lane Rbt	Mini-roundabout	1, 2, 3	18.31	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D6	2031 Future Year + Committed Development	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Heath Lane		✓	470	100.000
2 - Parsonage Road		✓	479	100.000
3 - Wimblehurst Road		✓	733	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	0	133	337
	2 - Parsonage Road	152	0	327
	3 - Wimblehurst Road	405	326	2

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	10	10	10
	2 - Parsonage Road	10	10	10
	3 - Wimblehurst Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - North Heath Lane	0.76	23.85	3.3	C
2 - Parsonage Road	0.80	30.05	4.2	D
3 - Wimbleshurst Road	0.59	7.07	1.6	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	354	246	739	0.479	350	1.0	10.082	B
2 - Parsonage Road	361	252	719	0.502	356	1.1	10.799	B
3 - Wimbleshurst Road	552	113	1411	0.391	549	0.7	4.580	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	423	294	715	0.591	420	1.5	13.352	B
2 - Parsonage Road	431	303	692	0.622	428	1.7	14.837	B
3 - Wimbleshurst Road	659	136	1392	0.473	658	1.0	5.385	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	517	360	682	0.759	511	3.2	22.349	C
2 - Parsonage Road	527	369	658	0.802	519	3.9	26.967	D
3 - Wimbleshurst Road	807	165	1369	0.590	805	1.6	6.993	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	517	361	681	0.759	517	3.3	23.850	C
2 - Parsonage Road	527	373	655	0.805	526	4.2	30.053	D
3 - Wimbleshurst Road	807	167	1367	0.591	807	1.6	7.073	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	423	296	714	0.592	429	1.7	14.207	B
2 - Parsonage Road	431	309	689	0.625	440	1.9	16.427	C
3 - Wimbleshurst Road	659	140	1389	0.474	661	1.0	5.456	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	354	247	738	0.479	356	1.0	10.443	B
2 - Parsonage Road	361	257	717	0.503	364	1.1	11.322	B
3 - Wimbleshurst Road	552	115	1409	0.392	553	0.7	4.632	A

Existing Configuration - 2031 Future Year + Committed Development + Prop Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Wimblehurst Road/North Heath Lane Rbt	Mini-roundabout	1, 2, 3	145.36	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D7	2031 Future Year + Committed Development + Prop Dev	AM	ONE HOUR	07:30	09:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Heath Lane		✓	681	100.000
2 - Parsonage Road		✓	599	100.000
3 - Wimblehurst Road		✓	677	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	2	206	473
	2 - Parsonage Road	206	0	393
	3 - Wimblehurst Road	311	366	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	10	10	10
	2 - Parsonage Road	10	10	10
	3 - Wimblehurst Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - North Heath Lane	1.14	245.71	54.3	F
2 - Parsonage Road	1.08	187.95	35.4	F
3 - Wimbleshurst Road	0.56	6.75	1.4	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	513	274	725	0.707	503	2.5	17.157	C
2 - Parsonage Road	451	351	667	0.676	442	2.2	17.030	C
3 - Wimbleshurst Road	510	154	1378	0.370	507	0.6	4.537	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	612	328	698	0.878	598	6.0	35.459	E
2 - Parsonage Road	538	417	632	0.852	527	5.1	34.298	D
3 - Wimbleshurst Road	609	183	1354	0.450	608	0.9	5.303	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	750	402	661	1.134	649	31.3	121.370	F
2 - Parsonage Road	660	452	613	1.075	594	21.5	99.514	F
3 - Wimbleshurst Road	745	206	1334	0.559	743	1.4	6.679	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	750	403	661	1.135	658	54.3	245.707	F
2 - Parsonage Road	660	459	610	1.081	604	35.4	186.224	F
3 - Wimbleshurst Road	745	210	1332	0.560	745	1.4	6.753	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	612	330	697	0.878	683	36.6	241.035	F
2 - Parsonage Road	538	476	601	0.897	583	24.4	187.945	F
3 - Wimbleshurst Road	609	202	1338	0.455	610	0.9	5.459	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	513	276	724	0.708	647	3.1	85.056	F
2 - Parsonage Road	451	451	614	0.734	535	3.5	71.016	F
3 - Wimbleshurst Road	510	186	1351	0.377	511	0.7	4.718	A

Existing Configuration - 2031 Future Year + Committed Development + Prop Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Wimblehurst Road/North Heath Lane Rbt	Mini-roundabout	1, 2, 3	20.77	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D8	2031 Future Year + Committed Development + Prop Dev	PM	ONE HOUR	16:30	18:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Heath Lane		✓	490	100.000
2 - Parsonage Road		✓	485	100.000
3 - Wimblehurst Road		✓	770	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	0	133	357
	2 - Parsonage Road	152	0	333
	3 - Wimblehurst Road	436	332	2

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - North Heath Lane	2 - Parsonage Road	3 - Wimblehurst Road
From	1 - North Heath Lane	10	10	10
	2 - Parsonage Road	10	10	10
	3 - Wimblehurst Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - North Heath Lane	0.80	27.93	4.0	D
2 - Parsonage Road	0.83	34.42	4.8	D
3 - Wimbleshurst Road	0.62	7.63	1.8	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	369	250	737	0.501	365	1.1	10.528	B
2 - Parsonage Road	365	267	711	0.513	361	1.1	11.160	B
3 - Wimbleshurst Road	580	113	1411	0.411	577	0.8	4.730	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	440	300	712	0.619	438	1.7	14.313	B
2 - Parsonage Road	436	321	683	0.639	433	1.9	15.671	C
3 - Wimbleshurst Road	692	136	1392	0.497	691	1.1	5.636	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	540	367	679	0.795	531	3.8	25.522	D
2 - Parsonage Road	534	389	647	0.826	524	4.4	29.988	D
3 - Wimbleshurst Road	848	164	1369	0.619	845	1.8	7.520	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	540	368	678	0.796	539	4.0	27.927	D
2 - Parsonage Road	534	395	644	0.829	532	4.8	34.418	D
3 - Wimbleshurst Road	848	167	1367	0.620	848	1.8	7.627	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	440	301	711	0.619	449	1.9	15.561	C
2 - Parsonage Road	436	329	679	0.643	447	2.1	17.832	C
3 - Wimbleshurst Road	692	140	1389	0.498	695	1.1	5.729	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - North Heath Lane	369	252	736	0.501	372	1.1	10.968	B
2 - Parsonage Road	365	272	708	0.515	369	1.2	11.772	B
3 - Wimbleshurst Road	580	116	1409	0.411	581	0.8	4.792	A

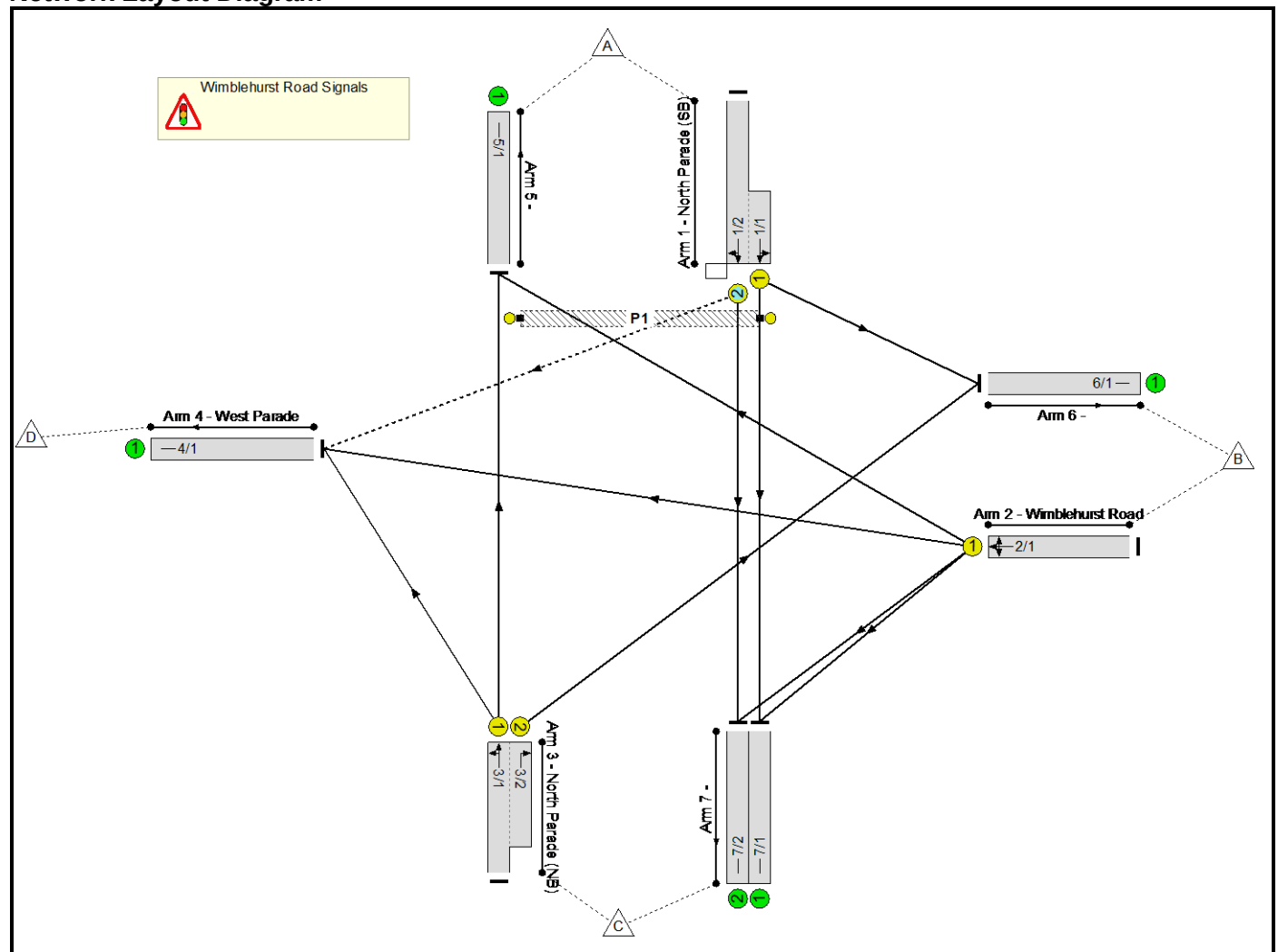
Appendix N

Full Input Data And Results
Full Input Data And Results

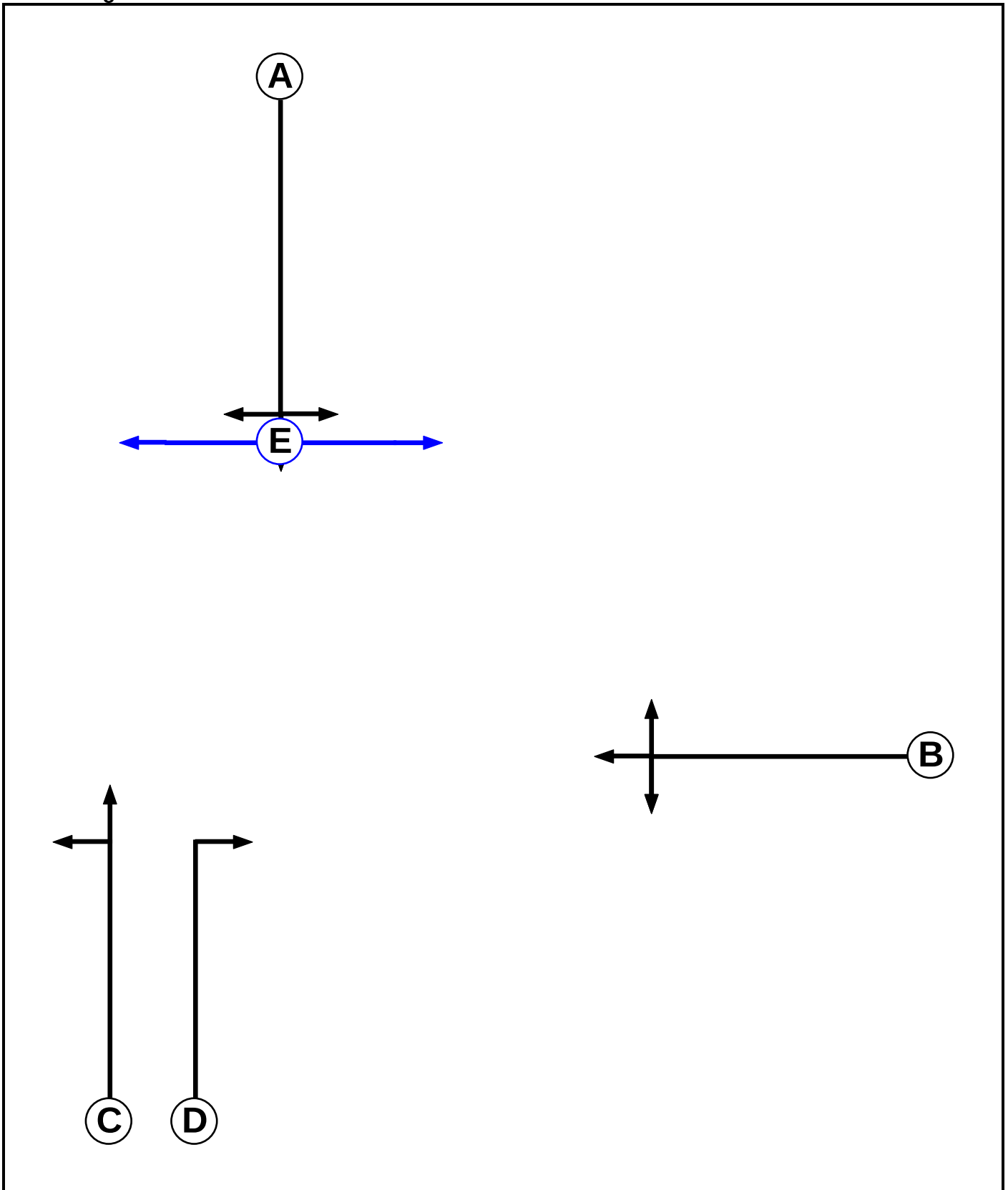
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Wimblehurst Signals.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7

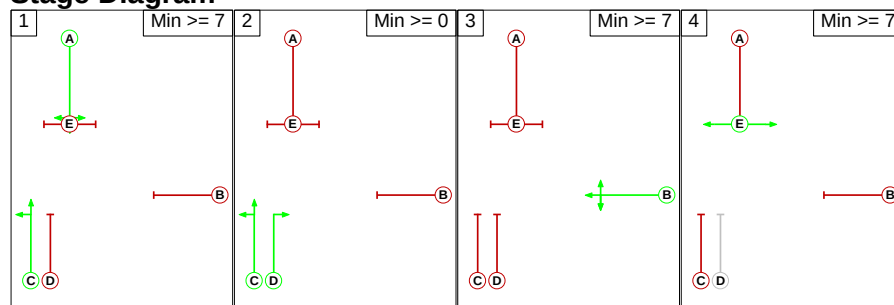
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
	A	B	C	D	E	
	A	7	-	6	5	
	B	6	5	5	9	
	C	-	5	-	8	
	D	5	5	-	-	
	E	12	12	12	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		6	7	8
	2	5		5	8
	3	6	5		9
	4	12	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Wimblehurst Road Signals											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (North Parade (SB))	4/1 (Right)	1439	0	3/1	1.09	All	1.00	1.00	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: Wimblehurst Road Signals												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (North Parade (SB))	U	A	2	3	5.0	Geom	-	2.70	0.00	Y	Arm 6 Left	14.00
											Arm 7 Ahead	70.00
1/2 (North Parade (SB))	O	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 4 Right	Inf
											Arm 7 Ahead	70.00
											Arm 4 Ahead	15.00
2/1 (Wimblehurst Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	15.00
3/1 (North Parade (NB))	U	C	2	3	13.0	Geom	-	2.90	0.00	Y	Arm 4 Left	11.00
											Arm 5 Ahead	110.00
3/2 (North Parade (NB))	U	D	2	3	10.8	Geom	-	2.90	0.00	Y	Arm 6 Right	11.00
4/1 (West Parade)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Baseline AM'	08:15	09:15	01:00	
2: '2025 Baseline PM'	17:00	18:00	01:00	
3: '2031 Future Year AM'	08:15	09:15	01:00	
4: '2031 Future Year PM'	17:00	18:00	01:00	
5: '2031 Future Year + Committed Development AM'	08:15	09:15	01:00	
6: '2031 Future Year + Committed Development PM'	17:00	18:00	01:00	
7: '2031 Future Year + Committed Development + Proposed Dev AM'	08:15	09:15	01:00	
8: '2031 Future Year + Committed Development + Proposed Dev PM'	17:00	18:00	01:00	

Scenario 1: '2025 Baseline AM' (FG1: '2025 Baseline AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	125	508	5	638
	B	208	0	304	18	530
	C	301	253	0	15	569
	D	0	0	0	0	0
	Tot.	509	378	812	38	1737

Traffic Lane Flows

Lane	Scenario 1: 2025 Baseline AM
Junction: Wimbleshurst Road Signals	
1/1 (short)	285
1/2 (with short)	638(In) 353(Out)
2/1	530
3/1 (with short)	569(In) 316(Out)
3/2 (short)	253
4/1	38
5/1	509
6/1	378
7/1	312
7/2	500

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left	14.00	43.9 %	1780	1780
				Arm 7 Ahead	70.00	56.1 %		
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right	Inf	1.4 %	2012	2012
				Arm 7 Ahead	70.00	98.6 %		
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead	15.00	3.4 %	1786	1786
				Arm 5 Right	15.00	39.2 %		
				Arm 7 Left	15.00	57.4 %		
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left	11.00	4.7 %	1869	1869
				Arm 5 Ahead	110.00	95.3 %		
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Baseline PM' (FG2: '2025 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	0	271	355	5	631
	B	251	0	253	21	525
	C	402	327	12	0	741
	D	0	0	0	0	0
	Tot.	653	598	620	26	1897

Traffic Lane Flows

Lane	Scenario 2: 2025 Baseline PM
Junction: Wimblehurst Road Signals	
1/1 (short)	306
1/2 (with short)	631(In) 325(Out)
2/1	525
3/1 (with short)	729(In) 402(Out)
3/2 (short)	327
4/1	26
5/1	653
6/1	598
7/1	161
7/2	447

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left	14.00	88.6 %	1718	1718
				Arm 7 Ahead	70.00	11.4 %		
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right	Inf	1.5 %	2013	2013
				Arm 7 Ahead	70.00	98.5 %		
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead	15.00	4.0 %	1786	1786
				Arm 5 Right	15.00	47.8 %		
				Arm 7 Left	15.00	48.2 %		
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left	11.00	0.0 %	1879	1879
				Arm 5 Ahead	110.00	100.0 %		
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Future Year AM' (FG3: '2031 Future Year AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	130	528	5	663
	B	216	0	315	19	550
	C	312	263	16	0	591
	D	0	0	0	0	0
	Tot.	528	393	859	24	1804

Traffic Lane Flows

Lane	Scenario 3: 2031 Future Year AM
Junction: Wimblehurst Road Signals	
1/1 (short)	300
1/2 (with short)	663(In) 363(Out)
2/1	550
3/1 (with short)	575(In) 312(Out)
3/2 (short)	263
4/1	24
5/1	528
6/1	393
7/1	327
7/2	516

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left	14.00	43.3 %	1781	1781
				Arm 7 Ahead	70.00	56.7 %		
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right	Inf	1.4 %	2012	2012
				Arm 7 Ahead	70.00	98.6 %		
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead	15.00	3.5 %	1786	1786
				Arm 5 Right	15.00	39.3 %		
				Arm 7 Left	15.00	57.3 %		
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left	11.00	0.0 %	1879	1879
				Arm 5 Ahead	110.00	100.0 %		
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Future Year PM' (FG4: '2031 Future Year PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	282	369	5	656
	B	261	0	263	22	546
	C	418	340	0	13	771
	D	0	0	0	0	0
	Tot.	679	622	632	40	1973

Traffic Lane Flows

Lane	Scenario 4: 2031 Future Year PM
Junction: Wimblehurst Road Signals	
1/1 (short)	297
1/2 (with short)	656(In) 359(Out)
2/1	546
3/1 (with short)	771(In) 431(Out)
3/2 (short)	340
4/1	40
5/1	679
6/1	622
7/1	146
7/2	486

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left	14.00	94.9 %	1709	1709
				Arm 7 Ahead	70.00	5.1 %		
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right	Inf	1.4 %	2012	2012
				Arm 7 Ahead	70.00	98.6 %		
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead	15.00	4.0 %	1786	1786
				Arm 5 Right	15.00	47.8 %		
				Arm 7 Left	15.00	48.2 %		
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left	11.00	3.0 %	1873	1873
				Arm 5 Ahead	110.00	97.0 %		
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2031 Future Year + Committed Dev AM' (FG5: '2031 Future Year + Committed Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	140	528	5	673
	B	231	0	330	19	580
	C	312	273	0	16	601
	D	0	0	0	0	0
	Tot.	543	413	858	40	1854

Traffic Lane Flows

Lane	Scenario 5: 2031 Future Year + Committed Dev AM
Junction: Wimblehurst Road Signals	
1/1 (short)	354
1/2 (with short)	673(In) 319(Out)
2/1	580
3/1 (with short)	601(In) 328(Out)
3/2 (short)	273
4/1	40
5/1	543
6/1	413
7/1	379
7/2	479

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left	14.00	39.5 %	1786	1786
				Arm 7 Ahead	70.00	60.5 %		
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right	Inf	1.6 %	2013	2013
				Arm 7 Ahead	70.00	98.4 %		
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead	15.00	3.3 %	1786	1786
				Arm 5 Right	15.00	39.8 %		
				Arm 7 Left	15.00	56.9 %		
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left	11.00	4.9 %	1868	1868
				Arm 5 Ahead	110.00	95.1 %		
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 Future Year + Committed Dev PM' (FG6: '2031 Future Year + Committed Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Desired Flow:						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	295	369	5	669
	B	271	0	273	22	566
	C	418	353	13	0	784
	D	0	0	0	0	0
	Tot.	689	648	655	27	2019

Traffic Lane Flows

Lane	Scenario 6: 2031 Future Year + Committed Dev PM
Junction: Wimblehurst Road Signals	
1/1 (short)	334
1/2 (with short)	669(In) 335(Out)
2/1	566
3/1 (with short)	771(In) 418(Out)
3/2 (short)	353
4/1	27
5/1	689
6/1	648
7/1	175
7/2	467

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left	14.00	88.3 %	1718	1718
				Arm 7 Ahead	70.00	11.7 %		
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right	Inf	1.5 %	2013	2013
				Arm 7 Ahead	70.00	98.5 %		
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead	15.00	3.9 %	1786	1786
				Arm 5 Right	15.00	47.9 %		
				Arm 7 Left	15.00	48.2 %		
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left	11.00	0.0 %	1879	1879
				Arm 5 Ahead	110.00	100.0 %		
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2031 Future Year + Com Dev + Prop Dev AM' (FG7: '2031 Future Year + Committed Development + Proposed Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	148	528	5	681
	B	244	0	344	19	607
	C	312	282	0	16	610
	D	0	0	0	0	0
	Tot.	556	430	872	40	1898

Traffic Lane Flows

Lane	Scenario 7: 2031 Future Year + Com Dev + Prop Dev AM
Junction: Wimblehurst Road Signals	
1/1 (short)	362
1/2 (with short)	681(In) 319(Out)
2/1	607
3/1 (with short)	610(In) 328(Out)
3/2 (short)	282
4/1	40
5/1	556
6/1	430
7/1	386
7/2	486

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left	14.00	40.9 %	1784	1784
				Arm 7 Ahead	70.00	59.1 %		
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right	Inf	1.6 %	2013	2013
				Arm 7 Ahead	70.00	98.4 %		
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead	15.00	3.1 %	1786	1786
				Arm 5 Right	15.00	40.2 %		
				Arm 7 Left	15.00	56.7 %		
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left	11.00	4.9 %	1868	1868
				Arm 5 Ahead	110.00	95.1 %		
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 Future Year + Com Dev + Prop Dev PM' (FG8: '2031 Future Year + Committed Development + Proposed Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	305	369	5	679
	B	279	0	282	22	583
	C	418	364	0	13	795
	D	0	0	0	0	0
	Tot.	697	669	651	40	2057

Traffic Lane Flows

Lane	Scenario 8: 2031 Future Year + Com Dev + Prop Dev PM
Junction: Wimblehurst Road Signals	
1/1 (short)	355
1/2 (with short)	679(In) 324(Out)
2/1	583
3/1 (with short)	795(In) 431(Out)
3/2 (short)	364
4/1	40
5/1	697
6/1	669
7/1	191
7/2	460

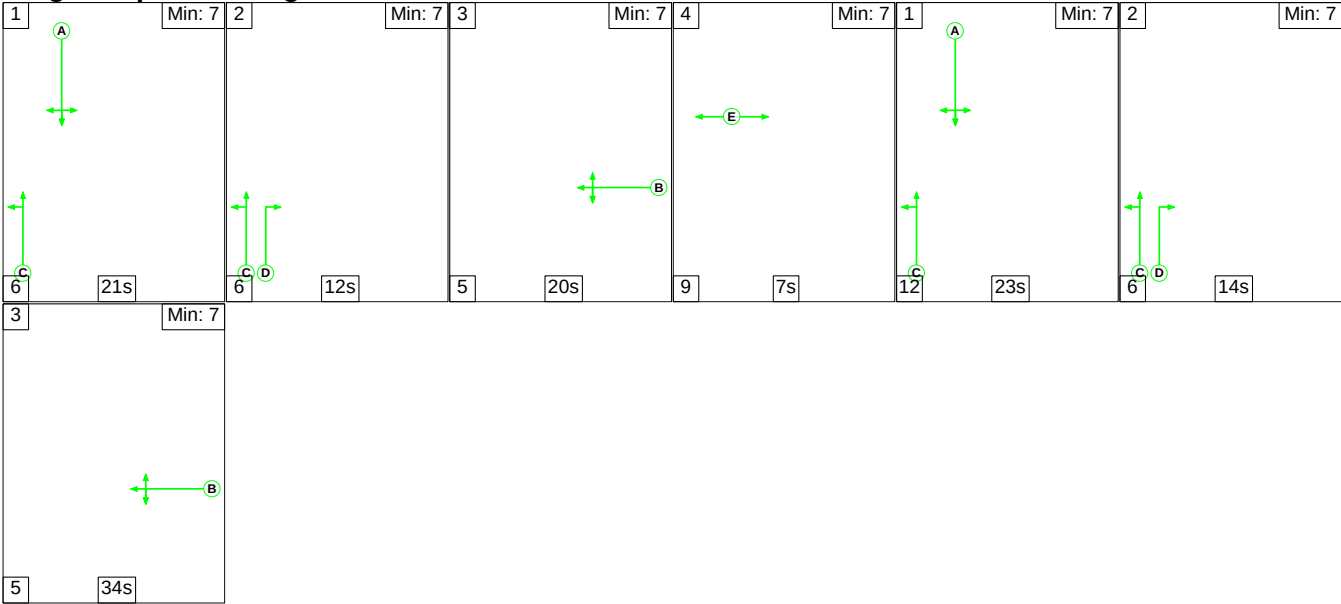
Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left Arm 7 Ahead	14.00 70.00	85.9 % 14.1 %	1721	1721
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right Arm 7 Ahead	Inf 70.00	1.5 % 98.5 %	2013	2013
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	15.00 15.00 15.00	3.8 % 47.9 % 48.4 %	1786	1786
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 110.00	3.0 % 97.0 %	1873	1873
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2025 Baseline AM' (FG1: '2025 Baseline AM', Plan 1: 'Network Control Plan 1')

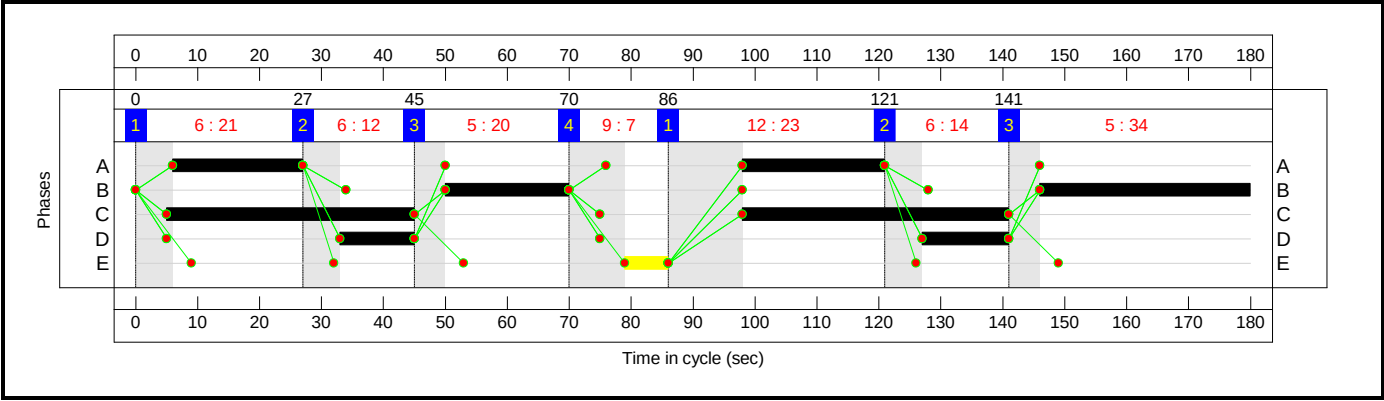
Stage Sequence Diagram



Stage Timings

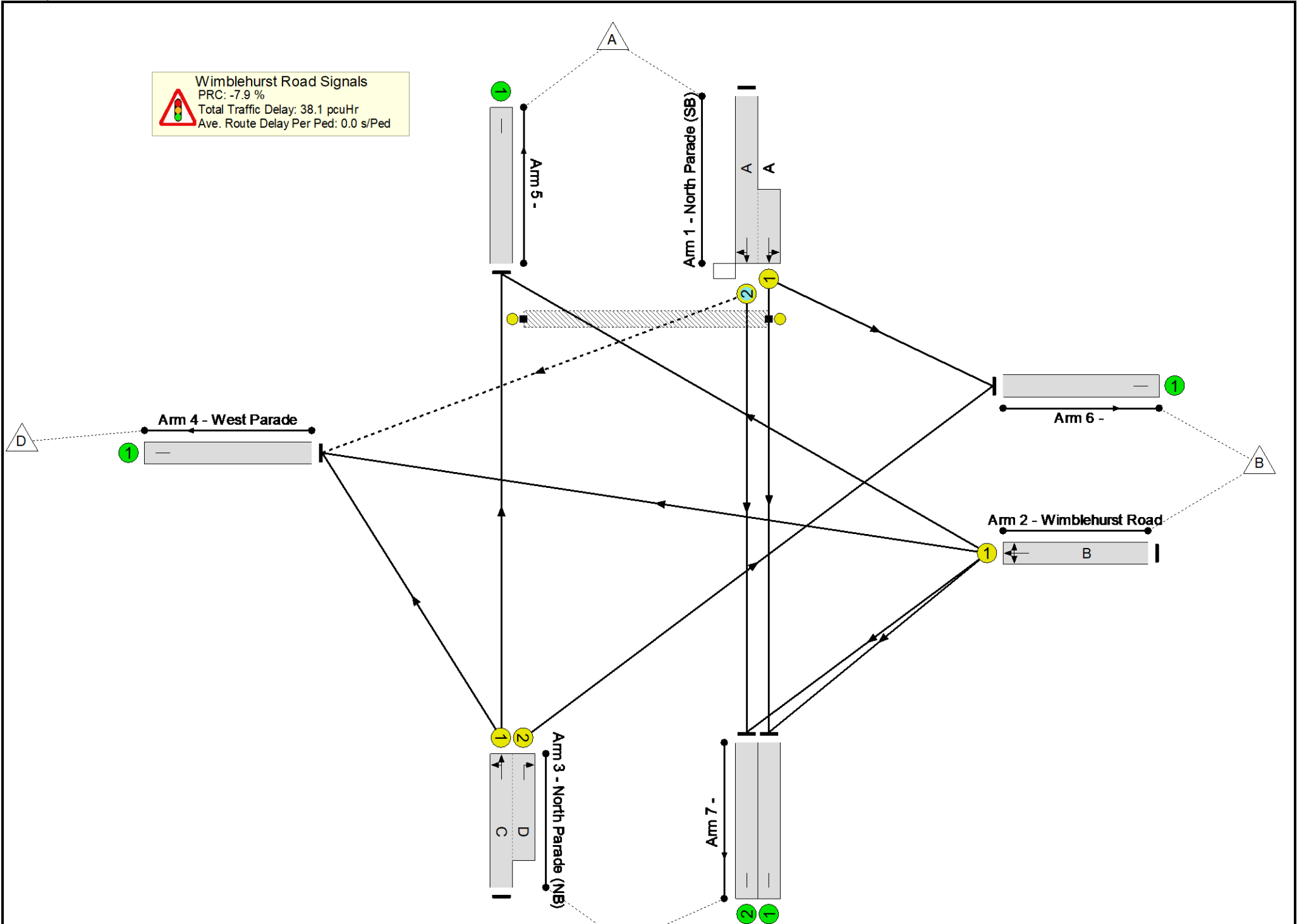
Stage	1	2	3	4	1	2	3
Duration	21	12	20	7	23	14	34
Change Point	0	27	45	70	86	121	141

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	44	-	638	2012:1780	364+294	97.1 : 97.1%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	54	-	530	1786	556	95.4%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	83:26	-	569	1869:1676	326+261	97.0 : 97.0%
4/1	West Parade	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

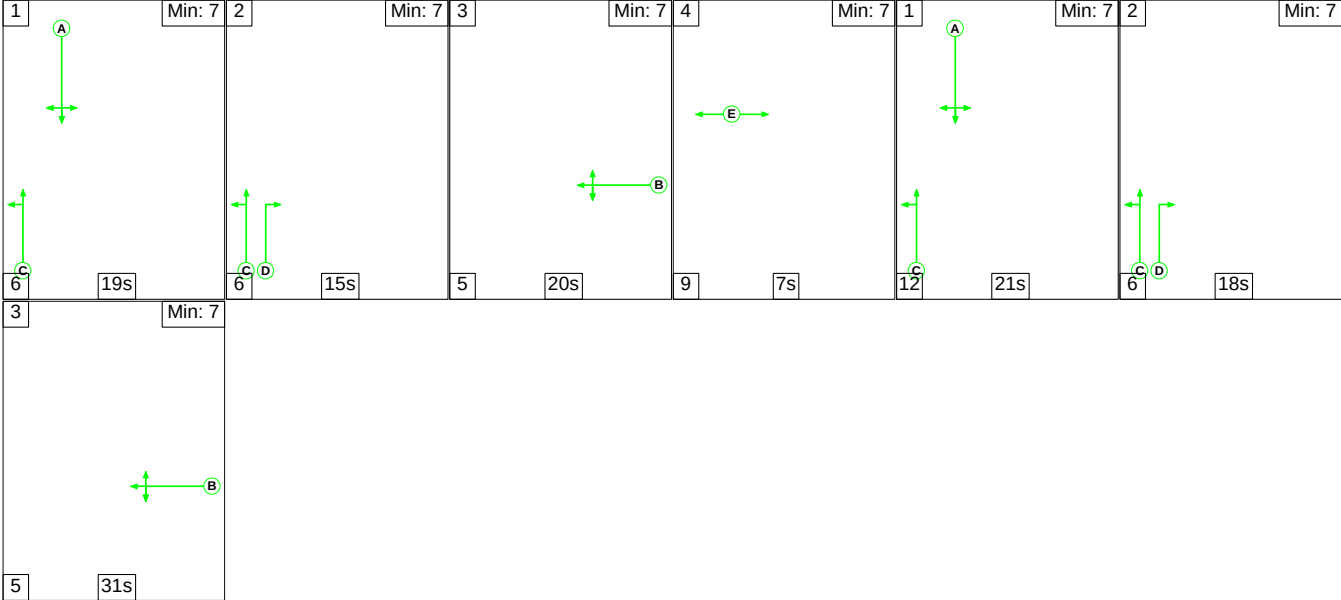
Full Input Data And Results

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Full Input Data And Results

Scenario 2: '2025 Baseline PM' (FG2: '2025 Baseline PM', Plan 1: 'Network Control Plan 1')

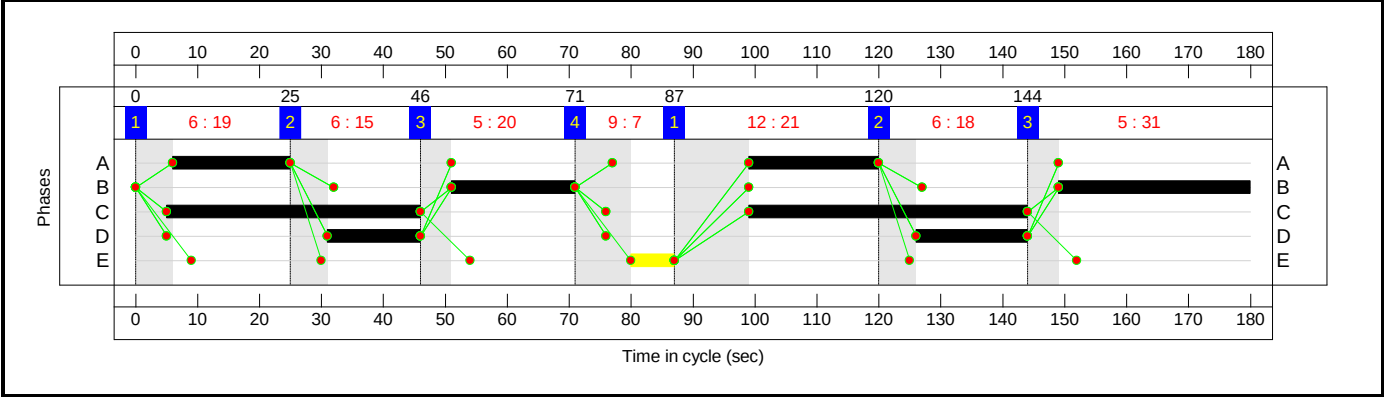
Stage Sequence Diagram



Stage Timings

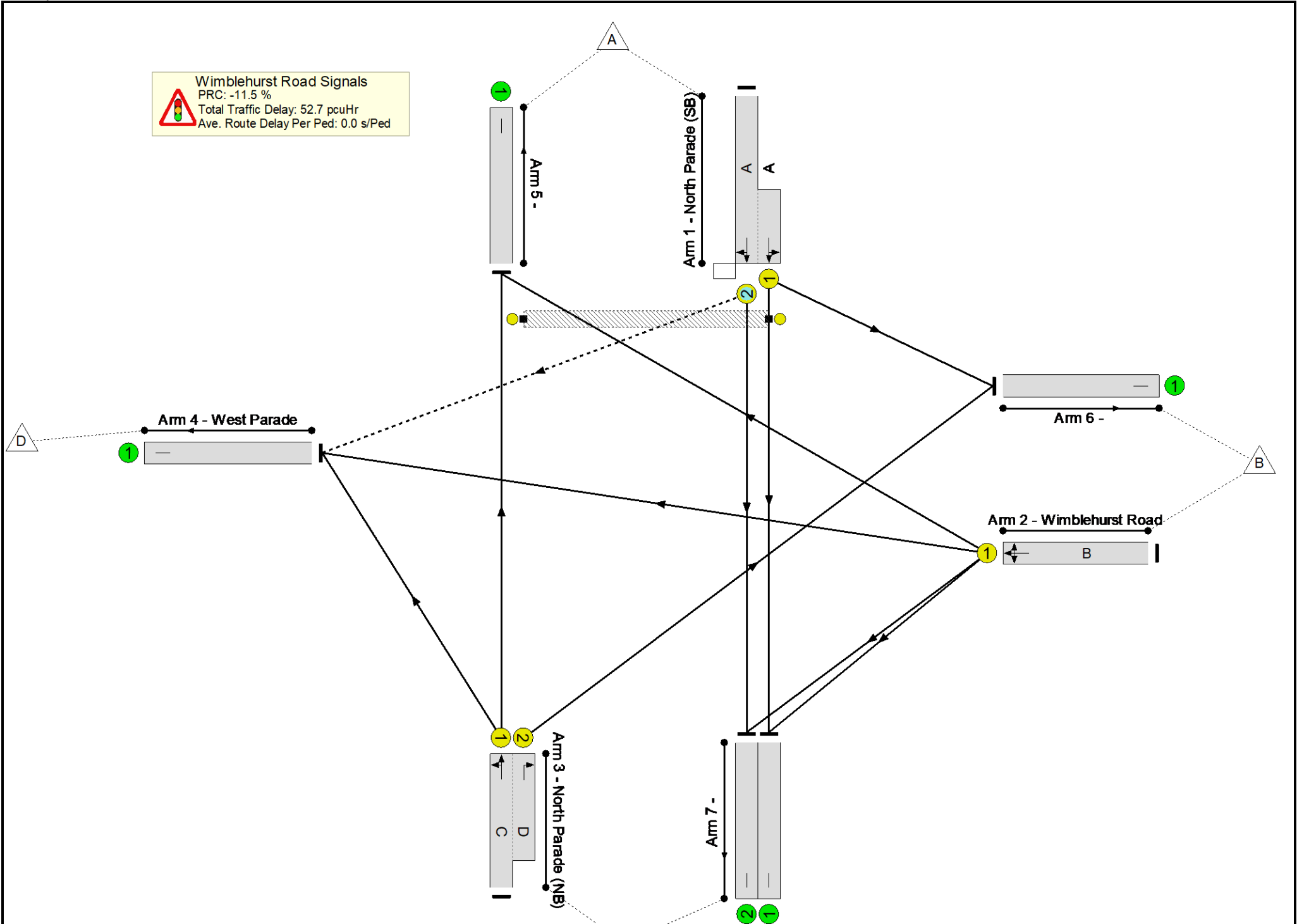
Stage	1	2	3	4	1	2	3
Duration	19	15	20	7	21	18	31
Change Point	0	25	46	71	87	120	144

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	100.3%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	100.3%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	40	-	631	2013:1718	328+308	99.2 : 99.2%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	51	-	525	1786	526	99.8%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	86:33	-	729	1879:1676	401+326	100.3 : 100.3%
4/1	West Parade	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

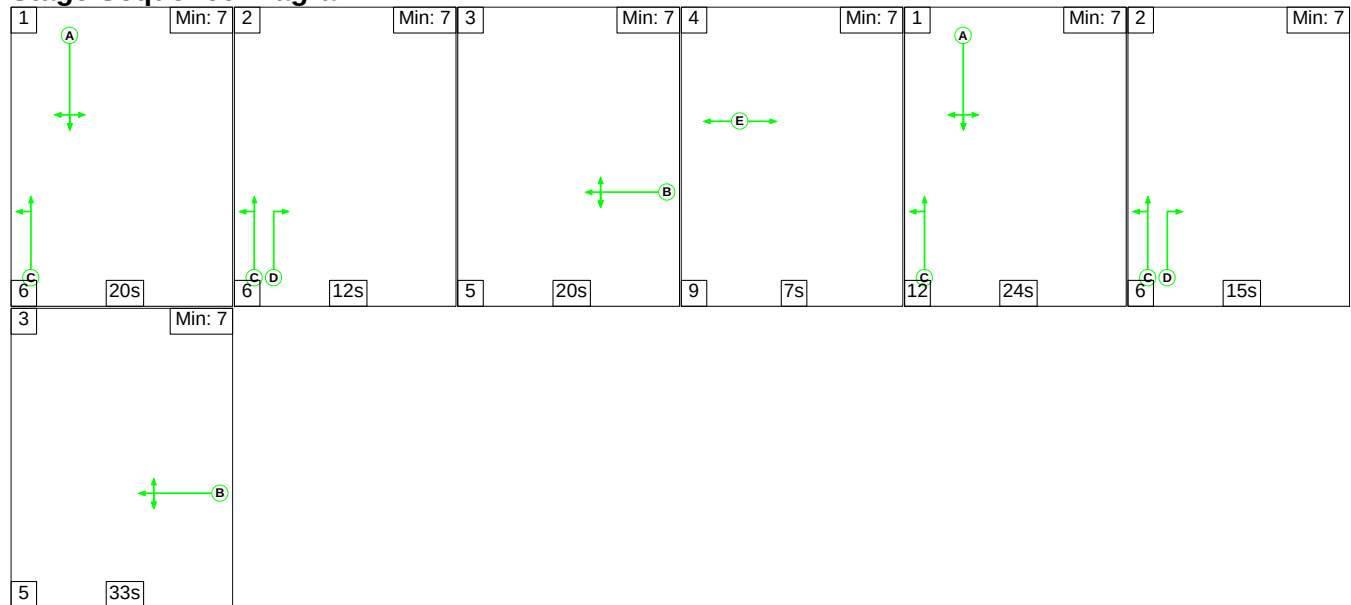
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5	0	0	15.9	36.7	0.0	52.7	-	-	-	-
Wimblehurst Road Signals	-	-	5	0	0	15.9	36.7	0.0	52.7	-	-	-	-
1/2+1/1	631	631	5	0	0	6.0	11.4	0.0	17.3	98.8	11.9	11.4	23.3
2/1	525	525	-	-	-	4.8	11.2	-	16.1	110.3	15.9	11.2	27.1
3/1+3/2	729	728	-	-	-	5.1	14.1	-	19.3	95.2	9.0	14.1	23.1
4/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -11.5 Total Delay for Signalled Lanes (pcuHr): 52.68 Cycle Time (s): 180 PRC Over All Lanes (%): -11.5 Total Delay Over All Lanes(pcuHr): 52.68													

Full Input Data And Results

Scenario 3: '2031 Future Year AM' (FG3: '2031 Future Year AM', Plan 1: 'Network Control Plan 1')

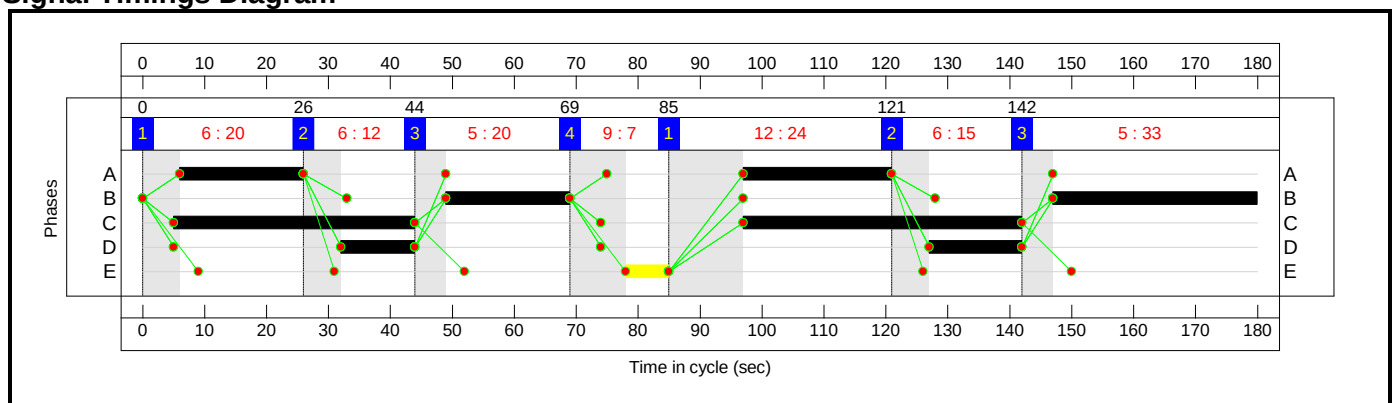
Stage Sequence Diagram



Stage Timings

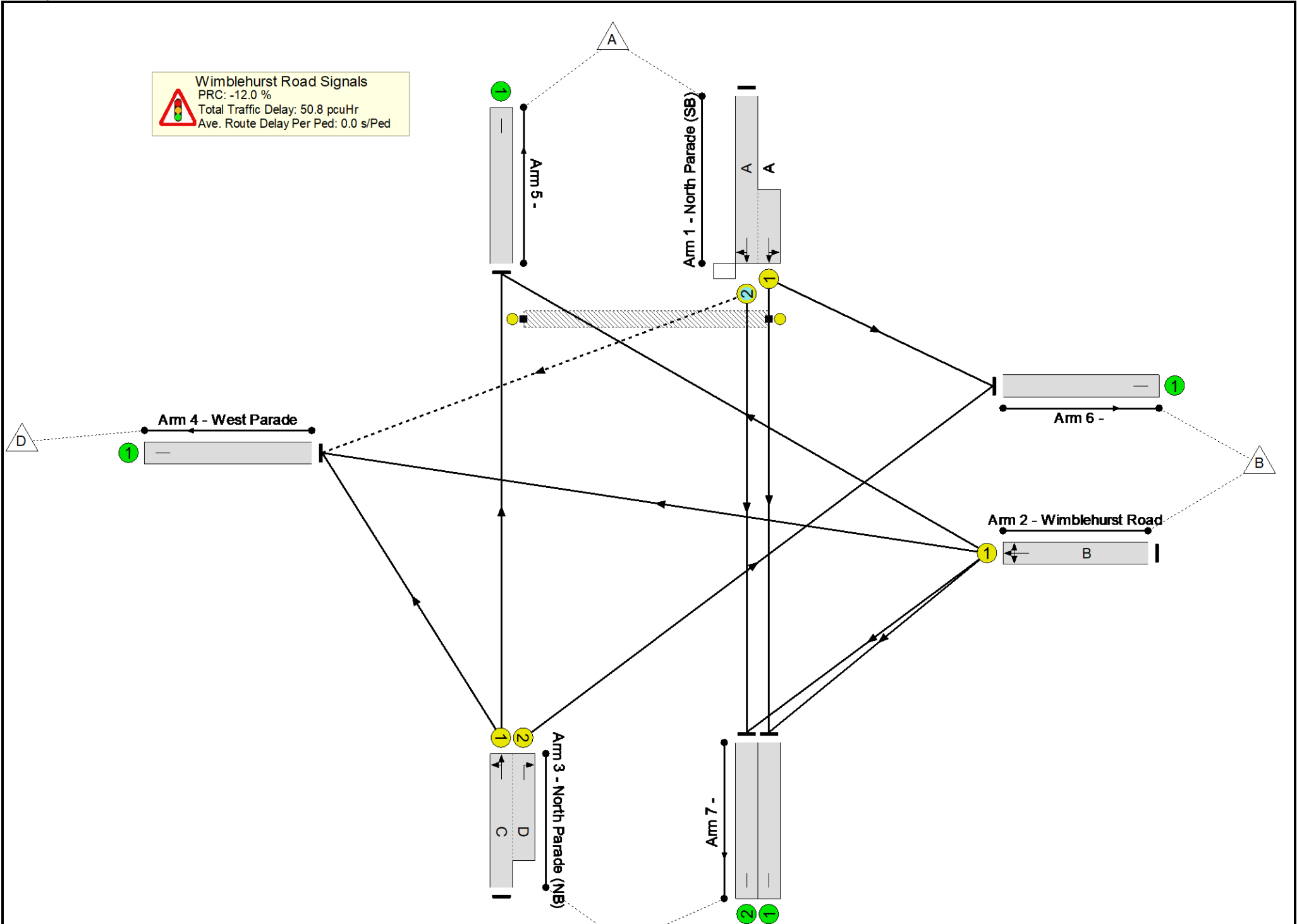
Stage	1	2	3	4	1	2	3
Duration	20	12	20	7	24	15	33
Change Point	0	26	44	69	85	121	142

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	100.8%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	100.8%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	44	-	663	2012:1781	362+299	100.3 : 100.3%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	53	-	550	1786	546	100.8%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	84:27	-	575	1879:1676	320+270	97.4 : 97.4%
4/1	West Parade	U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

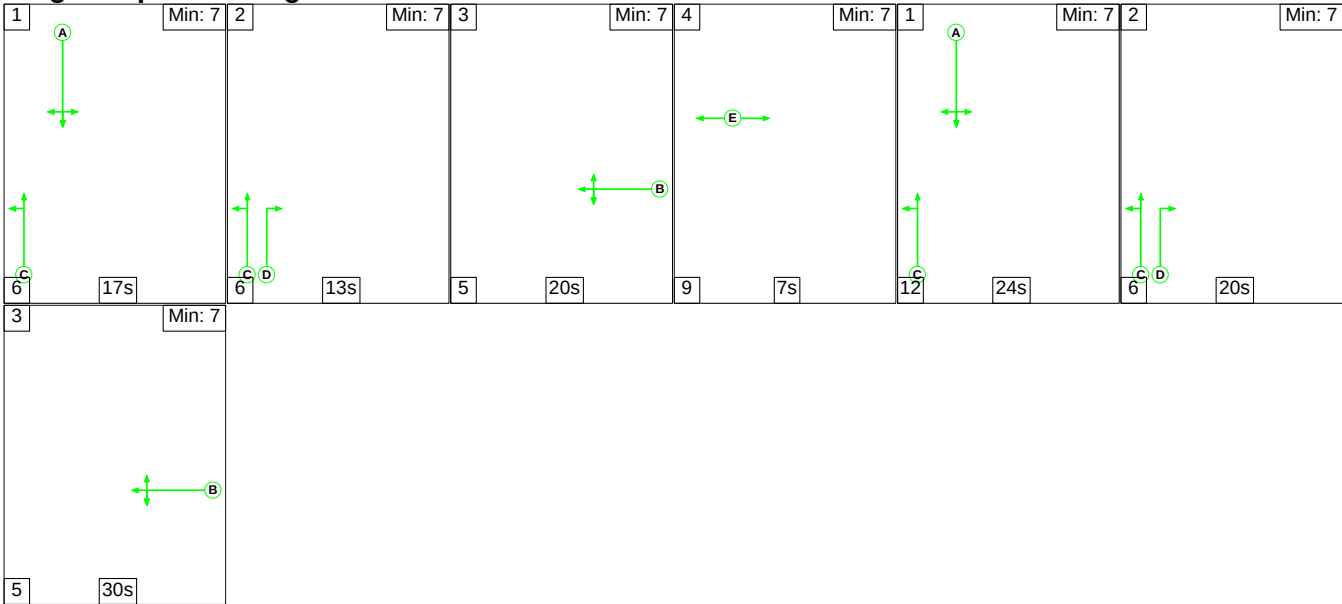
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5	0	0	15.8	35.0	0.0	50.8	-	-	-	-
Wimblehurst Road Signals	-	-	5	0	0	15.8	35.0	0.0	50.8	-	-	-	-
1/2+1/1	663	661	5	0	0	6.2	13.4	0.0	19.6	106.6	13.7	13.4	27.1
2/1	550	546	-	-	-	5.5	12.8	-	18.4	120.4	17.3	12.8	30.1
3/1+3/2	575	575	-	-	-	4.1	8.8	-	12.8	80.2	7.1	8.8	15.8
4/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -12.0 Total Delay for Signalled Lanes (pcuHr): 50.83 Cycle Time (s): 180 PRC Over All Lanes (%): -12.0 Total Delay Over All Lanes(pcuHr): 50.83													

Full Input Data And Results

Scenario 4: '2031 Future Year PM' (FG4: '2031 Future Year PM', Plan 1: 'Network Control Plan 1')

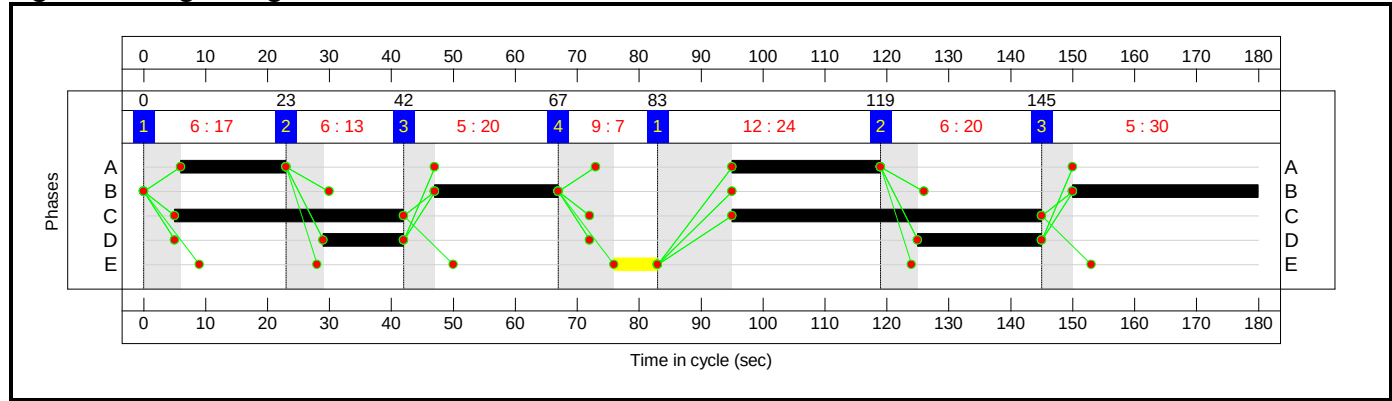
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	17	13	20	7	24	20	30
Change Point	0	23	42	67	83	119	145

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Network Results

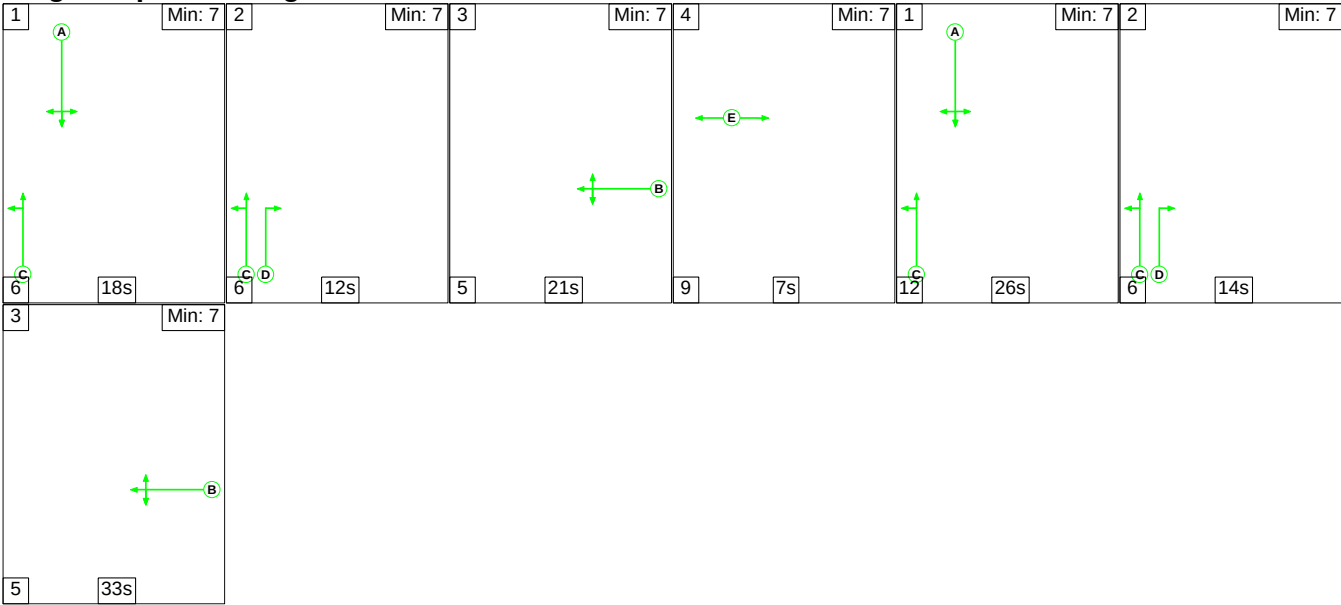
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	105.8%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	105.8%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	41	-	656	2012:1709	342+283	105.1 : 105.1%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	50	-	546	1786	516	105.8%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	87:33	-	771	1873:1676	413+326	104.3 : 104.3%
4/1	West Parade	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5	0	0	24.4	68.5	0.0	92.9	-	-	-	-
Wimblehurst Road Signals	-	-	5	0	0	24.4	68.5	0.0	92.9	-	-	-	-
1/2+1/1	656	624	5	0	0	9.3	23.0	0.0	32.4	177.6	17.3	23.0	40.3
2/1	546	516	-	-	-	8.4	21.4	-	29.8	196.6	19.7	21.4	41.1
3/1+3/2	771	750	-	-	-	6.7	24.0	-	30.7	143.4	12.7	24.0	36.8
4/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -17.6 Total Delay for Signalled Lanes (pcuHr): 92.89 Cycle Time (s): 180 PRC Over All Lanes (%): -17.6 Total Delay Over All Lanes(pcuHr): 92.89													

Full Input Data And Results
Scenario 5: '2031 Future Year + Committed Dev AM' (FG5: '2031 Future Year + Committed Development AM', Plan 1: 'Network Control Plan 1')

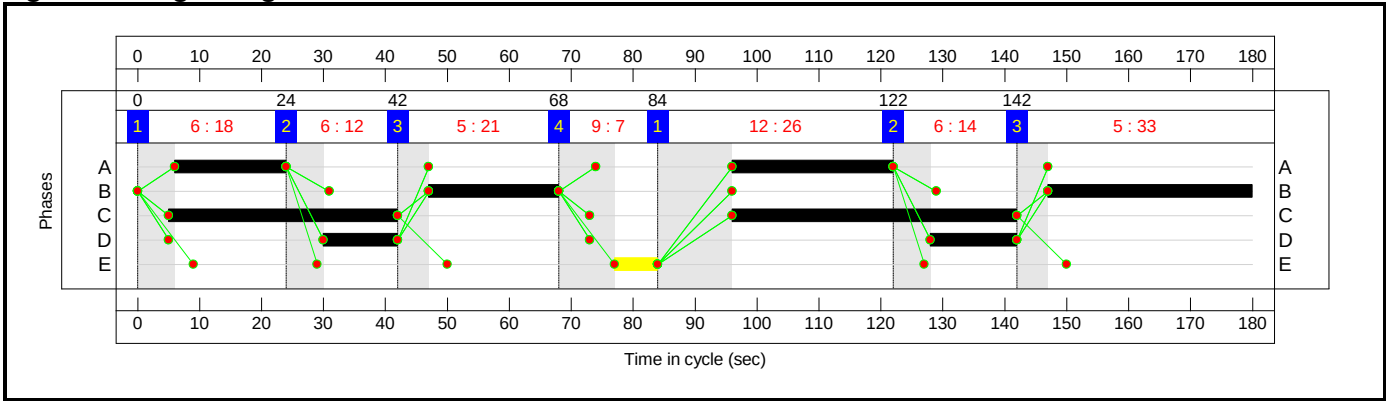
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	18	12	21	7	26	14	33
Change Point	0	24	42	68	84	122	142

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	104.7%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	104.7%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	44	-	673	2013:1786	309+343	103.1 : 103.1%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	54	-	580	1786	556	104.4%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	83:26	-	601	1868:1676	313+261	104.7 : 104.7%
4/1	West Parade	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

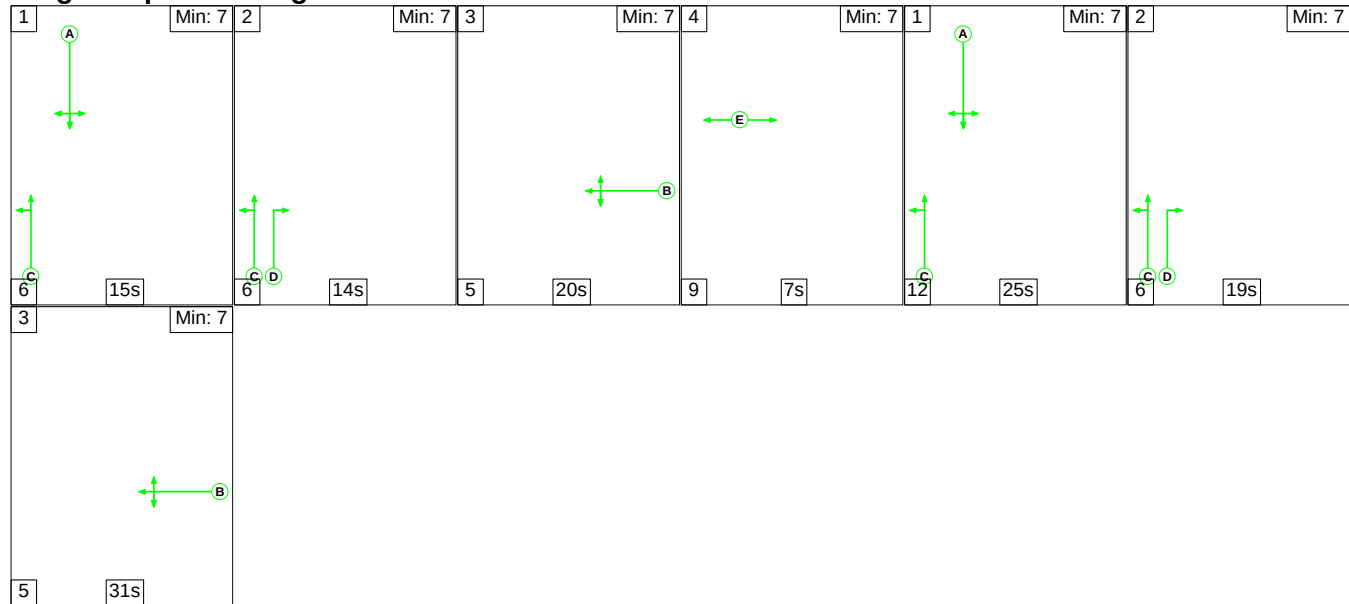
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5	0	0	21.3	59.3	0.0	80.7	-	-	-	-
Wimblehurst Road Signals	-	-	5	0	0	21.3	59.3	0.0	80.7	-	-	-	-
1/2+1/1	673	653	5	0	0	7.8	19.0	0.0	26.7	143.1	16.9	19.0	35.8
2/1	580	556	-	-	-	7.9	19.6	-	27.4	170.4	20.0	19.6	39.6
3/1+3/2	601	589	-	-	-	5.7	20.8	-	26.5	158.5	8.8	20.8	29.6
4/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -16.3 Total Delay for Signalled Lanes (pcuHr): 80.65 Cycle Time (s): 180 PRC Over All Lanes (%): -16.3 Total Delay Over All Lanes(pcuHr): 80.65													

Full Input Data And Results

Scenario 6: '2031 Future Year + Committed Dev PM' (FG6: '2031 Future Year + Committed Development PM', Plan 1: 'Network Control Plan 1')

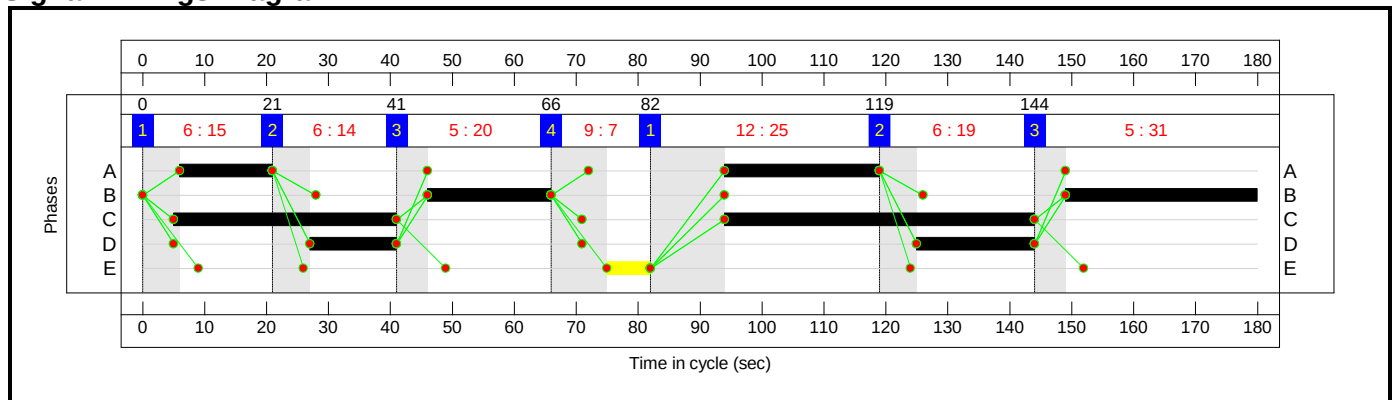
Stage Sequence Diagram



Stage Timings

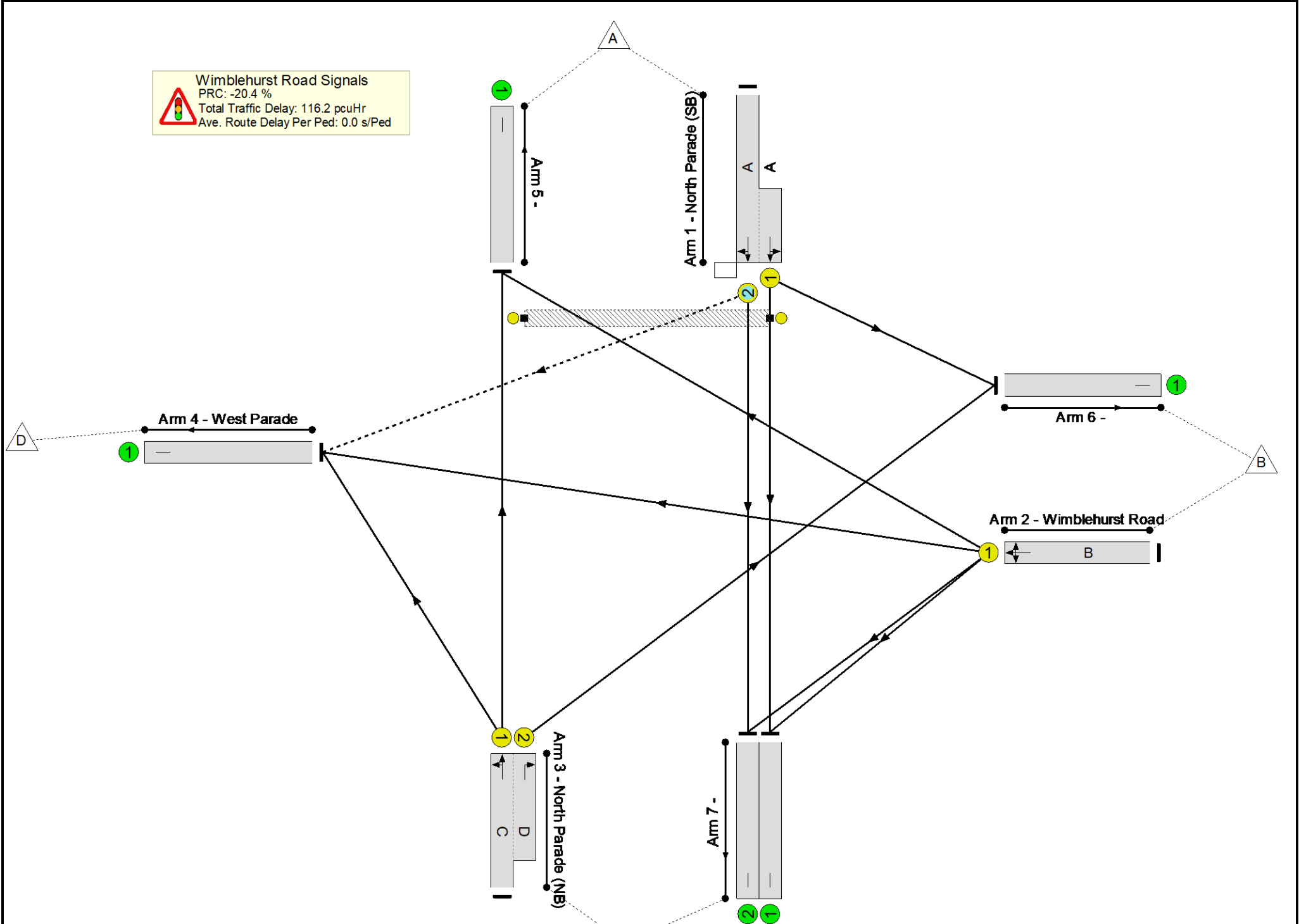
Stage	1	2	3	4	1	2	3
Duration	15	14	20	7	25	19	31
Change Point	0	21	41	66	82	119	144

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	108.3%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	108.3%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	40	-	669	2013:1718	314+313	106.7 : 106.7%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	51	-	566	1786	526	107.6%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	86:33	-	771	1879:1676	386+326	108.3 : 108.3%
4/1	West Parade	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

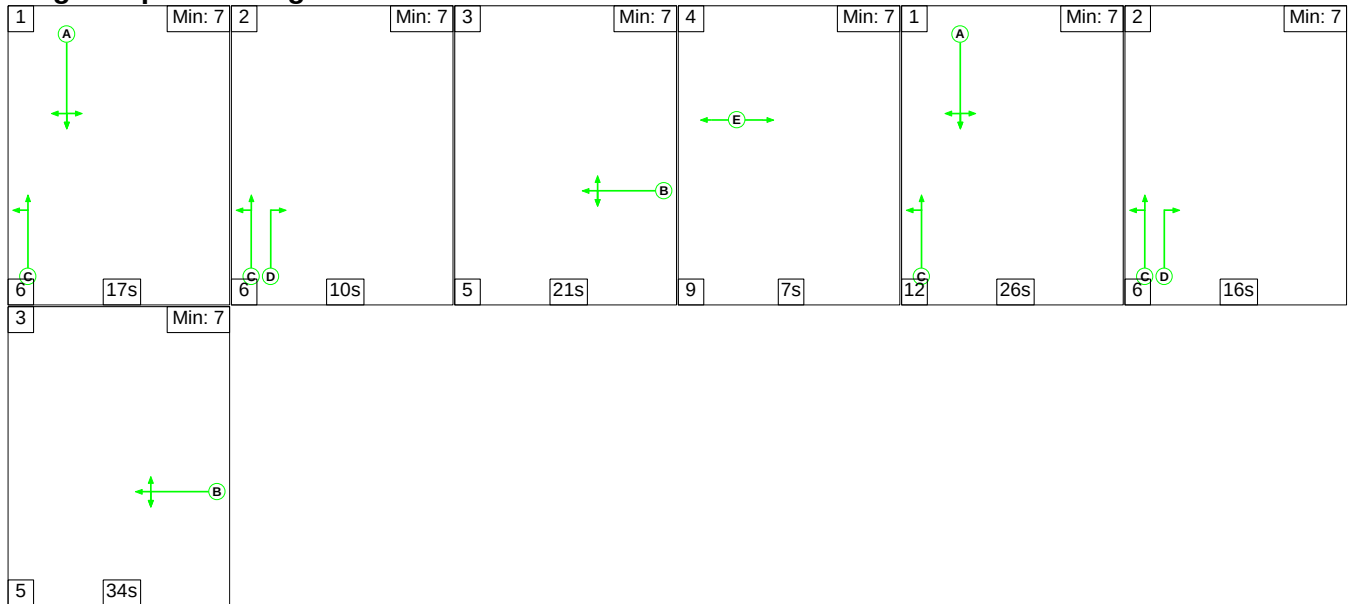
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5	0	0	28.5	87.8	0.0	116.2	-	-	-	-
Wimblehurst Road Signals	-	-	5	0	0	28.5	87.8	0.0	116.2	-	-	-	-
1/2+1/1	669	627	5	0	0	10.0	27.1	0.0	37.1	199.5	18.3	27.1	45.4
2/1	566	526	-	-	-	9.6	25.6	-	35.1	223.6	21.5	25.6	47.1
3/1+3/2	771	712	-	-	-	8.9	35.1	-	44.0	205.6	17.7	35.1	52.8
4/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -20.4 Total Delay for Signalled Lanes (pcuHr): 116.25 Cycle Time (s): 180 PRC Over All Lanes (%): -20.4 Total Delay Over All Lanes(pcuHr): 116.25													

Full Input Data And Results

Scenario 7: '2031 Future Year + Com Dev + Prop Dev AM' (FG7: '2031 Future Year + Committed Development + Proposed Dev AM', Plan 1: 'Network Control Plan 1')

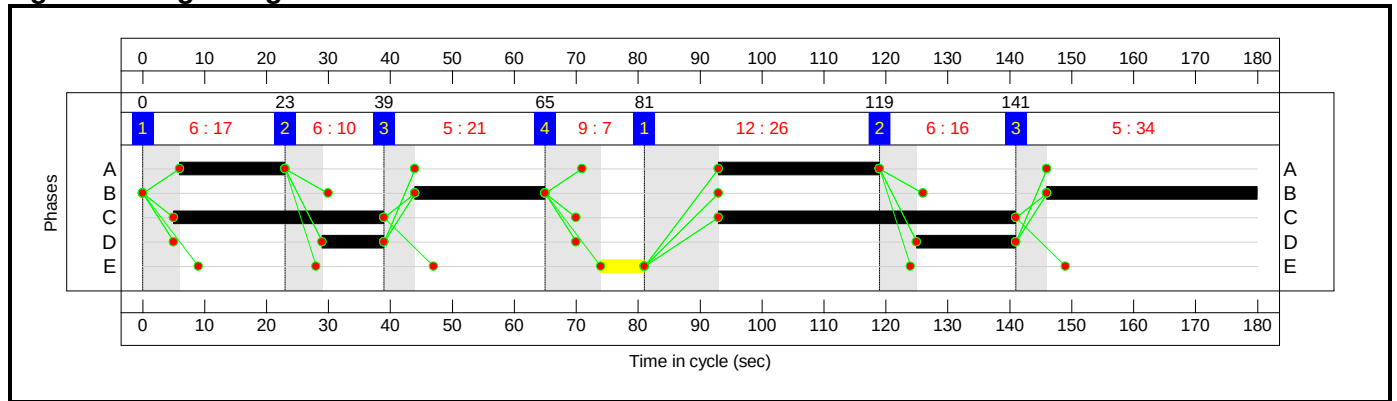
Stage Sequence Diagram



Stage Timings

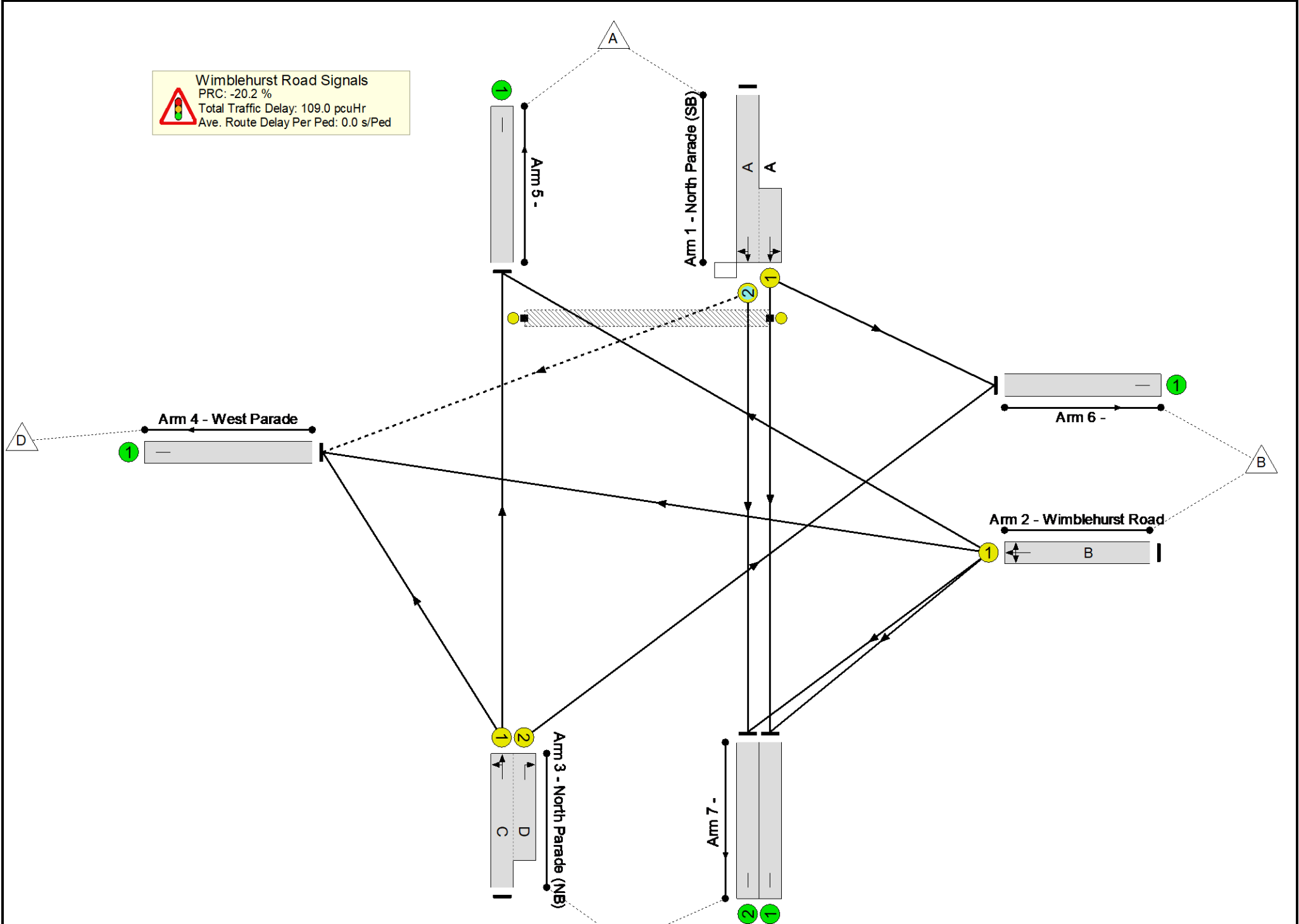
Stage	1	2	3	4	1	2	3
Duration	17	10	21	7	26	16	34
Change Point	0	23	39	65	81	119	141

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	108.2%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	108.2%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	43	-	681	2013:1784	299+339	106.7 : 106.7%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	55	-	607	1786	566	107.3%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	82:26	-	610	1868:1676	303+261	108.2 : 108.2%
4/1	West Parade	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

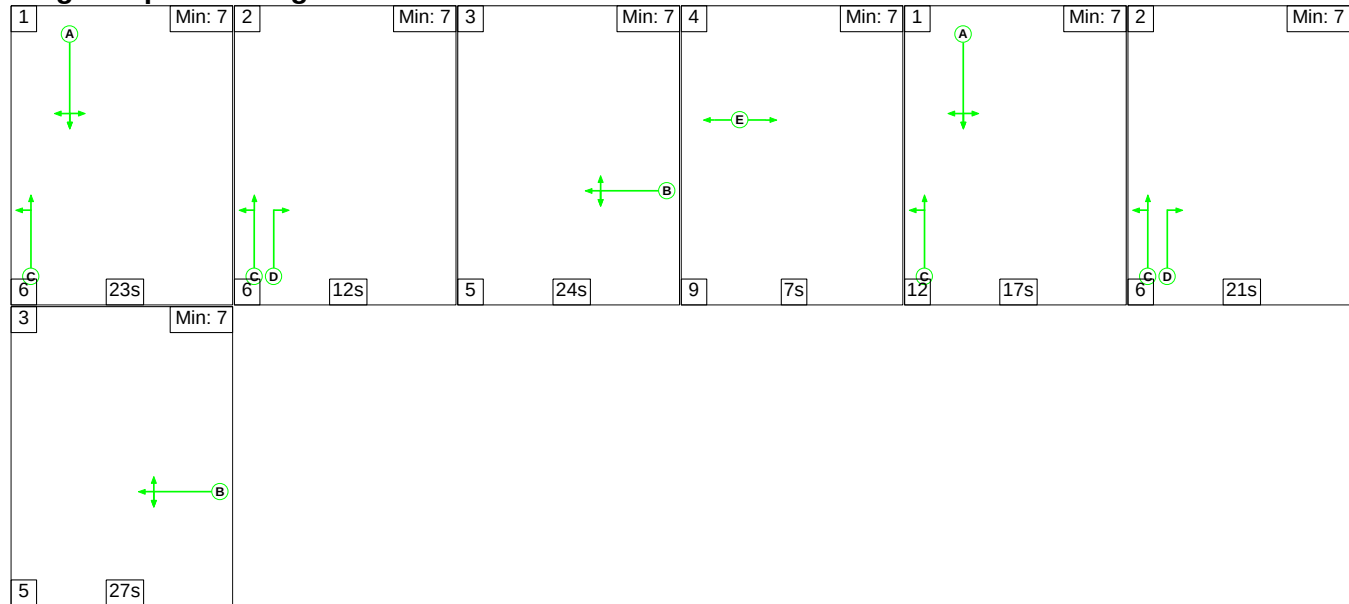
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5	0	0	26.4	82.5	0.0	109.0	-	-	-	-
Wimbledon Road Signals	-	-	5	0	0	26.4	82.5	0.0	109.0	-	-	-	-
1/2+1/1	681	638	5	0	0	10.1	27.7	0.0	37.8	199.6	19.1	27.7	46.8
2/1	607	566	-	-	-	10.0	26.5	-	36.4	216.0	23.1	26.5	49.5
3/1+3/2	610	589	-	-	-	6.4	28.4	-	34.8	205.4	10.1	28.4	38.5
4/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -20.2 Total Delay for Signalled Lanes (pcuHr): 108.97 Cycle Time (s): 180 PRC Over All Lanes (%): -20.2 Total Delay Over All Lanes(pcuHr): 108.97													

Full Input Data And Results

Scenario 8: '2031 Future Year + Com Dev + Prop Dev PM' (FG8: '2031 Future Year + Committed Development + Proposed Dev PM', Plan 1: 'Network Control Plan 1')

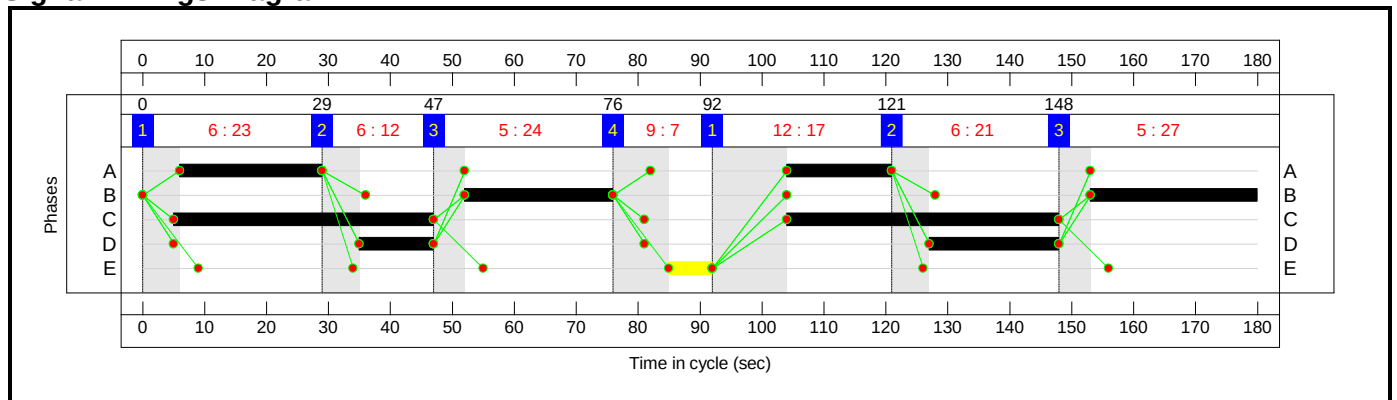
Stage Sequence Diagram



Stage Timings

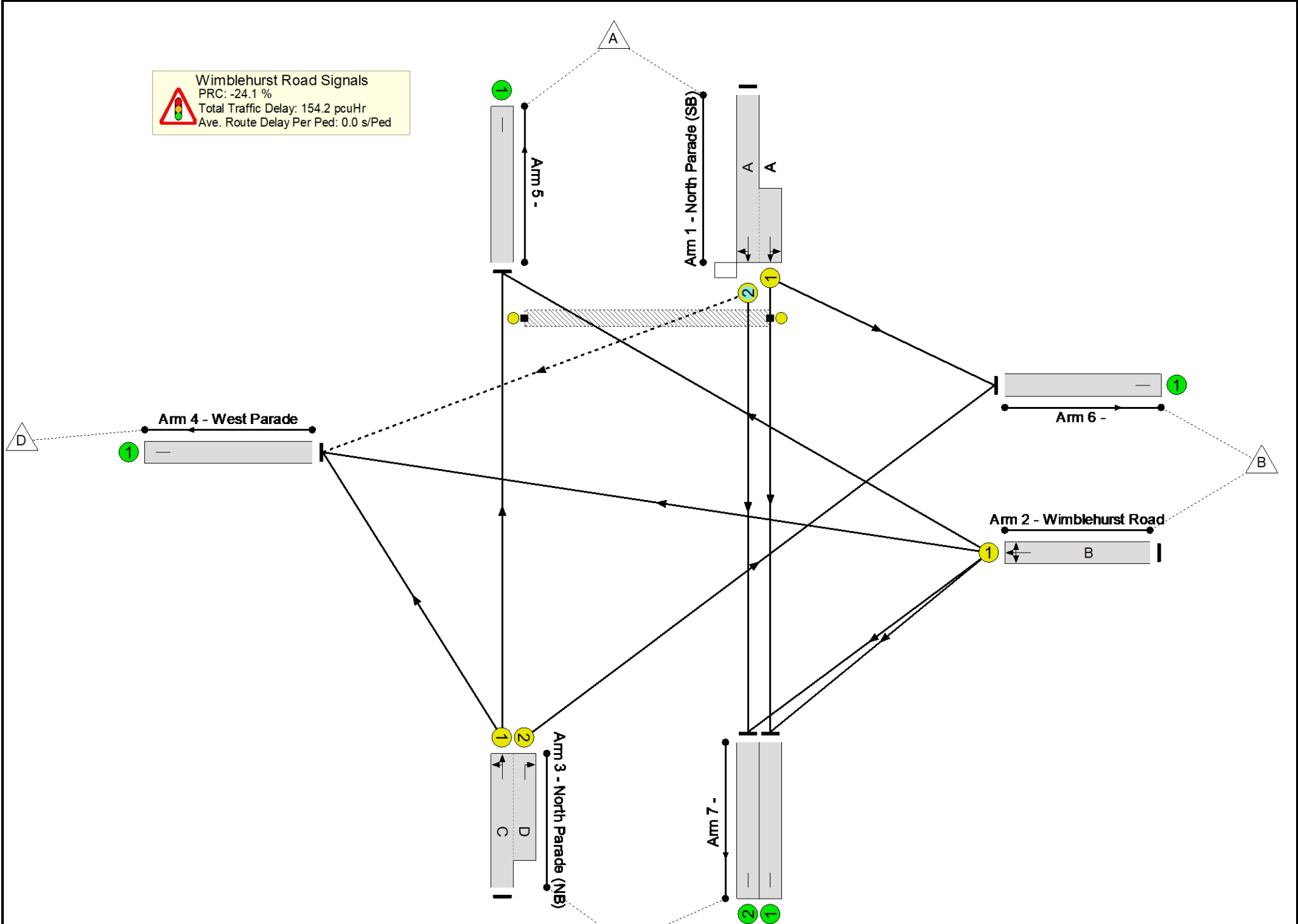
Stage	1	2	3	4	1	2	3
Duration	23	12	24	7	17	21	27
Change Point	0	29	47	76	92	121	148

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	111.7%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	111.7%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	40	-	679	2013:1721	290+318	111.6 : 111.6%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	51	-	583	1786	526	110.9%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	86:33	-	795	1873:1676	386+326	111.7 : 111.7%
4/1	West Parade	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	4	0	0	35.8	118.5	0.0	154.2	-	-	-	-
Wimbledon Road Signals	-	-	4	0	0	35.8	118.5	0.0	154.2	-	-	-	-
1/2+1/1	679	609	4	0	0	14.5	39.5	0.0	54.0	286.4	20.8	39.5	60.3
2/1	583	526	-	-	-	11.2	33.0	-	44.2	273.0	22.1	33.0	55.0
3/1+3/2	795	712	-	-	-	10.1	45.9	-	56.0	253.6	20.5	45.9	66.5
4/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -24.1 Total Delay for Signalled Lanes (pcuHr): 154.23 Cycle Time (s): 180 PRC Over All Lanes (%): -24.1 Total Delay Over All Lanes(pcuHr): 154.23													

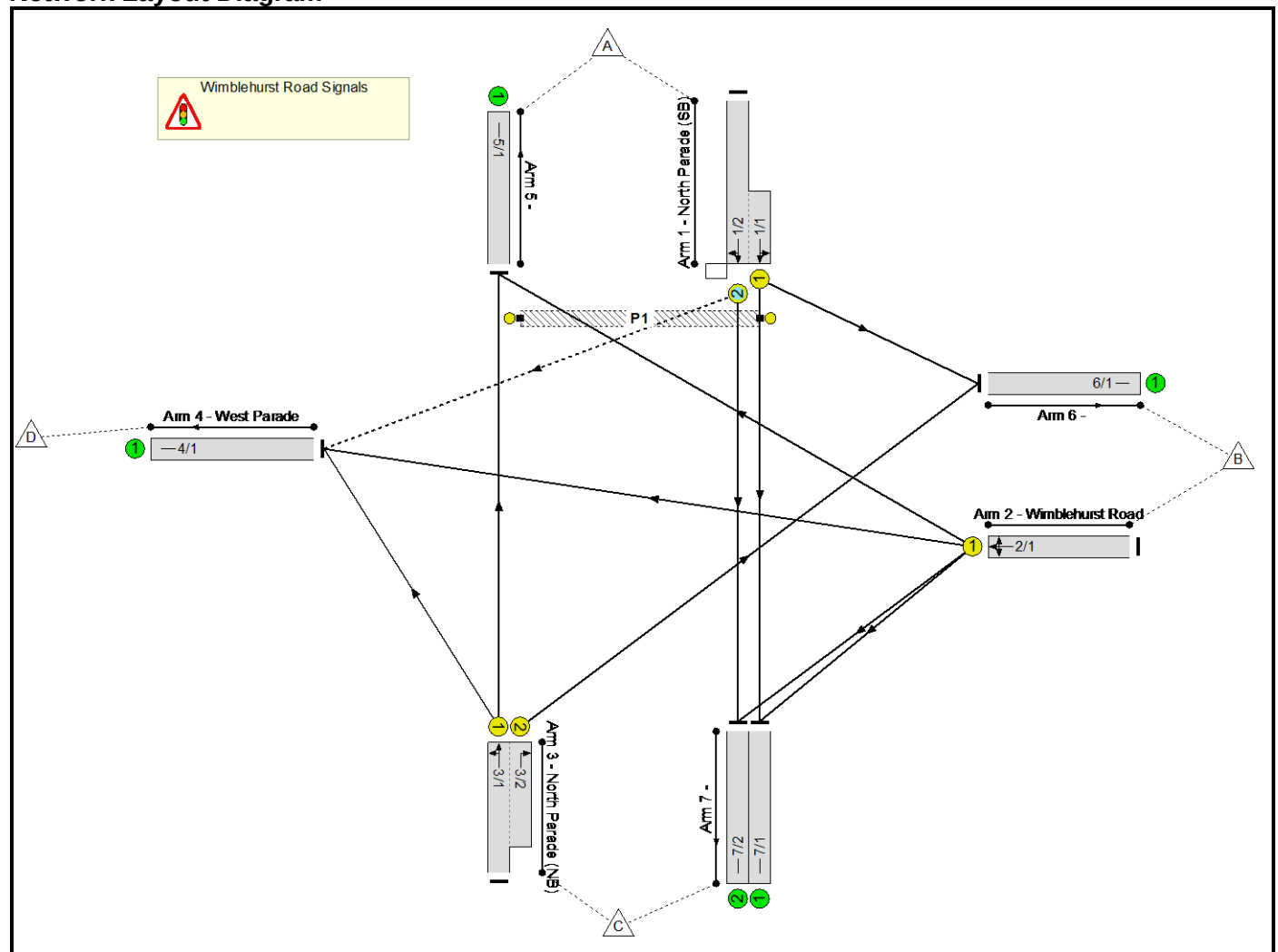
Full Input Data And Results

Full Input Data And Results

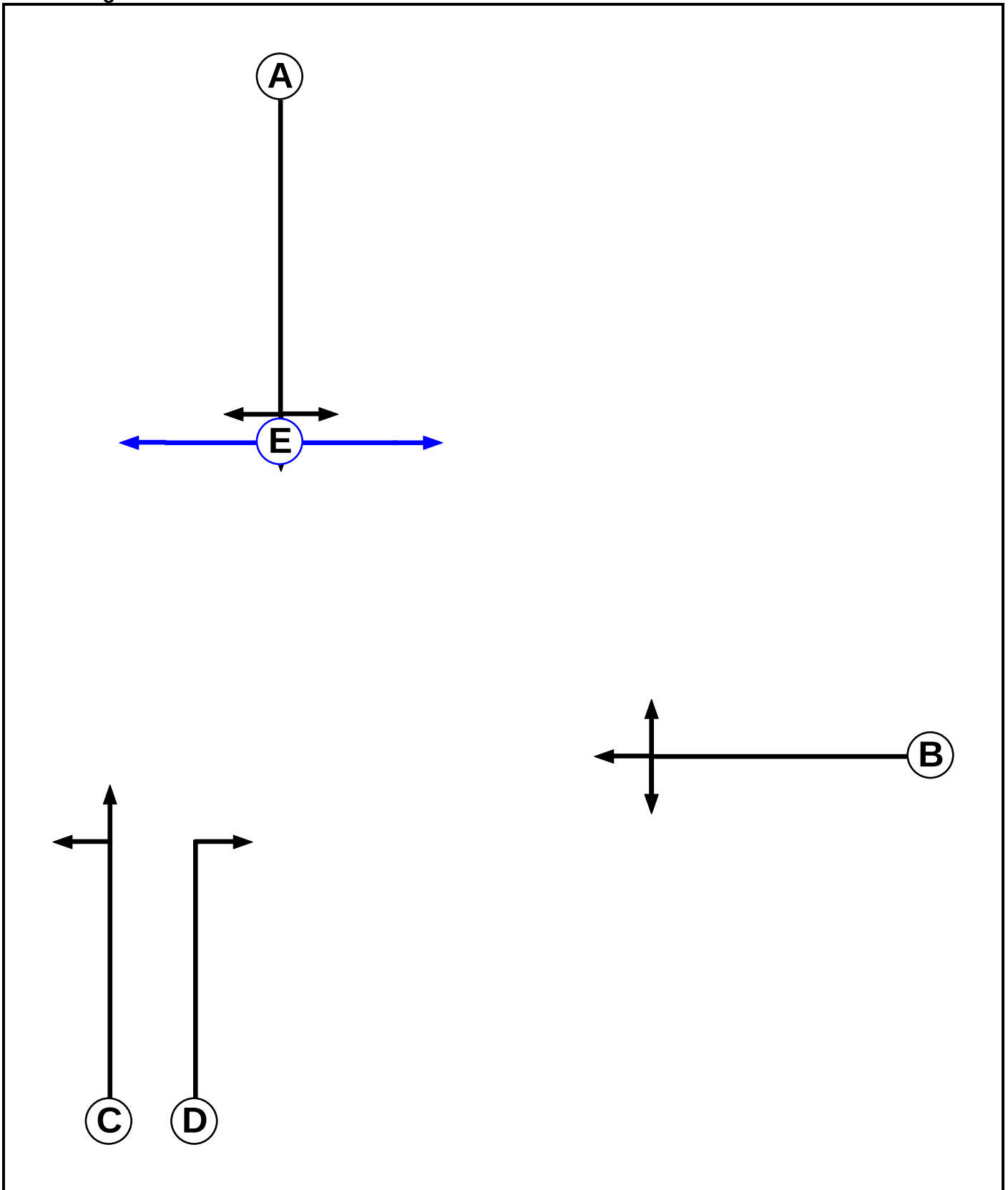
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Wimblehurst Signals - altered cycle timings.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7

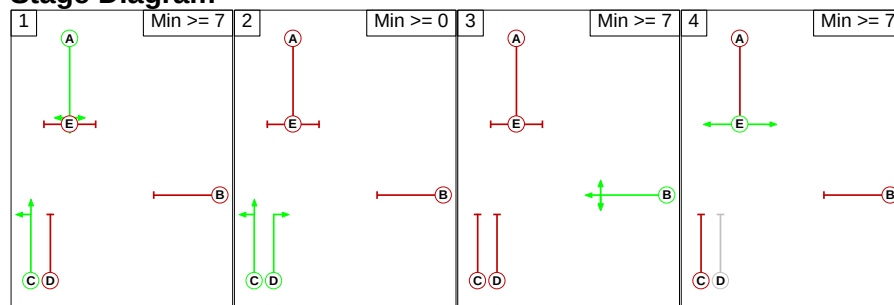
Phase Intergreens Matrix

	Starting Phase					
Terminating Phase		A	B	C	D	E
	A		7	-	6	5
	B	6		5	5	9
	C	-	5		-	8
	D	5	5	-		-
	E	12	12	12	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		6	7	8
	2	5		5	8
	3	6	5		9
	4	12	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Wimblehurst Road Signals											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (North Parade (SB))	4/1 (Right)	1439	0	3/1	1.09	All	1.00	1.00	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: Wimblehurst Road Signals												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (North Parade (SB))	U	A	2	3	5.0	Geom	-	2.70	0.00	Y	Arm 6 Left	14.00
											Arm 7 Ahead	70.00
1/2 (North Parade (SB))	O	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 4 Right	Inf
											Arm 7 Ahead	70.00
											Arm 4 Ahead	15.00
2/1 (Wimblehurst Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	15.00
											Arm 7 Left	15.00
3/1 (North Parade (NB))	U	C	2	3	13.0	Geom	-	2.90	0.00	Y	Arm 4 Left	11.00
											Arm 5 Ahead	110.00
3/2 (North Parade (NB))	U	D	2	3	10.8	Geom	-	2.90	0.00	Y	Arm 6 Right	11.00
4/1 (West Parade)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Future Year + Committed Development AM'	08:15	09:15	01:00	
2: '2031 Future Year + Committed Development PM'	17:00	18:00	01:00	
3: '2031 Future Year + Committed Development + Proposed Dev AM'	08:15	09:15	01:00	
4: '2031 Future Year + Committed Development + Proposed Dev PM'	17:00	18:00	01:00	

Scenario 1: '2031 Future Year + Committed Dev AM' (FG1: '2031 Future Year + Committed Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	140	528	5	673
	B	231	0	330	19	580
	C	312	273	0	16	601
	D	0	0	0	0	0
	Tot.	543	413	858	40	1854

Traffic Lane Flows

Lane	Scenario 1: 2031 Future Year + Committed Dev AM
Junction: Wimblehurst Road Signals	
1/1 (short)	320
1/2 (with short)	673(In) 353(Out)
2/1	580
3/1 (with short)	601(In) 328(Out)
3/2 (short)	273
4/1	40
5/1	543
6/1	413
7/1	345
7/2	513

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left	14.00	43.8 %	1780	1780
				Arm 7 Ahead	70.00	56.3 %		
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right	Inf	1.4 %	2012	2012
				Arm 7 Ahead	70.00	98.6 %		
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead	15.00	3.3 %	1786	1786
				Arm 5 Right	15.00	39.8 %		
				Arm 7 Left	15.00	56.9 %		
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left	11.00	4.9 %	1868	1868
				Arm 5 Ahead	110.00	95.1 %		
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 Future Year + Committed Dev PM' (FG2: '2031 Future Year + Committed Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Desired Flow:						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	295	369	5	669
	B	271	0	273	22	566
	C	418	353	13	0	784
	D	0	0	0	0	0
	Tot.	689	648	655	27	2019

Traffic Lane Flows

Lane	Scenario 2: 2031 Future Year + Committed Dev PM
Junction: Wimblehurst Road Signals	
1/1 (short)	334
1/2 (with short)	669(In) 335(Out)
2/1	566
3/1 (with short)	771(In) 418(Out)
3/2 (short)	353
4/1	27
5/1	689
6/1	648
7/1	175
7/2	467

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left	14.00	88.3 %	1718	1718
				Arm 7 Ahead	70.00	11.7 %		
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right	Inf	1.5 %	2013	2013
				Arm 7 Ahead	70.00	98.5 %		
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead	15.00	3.9 %	1786	1786
				Arm 5 Right	15.00	47.9 %		
				Arm 7 Left	15.00	48.2 %		
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left	11.00	0.0 %	1879	1879
				Arm 5 Ahead	110.00	100.0 %		
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Future Year + Com Dev + Prop Dev AM' (FG3: '2031 Future Year + Committed Development + Proposed Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	148	528	5	681
	B	244	0	344	19	607
	C	312	282	0	16	610
	D	0	0	0	0	0
	Tot.	556	430	872	40	1898

Traffic Lane Flows

Lane	Scenario 3: 2031 Future Year + Com Dev + Prop Dev AM
Junction: Wimblehurst Road Signals	
1/1 (short)	372
1/2 (with short)	681(In) 309(Out)
2/1	608
3/1 (with short)	610(In) 328(Out)
3/2 (short)	282
4/1	40
5/1	556
6/1	430
7/1	396
7/2	477

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left	14.00	39.8 %	1786	1786
				Arm 7 Ahead	70.00	60.2 %		
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right	Inf	1.6 %	2013	2013
				Arm 7 Ahead	70.00	98.4 %		
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead	15.00	3.1 %	1786	1786
				Arm 5 Right	15.00	40.1 %		
				Arm 7 Left	15.00	56.7 %		
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left	11.00	4.9 %	1868	1868
				Arm 5 Ahead	110.00	95.1 %		
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Future Year + Com Dev + Prop Dev PM' (FG4: '2031 Future Year + Committed Development + Proposed Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Desired Flow:						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	305	369	5	679
	B	279	0	282	22	583
	C	418	364	0	13	795
	D	0	0	0	0	0
	Tot.	697	669	651	40	2057

Traffic Lane Flows

Lane	Scenario 4: 2031 Future Year + Com Dev + Prop Dev PM
Junction: Wimblehurst Road Signals	
1/1 (short)	355
1/2 (with short)	679(In) 324(Out)
2/1	583
3/1 (with short)	795(In) 431(Out)
3/2 (short)	364
4/1	40
5/1	697
6/1	669
7/1	191
7/2	460

Lane Saturation Flows

Junction: Wimblehurst Road Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (North Parade (SB))	2.70	0.00	Y	Arm 6 Left Arm 7 Ahead	14.00 70.00	85.9 % 14.1 %	1721	1721
1/2 (North Parade (SB))	3.00	0.00	N	Arm 4 Right Arm 7 Ahead	Inf 70.00	1.5 % 98.5 %	2013	2013
2/1 (Wimblehurst Road)	3.50	0.00	Y	Arm 4 Ahead Arm 5 Right Arm 7 Left	15.00 15.00 15.00	3.8 % 47.9 % 48.4 %	1786	1786
3/1 (North Parade (NB))	2.90	0.00	Y	Arm 4 Left Arm 5 Ahead	11.00 110.00	3.0 % 97.0 %	1873	1873
3/2 (North Parade (NB))	2.90	0.00	Y	Arm 6 Right	11.00	100.0 %	1676	1676
4/1 (West Parade Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.7%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	97.7%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	68	-	673	2012:1780	365+331	96.6 : 96.6%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	78	-	580	1786	595	97.4%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	119:38	-	601	1868:1676	336+279	97.7 : 97.7%
4/1	West Parade	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

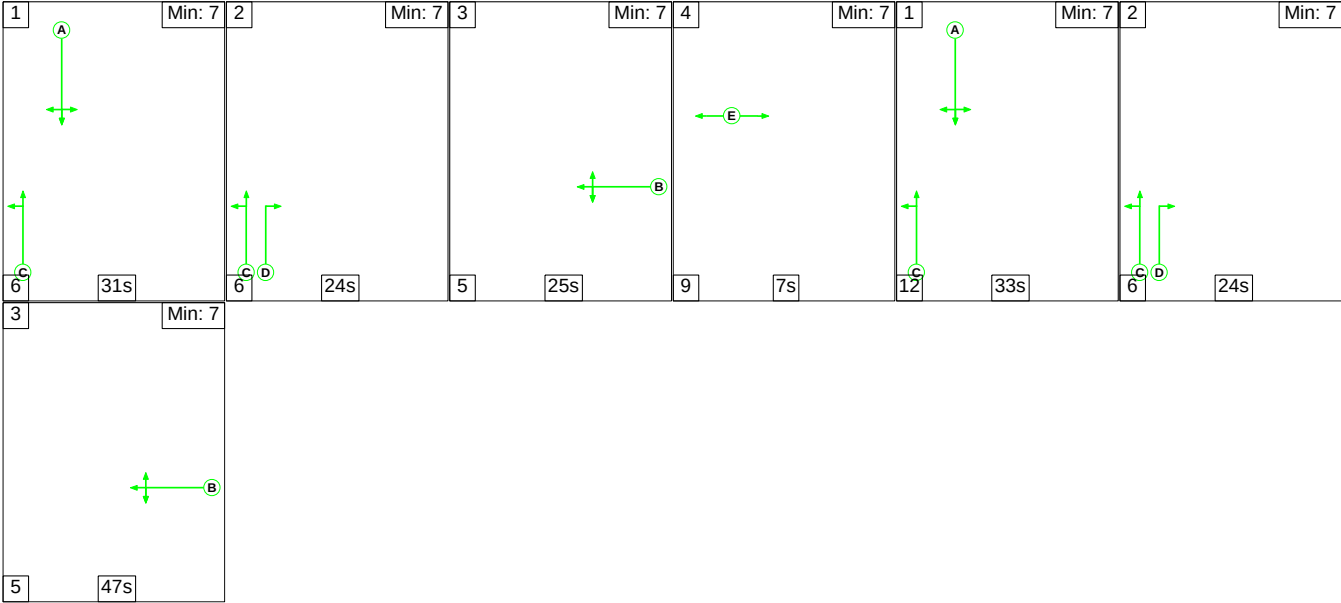
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5	0	0	19.3	26.4	0.0	45.7	-	-	-	-
Wimblehurst Road Signals	-	-	5	0	0	19.3	26.4	0.0	45.7	-	-	-	-
1/2+1/1	673	673	5	0	0	7.4	8.4	0.0	15.8	84.3	18.3	8.4	26.6
2/1	580	580	-	-	-	6.5	8.8	-	15.3	95.0	21.9	8.8	30.7
3/1+3/2	601	601	-	-	-	5.4	9.3	-	14.7	87.9	9.4	9.3	18.7
4/1	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -8.6 Total Delay for Signalled Lanes (pcuHr): 45.75 Cycle Time (s): 240 PRC Over All Lanes (%): -8.6 Total Delay Over All Lanes(pcuHr): 45.75													

Full Input Data And Results

Scenario 2: '2031 Future Year + Committed Dev PM' (FG2: '2031 Future Year + Committed Development PM', Plan 1: 'Network Control Plan 1')

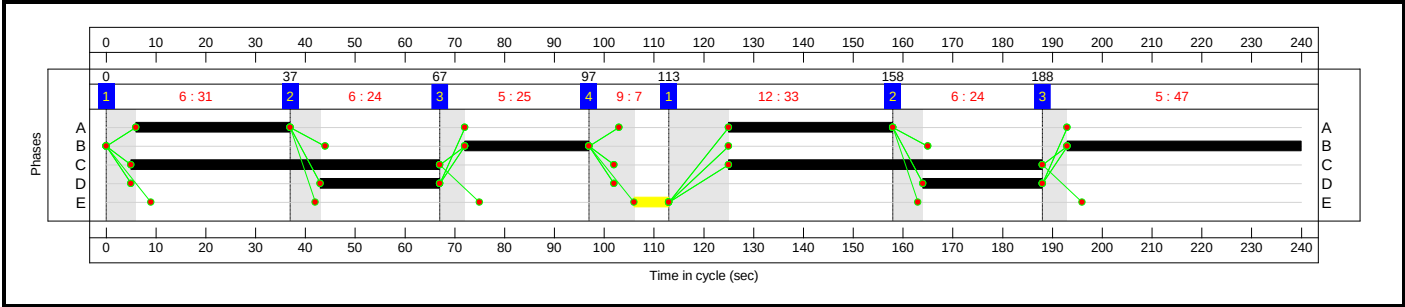
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	31	24	25	7	33	24	47
Change Point	0	37	67	97	113	158	188

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

The diagram illustrates the layout of the Wimblehurst Road Signals intersection. It features seven arms, each with a specific traffic flow and lane configuration:

- Arm 1 - North Parade (SB):** Southbound traffic on North Parade, with two lanes labeled 'A'.
- Arm 2 - Wimblehurst Road:** Eastbound traffic on Wimblehurst Road, with one lane labeled 'B'.
- Arm 3 - North Parade (NB):** Northbound traffic on North Parade, with two lanes labeled 'C' and 'D'.
- Arm 4 - West Parade:** Westbound traffic on West Parade, with one lane.
- Arm 5:** Southbound traffic on North Parade, with one lane.
- Arm 6:** Eastbound traffic on Wimblehurst Road, with one lane.
- Arm 7:** Northbound traffic on North Parade, with two lanes.

Key features of the diagram include:

- Signal Phases:** Indicated by yellow circles with numbers 1 and 2. Phase 1 is shown for Arms 1, 2, 3, and 4. Phase 2 is shown for Arms 5, 6, and 7.
- Intersection Geometry:** The intersection is shown as a central point where the arms meet, with a hatched area representing the intersection's footprint.
- Approach Roads:** North Parade (SB and NB) and Wimblehurst Road (Eastbound and Westbound) are the main approaches.
- Signal Details:** A legend in the top left corner provides specific signal data:
 - Wimblehurst Road Signals
 - PRC: -14.2 %
 - Total Traffic Delay: 78.2 pcuHr
 - Ave. Route Delay Per Ped: 0.0 s/Ped

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	102.8%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	102.8%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	64	-	669	2013:1718	328+327	102.0 : 102.0%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	72	-	566	1786	551	102.8%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	125:48	-	771	1879:1676	411+347	101.8 : 101.8%
4/1	West Parade	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

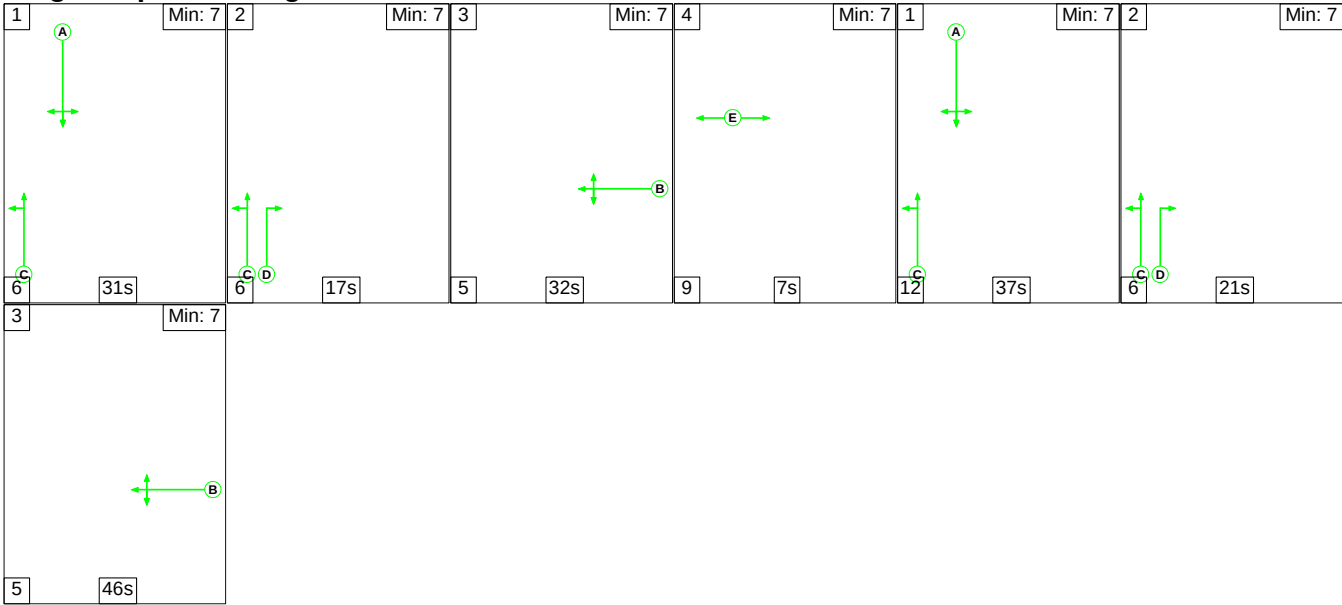
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5	0	0	27.5	50.7	0.0	78.2	-	-	-	-
Wimblehurst Road Signals	-	-	5	0	0	27.5	50.7	0.0	78.2	-	-	-	-
1/2+1/1	669	656	5	0	0	9.2	16.6	0.0	25.8	139.0	20.2	16.6	36.8
2/1	566	551	-	-	-	10.1	16.3	-	26.5	168.3	26.4	16.3	42.7
3/1+3/2	771	757	-	-	-	8.2	17.8	-	25.9	121.0	16.8	17.8	34.6
4/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): -14.2 Total Delay for Signalised Lanes (pcuHr): 78.19 Cycle Time (s): 240 PRC Over All Lanes (%): -14.2 Total Delay Over All Lanes(pcuHr): 78.19													

Full Input Data And Results

Scenario 3: '2031 Future Year + Com Dev + Prop Dev AM' (FG3: '2031 Future Year + Committed Development + Proposed Dev AM', Plan 1: 'Network Control Plan 1')

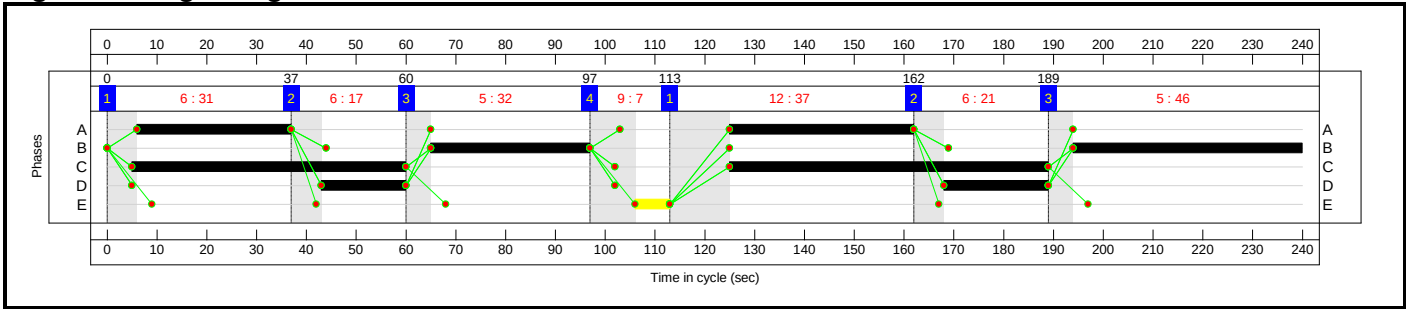
Stage Sequence Diagram



Stage Timings

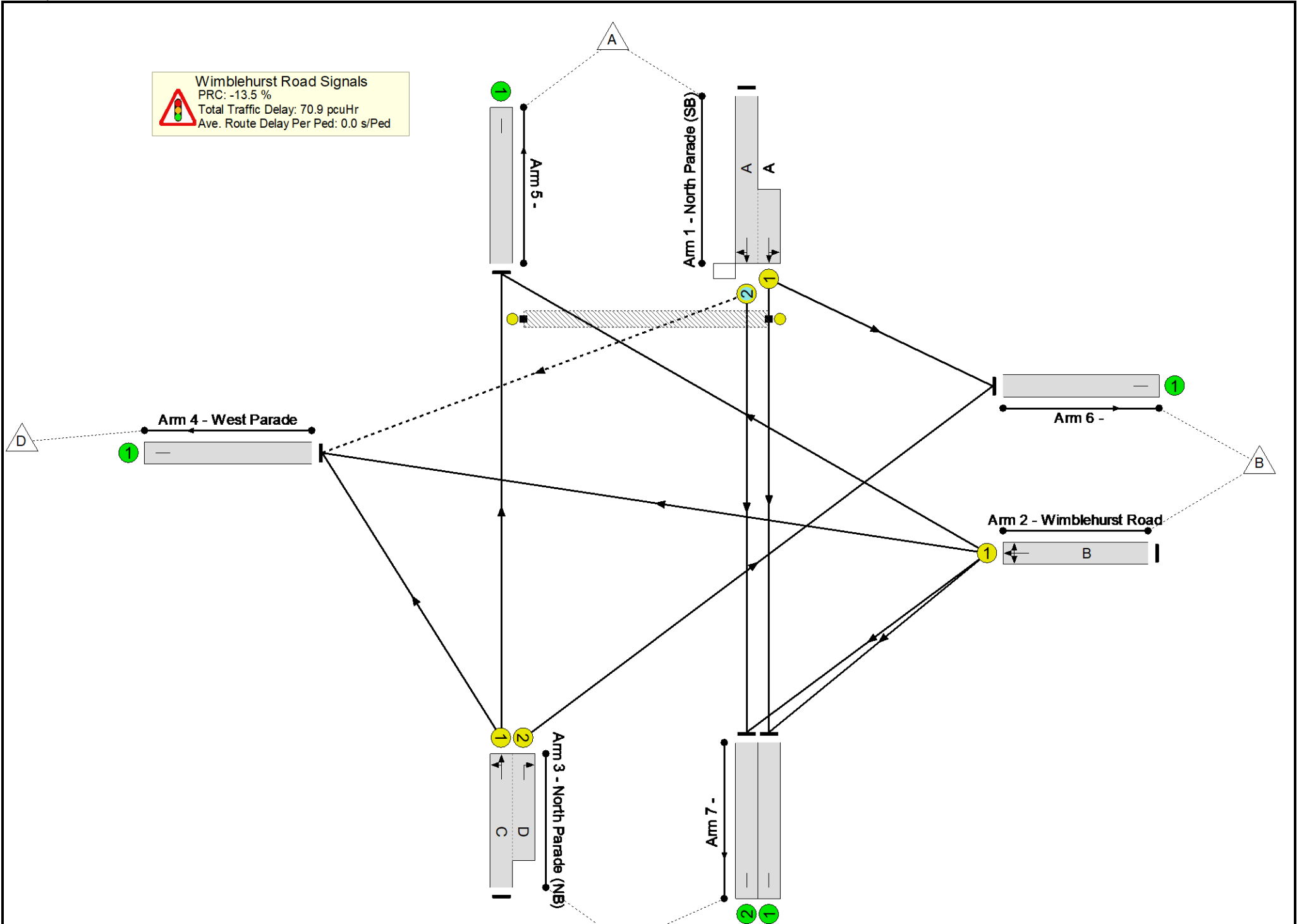
Stage	1	2	3	4	1	2	3
Duration	31	17	32	7	37	21	46
Change Point	0	37	60	97	113	162	189

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	102.1%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	102.1%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	68	-	681	2013:1786	303+364	102.1 : 102.1%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	78	-	608	1786	595	102.1%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	119:38	-	610	1868:1676	325+279	101.0 : 101.0%
4/1	West Parade	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

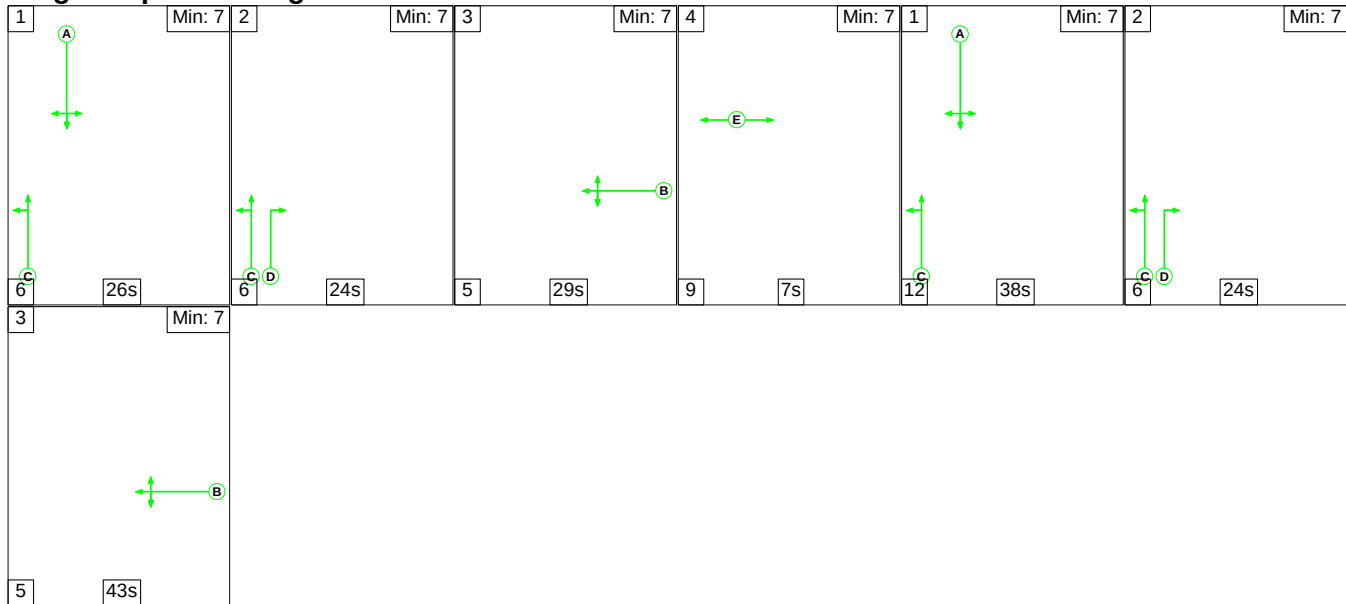
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5	0	0	24.1	46.9	0.0	70.9	-	-	-	-
Wimblehurst Road Signals	-	-	5	0	0	24.1	46.9	0.0	70.9	-	-	-	-
1/2+1/1	681	667	5	0	0	9.3	17.1	0.0	26.4	139.7	22.5	17.1	39.6
2/1	608	595	-	-	-	8.8	15.9	-	24.7	146.1	25.3	15.9	41.2
3/1+3/2	610	607	-	-	-	6.0	13.9	-	19.8	117.1	10.6	13.9	24.5
4/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -13.5 Total Delay for Signalled Lanes (pcuHr): 70.95 Cycle Time (s): 240 PRC Over All Lanes (%): -13.5 Total Delay Over All Lanes(pcuHr): 70.95													

Full Input Data And Results

Scenario 4: '2031 Future Year + Com Dev + Prop Dev PM' (FG4: '2031 Future Year + Committed Development + Proposed Dev PM', Plan 1: 'Network Control Plan 1')

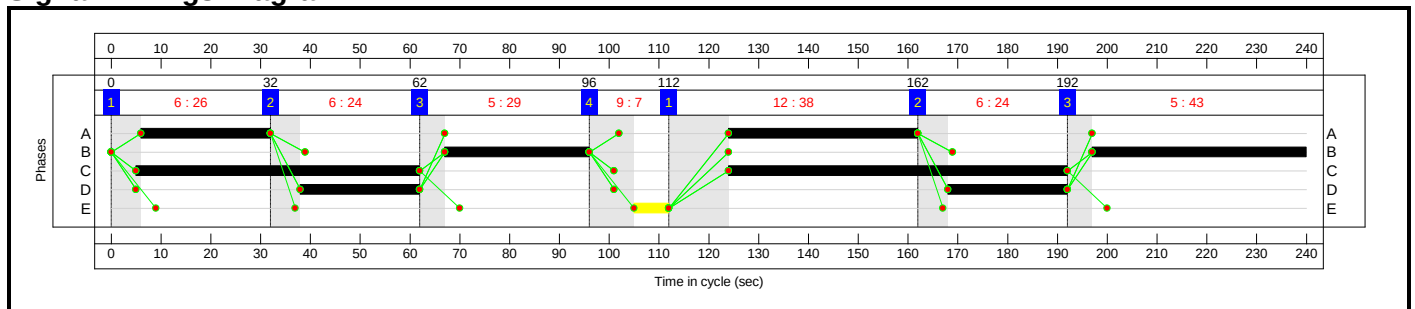
Stage Sequence Diagram



Stage Timings

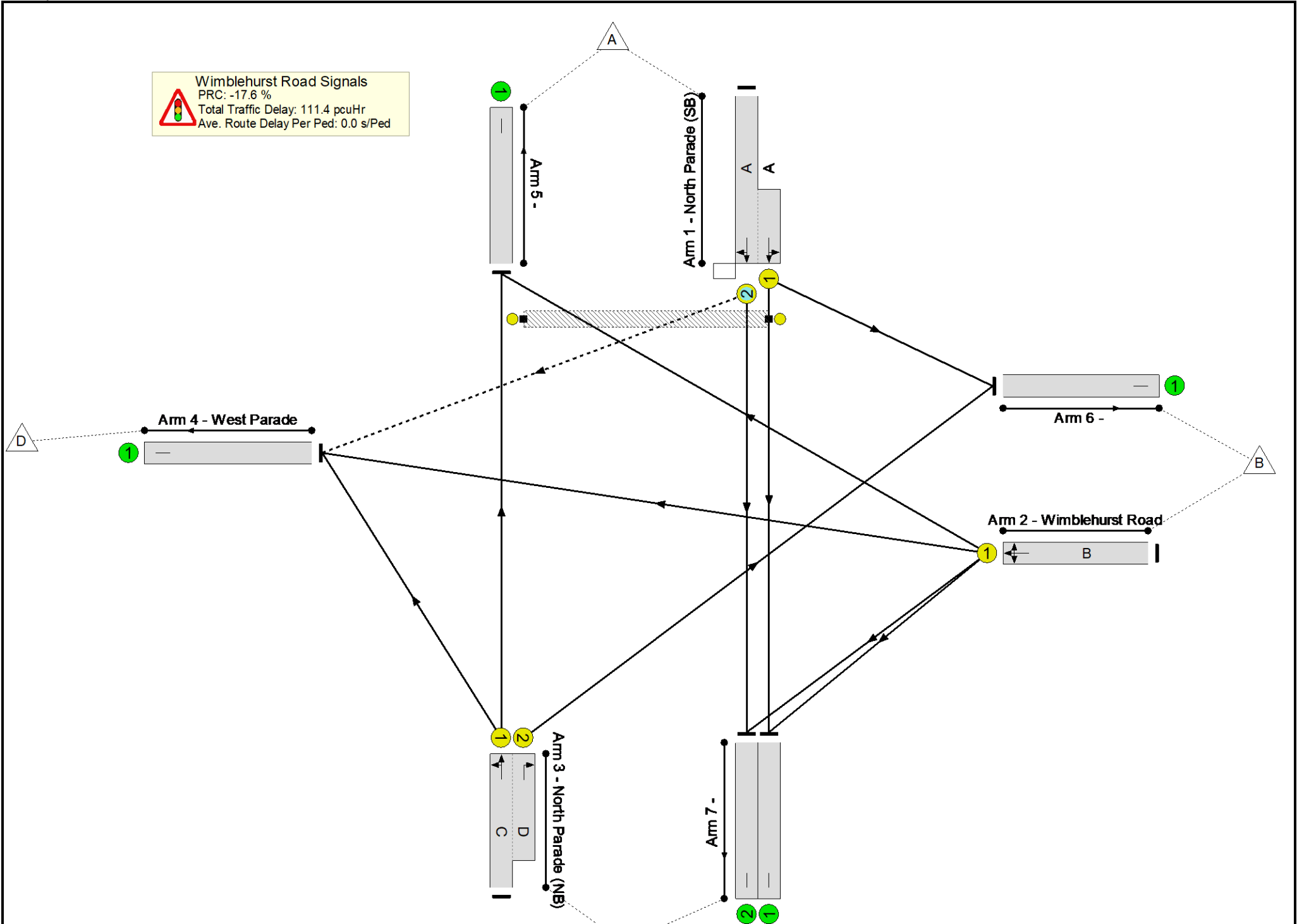
Stage	1	2	3	4	1	2	3
Duration	26	24	29	7	38	24	43
Change Point	0	32	62	96	112	162	192

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	105.9%
Wimblehurst Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	105.9%
1/2+1/1	North Parade (SB) Right Left Ahead	O+U	N/A	N/A	A		2	64	-	679	2013:1721	306+335	105.9 : 105.9%
2/1	Wimblehurst Road Ahead Right Left	U	N/A	N/A	B		2	72	-	583	1786	551	105.9%
3/1+3/2	North Parade (NB) Left Ahead Right	U	N/A	N/A	C D		2	125:48	-	795	1873:1676	410+347	105.0 : 105.0%
4/1	West Parade	U	N/A	N/A	-		-	-	-	40	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5	0	0	36.8	74.6	0.0	111.4	-	-	-	-
Wimblehurst Road Signals	-	-	5	0	0	36.8	74.6	0.0	111.4	-	-	-	-
1/2+1/1	679	641	5	0	0	12.5	25.5	0.0	38.0	201.5	25.9	25.5	51.4
2/1	583	551	-	-	-	11.9	22.6	-	34.5	212.8	27.8	22.6	50.4
3/1+3/2	795	757	-	-	-	12.5	26.5	-	39.0	176.4	26.1	26.5	52.6
4/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): -17.6 Total Delay for Signalised Lanes (pcuHr): 111.41 Cycle Time (s): 240 PRC Over All Lanes (%): -17.6 Total Delay Over All Lanes(pcuHr): 111.41													

Appendix O

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Parsonage Road - Parsonage Way - Foundry Lane Rbt.j9

Path: P:\Southern\180-189\183 Lovell Partnerships\183.0009 Horsham Enterprise Park, Wimbleshurst Road, Horsham\03 Technical\TPL\Modelling

Report generation date: 21/02/2025 15:04:30

- »2025 Baseline, AM
- »2025 Baseline, PM
- »2031 Future Year , AM
- »2031 Future Year, PM
- »2031 Future Year + Committed Development, AM
- »2031 Future Year + Committed Development, PM
- »2031 Future Year + Committed Development + Prop Dev, AM
- »2031 Future Year + Committed Development + Prop Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025 Baseline								
1 - PARSONAGE ROAD WB	3.0	19.13	0.74	C	1.0	9.22	0.48	A
2 - FOUNDRY LANE	0.4	6.75	0.25	A	0.5	6.72	0.30	A
3 - PARSONAGE ROAD EB	1.8	11.70	0.62	B	0.9	7.96	0.44	A
4 - PARSONAGE WAY	0.1	6.21	0.06	A	0.1	5.95	0.11	A
2031 Future Year								
1 - PARSONAGE ROAD WB	3.6	21.91	0.77	C	1.1	9.67	0.50	A
2 - FOUNDRY LANE	0.4	6.96	0.27	A	0.5	6.96	0.32	A
3 - PARSONAGE ROAD EB	2.0	12.58	0.65	B	0.9	8.27	0.46	A
4 - PARSONAGE WAY	0.1	6.38	0.07	A	0.1	6.11	0.12	A
2031 Future Year + Committed Development								
1 - PARSONAGE ROAD WB	4.0	24.17	0.80	C	1.2	10.16	0.53	B
2 - FOUNDRY LANE	0.4	7.12	0.28	A	0.5	7.15	0.33	A
3 - PARSONAGE ROAD EB	2.3	13.78	0.68	B	1.0	8.58	0.48	A
4 - PARSONAGE WAY	0.1	6.57	0.07	A	0.2	6.23	0.12	A
2031 Future Year + Committed Development + Prop Dev								
1 - PARSONAGE ROAD WB	4.2	24.97	0.80	C	1.2	10.32	0.53	B
2 - FOUNDRY LANE	0.4	7.17	0.28	A	0.5	7.21	0.33	A
3 - PARSONAGE ROAD EB	2.3	14.10	0.69	B	1.0	8.71	0.49	A
4 - PARSONAGE WAY	0.1	6.62	0.07	A	0.2	6.27	0.12	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	08/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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)
D1	2025 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15
D4	2031 Future Year	AM	ONE HOUR	07:45	09:15	15
D5	2031 Future Year	PM	ONE HOUR	16:45	18:15	15
D6	2031 Future Year + Committed Development	AM	ONE HOUR	07:45	09:15	15
D7	2031 Future Year + Committed Development	PM	ONE HOUR	16:45	18:15	15
D8	2031 Future Year + Committed Development + Prop Dev	AM	ONE HOUR	07:45	09:15	15
D9	2031 Future Year + Committed Development + Prop Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3, 4	13.98	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	PARSONAGE ROAD WB	
2	FOUNDRY LANE	
3	PARSONAGE ROAD EB	
4	PARSONAGE WAY	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - PARSONAGE ROAD WB	2.80	2.80	4.60	1.8	11.10	13.00	0.0	✓
2 - FOUNDRY LANE	3.00	3.00	4.80	1.2	12.40	17.30	0.0	✓
3 - PARSONAGE ROAD EB	2.70	2.70	4.10	1.5	11.00	16.40	0.0	✓
4 - PARSONAGE WAY	3.10	3.10	5.70	2.9	11.50	16.10	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - PARSONAGE ROAD WB	0.497	889
2 - FOUNDRY LANE	0.570	1043
3 - PARSONAGE ROAD EB	0.531	951
4 - PARSONAGE WAY	0.663	1062

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - PARSONAGE ROAD WB		✓	535	100.000
2 - FOUNDRY LANE		✓	182	100.000
3 - PARSONAGE ROAD EB		✓	505	100.000
4 - PARSONAGE WAY		✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
From	1 - PARSONAGE ROAD WB	2	142	354	37
	2 - FOUNDRY LANE	39	0	123	20
	3 - PARSONAGE ROAD EB	329	155	0	21
	4 - PARSONAGE WAY	21	1	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
From	1 - PARSONAGE ROAD WB	10	10	10	10
	2 - FOUNDRY LANE	10	10	10	10
	3 - PARSONAGE ROAD EB	10	10	10	10
	4 - PARSONAGE WAY	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - PARSONAGE ROAD WB	0.74	19.13	3.0	C
2 - FOUNDRY LANE	0.25	6.75	0.4	A
3 - PARSONAGE ROAD EB	0.62	11.70	1.8	B
4 - PARSONAGE WAY	0.06	6.21	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	403	128	825	0.488	399	1.0	9.207	A
2 - FOUNDRY LANE	137	305	869	0.158	136	0.2	5.396	A
3 - PARSONAGE ROAD EB	380	73	912	0.417	377	0.8	7.355	A
4 - PARSONAGE WAY	29	392	803	0.036	28	0.0	5.113	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	481	154	812	0.592	479	1.6	11.810	B
2 - FOUNDRY LANE	164	366	834	0.196	163	0.3	5.900	A
3 - PARSONAGE ROAD EB	454	88	905	0.502	453	1.1	8.739	A
4 - PARSONAGE WAY	34	471	751	0.046	34	0.1	5.527	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	589	189	795	0.741	584	2.9	18.256	C
2 - FOUNDRY LANE	200	446	789	0.254	200	0.4	6.721	A
3 - PARSONAGE ROAD EB	556	107	894	0.622	553	1.8	11.523	B
4 - PARSONAGE WAY	42	575	681	0.061	42	0.1	6.192	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	589	189	795	0.741	589	3.0	19.129	C
2 - FOUNDRY LANE	200	450	787	0.255	200	0.4	6.753	A
3 - PARSONAGE ROAD EB	556	108	894	0.622	556	1.8	11.702	B
4 - PARSONAGE WAY	42	578	680	0.062	42	0.1	6.209	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	481	155	811	0.593	486	1.7	12.387	B
2 - FOUNDRY LANE	164	372	831	0.197	164	0.3	5.938	A
3 - PARSONAGE ROAD EB	454	89	904	0.502	457	1.1	8.898	A
4 - PARSONAGE WAY	34	475	748	0.046	34	0.1	5.550	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	403	130	824	0.489	405	1.1	9.503	A
2 - FOUNDRY LANE	137	310	867	0.158	137	0.2	5.433	A
3 - PARSONAGE ROAD EB	380	74	912	0.417	382	0.8	7.486	A
4 - PARSONAGE WAY	29	397	800	0.036	29	0.0	5.135	A

2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3, 4	7.98	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - PARSONAGE ROAD WB		✓	361	100.000
2 - FOUNDRY LANE		✓	228	100.000
3 - PARSONAGE ROAD EB		✓	354	100.000
4 - PARSONAGE WAY		✓	76	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
From	1 - PARSONAGE ROAD WB	1	67	274	19
	2 - FOUNDRY LANE	83	0	138	7
	3 - PARSONAGE ROAD EB	273	73	0	8
	4 - PARSONAGE WAY	36	10	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
	1 - PARSONAGE ROAD WB	10	10	10	10
	2 - FOUNDRY LANE	10	10	10	10
	3 - PARSONAGE ROAD EB	10	10	10	10
	4 - PARSONAGE WAY	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - PARSONAGE ROAD WB	0.48	9.22	1.0	A
2 - FOUNDRY LANE	0.30	6.72	0.5	A
3 - PARSONAGE ROAD EB	0.44	7.96	0.9	A
4 - PARSONAGE WAY	0.11	5.95	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	272	85	847	0.321	270	0.5	6.844	A
2 - FOUNDRY LANE	172	242	905	0.190	171	0.3	5.383	A
3 - PARSONAGE ROAD EB	267	82	908	0.294	265	0.5	6.142	A
4 - PARSONAGE WAY	57	322	849	0.067	57	0.1	4.993	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	325	101	838	0.387	324	0.7	7.690	A
2 - FOUNDRY LANE	205	291	877	0.234	205	0.3	5.883	A
3 - PARSONAGE ROAD EB	318	99	899	0.354	318	0.6	6.806	A
4 - PARSONAGE WAY	68	386	807	0.085	68	0.1	5.362	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	397	124	827	0.481	396	1.0	9.166	A
2 - FOUNDRY LANE	251	356	840	0.299	251	0.5	6.707	A
3 - PARSONAGE ROAD EB	390	121	887	0.439	389	0.8	7.929	A
4 - PARSONAGE WAY	84	472	750	0.112	84	0.1	5.944	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	397	124	827	0.481	397	1.0	9.222	A
2 - FOUNDRY LANE	251	357	840	0.299	251	0.5	6.724	A
3 - PARSONAGE ROAD EB	390	121	887	0.439	390	0.9	7.962	A
4 - PARSONAGE WAY	84	473	749	0.112	84	0.1	5.953	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	325	102	838	0.387	326	0.7	7.749	A
2 - FOUNDRY LANE	205	292	876	0.234	205	0.3	5.907	A
3 - PARSONAGE ROAD EB	318	99	899	0.354	319	0.6	6.845	A
4 - PARSONAGE WAY	68	388	806	0.085	68	0.1	5.372	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	272	85	846	0.321	272	0.5	6.909	A
2 - FOUNDRY LANE	172	245	904	0.190	172	0.3	5.415	A
3 - PARSONAGE ROAD EB	267	83	907	0.294	267	0.5	6.193	A
4 - PARSONAGE WAY	57	324	847	0.068	57	0.1	5.011	A

2031 Future Year , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3, 4	15.54	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D4	2031 Future Year	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - PARSONAGE ROAD WB		✓	556	100.000
2 - FOUNDRY LANE		✓	189	100.000
3 - PARSONAGE ROAD EB		✓	525	100.000
4 - PARSONAGE WAY		✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
From	1 - PARSONAGE ROAD WB	2	148	368	38
	2 - FOUNDRY LANE	40	0	128	21
	3 - PARSONAGE ROAD EB	342	161	0	22
	4 - PARSONAGE WAY	22	1	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
	1 - PARSONAGE ROAD WB	10	10	10	10
	2 - FOUNDRY LANE	10	10	10	10
	3 - PARSONAGE ROAD EB	10	10	10	10
	4 - PARSONAGE WAY	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - PARSONAGE ROAD WB	0.77	21.91	3.6	C
2 - FOUNDRY LANE	0.27	6.96	0.4	A
3 - PARSONAGE ROAD EB	0.65	12.58	2.0	B
4 - PARSONAGE WAY	0.07	6.38	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	419	134	822	0.509	414	1.1	9.604	A
2 - FOUNDRY LANE	142	317	863	0.165	141	0.2	5.483	A
3 - PARSONAGE ROAD EB	395	75	911	0.434	392	0.8	7.577	A
4 - PARSONAGE WAY	30	407	793	0.038	30	0.0	5.189	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	500	160	809	0.618	497	1.7	12.613	B
2 - FOUNDRY LANE	170	380	826	0.206	170	0.3	6.026	A
3 - PARSONAGE ROAD EB	472	91	903	0.523	471	1.2	9.123	A
4 - PARSONAGE WAY	36	489	739	0.049	36	0.1	5.634	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	612	196	791	0.774	605	3.4	20.564	C
2 - FOUNDRY LANE	208	463	779	0.267	208	0.4	6.920	A
3 - PARSONAGE ROAD EB	578	111	893	0.648	575	1.9	12.345	B
4 - PARSONAGE WAY	44	597	667	0.066	44	0.1	6.357	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	612	197	791	0.774	612	3.6	21.909	C
2 - FOUNDRY LANE	208	467	777	0.268	208	0.4	6.963	A
3 - PARSONAGE ROAD EB	578	111	892	0.648	578	2.0	12.582	B
4 - PARSONAGE WAY	44	600	665	0.066	44	0.1	6.376	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	500	162	808	0.618	507	1.8	13.425	B
2 - FOUNDRY LANE	170	387	822	0.207	170	0.3	6.078	A
3 - PARSONAGE ROAD EB	472	91	903	0.523	475	1.2	9.321	A
4 - PARSONAGE WAY	36	493	736	0.049	36	0.1	5.659	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	419	135	821	0.510	421	1.2	9.965	A
2 - FOUNDRY LANE	142	322	860	0.166	143	0.2	5.526	A
3 - PARSONAGE ROAD EB	395	76	911	0.434	397	0.9	7.726	A
4 - PARSONAGE WAY	30	412	790	0.038	30	0.0	5.216	A

2031 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3, 4	8.31	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D5	2031 Future Year	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - PARSONAGE ROAD WB		✓	376	100.000
2 - FOUNDRY LANE		✓	238	100.000
3 - PARSONAGE ROAD EB		✓	368	100.000
4 - PARSONAGE WAY		✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
From	1 - PARSONAGE ROAD WB	1	70	285	20
	2 - FOUNDRY LANE	87	0	144	7
	3 - PARSONAGE ROAD EB	284	76	0	8
	4 - PARSONAGE WAY	37	11	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
	1 - PARSONAGE ROAD WB	10	10	10	10
	2 - FOUNDRY LANE	10	10	10	10
	3 - PARSONAGE ROAD EB	10	10	10	10
	4 - PARSONAGE WAY	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - PARSONAGE ROAD WB	0.50	9.67	1.1	A
2 - FOUNDRY LANE	0.32	6.96	0.5	A
3 - PARSONAGE ROAD EB	0.46	8.27	0.9	A
4 - PARSONAGE WAY	0.12	6.11	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	283	89	844	0.335	281	0.5	7.001	A
2 - FOUNDRY LANE	179	253	899	0.199	178	0.3	5.484	A
3 - PARSONAGE ROAD EB	277	86	906	0.306	275	0.5	6.262	A
4 - PARSONAGE WAY	60	335	840	0.072	60	0.1	5.070	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	338	107	836	0.405	337	0.7	7.936	A
2 - FOUNDRY LANE	214	303	870	0.246	214	0.4	6.028	A
3 - PARSONAGE ROAD EB	331	103	896	0.369	330	0.6	6.986	A
4 - PARSONAGE WAY	72	402	796	0.090	72	0.1	5.467	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	414	131	824	0.503	413	1.1	9.600	A
2 - FOUNDRY LANE	262	371	832	0.315	261	0.5	6.937	A
3 - PARSONAGE ROAD EB	405	126	884	0.458	404	0.9	8.227	A
4 - PARSONAGE WAY	88	492	736	0.120	88	0.1	6.104	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	414	131	823	0.503	414	1.1	9.665	A
2 - FOUNDRY LANE	262	372	831	0.315	262	0.5	6.958	A
3 - PARSONAGE ROAD EB	405	127	884	0.458	405	0.9	8.267	A
4 - PARSONAGE WAY	88	493	736	0.120	88	0.1	6.114	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	338	107	835	0.405	339	0.8	8.008	A
2 - FOUNDRY LANE	214	305	869	0.246	215	0.4	6.052	A
3 - PARSONAGE ROAD EB	331	104	896	0.369	332	0.7	7.032	A
4 - PARSONAGE WAY	72	404	795	0.090	72	0.1	5.482	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	283	90	844	0.335	284	0.6	7.079	A
2 - FOUNDRY LANE	179	255	898	0.200	180	0.3	5.516	A
3 - PARSONAGE ROAD EB	277	87	905	0.306	278	0.5	6.318	A
4 - PARSONAGE WAY	60	338	838	0.072	60	0.1	5.089	A

2031 Future Year + Committed Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3, 4	16.99	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D6	2031 Future Year + Committed Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - PARSONAGE ROAD WB		✓	569	100.000
2 - FOUNDRY LANE		✓	193	100.000
3 - PARSONAGE ROAD EB		✓	550	100.000
4 - PARSONAGE WAY		✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
From	1 - PARSONAGE ROAD WB	2	148	381	38
	2 - FOUNDRY LANE	40	0	132	21
	3 - PARSONAGE ROAD EB	361	167	0	22
	4 - PARSONAGE WAY	22	1	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
	1 - PARSONAGE ROAD WB	10	10	10	10
	2 - FOUNDRY LANE	10	10	10	10
	3 - PARSONAGE ROAD EB	10	10	10	10
	4 - PARSONAGE WAY	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - PARSONAGE ROAD WB	0.80	24.17	4.0	C
2 - FOUNDRY LANE	0.28	7.12	0.4	A
3 - PARSONAGE ROAD EB	0.68	13.78	2.3	B
4 - PARSONAGE WAY	0.07	6.57	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	428	138	820	0.522	424	1.2	9.880	A
2 - FOUNDRY LANE	145	326	857	0.170	144	0.2	5.549	A
3 - PARSONAGE ROAD EB	414	75	911	0.454	410	0.9	7.852	A
4 - PARSONAGE WAY	30	425	781	0.039	30	0.0	5.274	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	512	166	806	0.634	509	1.8	13.195	B
2 - FOUNDRY LANE	174	392	820	0.212	173	0.3	6.121	A
3 - PARSONAGE ROAD EB	494	91	903	0.547	493	1.3	9.611	A
4 - PARSONAGE WAY	36	511	724	0.050	36	0.1	5.754	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	626	203	788	0.795	619	3.8	22.360	C
2 - FOUNDRY LANE	212	476	772	0.275	212	0.4	7.069	A
3 - PARSONAGE ROAD EB	606	110	893	0.678	602	2.2	13.447	B
4 - PARSONAGE WAY	44	624	649	0.068	44	0.1	6.544	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	626	204	787	0.796	626	4.0	24.173	C
2 - FOUNDRY LANE	212	482	769	0.276	212	0.4	7.119	A
3 - PARSONAGE ROAD EB	606	111	892	0.679	605	2.3	13.776	B
4 - PARSONAGE WAY	44	627	647	0.068	44	0.1	6.569	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	512	167	805	0.635	520	2.0	14.230	B
2 - FOUNDRY LANE	174	400	815	0.213	174	0.3	6.181	A
3 - PARSONAGE ROAD EB	494	92	903	0.548	498	1.4	9.872	A
4 - PARSONAGE WAY	36	516	721	0.050	36	0.1	5.787	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	428	140	819	0.523	431	1.2	10.291	B
2 - FOUNDRY LANE	145	332	854	0.170	146	0.2	5.592	A
3 - PARSONAGE ROAD EB	414	76	911	0.455	416	0.9	8.028	A
4 - PARSONAGE WAY	30	431	777	0.039	30	0.0	5.302	A

2031 Future Year + Committed Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3, 4	8.66	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D7	2031 Future Year + Committed Development	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - PARSONAGE ROAD WB		✓	392	100.000
2 - FOUNDRY LANE		✓	243	100.000
3 - PARSONAGE ROAD EB		✓	384	100.000
4 - PARSONAGE WAY		✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
From	1 - PARSONAGE ROAD WB	1	70	301	20
	2 - FOUNDRY LANE	87	0	149	7
	3 - PARSONAGE ROAD EB	296	80	0	8
	4 - PARSONAGE WAY	37	11	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
	1 - PARSONAGE ROAD WB	10	10	10	10
	2 - FOUNDRY LANE	10	10	10	10
	3 - PARSONAGE ROAD EB	10	10	10	10
	4 - PARSONAGE WAY	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - PARSONAGE ROAD WB	0.53	10.16	1.2	B
2 - FOUNDRY LANE	0.33	7.15	0.5	A
3 - PARSONAGE ROAD EB	0.48	8.58	1.0	A
4 - PARSONAGE WAY	0.12	6.23	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	295	92	843	0.350	293	0.6	7.169	A
2 - FOUNDRY LANE	183	264	892	0.205	182	0.3	5.556	A
3 - PARSONAGE ROAD EB	289	86	906	0.319	287	0.5	6.382	A
4 - PARSONAGE WAY	60	347	833	0.072	60	0.1	5.122	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	352	110	834	0.423	352	0.8	8.197	A
2 - FOUNDRY LANE	218	318	862	0.253	218	0.4	6.146	A
3 - PARSONAGE ROAD EB	345	103	896	0.385	345	0.7	7.165	A
4 - PARSONAGE WAY	72	416	787	0.091	72	0.1	5.540	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	432	135	821	0.525	430	1.2	10.073	B
2 - FOUNDRY LANE	268	388	822	0.326	267	0.5	7.130	A
3 - PARSONAGE ROAD EB	423	126	884	0.478	422	1.0	8.536	A
4 - PARSONAGE WAY	88	509	725	0.122	88	0.2	6.215	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	432	135	821	0.526	432	1.2	10.157	B
2 - FOUNDRY LANE	268	390	821	0.326	268	0.5	7.154	A
3 - PARSONAGE ROAD EB	423	127	884	0.478	423	1.0	8.583	A
4 - PARSONAGE WAY	88	511	724	0.122	88	0.2	6.226	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	352	111	833	0.423	354	0.8	8.285	A
2 - FOUNDRY LANE	218	320	861	0.254	219	0.4	6.176	A
3 - PARSONAGE ROAD EB	345	104	896	0.385	346	0.7	7.217	A
4 - PARSONAGE WAY	72	419	785	0.092	72	0.1	5.556	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	295	93	842	0.350	296	0.6	7.257	A
2 - FOUNDRY LANE	183	267	891	0.205	183	0.3	5.602	A
3 - PARSONAGE ROAD EB	289	87	905	0.319	290	0.5	6.441	A
4 - PARSONAGE WAY	60	350	830	0.073	60	0.1	5.144	A

2031 Future Year + Committed Development + Prop Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3, 4	17.46	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D8	2031 Future Year + Committed Development + Prop Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - PARSONAGE ROAD WB		✓	573	100.000
2 - FOUNDRY LANE		✓	194	100.000
3 - PARSONAGE ROAD EB		✓	556	100.000
4 - PARSONAGE WAY		✓	40	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
From	1 - PARSONAGE ROAD WB	2	148	385	38
	2 - FOUNDRY LANE	40	0	133	21
	3 - PARSONAGE ROAD EB	365	169	0	22
	4 - PARSONAGE WAY	22	1	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
	1 - PARSONAGE ROAD WB	10	10	10	10
	2 - FOUNDRY LANE	10	10	10	10
	3 - PARSONAGE ROAD EB	10	10	10	10
	4 - PARSONAGE WAY	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - PARSONAGE ROAD WB	0.80	24.97	4.2	C
2 - FOUNDRY LANE	0.28	7.17	0.4	A
3 - PARSONAGE ROAD EB	0.69	14.10	2.3	B
4 - PARSONAGE WAY	0.07	6.62	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	431	140	819	0.527	427	1.2	9.970	A
2 - FOUNDRY LANE	146	329	856	0.171	145	0.2	5.568	A
3 - PARSONAGE ROAD EB	419	75	911	0.459	415	0.9	7.921	A
4 - PARSONAGE WAY	30	430	778	0.039	30	0.0	5.295	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	515	168	805	0.640	512	1.9	13.388	B
2 - FOUNDRY LANE	174	395	818	0.213	174	0.3	6.149	A
3 - PARSONAGE ROAD EB	500	91	903	0.553	498	1.3	9.735	A
4 - PARSONAGE WAY	36	516	720	0.050	36	0.1	5.784	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	631	205	787	0.802	623	4.0	22.976	C
2 - FOUNDRY LANE	214	480	769	0.278	213	0.4	7.113	A
3 - PARSONAGE ROAD EB	612	110	893	0.686	608	2.3	13.738	B
4 - PARSONAGE WAY	44	630	645	0.068	44	0.1	6.591	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	631	206	786	0.802	630	4.2	24.973	C
2 - FOUNDRY LANE	214	486	766	0.279	214	0.4	7.165	A
3 - PARSONAGE ROAD EB	612	111	892	0.686	612	2.3	14.098	B
4 - PARSONAGE WAY	44	634	642	0.069	44	0.1	6.617	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	515	169	804	0.640	524	2.0	14.506	B
2 - FOUNDRY LANE	174	404	813	0.215	175	0.3	6.212	A
3 - PARSONAGE ROAD EB	500	92	903	0.554	504	1.4	10.015	B
4 - PARSONAGE WAY	36	522	717	0.050	36	0.1	5.819	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	431	141	818	0.527	435	1.3	10.400	B
2 - FOUNDRY LANE	146	335	852	0.171	146	0.2	5.614	A
3 - PARSONAGE ROAD EB	419	76	911	0.460	420	1.0	8.106	A
4 - PARSONAGE WAY	30	435	774	0.039	30	0.0	5.326	A

2031 Future Year + Committed Development + Prop Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3, 4	8.78	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D9	2031 Future Year + Committed Development + Prop Dev	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - PARSONAGE ROAD WB		✓	397	100.000
2 - FOUNDRY LANE		✓	244	100.000
3 - PARSONAGE ROAD EB		✓	390	100.000
4 - PARSONAGE WAY		✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
From	1 - PARSONAGE ROAD WB	1	70	306	20
	2 - FOUNDRY LANE	87	0	150	7
	3 - PARSONAGE ROAD EB	301	81	0	8
	4 - PARSONAGE WAY	37	11	32	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - PARSONAGE ROAD WB	2 - FOUNDRY LANE	3 - PARSONAGE ROAD EB	4 - PARSONAGE WAY
	1 - PARSONAGE ROAD WB	10	10	10	10
	2 - FOUNDRY LANE	10	10	10	10
	3 - PARSONAGE ROAD EB	10	10	10	10
	4 - PARSONAGE WAY	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - PARSONAGE ROAD WB	0.53	10.32	1.2	B
2 - FOUNDRY LANE	0.33	7.21	0.5	A
3 - PARSONAGE ROAD EB	0.49	8.71	1.0	A
4 - PARSONAGE WAY	0.12	6.27	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	299	93	843	0.355	296	0.6	7.220	A
2 - FOUNDRY LANE	184	268	890	0.206	183	0.3	5.586	A
3 - PARSONAGE ROAD EB	294	86	906	0.324	292	0.5	6.426	A
4 - PARSONAGE WAY	60	351	830	0.073	60	0.1	5.142	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	357	111	833	0.428	356	0.8	8.282	A
2 - FOUNDRY LANE	219	322	860	0.255	219	0.4	6.179	A
3 - PARSONAGE ROAD EB	351	103	896	0.391	350	0.7	7.236	A
4 - PARSONAGE WAY	72	422	783	0.092	72	0.1	5.568	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	437	136	821	0.532	435	1.2	10.228	B
2 - FOUNDRY LANE	269	394	819	0.328	268	0.5	7.184	A
3 - PARSONAGE ROAD EB	429	126	884	0.486	428	1.0	8.657	A
4 - PARSONAGE WAY	88	516	721	0.122	88	0.2	6.257	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	437	137	821	0.533	437	1.2	10.317	B
2 - FOUNDRY LANE	269	395	818	0.328	269	0.5	7.209	A
3 - PARSONAGE ROAD EB	429	127	884	0.486	429	1.0	8.707	A
4 - PARSONAGE WAY	88	517	720	0.122	88	0.2	6.269	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	357	112	833	0.428	358	0.8	8.373	A
2 - FOUNDRY LANE	219	324	858	0.256	220	0.4	6.210	A
3 - PARSONAGE ROAD EB	351	104	896	0.391	352	0.7	7.293	A
4 - PARSONAGE WAY	72	424	782	0.092	72	0.1	5.584	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - PARSONAGE ROAD WB	299	94	842	0.355	300	0.6	7.316	A
2 - FOUNDRY LANE	184	271	889	0.207	184	0.3	5.625	A
3 - PARSONAGE ROAD EB	294	87	905	0.324	294	0.5	6.489	A
4 - PARSONAGE WAY	60	355	827	0.073	60	0.1	5.164	A

Appendix P

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.0.2.5947 © Copyright TRL Limited, 2017	
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Filename: Parsonage Road-Rusper Road-Crawley Road-Redkiln Way-Kings Road Rbt.j9

Path: P:\Southern\180-189\183 Lovell Partnerships\183.0009 Horsham Enterprise Park, Wimblehurst Road, Horsham\03 Technical\TPL\Modelling

Report generation date: 21/02/2025 15:00:10

-
- »2025 Baseline, AM
 - »2025 Baseline, PM
 - »2031 Future Year, AM
 - »2031 Future Year, PM
 - »2031 Future Year + Committed Development, AM
 - »2031 Future Year + Committed Development, PM
 - »2031 Future Year + Committed Development + Prop Dev, AM
 - »2031 Future Year + Committed Development + Prop Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025 Baseline								
1 - Crawley Road	3.8	25.89	0.79	D	0.7	7.69	0.39	A
2 - Redkiln Way	6.7	39.61	0.88	E	1.7	11.41	0.60	B
3 - Kings Road	1.5	16.90	0.58	C	1.1	11.71	0.51	B
4 - Parsonage Road	1.1	10.43	0.50	B	1.4	11.63	0.56	B
5 - Rusper Road	1.8	12.61	0.62	B	0.6	7.48	0.37	A
2031 Future Year								
1 - Crawley Road	5.1	33.69	0.84	D	0.7	8.04	0.41	A
2 - Redkiln Way	10.2	57.64	0.93	F	1.9	12.46	0.63	B
3 - Kings Road	1.7	19.05	0.62	C	1.2	12.62	0.54	B
4 - Parsonage Road	1.2	11.15	0.53	B	1.5	12.61	0.59	B
5 - Rusper Road	2.0	14.02	0.66	B	0.7	7.78	0.38	A
2031 Future Year + Committed Development								
1 - Crawley Road	5.6	36.87	0.85	E	0.8	8.21	0.42	A
2 - Redkiln Way	11.7	64.86	0.95	F	2.0	13.07	0.65	B
3 - Kings Road	1.8	19.58	0.63	C	1.3	12.97	0.54	B
4 - Parsonage Road	1.3	11.83	0.55	B	1.7	13.21	0.61	B
5 - Rusper Road	2.1	14.55	0.66	B	0.7	7.91	0.39	A
2031 Future Year + Committed Development + Prop Dev								
1 - Crawley Road	5.8	37.92	0.86	E	0.8	8.26	0.42	A
2 - Redkiln Way	12.3	67.42	0.95	F	2.1	13.29	0.66	B
3 - Kings Road	1.8	19.74	0.63	C	1.3	13.08	0.54	B
4 - Parsonage Road	1.4	12.02	0.56	B	1.7	13.45	0.61	B
5 - Rusper Road	2.1	14.70	0.67	B	0.7	7.95	0.39	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	08/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2025 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2031 Future Year	AM	ONE HOUR	07:45	09:15	15
D4	2031 Future Year	PM	ONE HOUR	16:45	18:15	15
D5	2031 Future Year + Committed Development	AM	ONE HOUR	07:45	09:15	15
D6	2031 Future Year + Committed Development	PM	ONE HOUR	16:45	18:15	15
D7	2031 Future Year + Committed Development + Prop Dev	AM	ONE HOUR	07:45	09:15	15
D8	2031 Future Year + Committed Development + Prop Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	23.15	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Crawley Road	
2	Redkiin Way	
3	Kings Road	
4	Parsonage Road	
5	Rusper Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Crawley Road	3.00	5.50	5.2	29.3	26.0	55.0	
2 - Redkiin Way	3.00	5.60	5.3	20.4	26.0	58.0	
3 - Kings Road	3.00	5.70	3.0	14.6	26.0	61.0	
4 - Parsonage Road	2.90	6.20	5.1	11.7	26.0	58.0	
5 - Rusper Road	3.00	5.90	6.6	23.4	26.0	64.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Crawley Road	0.520	1121
2 - Redkiin Way	0.508	1099
3 - Kings Road	0.474	979
4 - Parsonage Road	0.486	1046
5 - Rusper Road	0.510	1133

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Crawley Road		✓	507	100.000
2 - Redkiln Way		✓	594	100.000
3 - Kings Road		✓	298	100.000
4 - Parsonage Road		✓	344	100.000
5 - Rusper Road		✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
From	1 - Crawley Road	1	115	165	201	25
	2 - Redkiln Way	82	1	95	257	159
	3 - Kings Road	105	63	0	27	103
	4 - Parsonage Road	76	193	21	0	54
	5 - Rusper Road	24	223	144	77	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
From	1 - Crawley Road	10	10	10	10	10
	2 - Redkiln Way	10	10	10	10	10
	3 - Kings Road	10	10	10	10	10
	4 - Parsonage Road	10	10	10	10	10
	5 - Rusper Road	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Crawley Road	0.79	25.89	3.8	D
2 - Redkiln Way	0.88	39.61	6.7	E
3 - Kings Road	0.58	16.90	1.5	C
4 - Parsonage Road	0.50	10.43	1.1	B
5 - Rusper Road	0.62	12.61	1.8	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	382	539	841	0.454	378	0.9	8.493	A
2 - Redkiln Way	447	473	858	0.521	443	1.2	9.419	A
3 - Kings Road	224	599	696	0.323	222	0.5	8.336	A
4 - Parsonage Road	259	402	850	0.305	257	0.5	6.652	A
5 - Rusper Road	352	405	927	0.380	350	0.7	6.833	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	456	647	785	0.581	453	1.5	11.864	B
2 - Redkiln Way	534	568	811	0.659	531	2.0	13.965	B
3 - Kings Road	268	718	639	0.419	267	0.8	10.608	B
4 - Parsonage Road	309	482	811	0.381	308	0.7	7.861	A
5 - Rusper Road	421	486	885	0.475	419	1.0	8.479	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	558	790	710	0.786	550	3.6	23.498	C
2 - Redkiln Way	654	690	748	0.874	638	5.9	32.220	D
3 - Kings Road	328	867	568	0.577	325	1.4	16.118	C
4 - Parsonage Road	379	584	762	0.497	377	1.1	10.251	B
5 - Rusper Road	515	592	831	0.620	512	1.7	12.302	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	558	795	708	0.788	557	3.8	25.888	D
2 - Redkiln Way	654	697	745	0.878	651	6.7	39.613	E
3 - Kings Road	328	881	562	0.584	328	1.5	16.901	C
4 - Parsonage Road	379	592	758	0.500	379	1.1	10.431	B
5 - Rusper Road	515	596	829	0.622	515	1.8	12.607	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	456	653	782	0.583	465	1.6	12.834	B
2 - Redkiln Way	534	578	805	0.663	552	2.3	16.626	C
3 - Kings Road	268	741	628	0.427	271	0.8	11.166	B
4 - Parsonage Road	309	495	805	0.384	311	0.7	8.033	A
5 - Rusper Road	421	493	882	0.477	424	1.0	8.704	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	382	546	838	0.456	384	0.9	8.785	A
2 - Redkiln Way	447	480	855	0.523	451	1.2	9.908	A
3 - Kings Road	224	609	690	0.325	226	0.5	8.542	A
4 - Parsonage Road	259	409	847	0.306	260	0.5	6.751	A
5 - Rusper Road	352	410	924	0.381	354	0.7	6.961	A

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	10.27	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Crawley Road		✓	295	100.000
2 - Redkiln Way		✓	482	100.000
3 - Kings Road		✓	316	100.000
4 - Parsonage Road		✓	392	100.000
5 - Rusper Road		✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
From	1 - Crawley Road	0	74	110	91	20
	2 - Redkiln Way	53	4	77	217	131
	3 - Kings Road	127	43	1	13	132
	4 - Parsonage Road	117	169	18	0	88
	5 - Rusper Road	20	101	110	45	1

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
	1 - Crawley Road	10	10	10	10	10
	2 - Redkiln Way	10	10	10	10	10
	3 - Kings Road	10	10	10	10	10
	4 - Parsonage Road	10	10	10	10	10
	5 - Rusper Road	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Crawley Road	0.39	7.69	0.7	A
2 - Redkiln Way	0.60	11.41	1.7	B
3 - Kings Road	0.51	11.71	1.1	B
4 - Parsonage Road	0.56	11.63	1.4	B
5 - Rusper Road	0.37	7.48	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	222	368	930	0.239	221	0.3	5.572	A
2 - Redkiln Way	363	296	948	0.383	360	0.7	6.703	A
3 - Kings Road	238	420	780	0.305	236	0.5	7.254	A
4 - Parsonage Road	295	382	860	0.343	293	0.6	6.956	A
5 - Rusper Road	209	397	930	0.224	207	0.3	5.469	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	265	441	892	0.297	265	0.5	6.310	A
2 - Redkiln Way	433	355	918	0.472	432	1.0	8.125	A
3 - Kings Road	284	504	740	0.384	283	0.7	8.647	A
4 - Parsonage Road	352	459	823	0.428	351	0.8	8.386	A
5 - Rusper Road	249	477	890	0.280	249	0.4	6.173	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	325	540	841	0.386	324	0.7	7.650	A
2 - Redkiln Way	531	435	878	0.604	528	1.6	11.230	B
3 - Kings Road	348	616	687	0.506	346	1.1	11.554	B
4 - Parsonage Road	432	561	773	0.558	429	1.4	11.448	B
5 - Rusper Road	305	583	836	0.365	304	0.6	7.441	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	325	542	840	0.387	325	0.7	7.690	A
2 - Redkiln Way	531	436	877	0.605	531	1.7	11.412	B
3 - Kings Road	348	619	686	0.507	348	1.1	11.706	B
4 - Parsonage Road	432	564	772	0.559	432	1.4	11.628	B
5 - Rusper Road	305	586	834	0.366	305	0.6	7.481	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	265	444	890	0.298	266	0.5	6.354	A
2 - Redkiln Way	433	357	917	0.472	436	1.0	8.271	A
3 - Kings Road	284	508	738	0.385	286	0.7	8.778	A
4 - Parsonage Road	352	463	821	0.429	355	0.8	8.532	A
5 - Rusper Road	249	481	888	0.281	250	0.4	6.216	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	222	371	928	0.239	223	0.3	5.615	A
2 - Redkiln Way	363	299	947	0.383	364	0.7	6.808	A
3 - Kings Road	238	424	778	0.306	239	0.5	7.353	A
4 - Parsonage Road	295	387	858	0.344	296	0.6	7.066	A
5 - Rusper Road	209	402	928	0.225	209	0.3	5.511	A

2031 Future Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	30.49	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)
D3	2031 Future Year	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Crawley Road		✓	527	100.000
2 - Redkiln Way		✓	618	100.000
3 - Kings Road		✓	309	100.000
4 - Parsonage Road		✓	357	100.000
5 - Rusper Road		✓	487	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
From	1 - Crawley Road	1	119	172	209	26
	2 - Redkiln Way	85	1	99	267	166
	3 - Kings Road	109	65	0	28	107
	4 - Parsonage Road	79	200	22	0	56
	5 - Rusper Road	25	232	150	80	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
	1 - Crawley Road	10	10	10	10	10
	2 - Redkiln Way	10	10	10	10	10
	3 - Kings Road	10	10	10	10	10
	4 - Parsonage Road	10	10	10	10	10
	5 - Rusper Road	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Crawley Road	0.84	33.69	5.1	D
2 - Redkiln Way	0.93	57.64	10.2	F
3 - Kings Road	0.62	19.05	1.7	C
4 - Parsonage Road	0.53	11.15	1.2	B
5 - Rusper Road	0.66	14.02	2.0	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	397	560	830	0.478	393	1.0	8.977	A
2 - Redkiln Way	465	492	849	0.548	460	1.3	10.060	B
3 - Kings Road	233	622	684	0.340	230	0.6	8.681	A
4 - Parsonage Road	269	417	843	0.319	267	0.5	6.850	A
5 - Rusper Road	367	419	919	0.399	364	0.7	7.095	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	474	672	772	0.614	471	1.7	13.036	B
2 - Redkiln Way	556	590	799	0.695	551	2.4	15.713	C
3 - Kings Road	278	746	626	0.444	277	0.9	11.298	B
4 - Parsonage Road	321	500	803	0.400	320	0.7	8.193	A
5 - Rusper Road	438	503	876	0.500	436	1.1	8.973	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	580	820	695	0.835	568	4.7	28.939	D
2 - Redkiln Way	680	716	735	0.925	657	8.3	41.626	E
3 - Kings Road	340	894	556	0.612	337	1.7	17.852	C
4 - Parsonage Road	393	603	753	0.522	391	1.2	10.906	B
5 - Rusper Road	536	612	821	0.653	533	2.0	13.571	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	580	825	692	0.838	578	5.1	33.689	D
2 - Redkiln Way	680	725	731	0.931	673	10.2	57.639	F
3 - Kings Road	340	912	547	0.622	340	1.7	19.051	C
4 - Parsonage Road	393	613	748	0.526	393	1.2	11.151	B
5 - Rusper Road	536	617	818	0.656	536	2.0	14.015	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	474	680	768	0.617	487	1.8	14.690	B
2 - Redkiln Way	556	605	791	0.702	585	2.8	21.582	C
3 - Kings Road	278	782	609	0.456	281	0.9	12.202	B
4 - Parsonage Road	321	519	793	0.404	323	0.8	8.444	A
5 - Rusper Road	438	513	871	0.502	441	1.1	9.287	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	397	567	827	0.480	400	1.0	9.351	A
2 - Redkiln Way	465	500	845	0.551	471	1.4	10.739	B
3 - Kings Road	233	635	678	0.343	234	0.6	8.945	A
4 - Parsonage Road	269	425	839	0.320	270	0.5	6.969	A
5 - Rusper Road	367	425	916	0.400	368	0.7	7.249	A

2031 Future Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	11.05	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Future Year	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Crawley Road		✓	307	100.000
2 - Redkiln Way		✓	501	100.000
3 - Kings Road		✓	328	100.000
4 - Parsonage Road		✓	407	100.000
5 - Rusper Road		✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
From	1 - Crawley Road	0	77	114	95	21
	2 - Redkiln Way	55	4	80	226	136
	3 - Kings Road	132	44	1	14	137
	4 - Parsonage Road	121	175	19	0	92
	5 - Rusper Road	21	104	114	46	1

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
	1 - Crawley Road	10	10	10	10	10
	2 - Redkiln Way	10	10	10	10	10
	3 - Kings Road	10	10	10	10	10
	4 - Parsonage Road	10	10	10	10	10
	5 - Rusper Road	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Crawley Road	0.41	8.04	0.7	A
2 - Redkiln Way	0.63	12.46	1.9	B
3 - Kings Road	0.54	12.62	1.2	B
4 - Parsonage Road	0.59	12.61	1.5	B
5 - Rusper Road	0.38	7.78	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	231	380	924	0.250	230	0.4	5.693	A
2 - Redkiln Way	377	307	943	0.400	374	0.7	6.934	A
3 - Kings Road	247	436	772	0.320	245	0.5	7.480	A
4 - Parsonage Road	306	397	853	0.359	304	0.6	7.182	A
5 - Rusper Road	215	411	923	0.233	214	0.3	5.575	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	276	456	884	0.312	275	0.5	6.497	A
2 - Redkiln Way	450	369	911	0.494	449	1.1	8.540	A
3 - Kings Road	295	524	731	0.403	294	0.7	9.041	A
4 - Parsonage Road	366	476	814	0.449	365	0.9	8.784	A
5 - Rusper Road	257	494	881	0.292	257	0.4	6.338	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	338	557	832	0.406	337	0.7	7.989	A
2 - Redkiln Way	552	451	870	0.634	548	1.8	12.208	B
3 - Kings Road	361	640	676	0.534	359	1.2	12.420	B
4 - Parsonage Road	448	581	763	0.587	446	1.5	12.368	B
5 - Rusper Road	315	603	825	0.382	314	0.7	7.733	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	338	559	831	0.407	338	0.7	8.037	A
2 - Redkiln Way	552	452	869	0.635	551	1.9	12.458	B
3 - Kings Road	361	643	675	0.535	361	1.2	12.623	B
4 - Parsonage Road	448	585	762	0.588	448	1.5	12.611	B
5 - Rusper Road	315	607	824	0.382	315	0.7	7.784	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	276	459	883	0.313	277	0.5	6.549	A
2 - Redkiln Way	450	371	910	0.495	454	1.1	8.726	A
3 - Kings Road	295	528	729	0.405	297	0.8	9.207	A
4 - Parsonage Road	366	481	812	0.450	368	0.9	8.971	A
5 - Rusper Road	257	499	879	0.293	258	0.5	6.391	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	231	384	922	0.251	232	0.4	5.740	A
2 - Redkiln Way	377	310	941	0.401	379	0.7	7.058	A
3 - Kings Road	247	441	770	0.321	248	0.5	7.598	A
4 - Parsonage Road	306	401	851	0.360	308	0.6	7.305	A
5 - Rusper Road	215	416	921	0.234	216	0.3	5.624	A

2031 Future Year + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	33.39	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)
D5	2031 Future Year + Committed Development	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Crawley Road		✓	530	100.000
2 - Redkiln Way		✓	627	100.000
3 - Kings Road		✓	309	100.000
4 - Parsonage Road		✓	376	100.000
5 - Rusper Road		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
From	1 - Crawley Road	1	119	172	212	26
	2 - Redkiln Way	85	1	99	276	166
	3 - Kings Road	109	65	0	28	107
	4 - Parsonage Road	83	213	22	0	58
	5 - Rusper Road	25	232	150	81	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
	1 - Crawley Road	10	10	10	10	10
	2 - Redkiln Way	10	10	10	10	10
	3 - Kings Road	10	10	10	10	10
	4 - Parsonage Road	10	10	10	10	10
	5 - Rusper Road	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Crawley Road	0.85	36.87	5.6	E
2 - Redkiln Way	0.95	64.86	11.7	F
3 - Kings Road	0.63	19.58	1.8	C
4 - Parsonage Road	0.55	11.83	1.3	B
5 - Rusper Road	0.66	14.55	2.1	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	399	571	825	0.484	395	1.0	9.133	A
2 - Redkiln Way	472	495	847	0.557	467	1.3	10.267	B
3 - Kings Road	233	632	680	0.342	230	0.6	8.767	A
4 - Parsonage Road	283	417	843	0.336	281	0.5	7.019	A
5 - Rusper Road	367	432	913	0.403	364	0.7	7.189	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	476	685	765	0.623	474	1.7	13.429	B
2 - Redkiln Way	564	594	797	0.707	559	2.5	16.309	C
3 - Kings Road	278	757	621	0.448	277	0.9	11.470	B
4 - Parsonage Road	338	500	803	0.421	337	0.8	8.488	A
5 - Rusper Road	439	518	869	0.505	437	1.1	9.149	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	584	835	687	0.850	570	5.1	30.974	D
2 - Redkiln Way	690	719	734	0.941	664	9.2	45.029	E
3 - Kings Road	340	904	551	0.618	337	1.7	18.258	C
4 - Parsonage Road	414	602	753	0.550	412	1.3	11.533	B
5 - Rusper Road	537	630	811	0.662	533	2.1	14.047	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	584	841	684	0.853	581	5.6	36.868	E
2 - Redkiln Way	690	729	728	0.948	680	11.7	64.862	F
3 - Kings Road	340	924	541	0.629	340	1.8	19.580	C
4 - Parsonage Road	414	612	748	0.553	414	1.3	11.828	B
5 - Rusper Road	537	636	809	0.664	537	2.1	14.550	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	476	692	761	0.626	491	1.9	15.398	C
2 - Redkiln Way	564	610	789	0.715	599	3.0	24.050	C
3 - Kings Road	278	799	600	0.463	281	1.0	12.523	B
4 - Parsonage Road	338	521	792	0.427	340	0.8	8.792	A
5 - Rusper Road	439	529	863	0.508	443	1.2	9.499	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	399	578	821	0.486	402	1.1	9.538	A
2 - Redkiln Way	472	503	843	0.560	478	1.4	11.020	B
3 - Kings Road	233	645	673	0.345	234	0.6	9.047	A
4 - Parsonage Road	283	426	839	0.337	284	0.6	7.151	A
5 - Rusper Road	367	438	909	0.404	369	0.8	7.353	A

2031 Future Year + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	11.47	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Future Year + Committed Development	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Crawley Road		✓	311	100.000
2 - Redkiln Way		✓	512	100.000
3 - Kings Road		✓	328	100.000
4 - Parsonage Road		✓	420	100.000
5 - Rusper Road		✓	287	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
From	1 - Crawley Road	0	77	114	99	21
	2 - Redkiln Way	55	4	80	237	136
	3 - Kings Road	132	44	1	14	137
	4 - Parsonage Road	124	184	19	0	93
	5 - Rusper Road	21	104	114	47	1

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
	1 - Crawley Road	10	10	10	10	10
	2 - Redkiln Way	10	10	10	10	10
	3 - Kings Road	10	10	10	10	10
	4 - Parsonage Road	10	10	10	10	10
	5 - Rusper Road	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Crawley Road	0.42	8.21	0.8	A
2 - Redkiln Way	0.65	13.07	2.0	B
3 - Kings Road	0.54	12.97	1.3	B
4 - Parsonage Road	0.61	13.21	1.7	B
5 - Rusper Road	0.39	7.91	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	234	387	920	0.254	233	0.4	5.750	A
2 - Redkiln Way	385	311	941	0.410	382	0.8	7.056	A
3 - Kings Road	247	448	767	0.322	245	0.5	7.561	A
4 - Parsonage Road	316	397	853	0.371	314	0.6	7.309	A
5 - Rusper Road	216	420	918	0.235	215	0.3	5.617	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	280	465	880	0.318	279	0.5	6.586	A
2 - Redkiln Way	460	373	909	0.506	459	1.1	8.766	A
3 - Kings Road	295	538	724	0.407	294	0.7	9.185	A
4 - Parsonage Road	378	476	814	0.464	376	0.9	9.018	A
5 - Rusper Road	258	505	876	0.295	258	0.5	6.397	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	342	568	826	0.415	341	0.8	8.151	A
2 - Redkiln Way	564	457	867	0.650	560	2.0	12.772	B
3 - Kings Road	361	657	668	0.541	359	1.3	12.742	B
4 - Parsonage Road	462	581	763	0.606	460	1.6	12.919	B
5 - Rusper Road	316	616	819	0.386	315	0.7	7.850	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	342	570	825	0.415	342	0.8	8.206	A
2 - Redkiln Way	564	458	866	0.651	564	2.0	13.067	B
3 - Kings Road	361	660	666	0.542	361	1.3	12.968	B
4 - Parsonage Road	462	584	762	0.607	462	1.7	13.209	B
5 - Rusper Road	316	620	817	0.387	316	0.7	7.906	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	280	468	878	0.318	281	0.5	6.642	A
2 - Redkiln Way	460	375	908	0.507	464	1.2	8.978	A
3 - Kings Road	295	543	722	0.408	297	0.8	9.362	A
4 - Parsonage Road	378	481	812	0.465	380	1.0	9.228	A
5 - Rusper Road	258	510	873	0.296	259	0.5	6.460	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	234	391	918	0.255	235	0.4	5.802	A
2 - Redkiln Way	385	314	939	0.410	387	0.8	7.191	A
3 - Kings Road	247	453	764	0.323	248	0.5	7.683	A
4 - Parsonage Road	316	401	851	0.372	317	0.7	7.443	A
5 - Rusper Road	216	426	916	0.236	217	0.3	5.668	A

2031 Future Year + Committed Development + Prop Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	34.40	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)
D7	2031 Future Year + Committed Development + Prop Dev	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Crawley Road		✓	531	100.000
2 - Redkiin Way		✓	630	100.000
3 - Kings Road		✓	309	100.000
4 - Parsonage Road		✓	381	100.000
5 - Rusper Road		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Crawley Road	2 - Redkiin Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
From	1 - Crawley Road	1	119	172	213	26
	2 - Redkiin Way	85	1	99	279	166
	3 - Kings Road	109	65	0	28	107
	4 - Parsonage Road	84	217	22	0	58
	5 - Rusper Road	25	232	150	81	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
	1 - Crawley Road	10	10	10	10	10
	2 - Redkiln Way	10	10	10	10	10
	3 - Kings Road	10	10	10	10	10
	4 - Parsonage Road	10	10	10	10	10
	5 - Rusper Road	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Crawley Road	0.86	37.92	5.8	E
2 - Redkiln Way	0.95	67.42	12.3	F
3 - Kings Road	0.63	19.74	1.8	C
4 - Parsonage Road	0.56	12.02	1.4	B
5 - Rusper Road	0.67	14.70	2.1	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	400	574	823	0.486	396	1.0	9.181	A
2 - Redkiln Way	474	496	847	0.560	469	1.4	10.333	B
3 - Kings Road	233	635	678	0.343	230	0.6	8.794	A
4 - Parsonage Road	287	417	843	0.340	285	0.6	7.063	A
5 - Rusper Road	367	436	911	0.403	364	0.7	7.211	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	477	688	764	0.625	474	1.8	13.552	B
2 - Redkiln Way	566	595	797	0.711	562	2.5	16.507	C
3 - Kings Road	278	760	619	0.449	277	0.9	11.525	B
4 - Parsonage Road	343	500	803	0.427	342	0.8	8.568	A
5 - Rusper Road	439	523	866	0.506	437	1.1	9.196	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	585	840	685	0.854	571	5.2	31.628	D
2 - Redkiln Way	694	720	733	0.946	666	9.5	46.176	E
3 - Kings Road	340	908	549	0.620	337	1.7	18.381	C
4 - Parsonage Road	419	602	753	0.557	417	1.3	11.708	B
5 - Rusper Road	537	635	809	0.664	533	2.1	14.177	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	585	845	682	0.857	582	5.8	37.922	E
2 - Redkiln Way	694	730	728	0.953	683	12.3	67.423	F
3 - Kings Road	340	928	540	0.631	340	1.8	19.741	C
4 - Parsonage Road	419	612	749	0.560	419	1.4	12.019	B
5 - Rusper Road	537	641	806	0.667	537	2.1	14.696	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	477	696	759	0.629	493	1.9	15.628	C
2 - Redkiln Way	566	612	788	0.719	603	3.0	25.002	D
3 - Kings Road	278	805	598	0.465	281	1.0	12.632	B
4 - Parsonage Road	343	522	792	0.432	345	0.9	8.891	A
5 - Rusper Road	439	534	861	0.510	443	1.2	9.557	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	400	581	819	0.488	403	1.1	9.595	A
2 - Redkiln Way	474	504	843	0.563	481	1.5	11.114	B
3 - Kings Road	233	649	672	0.346	234	0.6	9.079	A
4 - Parsonage Road	287	426	839	0.342	288	0.6	7.204	A
5 - Rusper Road	367	442	907	0.405	369	0.8	7.381	A

2031 Future Year + Committed Development + Prop Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	11.63	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Future Year + Committed Development + Prop Dev	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Crawley Road		✓	312	100.000
2 - Redkiin Way		✓	516	100.000
3 - Kings Road		✓	328	100.000
4 - Parsonage Road		✓	425	100.000
5 - Rusper Road		✓	287	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Crawley Road	2 - Redkiin Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
From	1 - Crawley Road	0	77	114	100	21
	2 - Redkiin Way	55	4	80	241	136
	3 - Kings Road	132	44	1	14	137
	4 - Parsonage Road	125	188	19	0	93
	5 - Rusper Road	21	104	114	47	1

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1 - Crawley Road	2 - Redkiln Way	3 - Kings Road	4 - Parsonage Road	5 - Rusper Road
	1 - Crawley Road	10	10	10	10	10
	2 - Redkiln Way	10	10	10	10	10
	3 - Kings Road	10	10	10	10	10
	4 - Parsonage Road	10	10	10	10	10
	5 - Rusper Road	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Crawley Road	0.42	8.26	0.8	A
2 - Redkiln Way	0.66	13.29	2.1	B
3 - Kings Road	0.54	13.08	1.3	B
4 - Parsonage Road	0.61	13.45	1.7	B
5 - Rusper Road	0.39	7.95	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	235	390	918	0.256	233	0.4	5.767	A
2 - Redkiln Way	388	312	940	0.413	385	0.8	7.099	A
3 - Kings Road	247	452	765	0.323	245	0.5	7.584	A
4 - Parsonage Road	320	397	853	0.375	317	0.7	7.358	A
5 - Rusper Road	216	424	917	0.236	215	0.3	5.632	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	280	468	878	0.319	280	0.5	6.616	A
2 - Redkiln Way	464	374	909	0.510	462	1.1	8.844	A
3 - Kings Road	295	542	722	0.408	294	0.7	9.227	A
4 - Parsonage Road	382	476	814	0.469	381	1.0	9.105	A
5 - Rusper Road	258	509	873	0.295	258	0.5	6.425	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	344	572	824	0.417	342	0.8	8.208	A
2 - Redkiln Way	568	458	866	0.656	565	2.0	12.968	B
3 - Kings Road	361	663	665	0.543	359	1.3	12.843	B
4 - Parsonage Road	468	581	763	0.613	465	1.7	13.146	B
5 - Rusper Road	316	622	816	0.387	315	0.7	7.893	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	344	575	823	0.418	343	0.8	8.264	A
2 - Redkiln Way	568	459	866	0.656	568	2.1	13.285	B
3 - Kings Road	361	666	664	0.544	361	1.3	13.079	B
4 - Parsonage Road	468	584	762	0.614	468	1.7	13.453	B
5 - Rusper Road	316	625	814	0.388	316	0.7	7.951	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	280	472	876	0.320	282	0.5	6.674	A
2 - Redkiln Way	464	376	908	0.511	467	1.2	9.066	A
3 - Kings Road	295	547	720	0.410	297	0.8	9.410	A
4 - Parsonage Road	382	481	812	0.470	385	1.0	9.331	A
5 - Rusper Road	258	514	871	0.296	259	0.5	6.483	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Crawley Road	235	394	916	0.256	235	0.4	5.822	A
2 - Redkiln Way	388	315	939	0.414	390	0.8	7.237	A
3 - Kings Road	247	457	763	0.324	248	0.5	7.710	A
4 - Parsonage Road	320	401	851	0.376	321	0.7	7.497	A
5 - Rusper Road	216	429	914	0.236	217	0.3	5.682	A