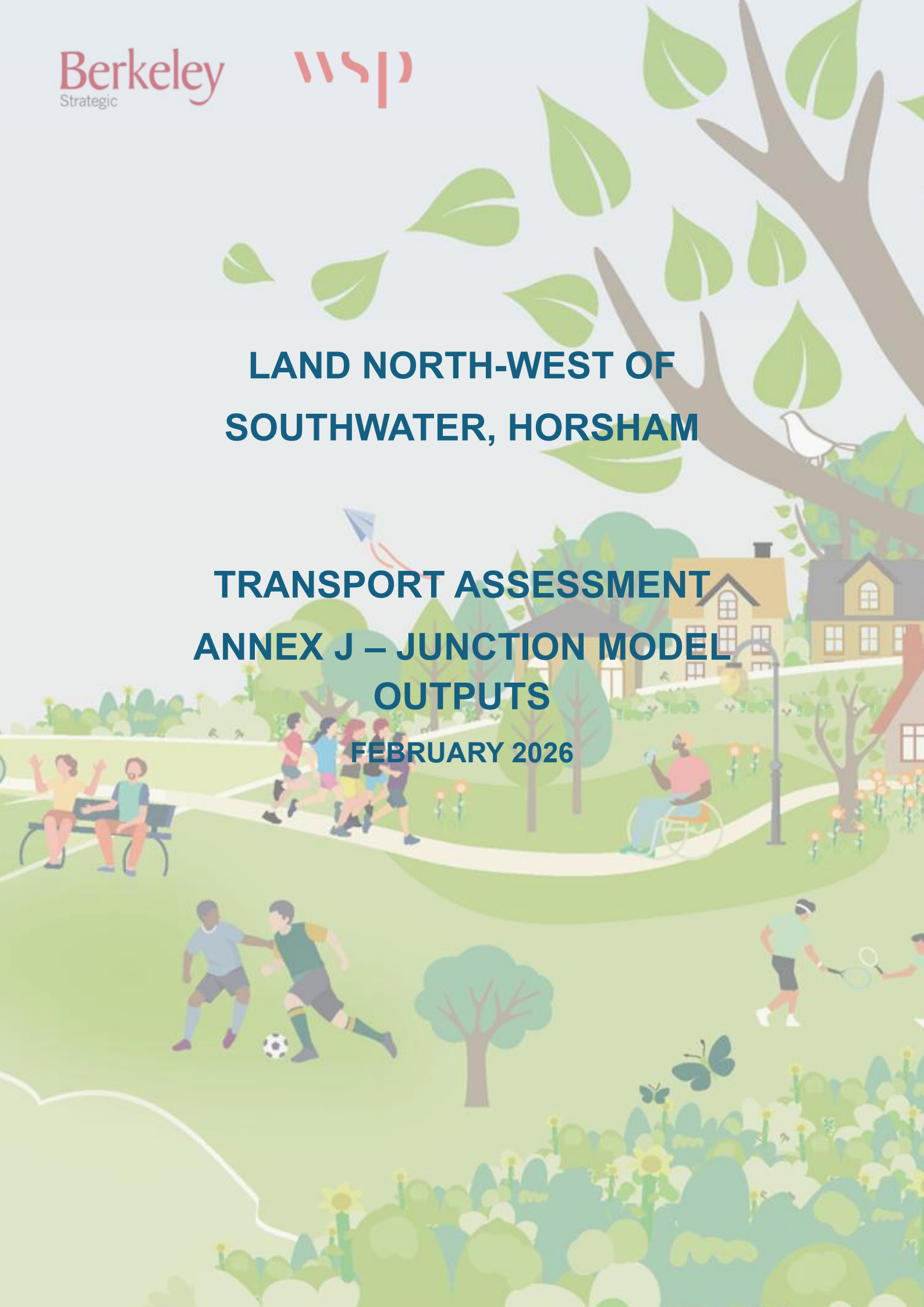


**LAND NORTH-WEST OF
SOUTHWATER, HORSHAM**

**TRANSPORT ASSESSMENT
ANNEX J – JUNCTION MODEL
OUTPUTS**

FEBRUARY 2026



Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021
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Filename: Import of South of Hop Oast_Four Arm 2022 v2.j10
Path: \\uk.wspgroup.com\central data\Projects\70091xxx\70091497 - North Southwater, Phase 2\03 WIP\TP Transport Planning\Junction Modelling 2025_26\Site Access A (North Worthing Road Roundabout)
Report generation date: 16-01-2026 14:23:35

»2036 + Dev, AM
 »2036 + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2036 + Dev										
1 - Worthing Road N	D1	0.5	3.15	0.35	A	D2	1.0	3.94	0.49	A
2 - Worthing Road E		1.5	9.14	0.59	A		1.4	9.54	0.59	A
3 - Site Access -Resi		0.6	6.96	0.36	A		0.3	5.39	0.22	A
4 - Site Access -Employment		0.1	6.87	0.08	A		0.1	4.40	0.11	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.

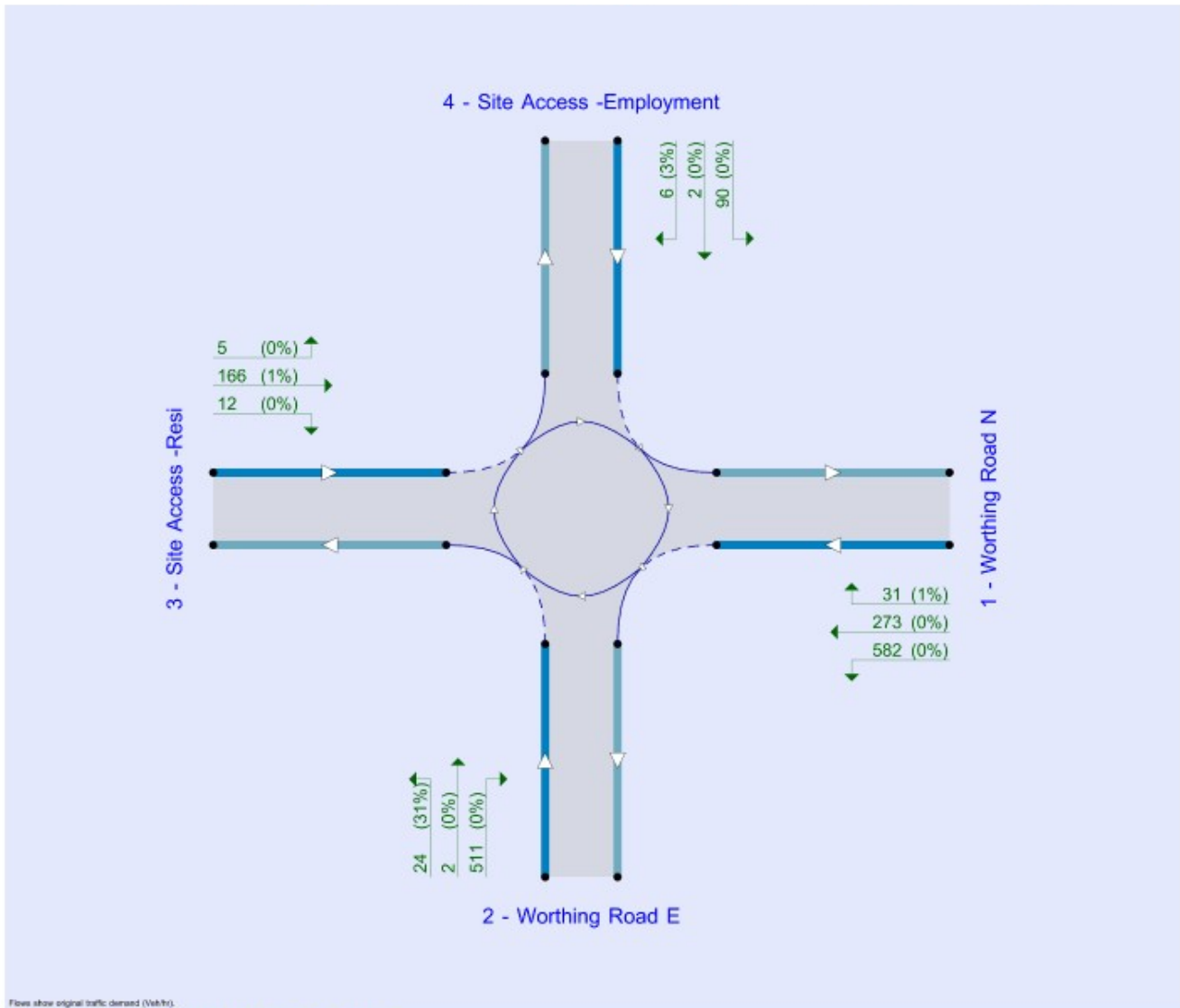
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	08-07-2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\uklew001
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2036 + Dev	AM	FLAT	08:00	09:00	60	15	✓
D2	2036 + Dev	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2036 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Worthing Road N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.25	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Worthing Road N		
2	Worthing Road E		
3	Site Access -Resi		
4	Site Access -Employment		

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)	Entry only	Exit only
1 - Worthing Road N	3.65	6.90	31.4	20.0	40.0	35.0		
2 - Worthing Road E	3.65	3.65	0.0	20.0	40.0	35.0		
3 - Site Access -Resi	3.65	4.00	5.0	15.0	40.0	38.0		
4 - Site Access -Employment	3.65	6.00	4.5	15.0	40.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Worthing Road N	0.659	1814
2 - Worthing Road E	0.514	1087
3 - Site Access -Resi	0.517	1140
4 - Site Access -Employment	0.543	1293

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 period length (min)	Time segment length (min)	Run automatically
D1	2036 + Dev	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Worthing Road N		FLAT	✓	628	100.000
2 - Worthing Road E		FLAT	✓	577	100.000
3 - Site Access -Resi		FLAT	✓	290	100.000
4 - Site Access -Employment		FLAT	✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Worthing Road N	2 - Worthing Road E	3 - Site Access -Resi	4 - Site Access -Employment
From	1 - Worthing Road N	0	476	81	71
	2 - Worthing Road E	541	0	30	6
	3 - Site Access -Resi	239	19	0	32
	4 - Site Access -Employment	35	1	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Worthing Road N	2 - Worthing Road E	3 - Site Access -Resi	4 - Site Access -Employment
From	1 - Worthing Road N	0	1	1	0
	2 - Worthing Road E	3	0	0	0
	3 - Site Access -Resi	0	1	0	5
	4 - Site Access -Employment	44	0	66	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Worthing Road N	0.35	3.15	0.5	A	628	628
2 - Worthing Road E	0.59	9.14	1.5	A	577	577
3 - Site Access -Resi	0.36	6.96	0.6	A	290	290
4 - Site Access -Employment	0.08	6.87	0.1	A	48	48

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worthing Road N	628	157	32	1772	0.354	626	808	0.0	0.5	3.137	A
2 - Worthing Road E	577	144	163	971	0.594	571	494	0.0	1.4	8.885	A
3 - Site Access -Resi	290	73	612	810	0.358	288	122	0.0	0.6	6.861	A
4 - Site Access -Employment	48	12	792	575	0.083	48	108	0.0	0.1	6.823	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worthing Road N	628	157	32	1772	0.355	628	815	0.5	0.5	3.147	A
2 - Worthing Road E	577	144	164	971	0.594	577	496	1.4	1.4	9.139	A
3 - Site Access -Resi	290	73	618	807	0.359	290	123	0.6	0.6	6.957	A
4 - Site Access -Employment	48	12	799	572	0.084	48	109	0.1	0.1	6.886	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worthing Road N	628	157	32	1772	0.355	628	815	0.5	0.5	3.147	A
2 - Worthing Road E	577	144	164	971	0.594	577	496	1.4	1.5	9.143	A
3 - Site Access -Resi	290	73	618	807	0.359	290	123	0.6	0.6	6.958	A
4 - Site Access -Employment	48	12	799	572	0.084	48	109	0.1	0.1	6.887	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worthing Road N	628	157	32	1772	0.355	628	815	0.5	0.5	3.147	A
2 - Worthing Road E	577	144	164	971	0.594	577	496	1.5	1.5	9.143	A
3 - Site Access -Resi	290	73	618	807	0.359	290	123	0.6	0.6	6.958	A
4 - Site Access -Employment	48	12	799	572	0.084	48	109	0.1	0.1	6.887	A

2036 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Worthing Road N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2036 + Dev	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Worthing Road N		FLAT	✓	886	100.000
2 - Worthing Road E		FLAT	✓	537	100.000
3 - Site Access -Resi		FLAT	✓	183	100.000
4 - Site Access -Employment		FLAT	✓	98	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Worthing Road N	2 - Worthing Road E	3 - Site Access -Resi	4 - Site Access -Employment
From	1 - Worthing Road N	0	582	273	31
	2 - Worthing Road E	511	0	24	2
	3 - Site Access -Resi	166	12	0	5
	4 - Site Access -Employment	90	2	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Worthing Road N	2 - Worthing Road E	3 - Site Access -Resi	4 - Site Access -Employment
From	1 - Worthing Road N	0	0	0	1
	2 - Worthing Road E	0	0	31	0
	3 - Site Access -Resi	1	0	0	0
	4 - Site Access -Employment	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Worthing Road N	0.49	3.94	1.0	A	888	888
2 - Worthing Road E	0.59	9.54	1.4	A	537	537
3 - Site Access -Resi	0.22	5.39	0.3	A	183	183
4 - Site Access -Employment	0.11	4.40	0.1	A	98	98

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worthing Road N	888	221	20	1800	0.492	882	760	0.0	1.0	3.908	A
2 - Worthing Road E	537	134	309	915	0.587	531	593	0.0	1.4	9.256	A
3 - Site Access -Resi	183	46	539	854	0.214	182	302	0.0	0.3	5.349	A
4 - Site Access -Employment	98	24	683	920	0.107	98	38	0.0	0.1	4.377	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worthing Road N	888	221	20	1800	0.492	888	767	1.0	1.0	3.939	A
2 - Worthing Road E	537	134	310	914	0.587	537	596	1.4	1.4	9.532	A
3 - Site Access -Resi	183	46	544	851	0.215	183	303	0.3	0.3	5.388	A
4 - Site Access -Employment	98	24	689	916	0.107	98	38	0.1	0.1	4.399	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worthing Road N	888	221	20	1800	0.492	888	767	1.0	1.0	3.939	A
2 - Worthing Road E	537	134	310	914	0.587	537	596	1.4	1.4	9.535	A
3 - Site Access -Resi	183	46	544	851	0.215	183	303	0.3	0.3	5.388	A
4 - Site Access -Employment	98	24	689	916	0.107	98	38	0.1	0.1	4.399	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Worthing Road N	888	221	20	1800	0.492	888	767	1.0	1.0	3.939	A
2 - Worthing Road E	537	134	310	914	0.587	537	596	1.4	1.4	9.535	A
3 - Site Access -Resi	183	46	544	851	0.215	183	303	0.3	0.3	5.388	A
4 - Site Access -Employment	98	24	689	916	0.107	98	38	0.1	0.1	4.399	A

Junctions 10
PICADY 10 - Priority Intersection Module
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Filename: Priority Junction - Worthing Road and Site Access TA.j10
Path: \\uk.wspgroup.com\central data\Projects\70091xxx\70091497 - North Southwater, Phase 2\03 WIP\TP Transport Planning\Junction Modelling 2025_26\Site Access B (Mid Worthing Road Priority)
Report generation date: 19/01/2026 15:43:35

»2036 + Dev, AM
 »2036 + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2036 + Dev									
Stream B-AC	D1	0.6	8.47	0.38	A	D2	0.2	5.96	0.17	A
Stream C-AB		0.2	7.11	0.18	A		0.6	8.34	0.36	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	
Location	
Site number	
Date	19/04/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKPXM046
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	2036 + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2036 + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.12	A

Arms

Arms

Arm	Name	Description	Arm type
A	Worthing Road South		Major
B	Site Access		Minor
C	Worthing Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Worthing Road North	8.00		✓	3.00	80.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.20	60	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	590	0.107	0.272	0.171	0.388
B-C	741	0.114	0.287	-	-
C-B	674	0.261	0.261	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	2036 + 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 - Worthing Road South		✓	185	100.000
B - Site Access		✓	234	100.000
C - Worthing Road North		✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Worthing Road South	B - Site Access	C - Worthing Road North
From	A - Worthing Road South	0	0	185
	B - Site Access	0	0	234
	C - Worthing Road North	8	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Worthing Road South	B - Site Access	C - Worthing Road North
From	A - Worthing Road South	0	0	0
	B - Site Access	0	0	0
	C - Worthing Road North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	8.47	0.8	A
C-AB	0.18	7.11	0.2	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)	Unsignalised level of service
B-AC	176	701	0.251	175	0.3	6.823	A
C-AB	78	638	0.123	78	0.1	6.419	A
C-A	6			6			
A-B	0			0			
A-C	139			139			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	210	693	0.303	210	0.4	7.439	A
C-AB	93	631	0.148	93	0.2	6.696	A
C-A	7			7			
A-B	0			0			
A-C	166			166			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	258	683	0.377	257	0.6	8.442	A
C-AB	115	621	0.184	114	0.2	7.099	A
C-A	9			9			
A-B	0			0			
A-C	204			204			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	258	683	0.377	258	0.6	8.468	A
C-AB	115	621	0.184	115	0.2	7.105	A
C-A	9			9			
A-B	0			0			
A-C	204			204			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	210	693	0.303	211	0.4	7.471	A
C-AB	93	631	0.148	94	0.2	6.703	A
C-A	7			7			
A-B	0			0			
A-C	166			166			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	701	0.251	177	0.3	6.889	A
C-AB	78	638	0.123	78	0.1	6.437	A
C-A	6			6			
A-B	0			0			
A-C	139			139			

2036 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.74	A

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	2036 + Dev	PM	ONE HOUR	16:45	18:15	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 - Worthing Road South		✓	29	100.000
B - Site Access		✓	116	100.000
C - Worthing Road North		✓	524	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Worthing Road South	B - Site Access	C - Worthing Road North
From	A - Worthing Road South	0	0	29
	B - Site Access	0	0	116
	C - Worthing Road North	308	216	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Worthing Road South	B - Site Access	C - Worthing Road North
From	A - Worthing Road South	0	0	3
	B - Site Access	0	0	0
	C - Worthing Road North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	5.96	0.2	A
C-AB	0.38	8.34	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	735	0.119	87	0.1	5.549	A
C-AB	163	689	0.243	162	0.3	7.072	A
C-A	232			232			
A-B	0			0			
A-C	22			22			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	734	0.142	104	0.2	5.716	A
C-AB	195	689	0.291	194	0.4	7.573	A
C-A	276			276			
A-B	0			0			
A-C	26			26			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	732	0.174	128	0.2	5.954	A
C-AB	240	671	0.357	239	0.6	8.317	A
C-A	337			337			
A-B	0			0			
A-C	32			32			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	732	0.174	128	0.2	5.956	A
C-AB	240	671	0.357	240	0.6	8.339	A
C-A	337			337			
A-B	0			0			
A-C	32			32			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	734	0.142	104	0.2	5.724	A
C-AB	195	669	0.291	195	0.4	7.600	A
C-A	276			276			
A-B	0			0			
A-C	26			26			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	735	0.119	87	0.1	5.560	A
C-AB	163	669	0.243	163	0.3	7.115	A
C-A	232			232			
A-B	0			0			
A-C	22			22			

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
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Filename: Worthing Road - Cedar Dr Roundabout_0622.j10
Path: \\uk.wspgroup.com\central data\Projects\70091xxx\70091497 - North Southwater, Phase 2\03 WIP\TP Transport Planning\Junction Modelling 2025_26\3 Worthing Road Cedar Drive Chessall Avenue
Report generation date: 20/01/2026 08:30:10

- »Proposed Roundabout - Base , AM
- »Proposed Roundabout - Base , PM
- »Proposed Roundabout - 2036 Dev, AM
- »Proposed Roundabout - 2036 Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Roundabout - Base										
A - Worthing Road (SB)	D1	0.5	4.16	0.31	A	D2	3.4	12.47	0.77	B
B - Cedar Drive		0.6	5.25	0.38	A		0.2	4.73	0.18	A
C - Worthing Road (NB)		0.7	5.75	0.40	A		0.4	4.45	0.28	A
D - Chessall Avenue		0.4	5.49	0.27	A		0.1	3.75	0.12	A
Proposed Roundabout - 2036 Dev										
A - Worthing Road (SB)	D3	0.9	5.63	0.48	A	D4	3.0	11.53	0.75	B
B - Cedar Drive		0.9	7.10	0.48	A		0.2	4.63	0.19	A
C - Worthing Road (NB)		1.0	7.82	0.50	A		0.5	5.02	0.34	A
D - Chessall Avenue		0.5	6.52	0.36	A		0.8	6.26	0.46	A

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

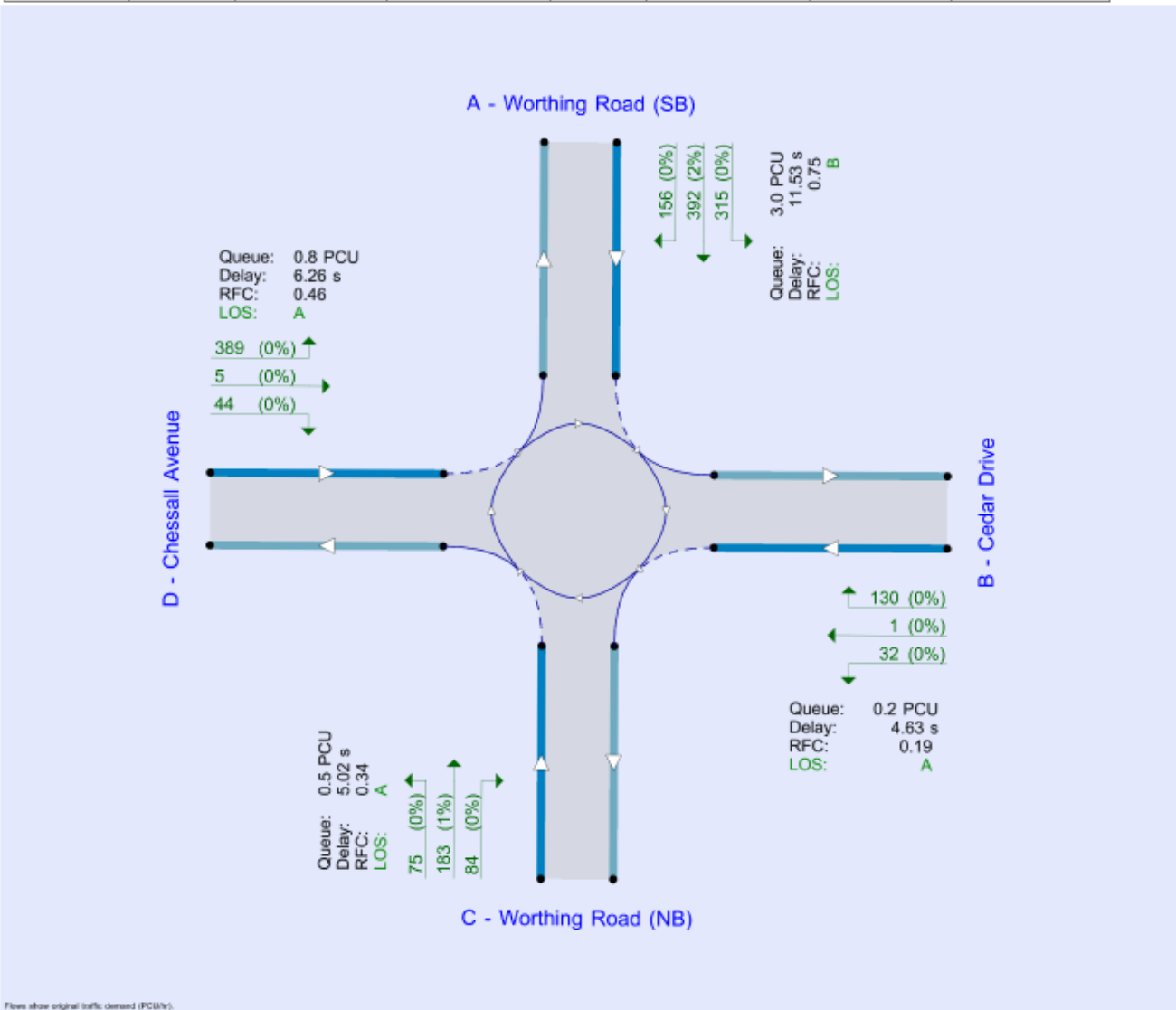
File summary

File Description

Title	Worthing Road - Cedar Drive Roundabout
Location	Worthing Road, Southwater
Site number	
Date	01/10/2019
Version	
Status	
Identifier	
Client	
Jobnumber	70016993
Enumerator	ukddd001 [ZW0465BAS1UK]
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	38.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Base	AM	FLAT	07:45	09:15	90	15	✓
D2	Base	PM	FLAT	16:45	18:15	90	15	✓
D3	2036 Dev	AM	ONE HOUR	07:45	09:15		15	✓
D4	2036 Dev	PM	ONE HOUR	16:45	18:15		15	✓

Analysis Set Details

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

Proposed Roundabout - Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.14	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Worthing Road (SB)		
B	Cedar Drive		
C	Worthing Road (NB)		
D	Chessall Avenue		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Worthing Road (SB)	3.00	4.80	14.8	20.0	34.0	19.0		
B - Cedar Drive	3.65	4.80	5.8	13.5	34.0	18.5		
C - Worthing Road (NB)	3.20	5.10	5.7	15.0	34.0	18.0		
D - Chessall Avenue	3.00	4.80	10.9	15.0	34.0	14.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Worthing Road (SB)	0.594	1351
B - Cedar Drive	0.585	1338
C - Worthing Road (NB)	0.576	1280
D - Chessall Avenue	0.588	1313

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 period length (min)	Time segment length (min)	Run automatically
D1	Base	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Worthing Road (SB)		FLAT	✓	401	100.000
B - Cedar Drive		FLAT	✓	419	100.000
C - Worthing Road (NB)		FLAT	✓	428	100.000
D - Chessall Avenue		FLAT	✓	241	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road (SB)	B - Cedar Drive	C - Worthing Road (NB)	D - Chessall Avenue
From	A - Worthing Road (SB)	0	81	266	54
	B - Cedar Drive	310	0	108	1
	C - Worthing Road (NB)	366	34	0	28
	D - Chessall Avenue	152	9	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Worthing Road (SB)	B - Cedar Drive	C - Worthing Road (NB)	D - Chessall Avenue
From	A - Worthing Road (SB)	0	0	2	0
	B - Cedar Drive	0	0	0	0
	C - Worthing Road (NB)	3	0	0	0
	D - Chessall Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Worthing Road (SB)	0.31	4.16	0.5	A	401	602
B - Cedar Drive	0.38	5.25	0.6	A	419	629
C - Worthing Road (NB)	0.40	5.75	0.7	A	428	642
D - Chessall Avenue	0.27	5.49	0.4	A	241	362

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	401	100	122	1279	0.314	399	823	0.0	0.5	4.139	A
B - Cedar Drive	419	105	398	1105	0.379	417	123	0.0	0.6	5.211	A
C - Worthing Road (NB)	428	107	363	1071	0.400	425	452	0.0	0.7	5.694	A
D - Chessall Avenue	241	60	706	900	0.268	240	83	0.0	0.4	5.441	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	401	100	123	1278	0.314	401	828	0.5	0.5	4.157	A
B - Cedar Drive	419	105	400	1104	0.380	419	124	0.6	0.6	5.255	A
C - Worthing Road (NB)	428	107	385	1070	0.400	428	454	0.7	0.7	5.752	A
D - Chessall Avenue	241	80	710	897	0.269	241	83	0.4	0.4	5.485	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	401	100	123	1278	0.314	401	828	0.5	0.5	4.157	A
B - Cedar Drive	419	105	400	1104	0.380	419	124	0.6	0.6	5.255	A
C - Worthing Road (NB)	428	107	385	1070	0.400	428	454	0.7	0.7	5.752	A
D - Chessall Avenue	241	80	710	897	0.269	241	83	0.4	0.4	5.485	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	401	100	123	1278	0.314	401	828	0.5	0.5	4.157	A
B - Cedar Drive	419	105	400	1104	0.380	419	124	0.6	0.6	5.255	A
C - Worthing Road (NB)	428	107	385	1070	0.400	428	454	0.7	0.7	5.752	A
D - Chessall Avenue	241	80	710	897	0.269	241	83	0.4	0.4	5.485	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	401	100	123	1278	0.314	401	828	0.5	0.5	4.157	A
B - Cedar Drive	419	105	400	1104	0.380	419	124	0.6	0.6	5.255	A
C - Worthing Road (NB)	428	107	385	1070	0.400	428	454	0.7	0.7	5.752	A
D - Chessall Avenue	241	80	710	897	0.269	241	83	0.4	0.4	5.485	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	401	100	123	1278	0.314	401	828	0.5	0.5	4.157	A
B - Cedar Drive	419	105	400	1104	0.380	419	124	0.6	0.6	5.255	A
C - Worthing Road (NB)	428	107	385	1070	0.400	428	454	0.7	0.7	5.752	A
D - Chessall Avenue	241	80	710	897	0.269	241	83	0.4	0.4	5.485	A

Proposed Roundabout - Base , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	Base	PM	FLAT	16:45	18:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Worthing Road (SB)		FLAT	✓	982	100.000
B - Cedar Drive		FLAT	✓	163	100.000
C - Worthing Road (NB)		FLAT	✓	311	100.000
D - Chessall Avenue		FLAT	✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road (SB)	B - Cedar Drive	C - Worthing Road (NB)	D - Chessall Avenue
From	A - Worthing Road (SB)	0	315	528	139
	B - Cedar Drive	130	0	32	1
	C - Worthing Road (NB)	170	84	0	57
	D - Chessall Avenue	81	5	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Worthing Road (SB)	B - Cedar Drive	C - Worthing Road (NB)	D - Chessall Avenue
From	A - Worthing Road (SB)	0	0	2	0
	B - Cedar Drive	0	0	0	0
	C - Worthing Road (NB)	1	0	0	0
	D - Chessall Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Worthing Road (SB)	0.77	12.47	3.4	B	982	1473
B - Cedar Drive	0.18	4.73	0.2	A	163	245
C - Worthing Road (NB)	0.28	4.45	0.4	A	311	467
D - Chessall Avenue	0.12	3.75	0.1	A	128	192

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	982	246	130	1274	0.771	969	379	0.0	3.2	11.502	B
B - Cedar Drive	163	41	700	929	0.176	162	399	0.0	0.2	4.692	A
C - Worthing Road (NB)	311	78	267	1126	0.276	309	595	0.0	0.4	4.426	A
D - Chessall Avenue	128	32	382	1089	0.118	127	195	0.0	0.1	3.740	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	982	246	131	1273	0.771	982	381	3.2	3.3	12.425	B
B - Cedar Drive	163	41	709	923	0.177	163	404	0.2	0.2	4.733	A
C - Worthing Road (NB)	311	78	270	1124	0.277	311	602	0.4	0.4	4.449	A
D - Chessall Avenue	128	32	384	1088	0.118	128	197	0.1	0.1	3.748	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	982	246	131	1273	0.771	982	381	3.3	3.3	12.452	B
B - Cedar Drive	163	41	709	923	0.177	163	404	0.2	0.2	4.733	A
C - Worthing Road (NB)	311	78	270	1124	0.277	311	602	0.4	0.4	4.449	A
D - Chessall Avenue	128	32	384	1088	0.118	128	197	0.1	0.1	3.748	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	982	246	131	1273	0.771	982	381	3.3	3.4	12.462	B
B - Cedar Drive	163	41	709	923	0.177	163	404	0.2	0.2	4.734	A
C - Worthing Road (NB)	311	78	270	1124	0.277	311	602	0.4	0.4	4.449	A
D - Chessall Avenue	128	32	384	1088	0.118	128	197	0.1	0.1	3.748	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	982	246	131	1273	0.771	982	381	3.4	3.4	12.467	B
B - Cedar Drive	163	41	709	923	0.177	163	404	0.2	0.2	4.734	A
C - Worthing Road (NB)	311	78	270	1124	0.277	311	602	0.4	0.4	4.449	A
D - Chessall Avenue	128	32	384	1088	0.118	128	197	0.1	0.1	3.748	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	982	246	131	1273	0.771	982	381	3.4	3.4	12.469	B
B - Cedar Drive	163	41	709	923	0.177	163	404	0.2	0.2	4.734	A
C - Worthing Road (NB)	311	78	270	1124	0.277	311	602	0.4	0.4	4.449	A
D - Chessall Avenue	128	32	384	1088	0.118	128	197	0.1	0.1	3.748	A

Proposed Roundabout - 2036 Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Worthing Road (SB)		ONE HOUR	✓	546	100.000
B - Cedar Drive		ONE HOUR	✓	419	100.000
C - Worthing Road (NB)		ONE HOUR	✓	430	100.000
D - Chessall Avenue		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road (SB)	B - Cedar Drive	C - Worthing Road (NB)	D - Chessall Avenue
From	A - Worthing Road (SB)	0	81	242	223
	B - Cedar Drive	310	0	108	1
	C - Worthing Road (NB)	363	34	0	33
	D - Chessall Avenue	159	9	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Worthing Road (SB)	B - Cedar Drive	C - Worthing Road (NB)	D - Chessall Avenue
From	A - Worthing Road (SB)	0	0	2	2
	B - Cedar Drive	0	0	0	0
	C - Worthing Road (NB)	2	0	0	0
	D - Chessall Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Worthing Road (SB)	0.48	5.63	0.9	A	501	752
B - Cedar Drive	0.48	7.10	0.9	A	384	577
C - Worthing Road (NB)	0.50	7.82	1.0	A	395	592
D - Chessall Avenue	0.36	6.52	0.5	A	254	381

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	411	103	114	1284	0.320	409	623	0.0	0.5	4.177	A
B - Cedar Drive	315	79	430	1088	0.290	314	93	0.0	0.4	4.651	A
C - Worthing Road (NB)	324	81	400	1050	0.308	322	344	0.0	0.4	5.019	A
D - Chessall Avenue	209	52	529	1003	0.208	207	193	0.0	0.3	4.520	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	491	123	136	1270	0.386	490	747	0.5	0.6	4.689	A
B - Cedar Drive	377	94	515	1037	0.363	376	111	0.4	0.6	5.444	A
C - Worthing Road (NB)	387	97	479	1004	0.385	386	412	0.4	0.6	5.914	A
D - Chessall Avenue	249	62	634	941	0.265	249	231	0.3	0.4	5.194	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	601	150	167	1252	0.480	600	913	0.6	0.9	5.603	A
B - Cedar Drive	461	115	631	969	0.476	460	136	0.6	0.9	7.052	A
C - Worthing Road (NB)	473	118	586	942	0.502	472	504	0.6	1.0	7.757	A
D - Chessall Avenue	305	76	776	858	0.355	304	282	0.4	0.5	6.485	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	601	150	167	1252	0.480	601	916	0.9	0.9	5.625	A
B - Cedar Drive	461	115	632	968	0.476	461	137	0.9	0.9	7.099	A
C - Worthing Road (NB)	473	118	588	941	0.503	473	505	1.0	1.0	7.819	A
D - Chessall Avenue	305	76	778	857	0.356	305	283	0.5	0.5	6.519	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	491	123	137	1270	0.387	492	751	0.9	0.6	4.713	A
B - Cedar Drive	377	94	517	1035	0.364	378	112	0.9	0.6	5.488	A
C - Worthing Road (NB)	387	97	481	1003	0.386	388	414	1.0	0.6	5.969	A
D - Chessall Avenue	249	62	638	939	0.265	250	232	0.5	0.4	5.226	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	411	103	115	1283	0.320	412	628	0.6	0.5	4.203	A
B - Cedar Drive	315	79	433	1085	0.291	316	94	0.6	0.4	4.887	A
C - Worthing Road (NB)	324	81	403	1048	0.309	324	346	0.6	0.5	5.064	A
D - Chessall Avenue	209	52	533	1001	0.208	209	194	0.4	0.3	4.550	A

Proposed Roundabout - 2036 Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	8.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Worthing Road (SB)		ONE HOUR	✓	883	100.000
B - Cedar Drive		ONE HOUR	✓	183	100.000
C - Worthing Road (NB)		ONE HOUR	✓	342	100.000
D - Chessall Avenue		ONE HOUR	✓	438	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road (SB)	B - Cedar Drive	C - Worthing Road (NB)	D - Chessall Avenue
From	A - Worthing Road (SB)	0	315	392	158
	B - Cedar Drive	130	0	32	1
	C - Worthing Road (NB)	183	84	0	75
	D - Chessall Avenue	389	5	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Worthing Road (SB)	B - Cedar Drive	C - Worthing Road (NB)	D - Chessall Avenue
From	A - Worthing Road (SB)	0	0	2	0
	B - Cedar Drive	0	0	0	0
	C - Worthing Road (NB)	1	0	0	0
	D - Chessall Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Worthing Road (SB)	0.75	11.53	3.0	B	792	1188
B - Cedar Drive	0.19	4.63	0.2	A	150	224
C - Worthing Road (NB)	0.34	5.02	0.5	A	314	471
D - Chessall Avenue	0.46	6.26	0.8	A	402	603

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	650	162	100	1292	0.503	646	528	0.0	1.0	5.585	A
B - Cedar Drive	123	31	443	1079	0.114	122	302	0.0	0.1	3.761	A
C - Worthing Road (NB)	257	64	215	1158	0.223	256	350	0.0	0.3	4.017	A
D - Chessall Avenue	330	82	298	1139	0.290	328	174	0.0	0.4	4.431	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	776	194	119	1280	0.606	774	630	1.0	1.5	7.139	A
B - Cedar Drive	147	37	531	1027	0.143	146	362	0.1	0.2	4.088	A
C - Worthing Road (NB)	307	77	258	1132	0.272	307	420	0.3	0.4	4.387	A
D - Chessall Avenue	394	98	357	1104	0.357	393	208	0.4	0.5	5.057	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	950	238	146	1264	0.751	945	771	1.5	2.9	11.164	B
B - Cedar Drive	179	45	648	959	0.187	179	443	0.2	0.2	4.616	A
C - Worthing Road (NB)	377	94	315	1099	0.343	376	513	0.4	0.5	5.003	A
D - Chessall Avenue	482	121	436	1058	0.456	481	254	0.5	0.8	6.236	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	950	238	146	1264	0.752	950	773	2.9	3.0	11.528	B
B - Cedar Drive	179	45	652	957	0.188	179	445	0.2	0.2	4.630	A
C - Worthing Road (NB)	377	94	316	1098	0.343	377	515	0.5	0.5	5.016	A
D - Chessall Avenue	482	121	437	1057	0.456	482	255	0.8	0.8	6.261	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	776	194	120	1280	0.606	781	633	3.0	1.6	7.364	A
B - Cedar Drive	147	37	536	1025	0.143	147	365	0.2	0.2	4.103	A
C - Worthing Road (NB)	307	77	259	1131	0.272	308	423	0.5	0.4	4.402	A
D - Chessall Avenue	394	98	358	1104	0.357	395	210	0.8	0.6	5.087	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Worthing Road (SB)	650	182	100	1292	0.503	652	529	1.6	1.0	5.698	A
B - Cedar Drive	123	31	447	1078	0.114	123	305	0.2	0.1	3.775	A
C - Worthing Road (NB)	257	64	217	1155	0.223	258	353	0.4	0.3	4.036	A
D - Chessall Avenue	330	82	299	1138	0.290	330	175	0.6	0.4	4.462	A

Junctions 10
PICADY 10 - Priority Intersection Module
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Filename: Chessall Av Site Access_V2.j10
Path: \\Uk.wspgroup.com\central data\Projects\70091xx\70091497 - North Southwater, Phase 2\03 WIP\TP Transport Planning\Junction Modelling 2025_26\Site Access C (Chessall Avenue Priority)
Report generation date: 13/02/2026 11:45:47

»2026, AM
 »2026, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026											
Stream B-AC	D1	1.1	15.00	0.53	C	45 %	D2	0.5	12.44	0.33	B	71 %
Stream C-AB		0.1	5.25	0.06	A	[Stream B-AC]		0.2	7.69	0.14	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKVCG001
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	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	2026	AM	ONE HOUR	07:45	09:15	15
D2	2026	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	45	Stream B-AC	6.93	A

Arms

Arms

Arm	Name	Description	Arm type
A	Site Access Road (E)		Major
B	Chessall Ave		Minor
C	Site Access Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			120.0	✓	0.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	510	0.095	0.240	0.151	0.343
B-C	649	0.102	0.257	-	-
C-B	643	0.255	0.255	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	2026	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	90	100.000
B		✓	241	100.000
C		✓	216	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	54	36
	B	152	0	89
	C	185	31	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.53	15.00	1.1	C
C-AB	0.06	5.25	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	181	521	0.348	179	0.5	10.481	B
C-AB	29	716	0.041	29	0.1	5.240	A
C-A	134			134			
A-B	41			41			
A-C	27			27			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	217	514	0.421	216	0.7	12.037	B
C-AB	36	730	0.050	36	0.1	5.186	A
C-A	158			158			
A-B	49			49			
A-C	32			32			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	265	505	0.525	264	1.1	14.836	B
C-AB	47	750	0.063	47	0.1	5.120	A
C-A	191			191			
A-B	59			59			
A-C	40			40			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	265	505	0.525	265	1.1	15.005	C
C-AB	47	750	0.063	47	0.1	5.122	A
C-A	191			191			
A-B	59			59			
A-C	40			40			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	217	514	0.421	218	0.7	12.213	B
C-AB	36	730	0.050	36	0.1	5.195	A
C-A	158			158			
A-B	49			49			
A-C	32			32			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	181	521	0.348	182	0.5	10.660	B
C-AB	29	716	0.041	29	0.1	5.248	A
C-A	134			134			
A-B	41			41			
A-C	27			27			

2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	71	Stream B-AC	3.14	A

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	2026	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	449	100.000
B		✓	128	100.000
C		✓	100	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	139	310
	B	81	0	47
	C	35	65	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.33	12.44	0.5	B
C-AB	0.14	7.69	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	470	0.205	95	0.3	9.590	A
C-AB	51	576	0.089	51	0.1	6.857	A
C-A	24			24			
A-B	105			105			
A-C	233			233			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	453	0.254	115	0.3	10.624	B
C-AB	62	563	0.110	62	0.1	7.188	A
C-A	28			28			
A-B	125			125			
A-C	279			279			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	430	0.327	140	0.5	12.390	B
C-AB	77	545	0.141	77	0.2	7.689	A
C-A	33			33			
A-B	153			153			
A-C	341			341			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	430	0.328	141	0.5	12.438	B
C-AB	77	545	0.141	77	0.2	7.694	A
C-A	33			33			
A-B	153			153			
A-C	341			341			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	453	0.254	116	0.3	10.683	B
C-AB	62	563	0.110	62	0.1	7.197	A
C-A	28			28			
A-B	125			125			
A-C	279			279			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	470	0.205	97	0.3	9.664	A
C-AB	51	576	0.089	51	0.1	6.872	A
C-A	24			24			
A-B	105			105			
A-C	233			233			

Junctions 10
PICADY 10 - Priority Intersection Module
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Filename: Two Mile Ash Site Access_V2.j10
Path: \\Uk.wspgroup.com\central data\Projects\70091xx\70091497 - North Southwater, Phase 2\03 WIP\TP Transport Planning\Junction Modelling 2025_26\Site Access D (Two Mile Ash Road Priority)
Report generation date: 13/02/2026 11:44:29

»2026, AM
 »2026, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026											
Stream B-AC	D1	1.2	16.98	0.54	C	43 %	D2	0.3	11.51	0.21	B	109 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKVCG001
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	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	2026	AM	ONE HOUR	07:45	09:15	15
D2	2026	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.70	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	Stream B-AC	12.70	B

Arms

Arms

Arm	Name	Description	Arm type
A	Two Mile Ash Road (N)		Major
B	Site Access		Minor
C	Two Mile Ash Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.50			120.0	✓	0.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	510	0.095	0.240	0.151	0.343
B-C	649	0.102	0.257	-	-
C-B	643	0.255	0.255	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	2026	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	82	100.000
B		✓	230	100.000
C		✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	82	0
	B	229	0	1
	C	0	1	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	2	0
	B	8	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.54	16.98	1.2	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	173	467	0.370	171	0.6	12.047	B
C-AB	0	627	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	62			62			
A-C	0			0			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	207	466	0.443	206	0.8	13.778	B
C-AB	0	624	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	74			74			
A-C	0			0			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	465	0.545	252	1.2	16.758	C
C-AB	0	620	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	90			90			
A-C	0			0			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	465	0.545	253	1.2	16.981	C
C-AB	0	620	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	90			90			
A-C	0			0			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	207	466	0.443	208	0.8	14.018	B
C-AB	0	624	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	74			74			
A-C	0			0			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	173	467	0.370	174	0.6	12.306	B
C-AB	0	627	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	62			62			
A-C	0			0			

2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	109	Stream B-AC	1.27	A

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	2026	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	644	100.000
B		✓	76	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	350	294
	B	59	0	17
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	7	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	11.51	0.3	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	431	0.133	57	0.2	9.589	A
C-AB	0	520	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	263			263			
A-C	221			221			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	417	0.164	68	0.2	10.321	B
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	315			315			
A-C	264			264			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	396	0.211	83	0.3	11.489	B
C-AB	0	463	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	385			385			
A-C	324			324			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	396	0.211	84	0.3	11.509	B
C-AB	0	463	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	385			385			
A-C	324			324			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	417	0.164	69	0.2	10.349	B
C-AB	0	496	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	315			315			
A-C	264			264			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	431	0.133	57	0.2	9.631	A
C-AB	0	520	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	263			263			
A-C	221			221			

Junctions 10
ARCADY 10 - Roundabout Module
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Filename: Import of 202206_Hop Oast Roundabout Existing.j10
Path: \\uk.wspgroup.com\central data\Projects\70091xxx\70091497 - North Southwater, Phase 2\03 WIP\TP Transport Planning\Junction Modelling 2025_26\1 Hop Oast Roundabout Existing\Existing Layout
Report generation date: 19/01/2026 14:53:16

- »2018 Existing - 2036 Do Minimum, AM
- »2018 Existing - 2036 Do Minimum, PM
- »2018 Existing - 2036 Do Something, AM
- »2018 Existing - 2036 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2018 Existing - 2036 Do Minimum										
A - Worthing Road (N)	D3	1.0	6.20	0.50	A	D4	0.7	8.21	0.40	A
B - A24 (E)		60.1	107.34	1.00	F		1.9	5.05	0.64	A
C - Worthing Road (S)		0.3	5.69	0.24	A		0.3	3.38	0.20	A
D - A24 (W)		12.0	22.09	0.92	C		465.4	618.55	1.12	F
2018 Existing - 2036 Do Something										
A - Worthing Road (N)	D5	1.0	6.10	0.49	A	D6	0.5	7.45	0.32	A
B - A24 (E)		78.0	136.86	1.01	F		2.1	5.40	0.66	A
C - Worthing Road (S)		0.3	5.66	0.23	A		0.3	3.40	0.20	A
D - A24 (W)		10.0	18.52	0.91	C		619.5	821.41	1.16	F

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	Hop Oast Roundabout AM Peak (ODTab) Proposed Junction
Location	Southwater
Site number	
Date	01/10/2019
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2036 Do Minimum	AM	FLAT	07:45	09:15	90	15	✓
D4	2036 Do Minimum	PM	FLAT	16:45	18:15	90	15	✓
D5	2036 Do Something	AM	FLAT	07:45	09:15	90	15	✓
D6	2036 Do Something	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2018 Existing	✓	100.000	100.000

2018 Existing - 2036 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Worthing Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Worthing Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	55.32	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	55.32	F

Arms

Arms

Arm	Name	Description	No give-way line
A	Worthing Road (N)		
B	A24 (E)		
C	Worthing Road (S)		
D	A24 (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Worthing Road (N)	3.40	7.00	90.0	60.0	62.0	0.0		
B - A24 (E)	7.00	8.50	15.0	28.0	58.0	16.0		
C - Worthing Road (S)	3.55	6.70	45.0	23.0	90.0	4.0		
D - A24 (W)	7.30	9.00	28.0	65.0	50.0	1.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - Worthing Road (N)		
B - A24 (E)		
C - Worthing Road (S)	✓	100
D - A24 (W)		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Worthing Road (N)	0.678	2270
B - A24 (E)	0.747	2620
C - Worthing Road (S)	0.524	2035
D - A24 (W)	0.892	2993

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 period length (min)	Time segment length (min)	Run automatically
D3	2036 Do Minimum	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Worthing Road (N)		FLAT	✓	577	100.000
B - A24 (E)		FLAT	✓	2035	100.000
C - Worthing Road (S)		FLAT	✓	207	100.000
D - A24 (W)		FLAT	✓	2023	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road (N)	B - A24 (E)	C - Worthing Road (S)	D - A24 (W)
From	A - Worthing Road (N)	0	164	130	283
	B - A24 (E)	697	0	81	1257
	C - Worthing Road (S)	188	21	0	0
	D - A24 (W)	413	1233	377	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Worthing Road (N)	B - A24 (E)	C - Worthing Road (S)	D - A24 (W)
From	A - Worthing Road (N)	0	1	2	1
	B - A24 (E)	2	0	0	7
	C - Worthing Road (S)	6	0	0	0
	D - A24 (W)	2	11	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Worthing Road (N)	0.50	6.20	1.0	A	577	886
B - A24 (E)	1.00	107.34	60.1	F	2035	3053
C - Worthing Road (S)	0.24	5.69	0.3	A	207	311
D - A24 (W)	0.92	22.09	12.0	C	2023	3035

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Ur
A - Worthing Road (N)	577	577	144	0	0	1601	1185	0.487	573	1257	0.0	0.9	5.923	
B - A24 (E)	2035	2035	509	0	0	780	2036	0.999	1945	1394	0.0	22.4	29.695	
C - Worthing Road (S)	207	207	52	0	0	2149	908	0.228	206	577	0.0	0.3	5.396	
D - A24 (W)	2023	2023	506	0	0	872	2215	0.913	1986	1483	0.0	9.3	15.014	

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Ur
A - Worthing Road (N)	577	577	144	0	0	1627	1167	0.494	577	1281	0.9	1.0	6.188	
B - A24 (E)	2035	2035	509	0	0	789	2030	1.003	1993	1415	22.4	32.9	57.373	
C - Worthing Road (S)	207	207	52	0	0	2197	882	0.235	207	585	0.3	0.3	5.614	
D - A24 (W)	2023	2023	506	0	0	890	2199	0.920	2018	1514	9.3	10.7	20.145	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Ur
A - Worthing Road (N)	577	577	144	0	0	1629	1166	0.495	577	1284	1.0	1.0	6.188	
B - A24 (E)	2035	2035	509	0	0	790	2029	1.003	2002	1417	32.9	41.0	72.901	
C - Worthing Road (S)	207	207	52	0	0	2206	878	0.236	207	586	0.3	0.3	5.652	
D - A24 (W)	2023	2023	506	0	0	893	2196	0.921	2021	1520	10.7	11.3	21.141	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Ur
A - Worthing Road (N)	577	577	144	0	0	1630	1165	0.495	577	1286	1.0	1.0	6.194	
B - A24 (E)	2035	2035	509	0	0	790	2029	1.003	2007	1417	41.0	48.1	85.729	
C - Worthing Road (S)	207	207	52	0	0	2210	876	0.236	207	587	0.3	0.3	5.672	
D - A24 (W)	2023	2023	506	0	0	894	2195	0.922	2022	1523	11.3	11.6	21.611	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Ur
A - Worthing Road (N)	577	577	144	0	0	1630	1165	0.495	577	1287	1.0	1.0	6.196	
B - A24 (E)	2035	2035	509	0	0	790	2029	1.003	2010	1417	48.1	54.3	97.044	
C - Worthing Road (S)	207	207	52	0	0	2213	874	0.237	207	587	0.3	0.3	5.685	
D - A24 (W)	2023	2023	506	0	0	895	2194	0.922	2022	1525	11.6	11.8	21.894	

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Ur
A - Worthing Road (N)	577	577	144	0	0	1630	1165	0.495	577	1288	1.0	1.0	6.198	
B - A24 (E)	2035	2035	509	0	0	790	2029	1.003	2012	1418	54.3	60.1	107.341	
C - Worthing Road (S)	207	207	52	0	0	2215	873	0.237	207	587	0.3	0.3	5.694	
D - A24 (W)	2023	2023	506	0	0	896	2193	0.922	2022	1526	11.8	12.0	22.087	

2018 Existing - 2036 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Worthing Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Worthing Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	368.50	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	368.50	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2036 Do Minimum	PM	FLAT	16:45	18:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Worthing Road (N)		FLAT	✓	289	100.000
B - A24 (E)		FLAT	✓	1369	100.000
C - Worthing Road (S)		FLAT	✓	271	100.000
D - A24 (W)		FLAT	✓	2802	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road (N)	B - A24 (E)	C - Worthing Road (S)	D - A24 (W)
From	A - Worthing Road (N)	0	230	59	0
	B - A24 (E)	285	0	37	1047
	C - Worthing Road (S)	213	58	0	0
	D - A24 (W)	313	1817	672	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - Worthing Road (N)	B - A24 (E)	C - Worthing Road (S)	D - A24 (W)
A - Worthing Road (N)	0	0	0	2
B - A24 (E)	2	0	0	8
C - Worthing Road (S)	0	0	0	0
D - A24 (W)	1	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Worthing Road (N)	0.40	8.21	0.7	A	289	434
B - A24 (E)	0.64	5.05	1.9	A	1369	2054
C - Worthing Road (S)	0.20	3.38	0.3	A	271	407
D - A24 (W)	1.12	618.55	465.4	F	2802	4203

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	289	289	72	0	0	2251	744	0.388	286	771	0.0	0.6	7.824	
B - A24 (E)	1369	1369	342	0	0	651	2133	0.642	1361	1887	0.0	1.9	4.920	
C - Worthing Road (S)	271	271	68	0	0	1325	1340	0.202	270	687	0.0	0.3	3.361	
D - A24 (W)	2802	2802	701	0	0	553	2499	1.121	2469	1041	0.0	83.3	65.999	

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	289	289	72	0	0	2275	728	0.397	289	777	0.6	0.7	8.193	
B - A24 (E)	1369	1369	342	0	0	657	2128	0.643	1369	1906	1.9	1.9	5.046	
C - Worthing Road (S)	271	271	68	0	0	1332	1336	0.203	271	694	0.3	0.3	3.379	
D - A24 (W)	2802	2802	701	0	0	556	2497	1.122	2495	1047	83.3	159.9	180.178	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	289	289	72	0	0	2275	728	0.397	289	777	0.7	0.7	8.206	
B - A24 (E)	1369	1369	342	0	0	658	2128	0.643	1369	1907	1.9	1.9	5.049	
C - Worthing Road (S)	271	271	68	0	0	1332	1336	0.203	271	695	0.3	0.3	3.379	
D - A24 (W)	2802	2802	701	0	0	556	2497	1.122	2496	1047	159.9	236.4	289.352	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	289	289	72	0	0	2276	727	0.397	289	777	0.7	0.7	8.209	
B - A24 (E)	1369	1369	342	0	0	658	2128	0.643	1369	1907	1.9	1.9	5.049	
C - Worthing Road (S)	271	271	68	0	0	1332	1336	0.203	271	695	0.3	0.3	3.379	
D - A24 (W)	2802	2802	701	0	0	556	2497	1.122	2497	1047	236.4	312.8	398.943	

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	289	289	72	0	0	2276	727	0.397	289	777	0.7	0.7	8.211	
B - A24 (E)	1369	1369	342	0	0	658	2128	0.643	1369	1907	1.9	1.9	5.049	
C - Worthing Road (S)	271	271	68	0	0	1332	1336	0.203	271	695	0.3	0.3	3.379	
D - A24 (W)	2802	2802	701	0	0	556	2497	1.122	2497	1047	312.8	389.1	508.706	

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	289	289	72	0	0	2276	727	0.397	289	777	0.7	0.7	8.211	
B - A24 (E)	1369	1369	342	0	0	658	2128	0.643	1369	1907	1.9	1.9	5.049	
C - Worthing Road (S)	271	271	68	0	0	1332	1336	0.203	271	695	0.3	0.3	3.379	
D - A24 (W)	2802	2802	701	0	0	556	2497	1.122	2497	1047	389.1	465.4	618.555	

2018 Existing - 2036 Do Something, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Worthing Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Worthing Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	59.70	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	59.70	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2036 Do Something	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Worthing Road (N)		FLAT	✓	580	100.000
B - A24 (E)		FLAT	✓	2046	100.000
C - Worthing Road (S)		FLAT	✓	815	100.000
D - A24 (W)		FLAT	✓	2009	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road (N)	B - A24 (E)	C - Worthing Road (S)	D - A24 (W)
From	A - Worthing Road (N)	0	182	137	281
	B - A24 (E)	885	0	79	1282
	C - Worthing Road (S)	198	2	0	815
	D - A24 (W)	405	1220	384	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - Worthing Road (N)	B - A24 (E)	C - Worthing Road (S)	D - A24 (W)
A - Worthing Road (N)	0	1	3	2
B - A24 (E)	2	0	0	7
C - Worthing Road (S)	6	0	0	3
D - A24 (W)	2	11	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Worthing Road (N)	0.49	6.10	1.0	A	580	870
B - A24 (E)	1.01	138.96	78.0	F	2046	3089
C - Worthing Road (S)	0.23	5.68	0.3	A	815	300
D - A24 (W)	0.91	18.52	10.0	C	2009	3014

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Ur
A - Worthing Road (N)	580	580	145	0	0	1580	1199	0.484	576	1247	0.0	0.9	5.857	
B - A24 (E)	2046	2046	512	0	0	793	2027	1.009	1946	1363	0.0	25.1	32.196	
C - Worthing Road (S)	815	200	50	615	0	2150	907	0.220	199	589	0.0	0.3	5.374	
D - A24 (W)	2009	2009	502	0	615	850	2234	0.899	1976	1498	0.0	8.2	13.560	

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Ur
A - Worthing Road (N)	580	580	145	0	0	1803	1184	0.490	580	1269	0.9	1.0	6.077	
B - A24 (E)	2046	2046	512	0	0	801	2021	1.013	1993	1382	25.1	38.4	65.172	
C - Worthing Road (S)	815	200	50	615	0	2197	883	0.227	200	597	0.3	0.3	5.587	
D - A24 (W)	2009	2009	502	0	615	867	2219	0.905	2005	1530	8.2	9.2	17.371	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Ur
A - Worthing Road (N)	580	580	145	0	0	1805	1182	0.491	580	1273	1.0	1.0	6.092	
B - A24 (E)	2046	2046	512	0	0	802	2020	1.013	2001	1383	38.4	49.6	85.858	
C - Worthing Road (S)	815	200	50	615	0	2205	878	0.228	200	598	0.3	0.3	5.623	
D - A24 (W)	2009	2009	502	0	615	870	2217	0.906	2007	1535	9.2	9.6	17.984	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Ur
A - Worthing Road (N)	580	580	145	0	0	1805	1182	0.491	580	1274	1.0	1.0	6.096	
B - A24 (E)	2046	2046	512	0	0	802	2020	1.013	2006	1383	49.6	59.7	104.053	
C - Worthing Road (S)	815	200	50	615	0	2209	876	0.228	200	598	0.3	0.3	5.641	
D - A24 (W)	2009	2009	502	0	615	871	2215	0.907	2008	1538	9.6	9.8	18.257	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	580	580	145	0	0	1606	1182	0.491	580	1275	1.0	1.0	6.098	
B - A24 (E)	2046	2046	512	0	0	802	2020	1.013	2008	1384	59.7	69.1	120.900	
C - Worthing Road (S)	815	200	50	615	0	2212	875	0.229	200	598	0.3	0.3	5.652	
D - A24 (W)	2009	2009	502	0	615	872	2215	0.907	2008	1539	9.8	9.9	18.419	

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	580	580	145	0	0	1606	1182	0.491	580	1276	1.0	1.0	6.099	
B - A24 (E)	2046	2046	512	0	0	802	2020	1.013	2010	1384	69.1	78.0	138.862	
C - Worthing Road (S)	815	200	50	615	0	2214	874	0.229	200	599	0.3	0.3	5.660	
D - A24 (W)	2009	2009	502	0	615	873	2214	0.907	2009	1541	9.9	10.0	18.523	

2018 Existing - 2036 Do Something, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Worthing Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - Worthing Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	453.45	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	453.45	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2036 Do Something	PM	FLAT	16:45	18:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Worthing Road (N)		FLAT	✓	229	100.000
B - A24 (E)		FLAT	✓	1387	100.000
C - Worthing Road (S)		FLAT	✓	789	100.000
D - A24 (W)		FLAT	✓	2907	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road (N)	B - A24 (E)	C - Worthing Road (S)	D - A24 (W)
From	A - Worthing Road (N)	0	206	23	0
	B - A24 (E)	283	0	47	1057
	C - Worthing Road (S)	223	49	0	497
	D - A24 (W)	289	1831	787	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - Worthing Road (N)	B - A24 (E)	C - Worthing Road (S)	D - A24 (W)
A - Worthing Road (N)	0	0	0	0
B - A24 (E)	2	0	0	8
C - Worthing Road (S)	0	0	0	0
D - A24 (W)	1	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Worthing Road (N)	0.32	7.45	0.5	A	229	344
B - A24 (E)	0.66	5.40	2.1	A	1387	2081
C - Worthing Road (S)	0.20	3.40	0.3	A	769	408
D - A24 (W)	1.16	821.41	619.5	F	2907	4381

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	229	229	57	0	0	2279	725	0.316	227	750	0.0	0.5	7.208	
B - A24 (E)	1387	1387	347	0	0	693	2101	0.660	1379	1813	0.0	2.0	5.246	
C - Worthing Road (S)	769	272	68	497	0	1332	1336	0.204	271	740	0.0	0.3	3.377	
D - A24 (W)	2907	2907	727	0	497	552	2500	1.163	2477	1051	0.0	107.6	82.680	

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	229	229	57	0	0	2298	712	0.321	229	754	0.5	0.5	7.444	
B - A24 (E)	1387	1387	347	0	0	699	2097	0.661	1387	1828	2.0	2.1	5.393	
C - Worthing Road (S)	769	272	68	497	0	1340	1332	0.204	272	746	0.3	0.3	3.395	
D - A24 (W)	2907	2907	727	0	497	555	2498	1.164	2497	1057	107.6	210.1	233.056	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	229	229	57	0	0	2298	712	0.322	229	754	0.5	0.5	7.449	
B - A24 (E)	1387	1387	347	0	0	699	2097	0.661	1387	1828	2.1	2.1	5.396	
C - Worthing Road (S)	769	272	68	497	0	1340	1332	0.204	272	746	0.3	0.3	3.395	
D - A24 (W)	2907	2907	727	0	497	555	2498	1.164	2497	1057	210.1	312.5	379.713	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	229	229	57	0	0	2298	712	0.322	229	754	0.5	0.5	7.450	
B - A24 (E)	1387	1387	347	0	0	699	2097	0.661	1387	1828	2.1	2.1	5.396	
C - Worthing Road (S)	769	272	68	497	0	1340	1332	0.204	272	746	0.3	0.3	3.395	
D - A24 (W)	2907	2907	727	0	497	555	2498	1.164	2498	1057	312.5	414.8	526.809	

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	229	229	57	0	0	2298	712	0.322	229	754	0.5	0.5	7.450	
B - A24 (E)	1387	1387	347	0	0	699	2097	0.661	1387	1828	2.1	2.1	5.396	
C - Worthing Road (S)	769	272	68	497	0	1340	1332	0.204	272	746	0.3	0.3	3.395	
D - A24 (W)	2907	2907	727	0	497	555	2498	1.164	2498	1057	414.8	517.2	674.071	

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
A - Worthing Road (N)	229	229	57	0	0	2298	712	0.322	229	754	0.5	0.5	7.451	
B - A24 (E)	1387	1387	347	0	0	699	2097	0.661	1387	1828	2.1	2.1	5.396	
C - Worthing Road (S)	769	272	68	497	0	1340	1332	0.204	272	746	0.3	0.3	3.395	
D - A24 (W)	2907	2907	727	0	497	555	2498	1.164	2498	1057	517.2	619.5	821.413	

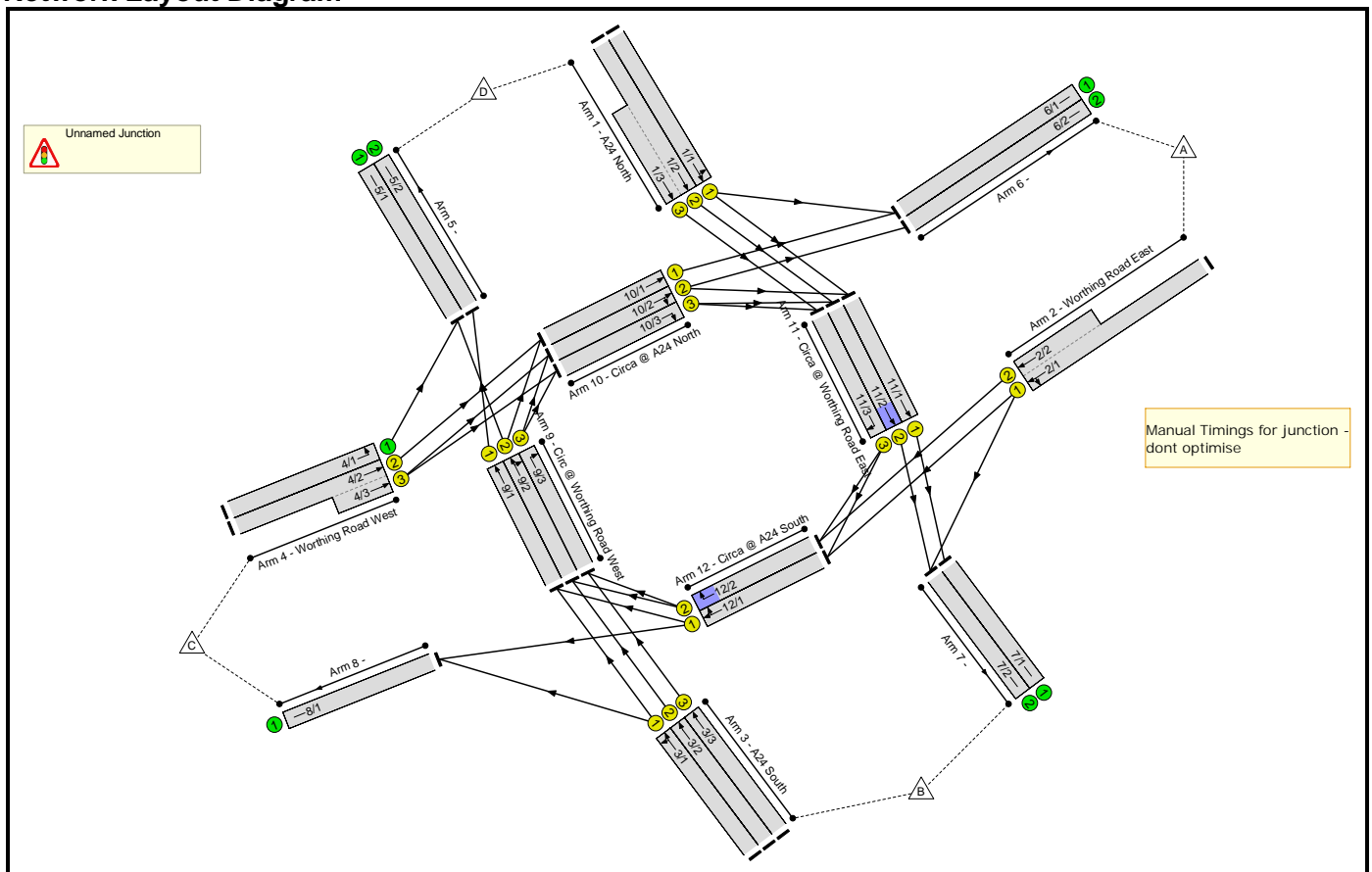


Full Input Data And Results
Full Input Data And Results

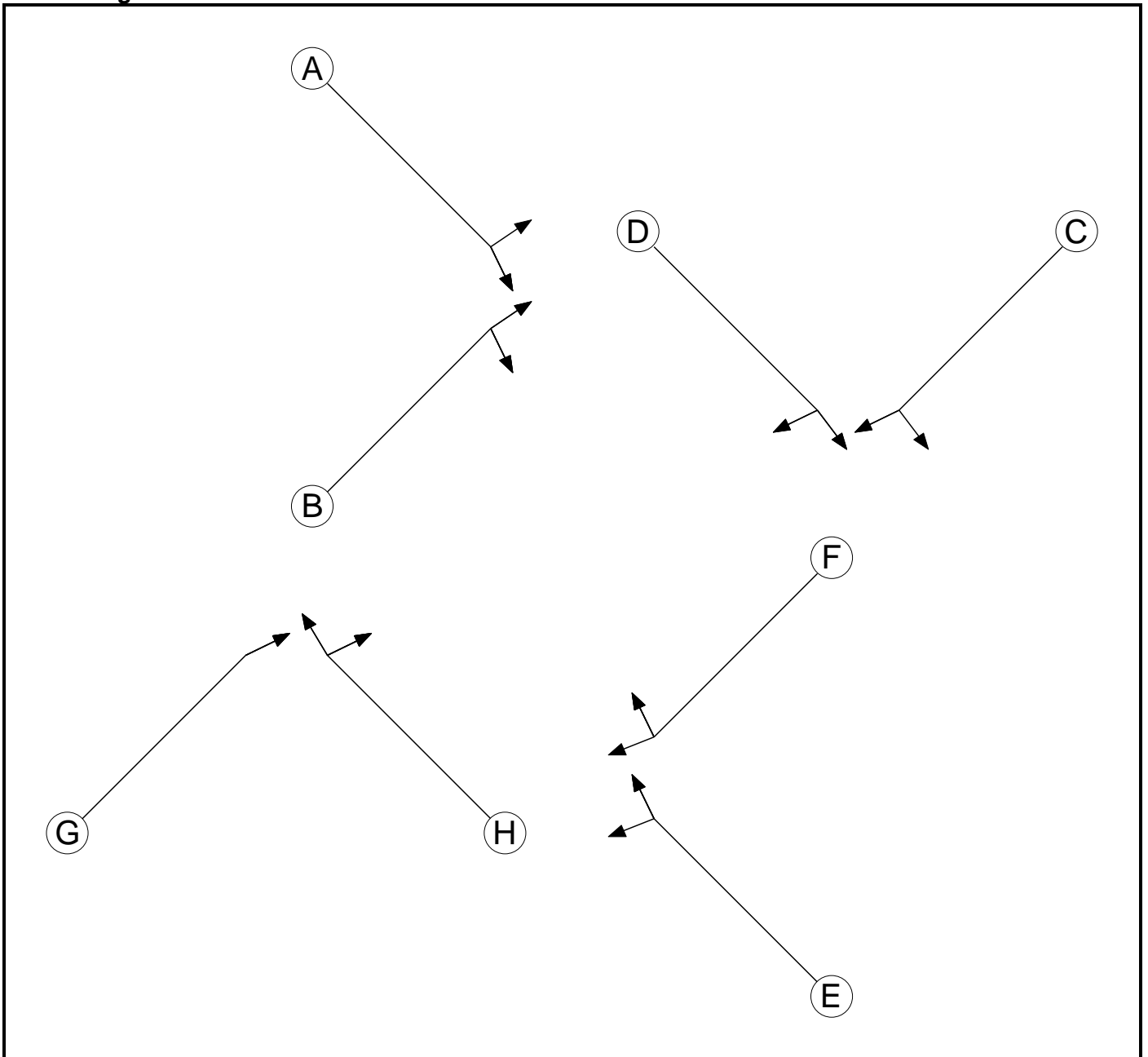
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Hop Oast Signalised Roundabout- Future signalised layout Bus lane SB Jan 26.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Full Input Data And Results

Phase Intergrens Matrix

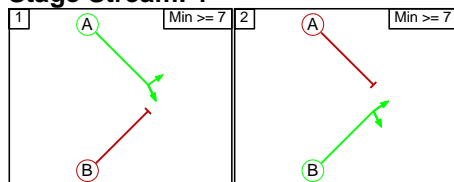
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A	5	-	-	-	-	-	-	-
	B	5	-	-	-	-	-	-	-
	C	-	-	5	-	-	-	-	-
	D	-	-	5	-	-	-	-	-
	E	-	-	-	-	5	-	-	-
	F	-	-	-	-	5	-	-	-
	G	-	-	-	-	-	-	5	-
	H	-	-	-	-	-	-	5	-

Phases in Stage

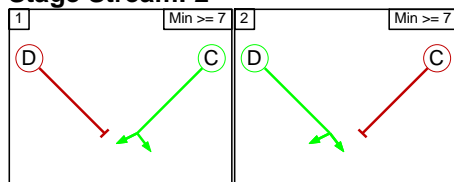
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

Stage Diagram

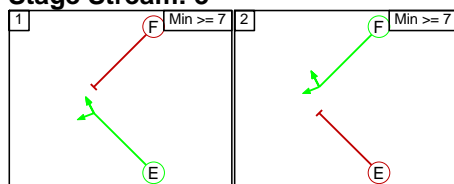
Stage Stream: 1



Stage Stream: 2

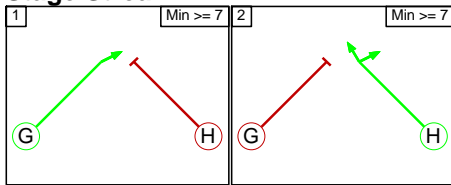


Stage Stream: 3



Full Input Data And Results

Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Stage Stream: 4

		To Stage	
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
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 (A24 North)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	Inf
											Arm 11 Ahead	Inf
1/2 (A24 North)	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 11 Ahead	Inf
1/3 (A24 North)	U	A	2	3	9.0	Geom	-	3.50	0.00	N	Arm 11 Ahead	Inf
2/1 (Worthing Road East)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 7 Left	Inf
											Arm 12 Ahead	Inf
2/2 (Worthing Road East)	U	C	2	3	8.0	Geom	-	3.50	0.00	N	Arm 12 Ahead	Inf
3/1 (A24 South)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 8 Left	Inf
											Arm 9 Ahead	Inf
3/2 (A24 South)	U	E	2	3	60.0	Geom	-	3.65	0.00	N	Arm 9 Ahead	Inf
3/3 (A24 South)	U	E	2	3	60.0	Geom	-	3.65	0.00	N	Arm 9 Ahead	Inf
4/1 (Worthing Road West)	U		2	3	60.0	User	1800	-	-	-	-	-
4/2 (Worthing Road West)	U	G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 10 Ahead	Inf
4/3 (Worthing Road West)	U	G	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 10 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Circ @ Worthing Road West)	U	H	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	Inf
9/2 (Circ @ Worthing Road West)	U	H	2	3	60.0	Geom	-	4.00	0.00	N	Arm 5 Ahead	Inf
											Arm 10 Right	Inf

Full Input Data And Results

9/3 (Circ @ Worthing Road West)	U	H	2	3	60.0	Geom	-	4.00	0.00	N	Arm 10 Right	Inf
10/1 (Circa @ A24 North)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Ahead	Inf
10/2 (Circa @ A24 North)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	Arm 6 Ahead	Inf
											Arm 11 Right	Inf
10/3 (Circa @ A24 North)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	Arm 11 Right	Inf
11/1 (Circa @ Worthing Road East)	U	D	2	3	6.0	Geom	-	3.50	0.00	N	Arm 7 Ahead	Inf
11/2 (Circa @ Worthing Road East)	U	D	2	3	6.0	Geom	-	4.00	0.00	N	Arm 7 Ahead	Inf
11/3 (Circa @ Worthing Road East)	U	D	2	3	6.0	Geom	-	3.65	0.00	Y	Arm 12 Right	Inf
12/1 (Circa @ A24 South)	U	F	2	3	60.0	Geom	-	4.00	0.00	N	Arm 8 Ahead	Inf
											Arm 9 Right	Inf
12/2 (Circa @ A24 South)	U	F	2	3	7.0	Geom	-	4.00	0.00	N	Arm 9 Right	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2038 Do Something AM Actual'	08:00	09:00	01:00	
2: '2038 Do Something PM Actual'	17:00	18:00	01:00	
3: '2038 Do Something AM Demand'	08:00	09:00	01:00	
4: '2038 Do Something PM Demand'	17:00	18:00	01:00	

Scenario 1: '2038 Do Something AM' (FG1: '2038 Do Something AM Actual', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	162	137	281	580
	B	685	0	79	1282	2046
	C	198	2	0	615	815
	D	405	1220	384	0	2009
	Tot.	1288	1384	600	2178	5450

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2038 Do Something AM
Junction: Unnamed Junction	
1/1	832
1/2 (with short)	1177(In) 793(Out)
1/3 (short)	384
2/1 (with short)	580(In) 299(Out)
2/2 (short)	281
3/1	714
3/2	740
3/3	592
4/1	615
4/2 (with short)	200(In) 198(Out)
4/3 (short)	2
5/1	1543
5/2	635
6/1	696
6/2	592
7/1	427
7/2	957
8/1	600
9/1	635
9/2	1021
9/3	592
10/1	291
10/2	592
10/3	2
11/1	427
11/2	795
11/3	384
12/1	521
12/2	281

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A24 North)	3.50	0.00	Y	Arm 6 Left	Inf	48.7 %	1965	1965
				Arm 11 Ahead	Inf	51.3 %		
1/2 (A24 North)	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
1/3 (A24 North)	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
2/1 (Worthing Road East)	3.50	0.00	N	Arm 7 Left	Inf	54.2 %	2105	2105
				Arm 12 Ahead	Inf	45.8 %		
2/2 (Worthing Road East)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
3/1 (A24 South)	3.65	0.00	Y	Arm 8 Left	Inf	11.1 %	1980	1980
				Arm 9 Ahead	Inf	88.9 %		
3/2 (A24 South)	3.65	0.00	N	Arm 9 Ahead	Inf	100.0 %	2120	2120
3/3 (A24 South)	3.65	0.00	N	Arm 9 Ahead	Inf	100.0 %	2120	2120
4/1 (Worthing Road West Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Worthing Road West)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
4/3 (Worthing Road West)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Circ @ Worthing Road West)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Circ @ Worthing Road West)	4.00	0.00	N	Arm 5 Ahead	Inf	90.9 %	2155	2155
				Arm 10 Right	Inf	9.1 %		
9/3 (Circ @ Worthing Road West)	4.00	0.00	N	Arm 10 Right	Inf	100.0 %	2155	2155
10/1 (Circa @ A24 North)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
10/2 (Circa @ A24 North)	4.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2155	2155
				Arm 11 Right	Inf	0.0 %		
10/3 (Circa @ A24 North)	4.00	0.00	N	Arm 11 Right	Inf	100.0 %	2155	2155
11/1 (Circa @ Worthing Road East)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

11/2 (Circa @ Worthing Road East)	4.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2155	2155
11/3 (Circa @ Worthing Road East)	3.65	0.00	Y	Arm 12 Right	Inf	100.0 %	1980	1980
12/1 (Circa @ A24 South)	4.00	0.00	N	Arm 8 Ahead Arm 9 Right	Inf Inf	100.0 % 0.0 %	2155	2155
12/2 (Circa @ A24 South)	4.00	0.00	N	Arm 9 Right	Inf	100.0 %	2155	2155

Scenario 2: '2038 Do Something PM' (FG2: '2038 Do Something PM Actual', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	206	23	0	229
	B	283	0	47	1057	1387
	C	223	49	0	497	769
	D	289	1831	787	0	2907
	Tot.	795	2086	857	1554	5292

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2038 Do Something PM
Junction: Unnamed Junction	
1/1	1162
1/2 (with short)	1745(In) 958(Out)
1/3 (short)	787
2/1 (with short)	229(In) 229(Out)
2/2 (short)	0
3/1	527
3/2	577
3/3	283
4/1	497
4/2 (with short)	272(In) 223(Out)
4/3 (short)	49
5/1	1074
5/2	480
6/1	512
6/2	283
7/1	873
7/2	1213
8/1	857
9/1	480
9/2	577
9/3	283
10/1	223
10/2	283
10/3	49
11/1	873
11/2	1007
11/3	787
12/1	810
12/2	0

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A24 North)	3.50	0.00	Y	Arm 6 Left	Inf	24.9 %	1965	1965
				Arm 11 Ahead	Inf	75.1 %		
1/2 (A24 North)	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
1/3 (A24 North)	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
2/1 (Worthing Road East)	3.50	0.00	N	Arm 7 Left	Inf	90.0 %	2105	2105
				Arm 12 Ahead	Inf	10.0 %		
2/2 (Worthing Road East)	3.50	0.00	N	Arm 12 Ahead	Inf	0.0 %	2105	2105
3/1 (A24 South)	3.65	0.00	Y	Arm 8 Left	Inf	8.9 %	1980	1980
				Arm 9 Ahead	Inf	91.1 %		
3/2 (A24 South)	3.65	0.00	N	Arm 9 Ahead	Inf	100.0 %	2120	2120
3/3 (A24 South)	3.65	0.00	N	Arm 9 Ahead	Inf	100.0 %	2120	2120
4/1 (Worthing Road West Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Worthing Road West)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
4/3 (Worthing Road West)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Circ @ Worthing Road West)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Circ @ Worthing Road West)	4.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2155	2155
				Arm 10 Right	Inf	0.0 %		
9/3 (Circ @ Worthing Road West)	4.00	0.00	N	Arm 10 Right	Inf	100.0 %	2155	2155
10/1 (Circa @ A24 North)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
10/2 (Circa @ A24 North)	4.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2155	2155
				Arm 11 Right	Inf	0.0 %		
10/3 (Circa @ A24 North)	4.00	0.00	N	Arm 11 Right	Inf	100.0 %	2155	2155
11/1 (Circa @ Worthing Road East)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

11/2 (Circa @ Worthing Road East)	4.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2155	2155
11/3 (Circa @ Worthing Road East)	3.65	0.00	Y	Arm 12 Right	Inf	100.0 %	1980	1980
12/1 (Circa @ A24 South)	4.00	0.00	N	Arm 8 Ahead Arm 9 Right	Inf Inf	100.0 % 0.0 %	2155	2155
12/2 (Circa @ A24 South)	4.00	0.00	N	Arm 9 Right	Inf	0.0 %	2155	2155

Scenario 3: '2038 Do Something AM Demand' (FG3: '2038 Do Something AM Demand', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	172	146	291	609
B	709	0	84	1341	2134	
C	198	3	0	619	820	
D	452	1397	435	0	2284	
Tot.	1359	1572	665	2251	5847	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2038 Do Something AM Demand
Junction: Unnamed Junction	
1/1	964
1/2 (with short)	1320(In) 885(Out)
1/3 (short)	435
2/1 (with short)	609(In) 318(Out)
2/2 (short)	291
3/1	846
3/2	734
3/3	554
4/1	619
4/2 (with short)	201(In) 198(Out)
4/3 (short)	3
5/1	1489
5/2	762
6/1	805
6/2	554
7/1	512
7/2	1060
8/1	665
9/1	762
9/2	1025
9/3	554
10/1	353
10/2	554
10/3	3
11/1	512
11/2	888
11/3	435
12/1	581
12/2	291

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A24 North)	3.50	0.00	Y	Arm 6 Left	Inf	46.9 %	1965	1965
				Arm 11 Ahead	Inf	53.1 %		
1/2 (A24 North)	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
1/3 (A24 North)	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
2/1 (Worthing Road East)	3.50	0.00	N	Arm 7 Left	Inf	54.1 %	2105	2105
				Arm 12 Ahead	Inf	45.9 %		
2/2 (Worthing Road East)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
3/1 (A24 South)	3.65	0.00	Y	Arm 8 Left	Inf	9.9 %	1980	1980
				Arm 9 Ahead	Inf	90.1 %		
3/2 (A24 South)	3.65	0.00	N	Arm 9 Ahead	Inf	100.0 %	2120	2120
3/3 (A24 South)	3.65	0.00	N	Arm 9 Ahead	Inf	100.0 %	2120	2120
4/1 (Worthing Road West Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Worthing Road West)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
4/3 (Worthing Road West)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Circ @ Worthing Road West)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Circ @ Worthing Road West)	4.00	0.00	N	Arm 5 Ahead	Inf	84.9 %	2155	2155
				Arm 10 Right	Inf	15.1 %		
9/3 (Circ @ Worthing Road West)	4.00	0.00	N	Arm 10 Right	Inf	100.0 %	2155	2155
10/1 (Circa @ A24 North)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
10/2 (Circa @ A24 North)	4.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2155	2155
				Arm 11 Right	Inf	0.0 %		
10/3 (Circa @ A24 North)	4.00	0.00	N	Arm 11 Right	Inf	100.0 %	2155	2155
11/1 (Circa @ Worthing Road East)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

11/2 (Circa @ Worthing Road East)	4.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2155	2155
11/3 (Circa @ Worthing Road East)	3.65	0.00	Y	Arm 12 Right	Inf	100.0 %	1980	1980
12/1 (Circa @ A24 South)	4.00	0.00	N	Arm 8 Ahead Arm 9 Right	Inf Inf	100.0 % 0.0 %	2155	2155
12/2 (Circa @ A24 South)	4.00	0.00	N	Arm 9 Right	Inf	100.0 %	2155	2155

Scenario 4: '2038 Do Something PM Demand' (FG4: '2038 Do Something PM Demand', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	220	24	0	244
	B	300	0	49	1097	1446
	C	229	51	0	498	778
	D	326	2061	873	0	3260
	Tot.	855	2332	946	1595	5728

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2038 Do Something PM Demand
Junction: Unnamed Junction	
1/1	1340
1/2 (with short)	1920(In) 1047(Out)
1/3 (short)	873
2/1 (with short)	244(In) 244(Out)
2/2 (short)	0
3/1	553
3/2	624
3/3	269
4/1	498
4/2 (with short)	280(In) 229(Out)
4/3 (short)	51
5/1	1091
5/2	504
6/1	586
6/2	269
7/1	1014
7/2	1318
8/1	946
9/1	504
9/2	624
9/3	269
10/1	260
10/2	269
10/3	51
11/1	1014
11/2	1098
11/3	873
12/1	897
12/2	0

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A24 North)	3.50	0.00	Y	Arm 6 Left	Inf	24.3 %	1965	1965
				Arm 11 Ahead	Inf	75.7 %		
1/2 (A24 North)	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
1/3 (A24 North)	3.50	0.00	N	Arm 11 Ahead	Inf	100.0 %	2105	2105
2/1 (Worthing Road East)	3.50	0.00	N	Arm 7 Left	Inf	90.2 %	2105	2105
				Arm 12 Ahead	Inf	9.8 %		
2/2 (Worthing Road East)	3.50	0.00	N	Arm 12 Ahead	Inf	0.0 %	2105	2105
3/1 (A24 South)	3.65	0.00	Y	Arm 8 Left	Inf	8.9 %	1980	1980
				Arm 9 Ahead	Inf	91.1 %		
3/2 (A24 South)	3.65	0.00	N	Arm 9 Ahead	Inf	100.0 %	2120	2120
3/3 (A24 South)	3.65	0.00	N	Arm 9 Ahead	Inf	100.0 %	2120	2120
4/1 (Worthing Road West Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Worthing Road West)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
4/3 (Worthing Road West)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Circ @ Worthing Road West)	4.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2015	2015
9/2 (Circ @ Worthing Road West)	4.00	0.00	N	Arm 5 Ahead	Inf	95.0 %	2155	2155
				Arm 10 Right	Inf	5.0 %		
9/3 (Circ @ Worthing Road West)	4.00	0.00	N	Arm 10 Right	Inf	100.0 %	2155	2155
10/1 (Circa @ A24 North)	4.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2015	2015
10/2 (Circa @ A24 North)	4.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2155	2155
				Arm 11 Right	Inf	0.0 %		
10/3 (Circa @ A24 North)	4.00	0.00	N	Arm 11 Right	Inf	100.0 %	2155	2155
11/1 (Circa @ Worthing Road East)	3.50	0.00	N	Arm 7 Ahead	Inf	100.0 %	2105	2105

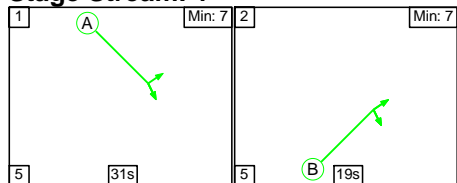
Full Input Data And Results

11/2 (Circa @ Worthing Road East)	4.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2155	2155
11/3 (Circa @ Worthing Road East)	3.65	0.00	Y	Arm 12 Right	Inf	100.0 %	1980	1980
12/1 (Circa @ A24 South)	4.00	0.00	N	Arm 8 Ahead Arm 9 Right	Inf Inf	100.0 % 0.0 %	2155	2155
12/2 (Circa @ A24 South)	4.00	0.00	N	Arm 9 Right	Inf	0.0 %	2155	2155

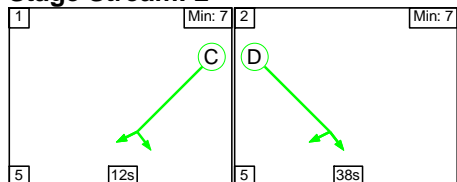
Scenario 1: '2038 Do Something AM' (FG1: '2038 Do Something AM Actual', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

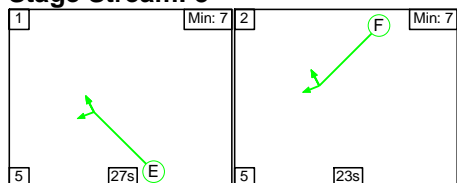
Stage Stream: 1



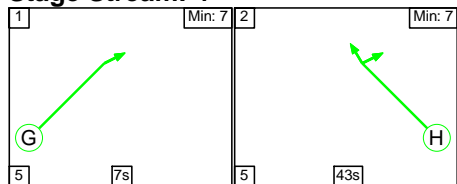
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	31	19
Change Point	0	36

Stage Stream: 2

Stage	1	2
Duration	12	38
Change Point	50	7

Full Input Data And Results

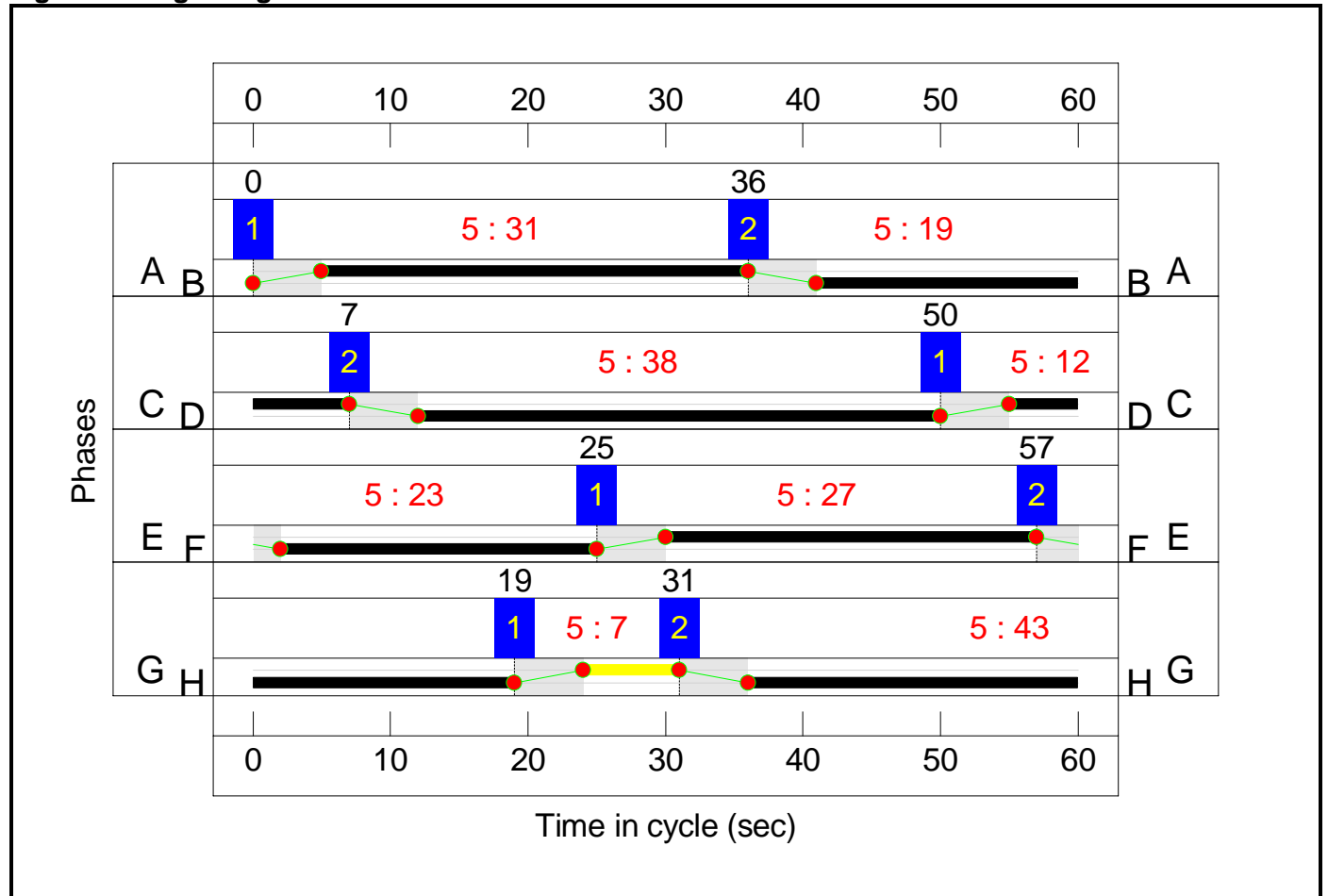
Stage Stream: 3

Stage	1	2
Duration	27	23
Change Point	25	57

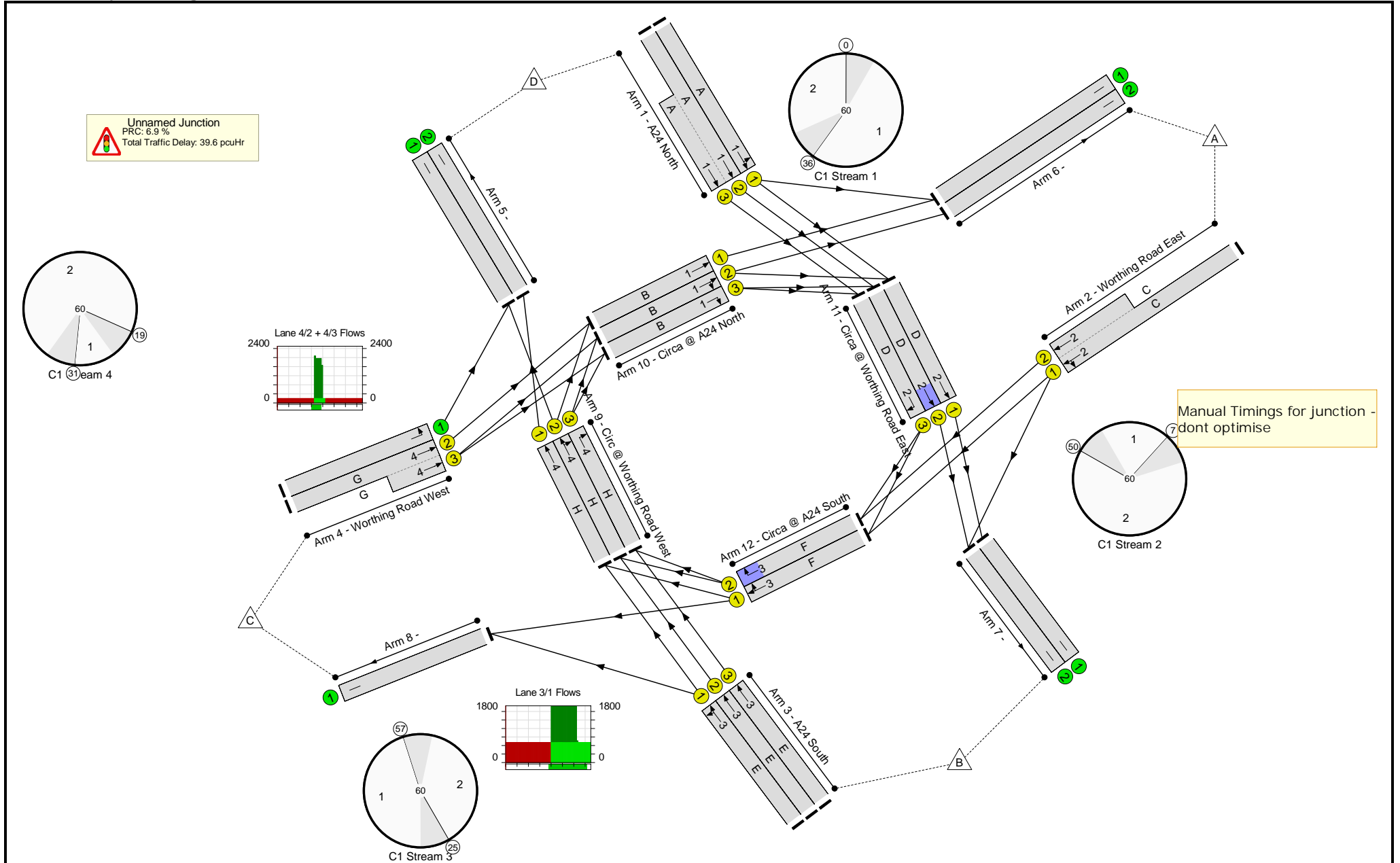
Stage Stream: 4

Stage	1	2
Duration	7	43
Change Point	19	31

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	-	-		-	-	-	-	-	-	84.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
1/1	A24 North Left Ahead	U	1	N/A	A		1	31	-	832	1965	1048	79.4%
1/2+1/3	A24 North Ahead	U	1	N/A	A		1	31	-	1177	2105:2105	1398	84.2%
2/1+2/2	Worthing Road East Left Ahead	U	2	N/A	C		1	12	-	580	2105:2105	885	65.6%
3/1	A24 South Left Ahead	U	3	N/A	E		1	27	-	714	1980	924	77.3%
3/2	A24 South Ahead	U	3	N/A	E		1	27	-	740	2120	989	74.8%
3/3	A24 South Ahead	U	3	N/A	E		1	27	-	592	2120	989	59.8%
4/1	Worthing Road West Left	U	N/A	N/A	-		-	-	-	615	1800	1800	34.2%
4/2+4/3	Worthing Road West Ahead	U	4	N/A	G		1	7	-	200	1965:1965	265	75.6%
5/1		U	N/A	N/A	-		-	-	-	1543	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
9/1	Circ @ Worthing Road West Ahead	U	4	N/A	H		1	43	-	635	2015	1478	43.0%
9/2	Circ @ Worthing Road West Ahead Right	U	4	N/A	H		1	43	-	1021	2155	1580	64.6%
9/3	Circ @ Worthing Road West Right	U	4	N/A	H		1	43	-	592	2155	1580	37.5%

Full Input Data And Results

10/1	Circa @ A24 North Ahead	U	1	N/A	B		1	19	-	291	2015	672	43.3%
10/2	Circa @ A24 North Ahead Right	U	1	N/A	B		1	19	-	592	2155	718	82.4%
10/3	Circa @ A24 North Right	U	1	N/A	B		1	19	-	2	2155	718	0.3%
11/1	Circa @ Worthing Road East Ahead	U	2	N/A	D		1	38	-	427	2105	1368	31.2%
11/2	Circa @ Worthing Road East Ahead	U	2	N/A	D		1	38	-	795	2155	1401	56.8%
11/3	Circa @ Worthing Road East Right	U	2	N/A	D		1	38	-	384	1980	1287	29.8%
12/1	Circa @ A24 South Ahead Right	U	3	N/A	F		1	23	-	521	2155	862	60.4%
12/2	Circa @ A24 South Right	U	3	N/A	F		1	23	-	281	2155	862	32.6%

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	-	-	0	0	0	22.2	17.4	0.0	39.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	22.2	17.4	0.0	39.6	-	-	-	-
1/1	832	832	-	-	-	2.6	1.9	-	4.5	19.5	11.1	1.9	13.0
1/2+1/3	1177	1177	-	-	-	3.2	2.6	-	5.8	17.7	10.6	2.6	13.2
2/1+2/2	580	580	-	-	-	3.4	0.9	-	4.4	27.2	4.5	0.9	5.4
3/1	714	714	-	-	-	2.6	1.7	-	4.3	21.8	9.9	1.7	11.6
3/2	740	740	-	-	-	2.7	1.5	-	4.2	20.2	10.1	1.5	11.5
3/3	592	592	-	-	-	1.9	0.7	-	2.7	16.4	7.2	0.7	8.0
4/1	615	615	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2+4/3	200	200	-	-	-	1.4	1.5	-	2.9	51.7	3.1	1.5	4.6
5/1	1543	1543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	635	635	-	-	-	0.0	0.4	-	0.4	2.1	0.0	0.4	0.4
9/2	1021	1021	-	-	-	0.2	0.9	-	1.1	3.8	1.2	0.9	2.1
9/3	592	592	-	-	-	0.0	0.3	-	0.3	1.8	0.0	0.3	0.3
10/1	291	291	-	-	-	0.8	0.4	-	1.2	14.7	3.9	0.4	4.3
10/2	592	592	-	-	-	1.5	2.3	-	3.7	22.6	3.2	2.3	5.4
10/3	2	2	-	-	-	0.0	0.0	-	0.0	11.0	0.0	0.0	0.0
11/1	427	427	-	-	-	0.0	0.2	-	0.2	2.0	0.1	0.2	0.3
11/2	795	795	-	-	-	0.0	0.7	-	0.7	3.0	0.2	0.7	0.9
11/3	384	384	-	-	-	0.0	0.2	-	0.2	2.1	0.2	0.2	0.4

Full Input Data And Results

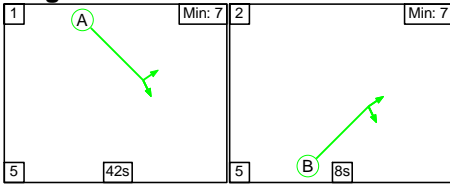
12/1	521	521	-	-	-	1.8	0.8	-	2.6	17.8	5.6	0.8	6.4
12/2	281	281	-	-	-	0.0	0.2	-	0.2	3.2	0.2	0.2	0.4
		C1	Stream: 1 PRC for Signalled Lanes (%)		6.9	Total Delay for Signalled Lanes (pcuHr)		15.20	Cycle Time (s)		60		
		C1	Stream: 2 PRC for Signalled Lanes (%)		37.3	Total Delay for Signalled Lanes (pcuHr)		5.50	Cycle Time (s)		60		
		C1	Stream: 3 PRC for Signalled Lanes (%)		16.5	Total Delay for Signalled Lanes (pcuHr)		13.99	Cycle Time (s)		60		
		C1	Stream: 4 PRC for Signalled Lanes (%)		19.1	Total Delay for Signalled Lanes (pcuHr)		4.62	Cycle Time (s)		60		
			PRC Over All Lanes (%)		6.9	Total Delay Over All Lanes(pcuHr)		39.58					

Full Input Data And Results

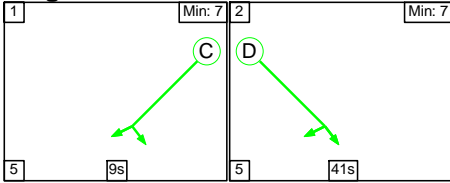
Scenario 2: '2038 Do Something PM' (FG2: '2038 Do Something PM Actual', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

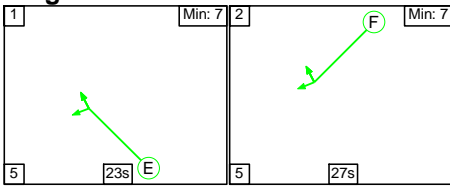
Stage Stream: 1



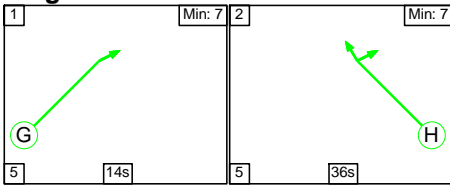
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	42	8
Change Point	7	54

Stage Stream: 2

Stage	1	2
Duration	9	41
Change Point	58	12

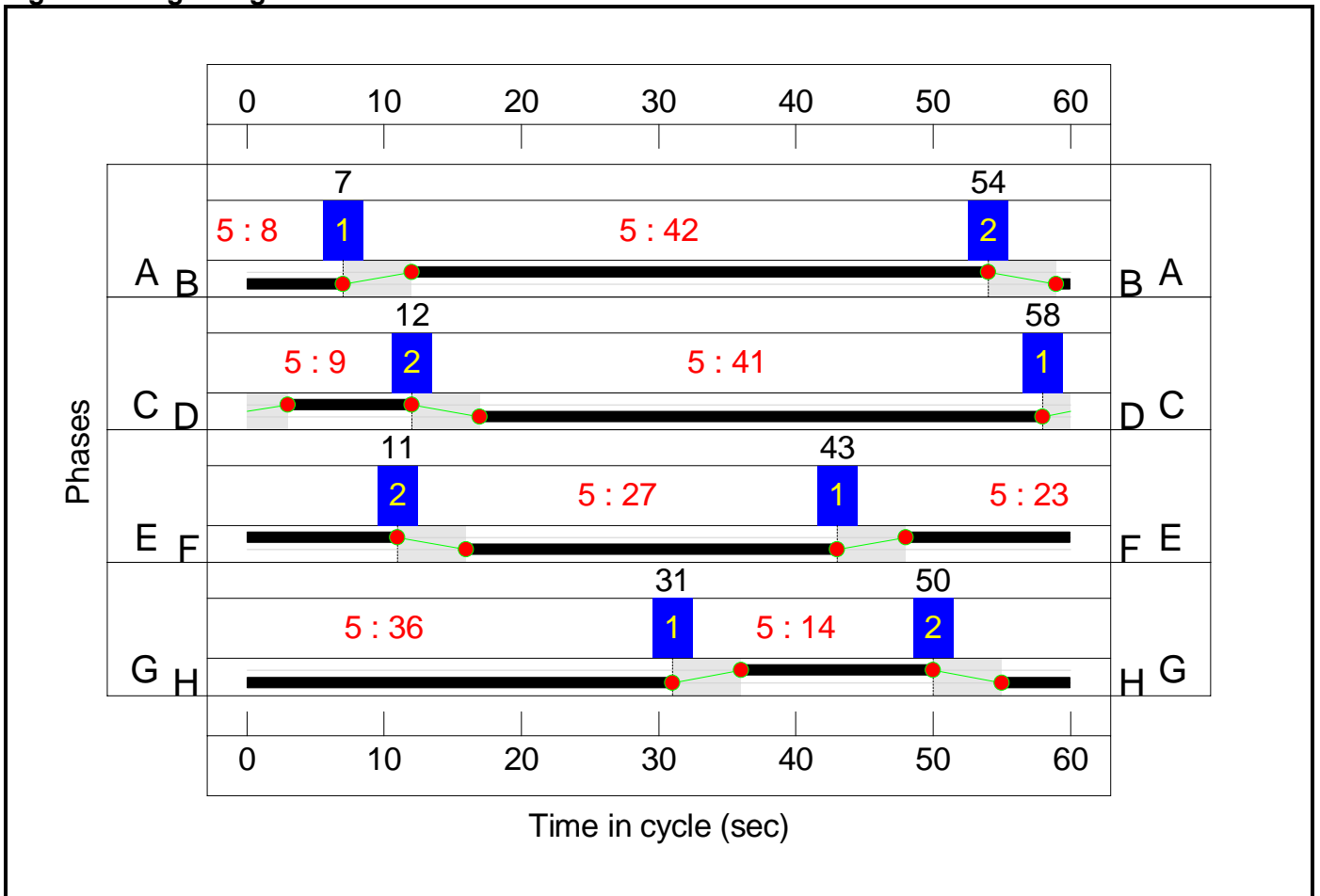
Stage Stream: 3

Stage	1	2
Duration	23	27
Change Point	43	11

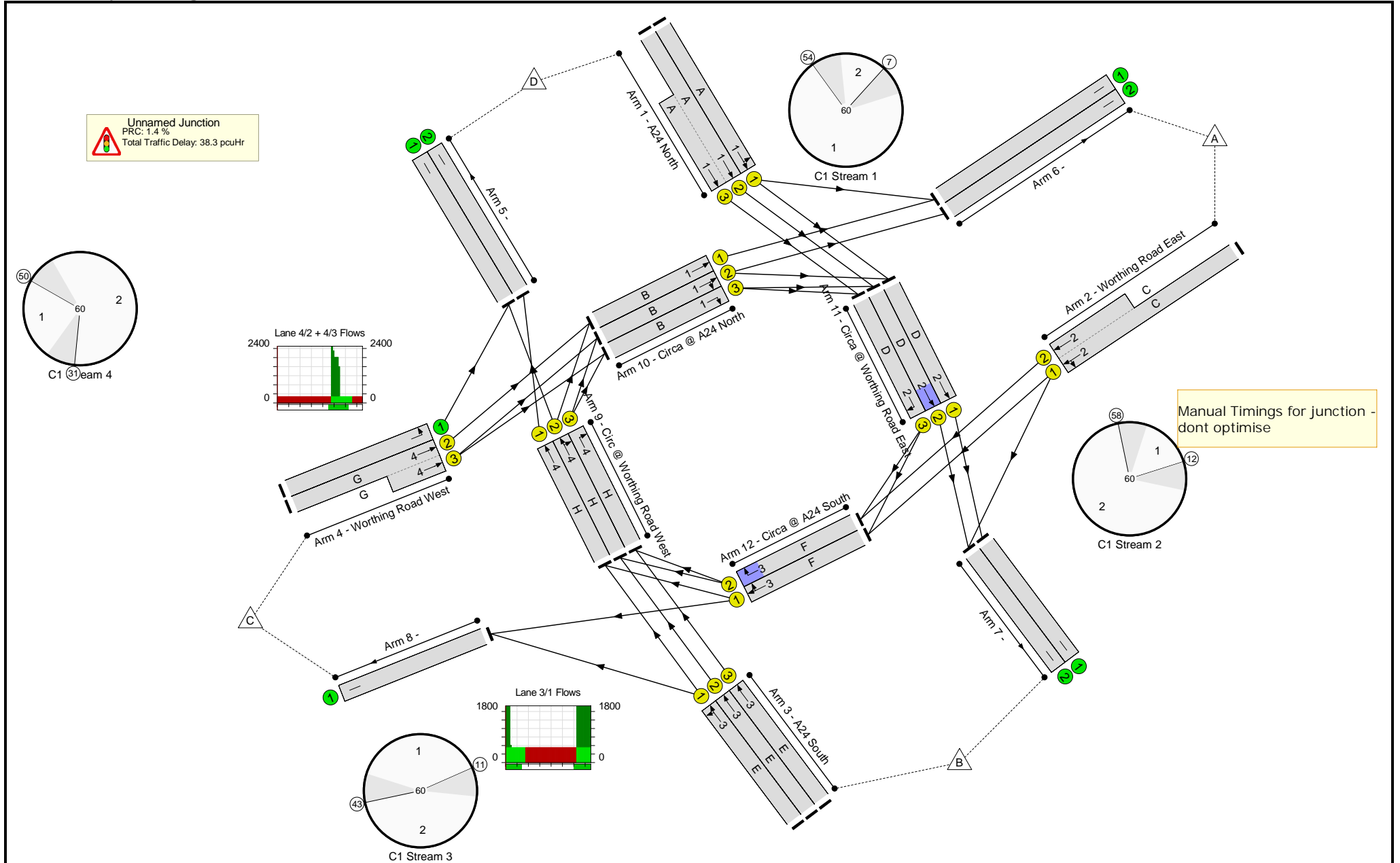
Stage Stream: 4

Stage	1	2
Duration	14	36
Change Point	31	50

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	-	-		-	-	-	-	-	-	88.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.8%
1/1	A24 North Left Ahead	U	1	N/A	A		1	42	-	1162	1965	1408	82.5%
1/2+1/3	A24 North Ahead	U	1	N/A	A		1	42	-	1745	2105:2105	1966	88.8%
2/1+2/2	Worthing Road East Left Ahead	U	2	N/A	C		1	9	-	229	2105:2105	351	65.3%
3/1	A24 South Left Ahead	U	3	N/A	E		1	23	-	527	1980	792	66.5%
3/2	A24 South Ahead	U	3	N/A	E		1	23	-	577	2120	848	68.0%
3/3	A24 South Ahead	U	3	N/A	E		1	23	-	283	2120	848	33.4%
4/1	Worthing Road West Left	U	N/A	N/A	-		-	-	-	497	1800	1800	27.6%
4/2+4/3	Worthing Road West Ahead	U	4	N/A	G		1	14	-	272	1965:1965	562	48.4%
5/1		U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1213	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
9/1	Circ @ Worthing Road West Ahead	U	4	N/A	H		1	36	-	480	2015	1243	38.6%
9/2	Circ @ Worthing Road West Ahead Right	U	4	N/A	H		1	36	-	577	2155	1329	43.4%
9/3	Circ @ Worthing Road West Right	U	4	N/A	H		1	36	-	283	2155	1329	21.3%

Full Input Data And Results

10/1	Circa @ A24 North Ahead	U	1	N/A	B		1	8	-	223	2015	302	73.8%
10/2	Circa @ A24 North Ahead Right	U	1	N/A	B		1	8	-	283	2155	323	87.5%
10/3	Circa @ A24 North Right	U	1	N/A	B		1	8	-	49	2155	323	15.2%
11/1	Circa @ Worthing Road East Ahead	U	2	N/A	D		1	41	-	873	2105	1473	59.2%
11/2	Circa @ Worthing Road East Ahead	U	2	N/A	D		1	41	-	1007	2155	1509	66.8%
11/3	Circa @ Worthing Road East Right	U	2	N/A	D		1	41	-	787	1980	1386	56.8%
12/1	Circa @ A24 South Ahead Right	U	3	N/A	F		1	27	-	810	2155	1006	80.5%
12/2	Circa @ A24 South Right	U	3	N/A	F		1	27	-	0	2155	1006	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	-	-	0	0	0	18.5	19.8	0.0	38.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	18.5	19.8	0.0	38.3	-	-	-	-
1/1	1162	1162	-	-	-	1.9	2.3	-	4.2	13.1	13.2	2.3	15.5
1/2+1/3	1745	1745	-	-	-	2.0	3.8	-	5.8	12.0	8.2	3.8	12.1
2/1+2/2	229	229	-	-	-	1.5	0.9	-	2.4	37.9	3.6	0.9	4.5
3/1	527	527	-	-	-	2.2	1.0	-	3.1	21.5	7.2	1.0	8.2
3/2	577	577	-	-	-	2.4	1.1	-	3.4	21.4	7.9	1.1	8.9
3/3	283	283	-	-	-	1.0	0.3	-	1.2	15.7	3.2	0.3	3.5
4/1	497	497	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
4/2+4/3	272	272	-	-	-	1.4	0.5	-	1.9	24.9	3.1	0.5	3.6
5/1	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1213	1213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	480	480	-	-	-	0.0	0.3	-	0.3	2.4	0.2	0.3	0.5
9/2	577	577	-	-	-	0.0	0.4	-	0.4	2.4	0.2	0.4	0.6
9/3	283	283	-	-	-	0.0	0.1	-	0.1	1.8	0.2	0.1	0.3
10/1	223	223	-	-	-	0.9	1.4	-	2.2	36.2	3.7	1.4	5.1
10/2	283	283	-	-	-	1.9	3.1	-	5.0	63.0	3.6	3.1	6.6
10/3	49	49	-	-	-	0.2	0.1	-	0.3	19.9	0.8	0.1	0.9
11/1	873	873	-	-	-	0.3	0.7	-	1.0	4.1	1.0	0.7	1.7
11/2	1007	1007	-	-	-	0.5	1.0	-	1.5	5.3	1.9	1.0	2.9
11/3	787	787	-	-	-	0.2	0.7	-	0.9	4.1	1.7	0.7	2.4

Full Input Data And Results

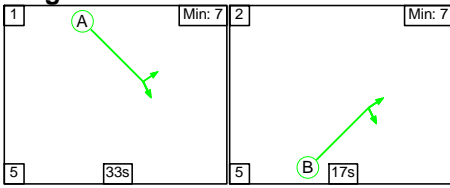
12/1	810	810	-	-	-	2.2	2.0	-	4.2	18.8	6.6	2.0	8.6
12/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%)			1.4	Total Delay for Signalled Lanes (pcuHr)			17.52	Cycle Time (s): 60		
		C1	Stream: 2 PRC for Signalled Lanes (%)			34.8	Total Delay for Signalled Lanes (pcuHr)			5.78	Cycle Time (s): 60		
		C1	Stream: 3 PRC for Signalled Lanes (%)			11.7	Total Delay for Signalled Lanes (pcuHr)			12.04	Cycle Time (s): 60		
		C1	Stream: 4 PRC for Signalled Lanes (%)			86.1	Total Delay for Signalled Lanes (pcuHr)			2.73	Cycle Time (s): 60		
			PRC Over All Lanes (%)			1.4	Total Delay Over All Lanes(pcuHr)			38.25			

Full Input Data And Results

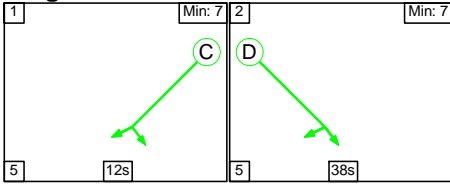
Scenario 3: '2038 Do Something AM Demand' (FG3: '2038 Do Something AM Demand', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

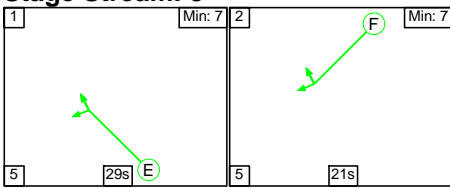
Stage Stream: 1



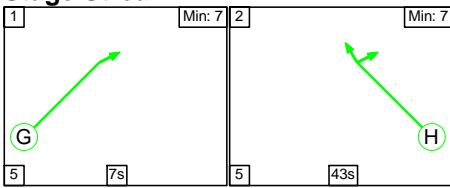
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	17
Change Point	0	38

Stage Stream: 2

Stage	1	2
Duration	12	38
Change Point	50	7

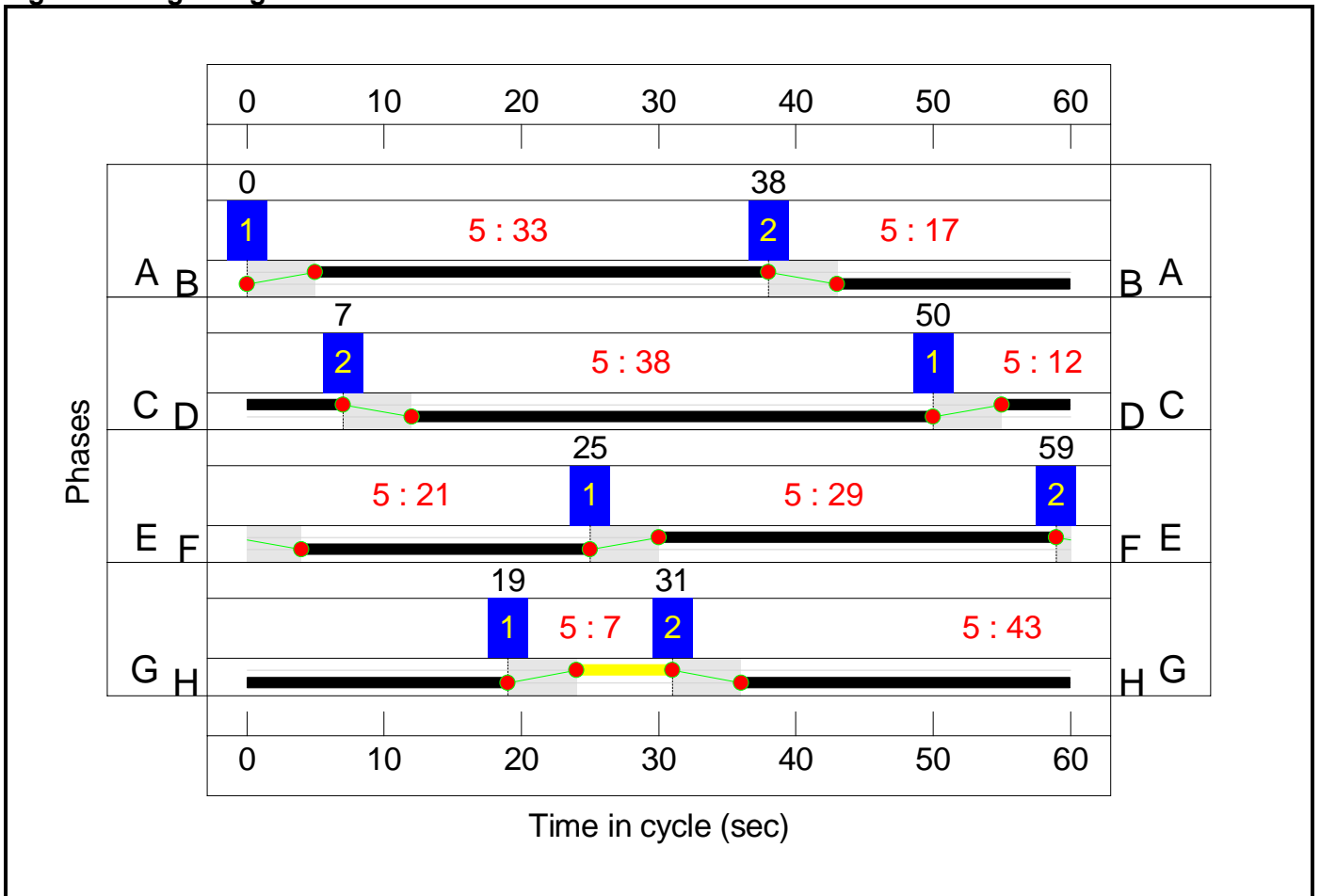
Stage Stream: 3

Stage	1	2
Duration	29	21
Change Point	25	59

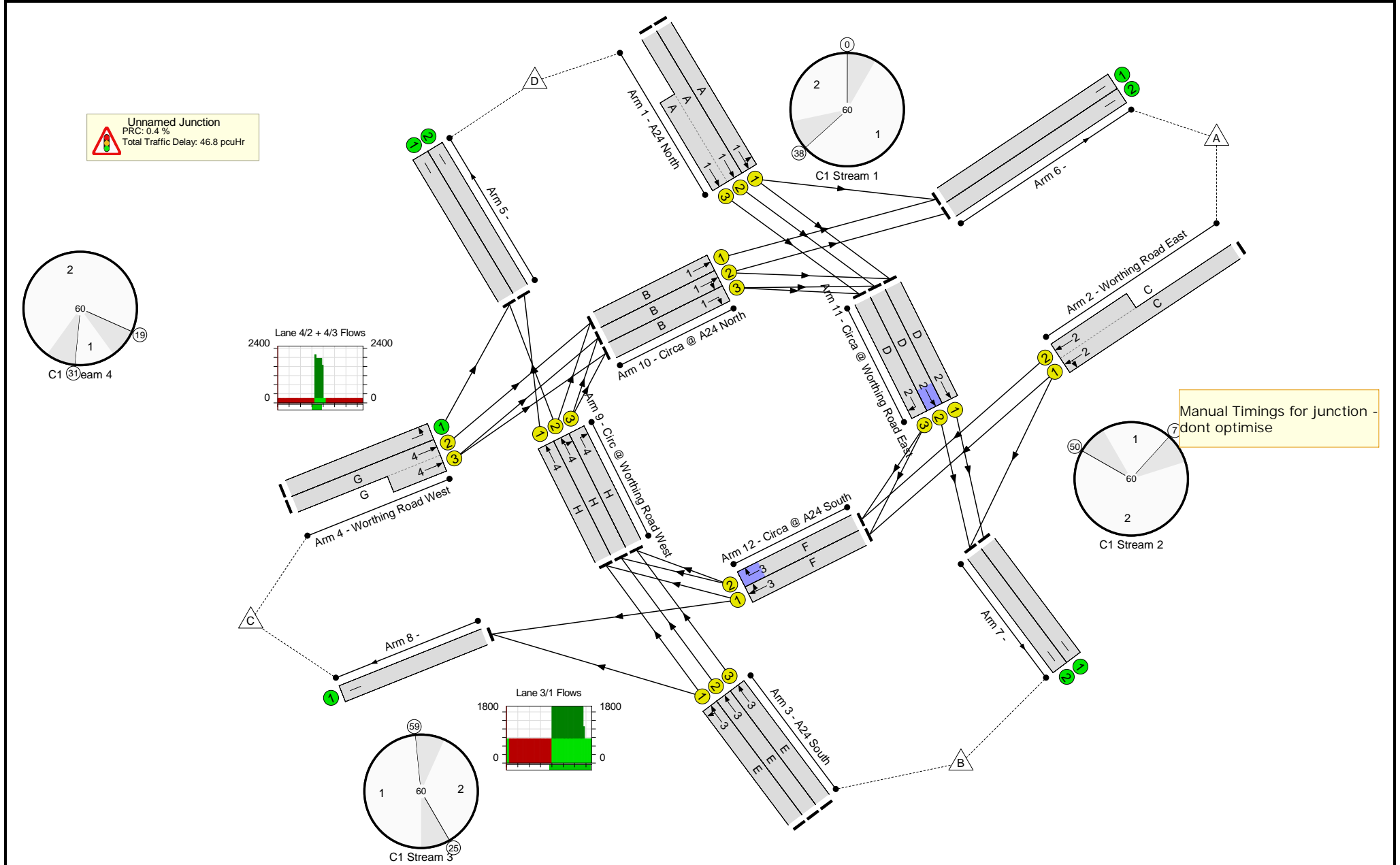
Stage Stream: 4

Stage	1	2
Duration	7	43
Change Point	19	31

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	-	-		-	-	-	-	-	-	89.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.7%
1/1	A24 North Left Ahead	U	1	N/A	A		1	33	-	964	1965	1113	86.6%
1/2+1/3	A24 North Ahead	U	1	N/A	A		1	33	-	1320	2105:2105	1472	89.7%
2/1+2/2	Worthing Road East Left Ahead	U	2	N/A	C		1	12	-	609	2105:2105	873	69.7%
3/1	A24 South Left Ahead	U	3	N/A	E		1	29	-	846	1980	990	85.5%
3/2	A24 South Ahead	U	3	N/A	E		1	29	-	734	2120	1060	69.2%
3/3	A24 South Ahead	U	3	N/A	E		1	29	-	554	2120	1060	52.3%
4/1	Worthing Road West Left	U	N/A	N/A	-		-	-	-	619	1800	1800	34.4%
4/2+4/3	Worthing Road West Ahead	U	4	N/A	G		1	7	-	201	1965:1965	266	75.6%
5/1		U	N/A	N/A	-		-	-	-	1489	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
9/1	Circ @ Worthing Road West Ahead	U	4	N/A	H		1	43	-	762	2015	1478	51.6%
9/2	Circ @ Worthing Road West Ahead Right	U	4	N/A	H		1	43	-	1025	2155	1580	64.9%
9/3	Circ @ Worthing Road West Right	U	4	N/A	H		1	43	-	554	2155	1580	35.1%

Full Input Data And Results

10/1	Circa @ A24 North Ahead	U	1	N/A	B		1	17	-	353	2015	605	58.4%
10/2	Circa @ A24 North Ahead Right	U	1	N/A	B		1	17	-	554	2155	646	85.7%
10/3	Circa @ A24 North Right	U	1	N/A	B		1	17	-	3	2155	646	0.5%
11/1	Circa @ Worthing Road East Ahead	U	2	N/A	D		1	38	-	512	2105	1368	37.4%
11/2	Circa @ Worthing Road East Ahead	U	2	N/A	D		1	38	-	888	2155	1401	63.4%
11/3	Circa @ Worthing Road East Right	U	2	N/A	D		1	38	-	435	1980	1287	33.8%
12/1	Circa @ A24 South Ahead Right	U	3	N/A	F		1	21	-	581	2155	790	73.5%
12/2	Circa @ A24 South Right	U	3	N/A	F		1	21	-	291	2155	790	36.8%

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	-	-	0	0	0	23.9	22.9	0.0	46.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	23.9	22.9	0.0	46.8	-	-	-	-
1/1	964	964	-	-	-	3.0	3.1	-	6.1	22.6	13.7	3.1	16.8
1/2+1/3	1320	1320	-	-	-	3.3	4.1	-	7.4	20.3	13.4	4.1	17.5
2/1+2/2	609	609	-	-	-	3.6	1.1	-	4.8	28.3	4.9	1.1	6.0
3/1	846	846	-	-	-	3.1	2.8	-	5.9	25.1	12.2	2.8	15.0
3/2	734	734	-	-	-	2.3	1.1	-	3.5	17.0	9.2	1.1	10.3
3/3	554	554	-	-	-	1.6	0.5	-	2.1	13.7	6.2	0.5	6.7
4/1	619	619	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2+4/3	201	201	-	-	-	1.4	1.5	-	2.9	51.5	3.1	1.5	4.6
5/1	1489	1489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	762	762	-	-	-	0.0	0.5	-	0.5	2.5	0.0	0.5	0.5
9/2	1025	1025	-	-	-	0.2	0.9	-	1.1	3.9	1.4	0.9	2.3
9/3	554	554	-	-	-	0.0	0.3	-	0.3	1.8	0.0	0.3	0.3
10/1	353	353	-	-	-	1.2	0.7	-	1.9	19.2	4.7	0.7	5.4
10/2	554	554	-	-	-	1.7	2.8	-	4.5	29.1	7.9	2.8	10.7
10/3	3	3	-	-	-	0.0	0.0	-	0.0	13.2	0.0	0.0	0.1
11/1	512	512	-	-	-	0.0	0.3	-	0.3	2.2	0.1	0.3	0.4
11/2	888	888	-	-	-	0.0	0.9	-	0.9	3.6	0.3	0.9	1.1
11/3	435	435	-	-	-	0.0	0.3	-	0.3	2.2	0.2	0.3	0.5

Full Input Data And Results

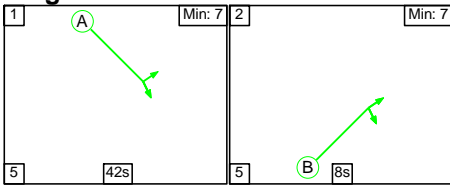
12/1	581	581	-	-	-	2.4	1.4	-	3.7	23.1	6.8	1.4	8.1
12/2	291	291	-	-	-	0.1	0.3	-	0.4	4.6	0.9	0.3	1.2
		C1	Stream: 1 PRC for Signalled Lanes (%):		0.4	Total Delay for Signalled Lanes (pcuHr):		19.87	Cycle Time (s):		60		
		C1	Stream: 2 PRC for Signalled Lanes (%):		29.1	Total Delay for Signalled Lanes (pcuHr):		6.25	Cycle Time (s):		60		
		C1	Stream: 3 PRC for Signalled Lanes (%):		5.3	Total Delay for Signalled Lanes (pcuHr):		15.58	Cycle Time (s):		60		
		C1	Stream: 4 PRC for Signalled Lanes (%):		19.1	Total Delay for Signalled Lanes (pcuHr):		4.80	Cycle Time (s):		60		
			PRC Over All Lanes (%):		0.4	Total Delay Over All Lanes(pcuHr):		46.76					

Full Input Data And Results

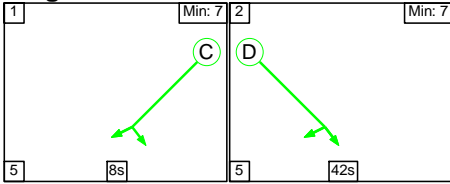
Scenario 4: '2038 Do Something PM Demand' (FG4: '2038 Do Something PM Demand', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

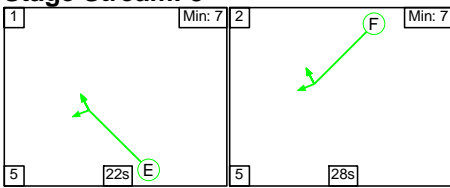
Stage Stream: 1



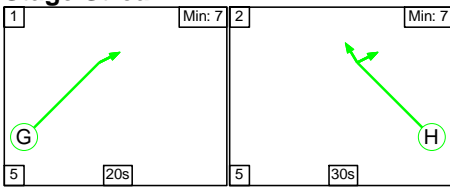
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	42	8
Change Point	7	54

Stage Stream: 2

Stage	1	2
Duration	8	42
Change Point	59	12

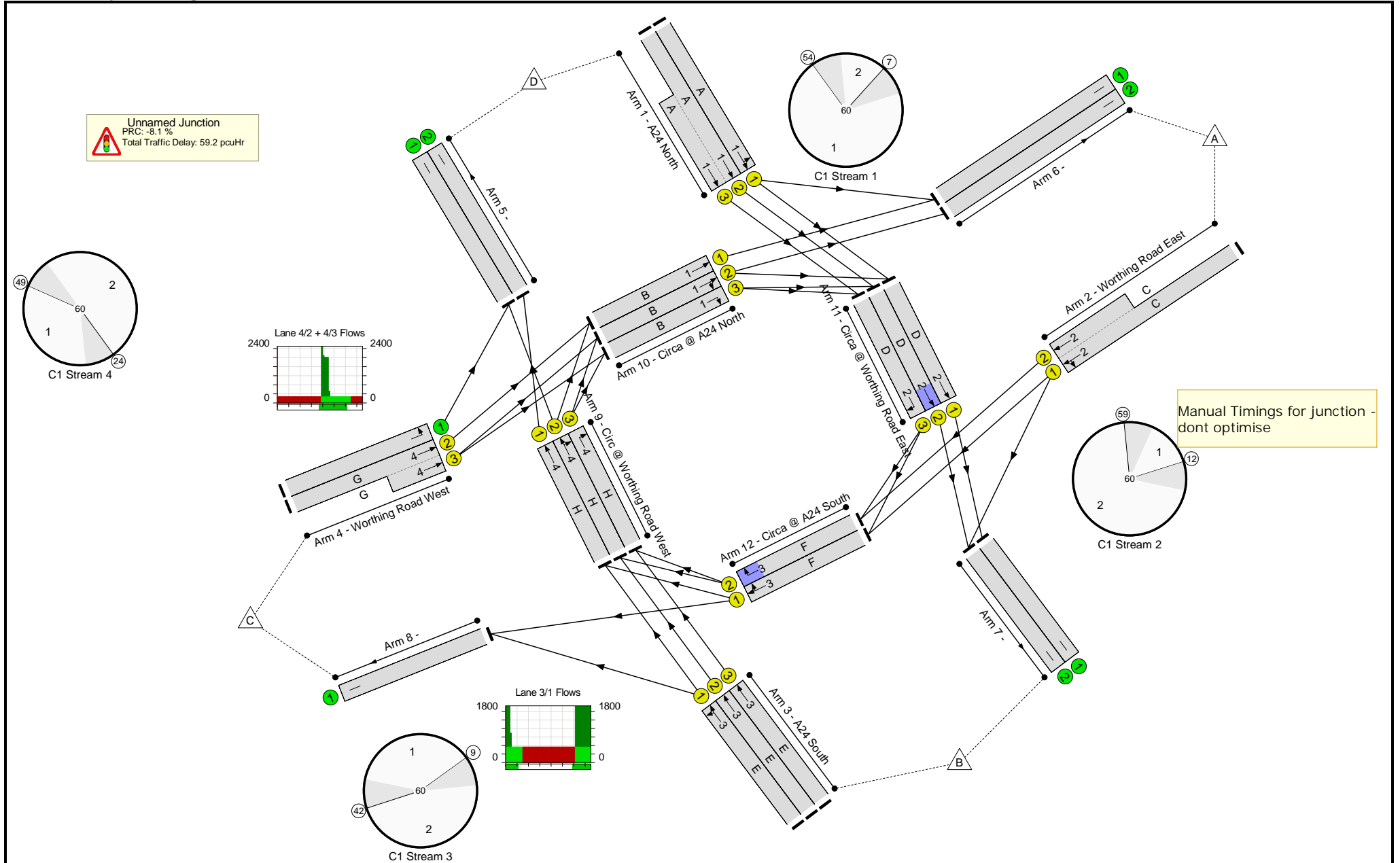
Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	42	9

Stage Stream: 4

Stage	1	2
Duration	20	30
Change Point	24	49

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	-	-		-	-	-	-	-	-	97.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
1/1	A24 North Left Ahead	U	1	N/A	A		1	42	-	1340	1965	1408	95.2%
1/2+1/3	A24 North Ahead	U	1	N/A	A		1	42	-	1920	2105:2105	1973	97.3%
2/1+2/2	Worthing Road East Left Ahead	U	2	N/A	C		1	8	-	244	2105:2105	316	77.3%
3/1	A24 South Left Ahead	U	3	N/A	E		1	22	-	553	1980	759	72.9%
3/2	A24 South Ahead	U	3	N/A	E		1	22	-	624	2120	813	76.8%
3/3	A24 South Ahead	U	3	N/A	E		1	22	-	269	2120	813	33.1%
4/1	Worthing Road West Left	U	N/A	N/A	-		-	-	-	498	1800	1800	27.7%
4/2+4/3	Worthing Road West Ahead	U	4	N/A	G		1	20	-	280	1965:1965	760	36.9%
5/1		U	N/A	N/A	-		-	-	-	1091	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1014	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1318	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
9/1	Circ @ Worthing Road West Ahead	U	4	N/A	H		1	30	-	504	2015	1041	48.4%
9/2	Circ @ Worthing Road West Ahead Right	U	4	N/A	H		1	30	-	624	2155	1113	56.0%
9/3	Circ @ Worthing Road West Right	U	4	N/A	H		1	30	-	269	2155	1113	24.2%

Full Input Data And Results

10/1	Circa @ A24 North Ahead	U	1	N/A	B		1	8	-	260	2015	302	86.0%
10/2	Circa @ A24 North Ahead Right	U	1	N/A	B		1	8	-	269	2155	323	83.2%
10/3	Circa @ A24 North Right	U	1	N/A	B		1	8	-	51	2155	323	15.8%
11/1	Circa @ Worthing Road East Ahead	U	2	N/A	D		1	42	-	1014	2105	1509	67.2%
11/2	Circa @ Worthing Road East Ahead	U	2	N/A	D		1	42	-	1098	2155	1544	71.1%
11/3	Circa @ Worthing Road East Right	U	2	N/A	D		1	42	-	873	1980	1419	61.5%
12/1	Circa @ A24 South Ahead Right	U	3	N/A	F		1	28	-	897	2155	1042	86.1%
12/2	Circa @ A24 South Right	U	3	N/A	F		1	28	-	0	2155	1042	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	-	-	0	0	0	21.1	38.1	0.0	59.2	-	-	-	-
Unnamed Junction	-	-	0	0	0	21.1	38.1	0.0	59.2	-	-	-	-
1/1	1340	1340	-	-	-	2.8	8.0	-	10.8	29.0	19.7	8.0	27.7
1/2+1/3	1920	1920	-	-	-	2.4	12.4	-	14.8	27.8	14.9	12.4	27.3
2/1+2/2	244	244	-	-	-	1.7	1.6	-	3.3	48.5	3.9	1.6	5.5
3/1	553	553	-	-	-	2.4	1.3	-	3.8	24.5	7.8	1.3	9.2
3/2	624	624	-	-	-	2.8	1.6	-	4.4	25.6	9.0	1.6	10.6
3/3	269	269	-	-	-	1.0	0.2	-	1.2	16.4	3.1	0.2	3.4
4/1	498	498	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
4/2+4/3	280	280	-	-	-	1.1	0.3	-	1.4	17.9	2.8	0.3	3.1
5/1	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1318	1318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	504	504	-	-	-	0.0	0.5	-	0.5	3.4	0.2	0.5	0.6
9/2	624	624	-	-	-	0.0	0.6	-	0.6	3.7	0.2	0.6	0.8
9/3	269	269	-	-	-	0.0	0.2	-	0.2	2.2	0.2	0.2	0.4
10/1	260	260	-	-	-	1.6	2.7	-	4.3	59.7	4.3	2.7	7.0
10/2	269	269	-	-	-	1.5	2.3	-	3.8	51.2	3.1	2.3	5.4
10/3	51	51	-	-	-	0.3	0.1	-	0.4	25.3	0.8	0.1	0.9
11/1	1014	1014	-	-	-	0.2	1.0	-	1.3	4.4	0.9	1.0	1.9
11/2	1098	1098	-	-	-	0.4	1.2	-	1.6	5.3	1.7	1.2	3.0
11/3	873	873	-	-	-	0.2	0.8	-	1.0	4.1	3.3	0.8	4.1

Full Input Data And Results

12/1	897	897	-	-	-	2.6	3.0	-	5.6	22.6	7.8	3.0	10.8
12/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1 Stream: 1 PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):			34.11	Cycle Time (s):		60		
			C1 Stream: 2 PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):			7.16	Cycle Time (s):		60		
			C1 Stream: 3 PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):			15.04	Cycle Time (s):		60		
			C1 Stream: 4 PRC for Signalled Lanes (%):	60.6	Total Delay for Signalled Lanes (pcuHr):			2.67	Cycle Time (s):		60		
			PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):			59.17					

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021
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Filename: Worthing Road Southwater Street - Existing.j10
Path: \\uk.wspgroup.com\central data\Projects\70091xxx\70091497 - North Southwater, Phase 2\03 WIP\TP Transport Planning\Junction Modelling 2025_26\2 Worthing Road Southwater Street
Report generation date: 16-01-2026 13:20:15

- »2036, AM
- »2036, PM
- »2036 + Dev, AM
- »2036 + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2036										
Stream B-AC	D1	2.1	28.29	0.68	D	D2	116.9	827.20	1.41	F
Stream C-AB		3.9	14.66	0.71	B		1.2	8.94	0.44	A
2036 + Dev										
Stream B-AC	D3	4.8	56.42	0.84	F	D4	75.0	513.57	1.26	F
Stream C-AB		3.8	17.88	0.73	C		1.2	9.22	0.45	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	
Location	
Site number	
Date	09-06-2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKEMH003
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	38.00	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	2036	AM	ONE HOUR	07:45	09:15	15
D2	2036	PM	ONE HOUR	16:45	18:15	15
D3	2036 + Dev	AM	ONE HOUR	07:45	09:15	15
D4	2036 + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Worthing Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.26	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.26	B

Arms

Arms

Arm	Name	Description	Arm type
A	Worthing Road N		Major
B	Southwater Street		Minor
C	Worthing Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Worthing Road S	5.10			80.0	✓	0.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Southwater Street	One lane	3.55	57	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	538	0.102	0.257	0.162	0.368
B-C	677	0.108	0.273	-	-
C-B	620	0.250	0.250	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	2036	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 - Worthing Road N		✓	334	100.000
B - Southwater Street		✓	256	100.000
C - Worthing Road S		✓	716	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Worthing Road N	B - Southwater Street	C - Worthing Road S
From	A - Worthing Road N	0	133	201
	B - Southwater Street	99	0	157
	C - Worthing Road S	476	240	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Worthing Road N	B - Southwater Street	C - Worthing Road S
From	A - Worthing Road N	0	4	3
	B - Southwater Street	0	0	12
	C - Worthing Road S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.68	28.29	2.1	D
C-AB	0.71	14.56	3.9	B
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)	Unsignalised level of service
B-AC	193	489	0.394	190	0.7	12.753	B
C-AB	328	805	0.405	322	1.0	7.527	A
C-A	213			213			
A-B	100			100			
A-C	151			151			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	481	0.500	229	1.0	16.512	C
C-AB	440	845	0.521	438	1.6	9.003	A
C-A	203			203			
A-B	120			120			
A-C	181			181			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	282	418	0.674	278	2.0	26.677	D
C-AB	639	901	0.710	631	3.7	13.641	B
C-A	149			149			
A-B	146			146			
A-C	221			221			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	282	417	0.676	281	2.1	28.292	D
C-AB	645	905	0.713	644	3.9	14.566	B
C-A	143			143			
A-B	146			146			
A-C	221			221			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	459	0.502	234	1.1	17.467	C
C-AB	446	850	0.525	454	1.8	9.565	A
C-A	198			198			
A-B	120			120			
A-C	181			181			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	488	0.395	194	0.7	13.183	B
C-AB	329	807	0.407	332	1.1	7.773	A
C-A	210			210			
A-B	100			100			
A-C	151			151			

2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Worthing Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		311.18	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	311.18	F

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	2036	PM	ONE HOUR	16:45	18:15	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 - Worthing Road N		✓	507	100.000
B - Southwater Street		✓	575	100.000
C - Worthing Road S		✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Worthing Road N	B - Southwater Street	C - Worthing Road S
From	A - Worthing Road N	0	65	442
	B - Southwater Street	131	0	444
	C - Worthing Road S	299	155	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Worthing Road N	B - Southwater Street	C - Worthing Road S
From	A - Worthing Road N	0	0	0
	B - Southwater Street	5	0	0
	C - Worthing Road S	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.41	827.20	116.9	F
C-AB	0.44	8.94	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	433	513	0.843	416	4.3	33.104	D
C-AB	174	684	0.254	172	0.5	7.061	A
C-A	168			168			
A-B	49			49			
A-C	333			333			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	517	487	1.062	488	16.6	101.477	F
C-AB	227	700	0.324	226	0.7	7.659	A
C-A	181			181			
A-B	58			58			
A-C	397			397			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	633	449	1.411	448	63.0	336.955	F
C-AB	315	723	0.436	313	1.1	8.864	A
C-A	185			185			
A-B	72			72			
A-C	487			487			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	633	448	1.412	448	109.2	679.928	F
C-AB	316	724	0.437	316	1.2	8.938	A
C-A	184			184			
A-B	72			72			
A-C	487			487			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	517	486	1.063	486	116.9	827.198	F
C-AB	228	701	0.325	230	0.7	7.736	A
C-A	180			180			
A-B	58			58			
A-C	397			397			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	433	513	0.844	508	98.0	761.958	F
C-AB	175	685	0.255	176	0.5	7.135	A
C-A	167			167			
A-B	49			49			
A-C	333			333			

2036 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Worthing Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		20.09	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.09	C

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	2036 + 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 - Worthing Road N		✓	358	100.000
B - Southwater Street		✓	302	100.000
C - Worthing Road S		✓	615	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Worthing Road N	B - Southwater Street	C - Worthing Road S
From	A - Worthing Road N	0	145	211
	B - Southwater Street	144	0	158
	C - Worthing Road S	343	272	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Worthing Road N	B - Southwater Street	C - Worthing Road S
From	A - Worthing Road N	0	0	3
	B - Southwater Street	0	0	13
	C - Worthing Road S	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.84	56.42	4.8	F
C-AB	0.73	17.88	3.8	C
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)	Unsignalised level of service
B-AC	227	469	0.485	223	1.0	15.401	C
C-AB	316	732	0.432	312	1.0	8.792	A
C-A	147			147			
A-B	109			109			
A-C	159			159			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	271	439	0.619	269	1.6	22.214	C
C-AB	415	757	0.548	412	1.7	10.784	B
C-A	138			138			
A-B	130			130			
A-C	190			190			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	333	395	0.841	322	4.3	46.533	E
C-AB	578	792	0.729	570	3.6	16.668	C
C-A	100			100			
A-B	160			160			
A-C	232			232			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	333	394	0.845	330	4.8	56.423	F
C-AB	582	795	0.731	581	3.8	17.883	C
C-A	95			95			
A-B	160			160			
A-C	232			232			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	271	436	0.622	283	1.9	28.717	D
C-AB	419	761	0.551	427	1.8	11.537	B
C-A	134			134			
A-B	130			130			
A-C	190			190			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	467	0.487	231	1.0	16.426	C
C-AB	319	734	0.434	322	1.1	9.118	A
C-A	144			144			
A-B	109			109			
A-C	159			159			

2036 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Worthing Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		206.34	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	206.34	F

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	2036 + Dev	PM	ONE HOUR	16:45	18:15	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 - Worthing Road N		✓	408	100.000
B - Southwater Street		✓	562	100.000
C - Worthing Road S		✓	443	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Worthing Road N	B - Southwater Street	C - Worthing Road S
From	A - Worthing Road N	0	94	312
	B - Southwater Street	119	0	443
	C - Worthing Road S	269	174	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Worthing Road N	B - Southwater Street	C - Worthing Road S
From	A - Worthing Road N	0	0	0
	B - Southwater Street	8	0	0
	C - Worthing Road S	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.28	513.57	75.0	F
C-AB	0.45	9.22	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	423	542	0.781	410	3.2	25.762	D
C-AB	188	685	0.271	184	0.5	7.219	A
C-A	148			148			
A-B	71			71			
A-C	235			235			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	505	520	0.971	480	9.6	64.726	F
C-AB	240	700	0.342	239	0.7	7.865	A
C-A	158			158			
A-B	85			85			
A-C	280			280			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	619	490	1.262	487	42.6	211.742	F
C-AB	326	722	0.452	325	1.1	9.139	A
C-A	161			161			
A-B	103			103			
A-C	344			344			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	619	490	1.263	489	75.0	438.421	F
C-AB	327	722	0.453	327	1.2	9.216	A
C-A	161			161			
A-B	103			103			
A-C	344			344			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	505	520	0.971	513	73.0	513.570	F
C-AB	241	701	0.343	242	0.7	7.945	A
C-A	158			158			
A-B	85			85			
A-C	280			280			

18:00 - 18:15

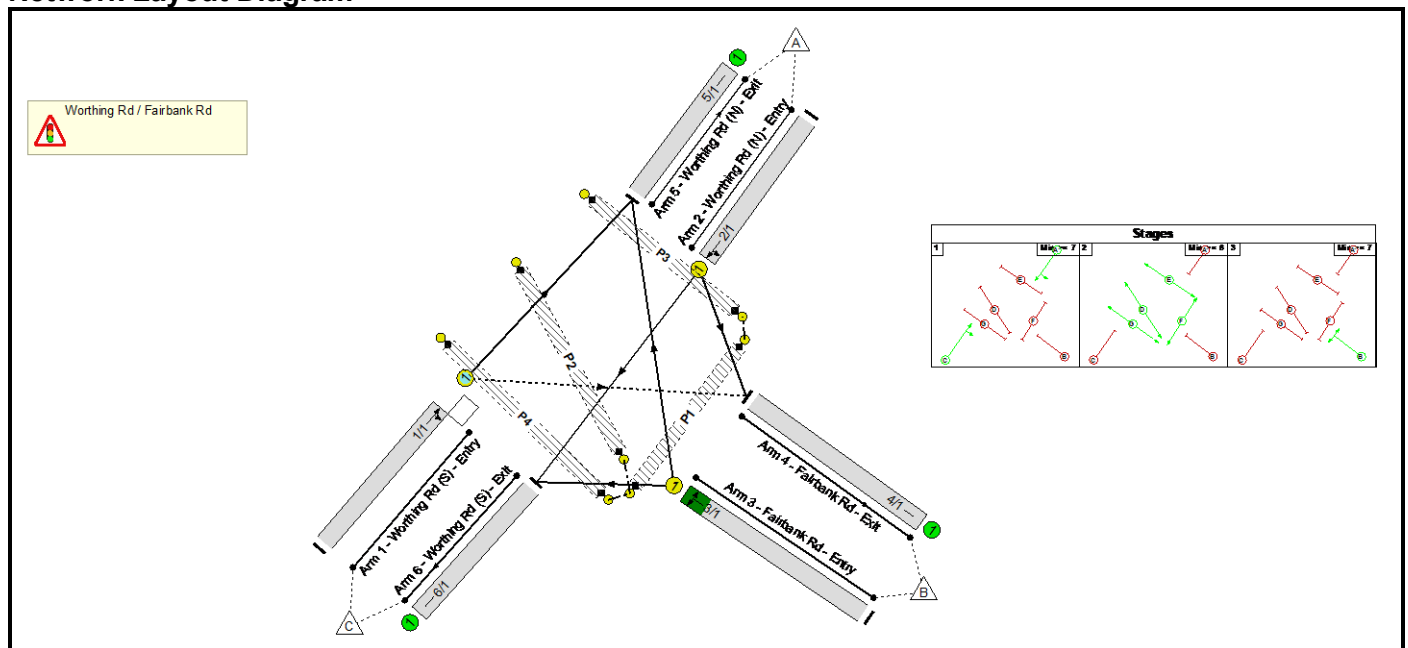
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	423	541	0.782	534	45.3	401.589	F
C-AB	187	686	0.272	188	0.5	7.301	A
C-A	147			147			
A-B	71			71			
A-C	235			235			

Full Input Data And Results
Full Input Data And Results

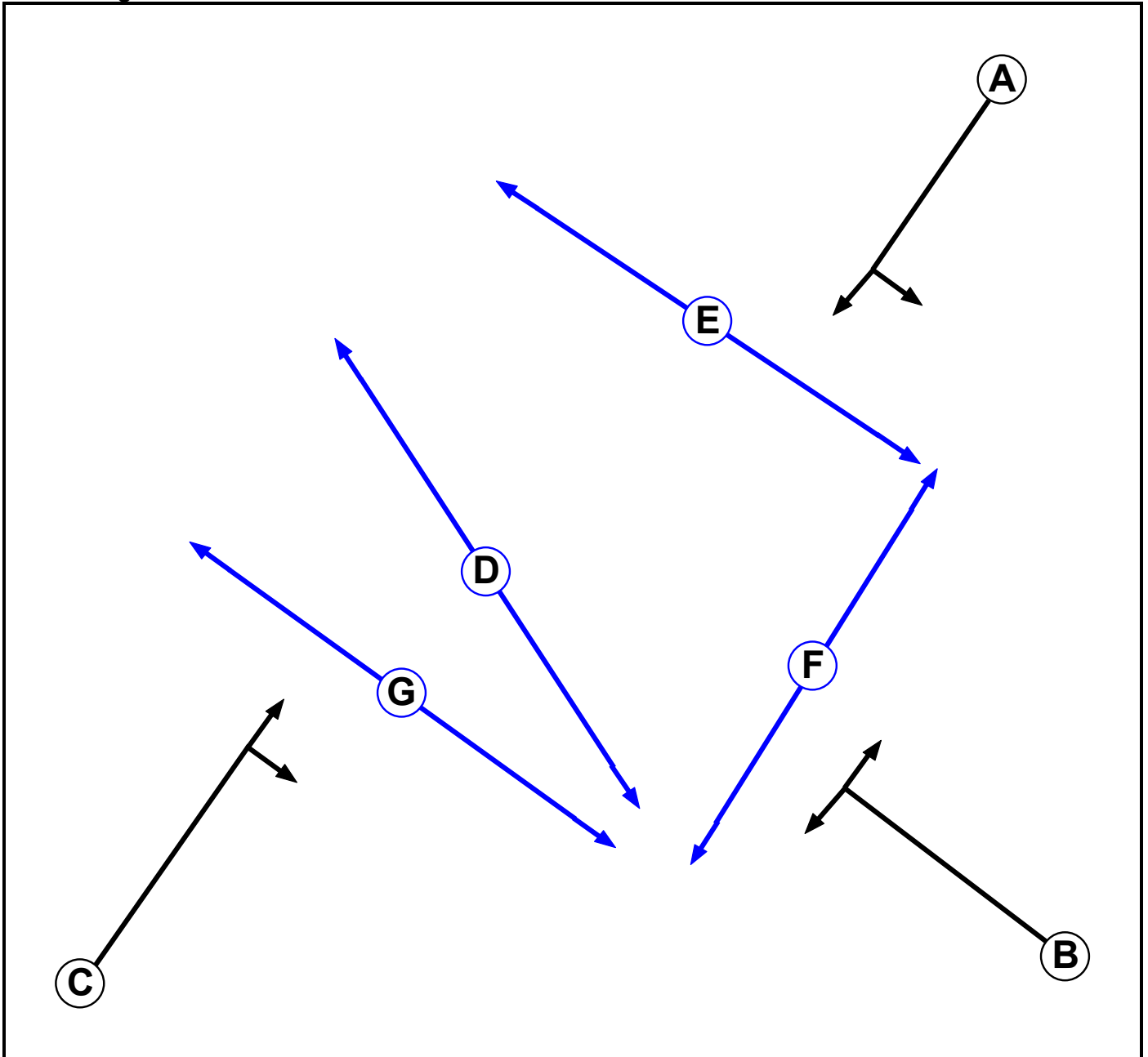
User and Project Details

Project:	Southwater Junction Modelling
Title:	Worthing Rd / Fairbank Rd
Location:	Horsham, Uk
Additional detail:	Existing Junction
File name:	Worthing-Fairbank Rd Jn_v2.lsg3x
Author:	Jairam R
Company:	WSP
Address:	Noida, India

Network Layout Diagram



Phase Diagram



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	Pedestrian		6	6
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6

Full Input Data And Results

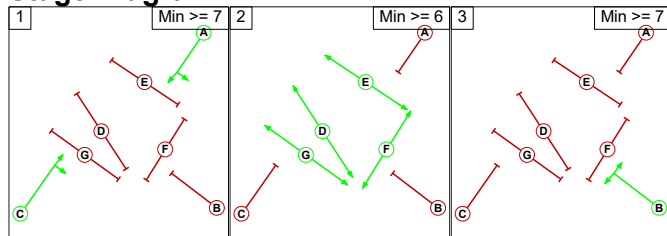
Phase Intergrens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		5	-	8	5	8	8
	B	5		5	7	9	5	8
	C	-	5		6	8	9	5
	D	16	16	16		-	-	-
	E	9	9	9	-		-	-
	F	9	9	9	-	-		-
	G	9	9	9	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		9	5
	2	16		16
	3	5	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Worthing Rd / Fairbank Rd											
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)
1/1 (Worthing Rd (S) - Entry)	4/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Worthing Rd / Fairbank Rd												
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 (Worthing Rd (S) - Entry)	O	C	2	3	22.8	User	1720	-	-	-	-	-
2/1 (Worthing Rd (N) - Entry)	U	A	2	3	34.4	User	1685	-	-	-	-	-
3/1 (Fairbank Rd - Entry)	U	B	2	3	60.0	User	1739	-	-	-	-	-
4/1 (Fairbank Rd - Exit)	U		2	3	12.3	Inf	-	-	-	-	-	-
5/1 (Worthing Rd (N) - Exit)	U		2	3	25.4	Inf	-	-	-	-	-	-
6/1 (Worthing Rd (S) - Exit)	U		2	3	8.2	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base AM'	08:00	09:00	01:00	
2: 'Base PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	0	68	68
	B	67	0	66	133
	C	58	0	0	58
	Tot.	125	0	134	259

Traffic Lane Flows

Lane	Scenario 1: Base AM
Junction: Worthing Rd / Fairbank Rd	
1/1	58
2/1	68
3/1	133
4/1	0
5/1	125
6/1	134

Full Input Data And Results

Lane Saturation Flows

Junction: Worthing Rd / Fairbank Rd								
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 (Worthing Rd (S) - Entry Lane 1)	This lane uses a directly entered Saturation Flow						1720	1720
2/1 (Worthing Rd (N) - Entry Lane 1)	This lane uses a directly entered Saturation Flow						1685	1685
3/1 (Fairbank Rd - Entry Lane 1)	This lane uses a directly entered Saturation Flow						1739	1739
4/1 (Fairbank Rd - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Worthing Rd (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Worthing Rd (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	101	101
	B	153	0	128	281
	C	75	0	0	75
	Tot.	228	0	229	457

Traffic Lane Flows

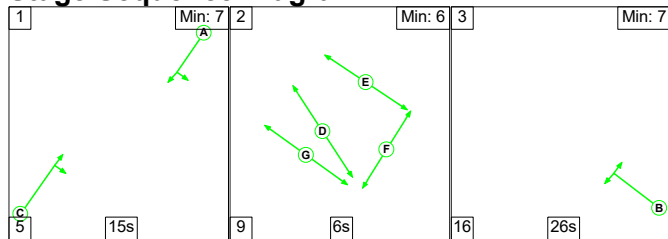
Lane	Scenario 2: Base PM
Junction: Worthing Rd / Fairbank Rd	
1/1	75
2/1	101
3/1	281
4/1	0
5/1	228
6/1	229

Lane Saturation Flows

Junction: Worthing Rd / Fairbank Rd								
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 (Worthing Rd (S) - Entry Lane 1)	This lane uses a directly entered Saturation Flow						1720	1720
2/1 (Worthing Rd (N) - Entry Lane 1)	This lane uses a directly entered Saturation Flow						1685	1685
3/1 (Fairbank Rd - Entry Lane 1)	This lane uses a directly entered Saturation Flow						1739	1739
4/1 (Fairbank Rd - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Worthing Rd (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Worthing Rd (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

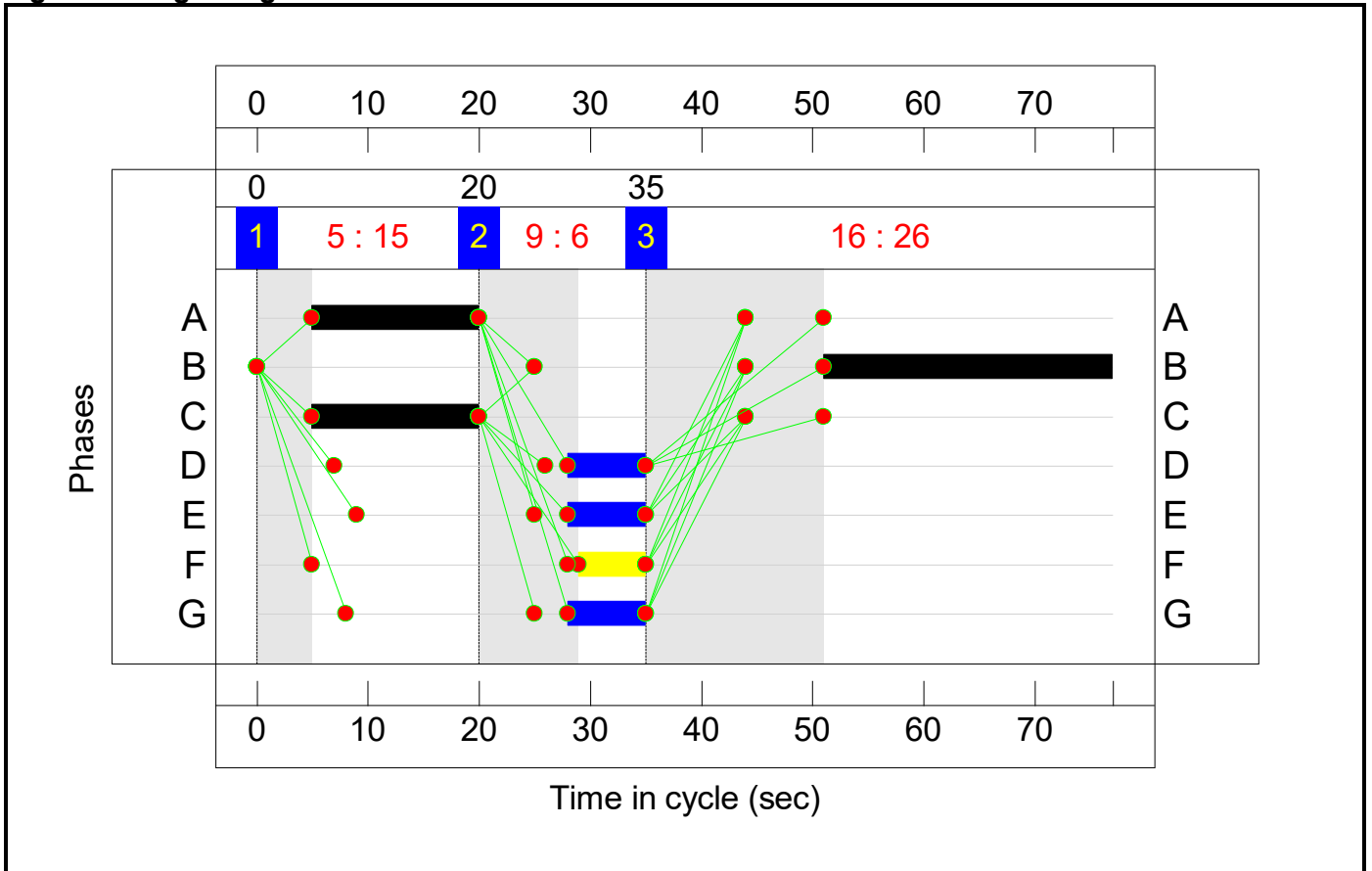
Stage Sequence Diagram




Stage Timings

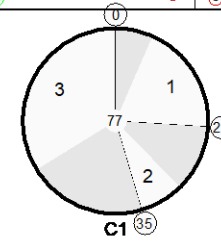
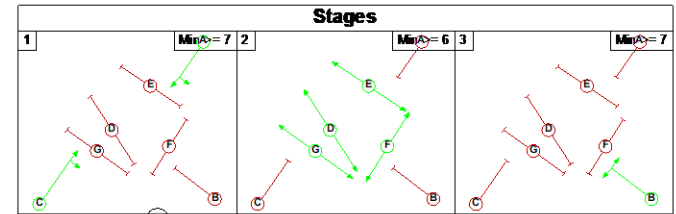
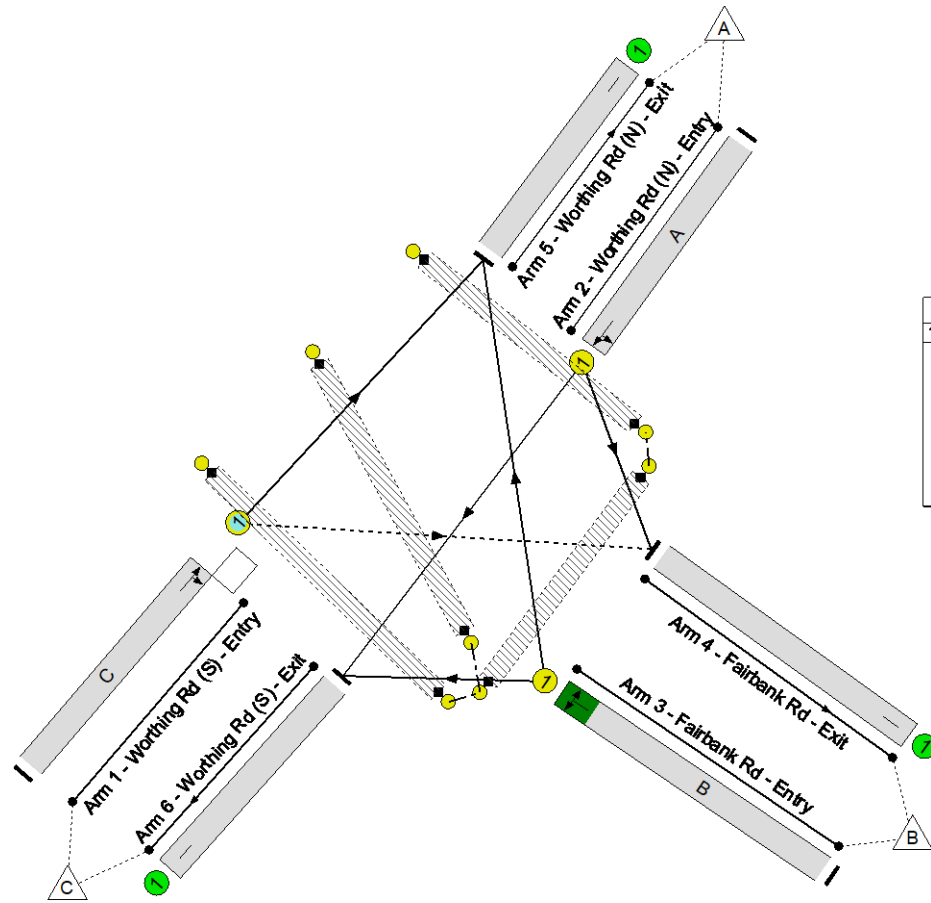
Stage	1	2	3
Duration	15	6	26
Change Point	0	20	35

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


Worthing Rd / Fairbank Rd
 PRC: 363.4 %
 Total Traffic Delay: 1.8 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: Worthing Rd / Fairbank Rd	-	-	N/A	-	-		-	-	-	-	-	-	19.4%
Worthing Rd / Fairbank Rd	-	-	N/A	-	-		-	-	-	-	-	-	19.4%
1/1	Worthing Rd (S) - Entry Right Ahead	O	N/A	N/A	C		1	15	-	58	1720	357	16.2%
2/1	Worthing Rd (N) - Entry Left Ahead	U	N/A	N/A	A		1	15	-	68	1685	350	19.4%
3/1	Fairbank Rd - Entry Right Left	U	N/A	N/A	B		1	26	-	133	1739	700	19.0%
4/1	Fairbank Rd - Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Worthing Rd (N) - Exit	U	N/A	N/A	-		-	-	-	125	Inf	Inf	0.0%
6/1	Worthing Rd (S) - Exit	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

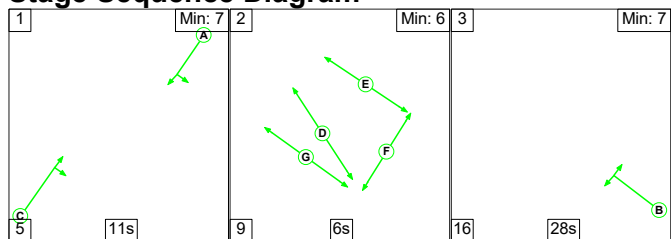
Full Input Data And Results

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: Worthing Rd / Fairbank Rd	-	-	0	0	0	1.4	0.3	0.0	1.8	-	-	-	-
Worthing Rd / Fairbank Rd	-	-	0	0	0	1.4	0.3	0.0	1.8	-	-	-	-
1/1	58	58	0	0	0	0.4	0.1	0.0	0.5	31.0	1.0	0.1	1.1
2/1	68	68	-	-	-	0.5	0.1	-	0.6	31.6	1.2	0.1	1.3
3/1	133	133	-	-	-	0.6	0.1	-	0.7	18.1	1.8	0.1	1.9
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	125	125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		363.4	Total Delay for Signalled Lanes (pcuHr):		1.76	Cycle Time (s):		77		
			PRC Over All Lanes (%):		363.4	Total Delay Over All Lanes(pcuHr):		1.76					

Full Input Data And Results

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

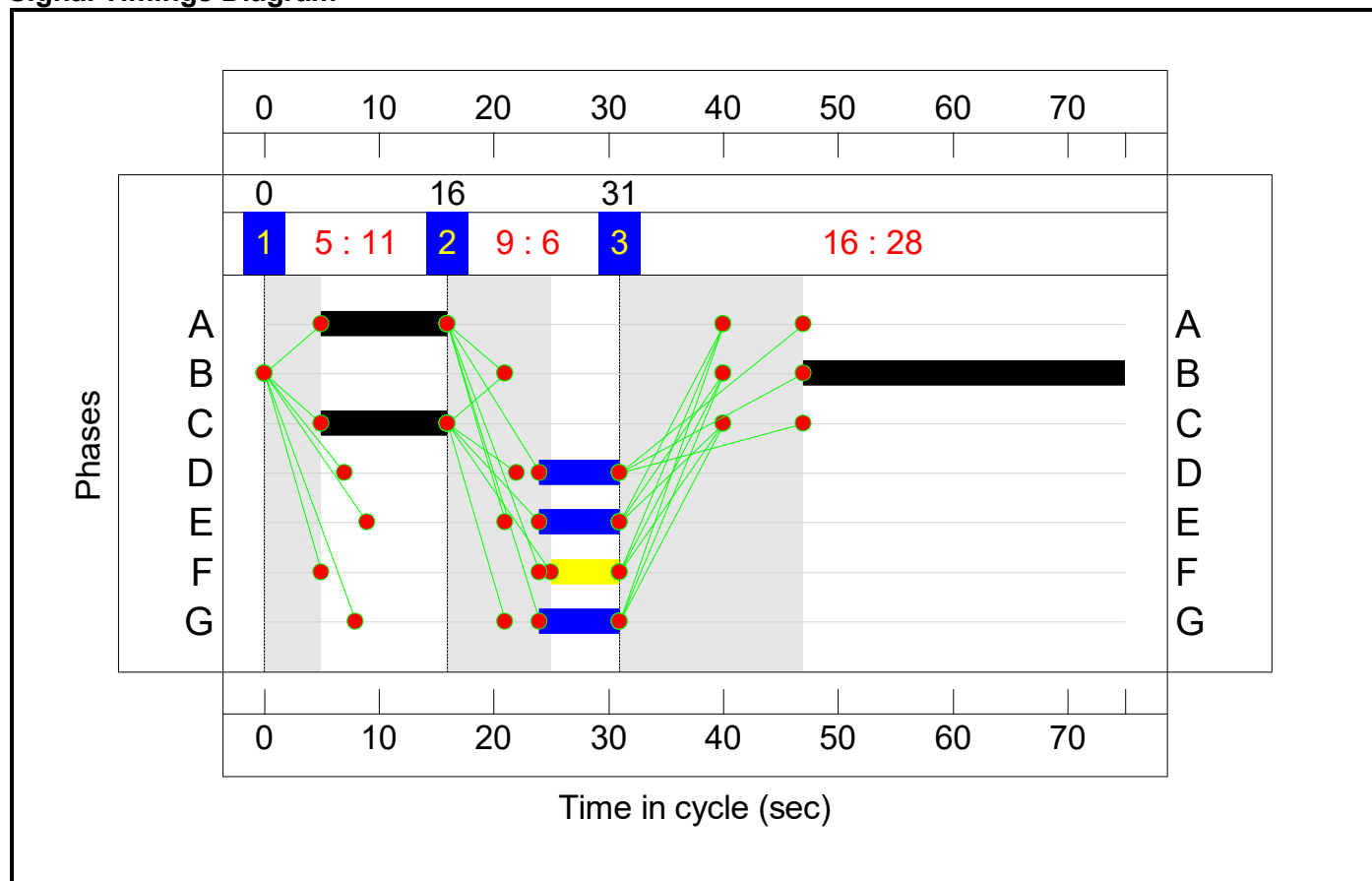
Stage Sequence Diagram




Stage Timings

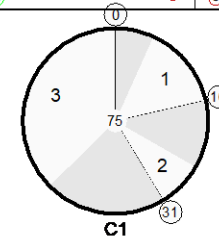
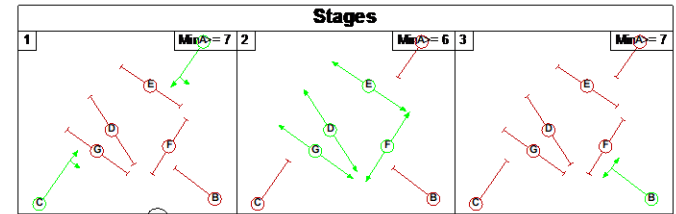
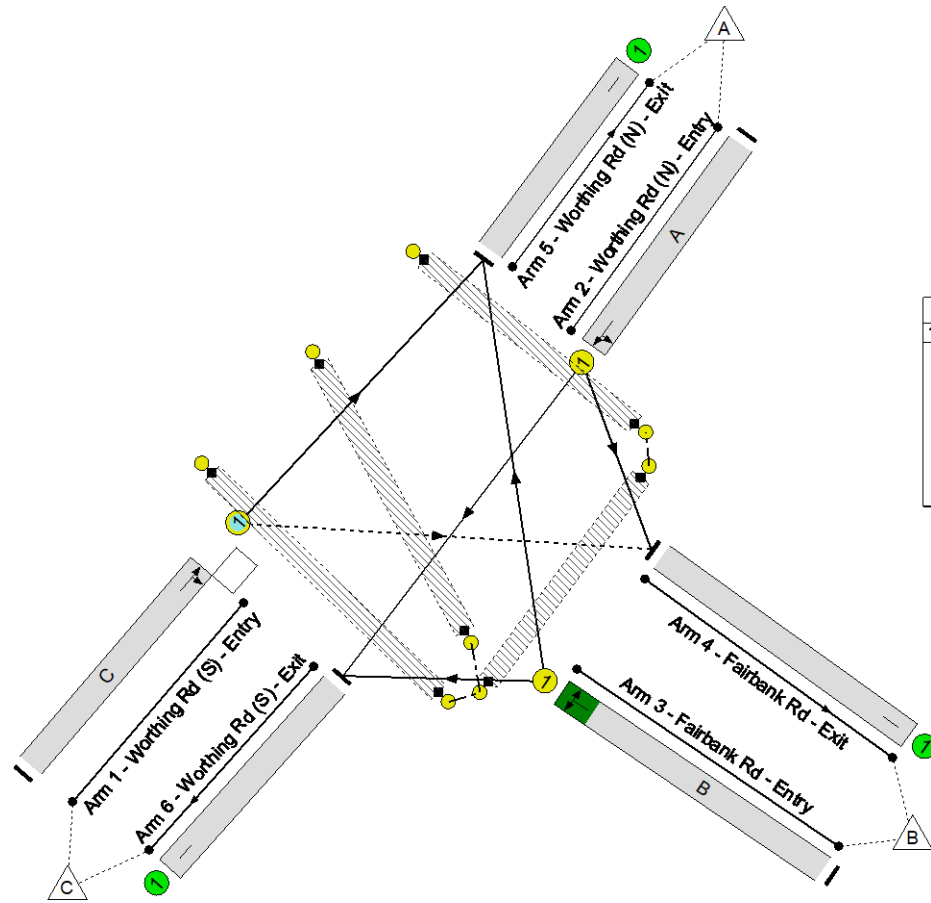
Stage	1	2	3
Duration	11	6	28
Change Point	0	16	31

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


Worthing Rd / Fairbank Rd
 PRC: 140.2 %
 Total Traffic Delay: 3.2 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: Worthing Rd / Fairbank Rd	-	-	N/A	-	-		-	-	-	-	-	-	37.5%
Worthing Rd / Fairbank Rd	-	-	N/A	-	-		-	-	-	-	-	-	37.5%
1/1	Worthing Rd (S) - Entry Right Ahead	O	N/A	N/A	C		1	11	-	75	1720	275	27.3%
2/1	Worthing Rd (N) - Entry Left Ahead	U	N/A	N/A	A		1	11	-	101	1685	270	37.5%
3/1	Fairbank Rd - Entry Right Left	U	N/A	N/A	B		1	28	-	281	1739	765	36.7%
4/1	Fairbank Rd - Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Worthing Rd (N) - Exit	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
6/1	Worthing Rd (S) - Exit	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		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: Worthing Rd / Fairbank Rd	-	-	0	0	0	2.5	0.8	0.0	3.2	-	-	-	-
Worthing Rd / Fairbank Rd	-	-	0	0	0	2.5	0.8	0.0	3.2	-	-	-	-
1/1	75	75	0	0	0	0.6	0.2	0.0	0.8	36.7	1.4	0.2	1.5
2/1	101	101	-	-	-	0.8	0.3	-	1.1	38.8	1.9	0.3	2.2
3/1	281	281	-	-	-	1.1	0.3	-	1.4	17.7	3.9	0.3	4.2
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		140.2	Total Delay for Signalled Lanes (pcuHr):		3.24	Cycle Time (s):		75		
			PRC Over All Lanes (%):		140.2	Total Delay Over All Lanes(pcuHr):		3.24					

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
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Filename: Worthing Road_ChurchLane_Andrews Lane Existing.j10
Path: \\uk.wspgroup.com\central data\Projects\70091xxx\70091497 - North Southwater, Phase 2\03 WIP\TP Transport Planning\Junction Modelling 2025_26\5 Worthing Road Church Lane Andrews Lane
Report generation date: 20/01/2026 16:17:35

- » Base, AM
- » Base, PM
- » 2036 Dev, AM
- » 2036 Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Base										
Stream B-ACD	D1	0.0	7.15	0.02	A	D2	0.0	0.00	0.00	A
Stream A-BCD		0.2	5.34	0.11	A		0.0	5.81	0.02	A
Stream D-ABC		0.2	10.42	0.16	B		30.4	220.19	1.10	F
Stream C-ABD		0.0	5.20	0.01	A		0.0	4.63	0.01	A
2036 Dev										
Stream B-ACD	D3	0.0	7.15	0.02	A	D4	0.0	0.00	0.00	A
Stream A-BCD		0.2	5.23	0.09	A		0.0	5.78	0.02	A
Stream D-ABC		0.2	10.54	0.14	B		1.2	16.30	0.55	C
Stream C-ABD		0.0	5.23	0.01	A		0.0	4.62	0.01	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	
Location	
Site number	
Date	15/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKEMH003
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	Base	AM	ONE HOUR	07:45	09:15	15
D2	Base	PM	ONE HOUR	16:45	18:15	15
D3	2036 Dev	AM	ONE HOUR	07:45	09:15	15
D4	2036 Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.53	A

Arms

Arms

Arm	Name	Description	Arm type
A	Worthing Road N		Major
B	Andrews Lane		Minor
C	Worthing Road S		Major
D	Church Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Worthing Road N	8.70			58.0	✓	0.00
C - Worthing Road S	8.70			62.0	✓	0.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Andrews Lane	One lane	3.20	50	44
D - Church Lane	One lane	2.35	29	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	608	-	-	-	-	-	-	0.208	0.297	0.208	-	-	-
B-A	526	0.085	0.214	0.214	-	-	-	0.134	0.305	-	0.214	0.214	0.107
B-C	665	0.090	0.227	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	526	0.085	0.214	0.214	-	-	-	0.134	0.305	0.134	-	-	-
B-D, offside lane	526	0.085	0.214	0.214	-	-	-	0.134	0.305	0.134	-	-	-
C-B	610	0.209	0.209	0.298	-	-	-	-	-	-	-	-	-
D-A	597	-	-	-	-	-	-	0.204	-	0.081	-	-	-
D-B, nearside lane	466	0.119	0.119	0.271	-	-	-	0.189	0.189	0.075	-	-	-
D-B, offside lane	466	0.119	0.119	0.271	-	-	-	0.189	0.189	0.075	-	-	-
D-C	466	-	0.119	0.271	0.095	0.189	0.189	0.189	0.189	0.075	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Base	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 - Worthing Road N		✓	387	100.000
B - Andrews Lane		✓	11	100.000
C - Worthing Road S		✓	291	100.000
D - Church Lane		✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road N	B - Andrews Lane	C - Worthing Road S	D - Church Lane
From	A - Worthing Road N	0	1	321	45
	B - Andrews Lane	3	0	8	0
	C - Worthing Road S	243	3	0	45
	D - Church Lane	23	0	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Worthing Road N	B - Andrews Lane	C - Worthing Road S	D - Church Lane
From	A - Worthing Road N	0	0	1	0
	B - Andrews Lane	0	0	0	0
	C - Worthing Road S	2	0	0	1
	D - Church Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	7.15	0.0	A
A-BCD	0.11	5.34	0.2	A
A-B				
A-C				
D-ABC	0.16	10.42	0.2	B
C-ABD	0.01	5.20	0.0	A
C-D				
C-A				

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)	Unsignalised level of service
B-ACD	8	550	0.015	8	0.0	6.650	A
A-BCD	51	729	0.070	50	0.1	5.323	A
A-B	0.70			0.70			
A-C	225			225			
D-ABC	44	442	0.099	43	0.1	9.015	A
C-ABD	3	700	0.005	3	0.0	5.198	A
C-D	34			34			
C-A	182			182			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	535	0.018	10	0.0	6.849	A
A-BCD	66	754	0.087	66	0.2	5.256	A
A-B	0.82			0.82			
A-C	263			263			
D-ABC	52	428	0.122	52	0.1	9.559	A
C-ABD	4	719	0.006	4	0.0	5.067	A
C-D	40			40			
C-A	217			217			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	12	516	0.023	12	0.0	7.147	A
A-BCD	90	789	0.115	90	0.2	5.178	A
A-B	0.97			0.97			
A-C	313			313			
D-ABC	64	409	0.156	64	0.2	10.407	B
C-ABD	6	746	0.008	6	0.0	4.895	A
C-D	49			49			
C-A	265			265			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	12	516	0.023	12	0.0	7.148	A
A-BCD	90	789	0.115	90	0.2	5.183	A
A-B	0.97			0.97			
A-C	313			313			
D-ABC	64	409	0.156	64	0.2	10.419	B
C-ABD	6	746	0.008	6	0.0	4.898	A
C-D	49			49			
C-A	265			265			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	535	0.018	10	0.0	6.851	A
A-BCD	66	754	0.088	66	0.2	5.264	A
A-B	0.82			0.82			
A-C	263			263			
D-ABC	52	428	0.122	52	0.1	9.578	A
C-ABD	4	719	0.006	4	0.0	5.075	A
C-D	40			40			
C-A	217			217			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	549	0.015	8	0.0	6.655	A
A-BCD	51	729	0.070	51	0.1	5.338	A
A-B	0.70			0.70			
A-C	225			225			
D-ABC	44	442	0.099	44	0.1	9.040	A
C-ABD	3	700	0.005	3	0.0	5.200	A
C-D	34			34			
C-A	182			182			

Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		95.73	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	95.73	F

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	Base	PM	ONE HOUR	16:45	18:15	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 - Worthing Road N		✓	169	100.000
B - Andrews Lane		✓	1	100.000
C - Worthing Road S		✓	400	100.000
D - Church Lane		✓	437	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road N	B - Andrews Lane	C - Worthing Road S	D - Church Lane
From	A - Worthing Road N	0	0	160	9
	B - Andrews Lane	0	0	0	1
	C - Worthing Road S	296	2	0	102
	D - Church Lane	232	1	204	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Worthing Road N	B - Andrews Lane	C - Worthing Road S	D - Church Lane
From	A - Worthing Road N	0	0	1	0
	B - Andrews Lane	0	0	0	0
	C - Worthing Road S	2	0	0	0
	D - Church Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.02	5.81	0.0	A
A-B				
A-C				
D-ABC	1.10	220.19	30.4	F
C-ABD	0.01	4.63	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	479	0.000	0	0.0	0.000	A
A-BCD	8	629	0.013	8	0.0	5.812	A
A-B	0			0			
A-C	119			119			
D-ABC	329	467	0.704	320	2.2	23.306	C
C-ABD	2	785	0.003	2	0.0	4.623	A
C-D	77			77			
C-A	222			222			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	463	0.000	0	0.0	0.000	A
A-BCD	10	634	0.017	10	0.0	5.785	A
A-B	0			0			
A-C	141			141			
D-ABC	393	455	0.863	383	4.7	44.068	E
C-ABD	3	820	0.004	3	0.0	4.431	A
C-D	91			91			
C-A	265			265			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	441	0.000	0	0.0	0.000	A
A-BCD	14	642	0.021	14	0.0	5.747	A
A-B	0			0			
A-C	172			172			
D-ABC	481	439	1.096	425	18.7	120.796	F
C-ABD	4	870	0.005	4	0.0	4.190	A
C-D	112			112			
C-A	324			324			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	438	0.000	0	0.0	0.000	A
A-BCD	14	642	0.021	14	0.0	5.751	A
A-B	0			0			
A-C	172			172			
D-ABC	481	439	1.098	435	30.4	220.187	F
C-ABD	4	870	0.005	4	0.0	4.191	A
C-D	112			112			
C-A	324			324			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	457	0.000	0	0.0	0.000	A
A-BCD	10	634	0.017	11	0.0	5.788	A
A-B	0			0			
A-C	141			141			
D-ABC	393	455	0.863	441	18.4	203.181	F
C-ABD	3	820	0.004	3	0.0	4.437	A
C-D	91			91			
C-A	265			265			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	475	0.000	0	0.0	0.000	A
A-BCD	8	629	0.013	8	0.0	5.814	A
A-B	0			0			
A-C	119			119			
D-ABC	329	467	0.704	392	2.7	67.404	F
C-ABD	2	785	0.003	2	0.0	4.627	A
C-D	77			77			
C-A	222			222			

2036 Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.34	A

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	2036 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 - Worthing Road N		✓	368	100.000
B - Andrews Lane		✓	11	100.000
C - Worthing Road S		✓	281	100.000
D - Church Lane		✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road N	B - Andrews Lane	C - Worthing Road S	D - Church Lane
From	A - Worthing Road N	0	1	331	36
	B - Andrews Lane	3	0	8	0
	C - Worthing Road S	240	3	0	38
	D - Church Lane	15	0	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Worthing Road N	B - Andrews Lane	C - Worthing Road S	D - Church Lane
From	A - Worthing Road N	0	0	2	0
	B - Andrews Lane	0	0	0	0
	C - Worthing Road S	2	0	0	0
	D - Church Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.02	7.15	0.0	A
A-BCD	0.09	5.23	0.2	A
A-B				
A-C				
D-ABC	0.14	10.54	0.2	B
C-ABD	0.01	5.23	0.0	A
C-D				
C-A				

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)	Unsignalised level of service
B-ACD	8	549	0.015	8	0.0	6.655	A
A-BCD	41	735	0.056	41	0.1	5.219	A
A-B	0.71			0.71			
A-C	235			235			
D-ABC	38	430	0.088	37	0.1	9.165	A
C-ABD	3	695	0.005	3	0.0	5.229	A
C-D	28			28			
C-A	180			180			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	535	0.018	10	0.0	6.854	A
A-BCD	53	761	0.070	53	0.1	5.123	A
A-B	0.84			0.84			
A-C	277			277			
D-ABC	45	416	0.108	45	0.1	9.700	A
C-ABD	4	713	0.006	4	0.0	5.105	A
C-D	34			34			
C-A	214			214			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	12	515	0.024	12	0.0	7.153	A
A-BCD	73	798	0.092	73	0.2	5.008	A
A-B	1.00			1.00			
A-C	331			331			
D-ABC	55	397	0.139	55	0.2	10.527	B
C-ABD	6	739	0.008	6	0.0	4.940	A
C-D	42			42			
C-A	262			262			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	12	515	0.024	12	0.0	7.154	A
A-BCD	73	798	0.092	73	0.2	5.014	A
A-B	1.00			1.00			
A-C	331			331			
D-ABC	55	397	0.139	55	0.2	10.537	B
C-ABD	6	739	0.008	6	0.0	4.945	A
C-D	42			42			
C-A	262			262			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10	535	0.018	10	0.0	6.859	A
A-BCD	53	782	0.070	54	0.1	5.135	A
A-B	0.84			0.84			
A-C	276			276			
D-ABC	45	416	0.108	45	0.1	9.714	A
C-ABD	4	713	0.006	4	0.0	5.111	A
C-D	34			34			
C-A	214			214			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	549	0.015	8	0.0	6.659	A
A-BCD	41	735	0.056	41	0.1	5.230	A
A-B	0.71			0.71			
A-C	235			235			
D-ABC	38	430	0.088	38	0.1	9.191	A
C-ABD	3	695	0.005	3	0.0	5.235	A
C-D	28			28			
C-A	180			180			

2036 Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.94	A

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	2036 Dev	PM	ONE HOUR	16:45	18:15	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 - Worthing Road N		✓	180	100.000
B - Andrews Lane		✓	1	100.000
C - Worthing Road S		✓	411	100.000
D - Church Lane		✓	249	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Worthing Road N	B - Andrews Lane	C - Worthing Road S	D - Church Lane
From	A - Worthing Road N	0	0	171	9
	B - Andrews Lane	0	0	0	1
	C - Worthing Road S	309	2	0	100
	D - Church Lane	219	1	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Worthing Road N	B - Andrews Lane	C - Worthing Road S	D - Church Lane
From	A - Worthing Road N	0	0	1	0
	B - Andrews Lane	0	0	0	0
	C - Worthing Road S	3	0	0	0
	D - Church Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-BCD	0.02	5.78	0.0	A
A-B				
A-C				
D-ABC	0.55	16.30	1.2	C
C-ABD	0.01	4.62	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	481	0.000	0	0.0	0.000	A
A-BCD	9	633	0.013	8	0.0	5.775	A
A-B	0			0			
A-C	127			127			
D-ABC	187	521	0.360	185	0.6	10.652	B
C-ABD	2	790	0.003	2	0.0	4.613	A
C-D	75			75			
C-A	232			232			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	467	0.000	0	0.0	0.000	A
A-BCD	11	639	0.017	11	0.0	5.741	A
A-B	0			0			
A-C	151			151			
D-ABC	224	510	0.439	223	0.8	12.503	B
C-ABD	3	826	0.004	3	0.0	4.418	A
C-D	90			90			
C-A	277			277			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	446	0.000	0	0.0	0.000	A
A-BCD	14	648	0.022	14	0.0	5.693	A
A-B	0			0			
A-C	184			184			
D-ABC	274	495	0.554	272	1.2	16.070	C
C-ABD	5	876	0.005	5	0.0	4.175	A
C-D	110			110			
C-A	338			338			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	446	0.000	0	0.0	0.000	A
A-BCD	14	648	0.022	14	0.0	5.694	A
A-B	0			0			
A-C	184			184			
D-ABC	274	495	0.554	274	1.2	16.304	C
C-ABD	5	876	0.005	5	0.0	4.178	A
C-D	110			110			
C-A	338			338			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	466	0.000	0	0.0	0.000	A
A-BCD	11	639	0.017	11	0.0	5.744	A
A-B	0			0			
A-C	151			151			
D-ABC	224	510	0.439	226	0.8	12.727	B
C-ABD	3	826	0.004	3	0.0	4.425	A
C-D	90			90			
C-A	277			277			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	481	0.000	0	0.0	0.000	A
A-BCD	9	633	0.013	9	0.0	5.777	A
A-B	0			0			
A-C	127			127			
D-ABC	187	521	0.360	188	0.6	10.851	B
C-ABD	2	790	0.003	2	0.0	4.616	A
C-D	75			75			
C-A	232			232			

Junctions 10
ARCADY 10 - Roundabout Module
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Filename: 202206_A24 Pollards Hill Roundabout PM2.j10
Path: \\uk.wspgroup.com\central data\Projects\70091xxx\70091497 - North Southwater, Phase 2\03 WIP\TP Transport Planning\Junction Modelling 2025_26\6 A24 Mill Straight (Pollards Hill Junction)
Report generation date: 16-01-2026 18:32:46

- »2036, AM
- »2036, PM
- »2036 + Dev, AM
- »2036 + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2036										
1 - A24 North	D1	1.2	2.86	0.52	A	D2	3.0	5.23	0.75	A
2 - A24 South		2.0	4.35	0.65	A		1.6	4.29	0.61	A
3 - Mill Straight		1.3	6.65	0.57	A		0.7	4.31	0.40	A
2036 + Dev										
1 - A24 North	D3	1.1	2.84	0.51	A	D4	2.9	5.08	0.74	A
2 - A24 South		2.1	4.53	0.67	A		1.7	4.41	0.82	A
3 - Mill Straight		1.5	7.18	0.60	A		0.7	4.36	0.40	A

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

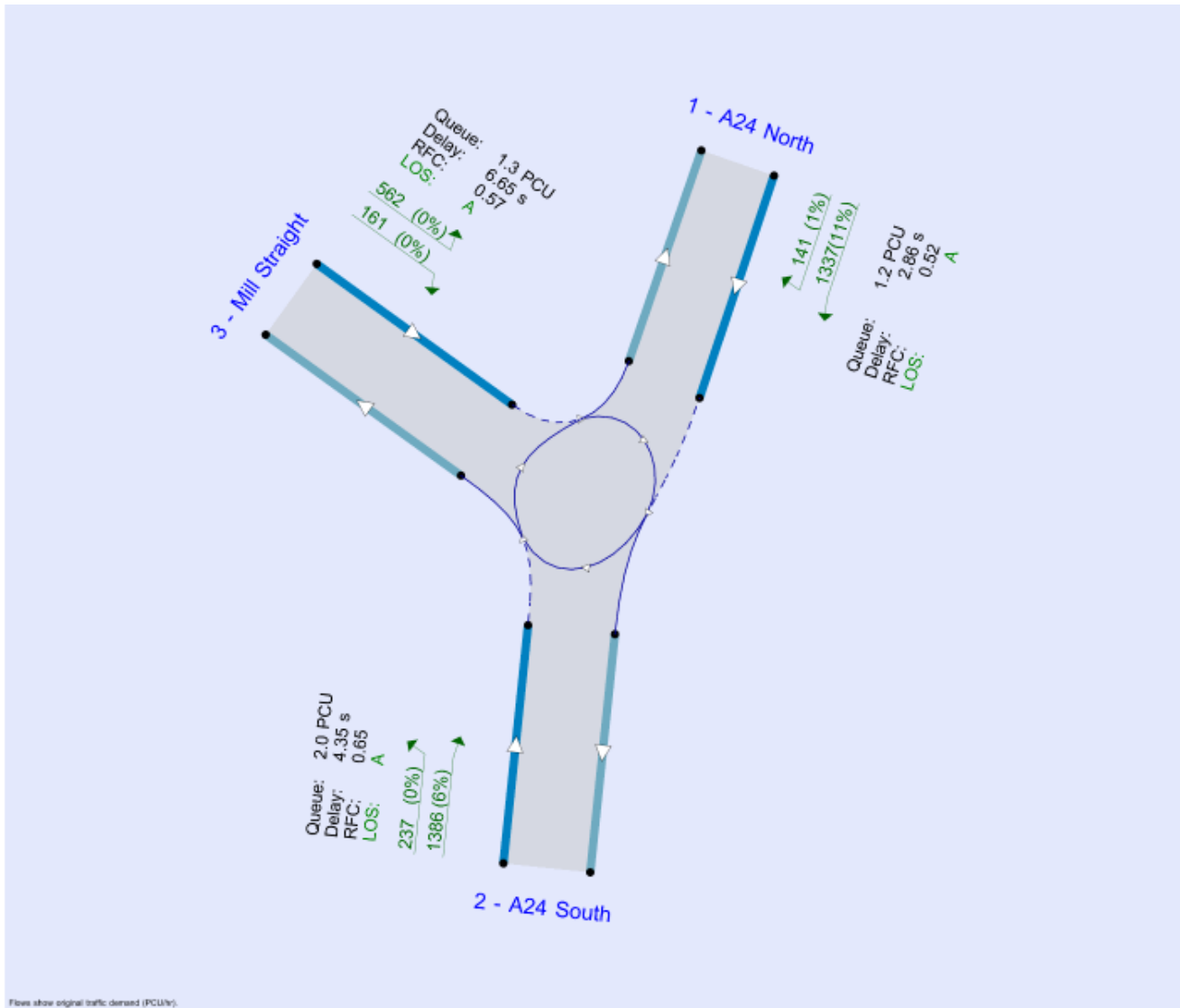
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	18-12-2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKRJM015
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 period length (min)	Time segment length (min)
D1	2036	AM	FLAT	07:45	09:15	90	15
D2	2036	PM	FLAT	16:45	18:15	90	15
D3	2036 + Dev	AM	FLAT	07:45	09:15	90	15
D4	2036 + Dev	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.21	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A24 North		
2	A24 South		
3	Mill Straight		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A24 North	7.90	9.50	15.0	95.0	65.0	17.0		
2 - A24 South	7.80	8.00	2.0	52.0	65.0	17.0		
3 - Mill Straight	5.00	7.50	17.0	29.0	65.0	24.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A24 North	0.763	2985
2 - A24 South	0.695	2590
3 - Mill Straight	0.605	2103

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 period length (min)	Time segment length (min)
D1	2036	AM	FLAT	07:45	09:15	90	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 - A24 North		✓	1478	100.000
2 - A24 South		✓	1623	100.000
3 - Mill Straight		✓	723	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A24 North	2 - A24 South	3 - Mill Straight
From	1 - A24 North	0	1337	141
	2 - A24 South	1386	0	237
	3 - Mill Straight	562	161	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A24 North	2 - A24 South	3 - Mill Straight
From	1 - A24 North	0	11	1
	2 - A24 South	6	0	0
	3 - Mill Straight	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A24 North	1478	1478
	2 - A24 South	1623	1623
	3 - Mill Straight	723	723
08:00-08:15	1 - A24 North	1478	1478
	2 - A24 South	1623	1623
	3 - Mill Straight	723	723
08:15-08:30	1 - A24 North	1478	1478
	2 - A24 South	1623	1623
	3 - Mill Straight	723	723
08:30-08:45	1 - A24 North	1478	1478
	2 - A24 South	1623	1623
	3 - Mill Straight	723	723
08:45-09:00	1 - A24 North	1478	1478
	2 - A24 South	1623	1623
	3 - Mill Straight	723	723
09:00-09:15	1 - A24 North	1478	1478
	2 - A24 South	1623	1623
	3 - Mill Straight	723	723

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A24 North	0.52	2.88	1.2	A
2 - A24 South	0.65	4.35	2.0	A
3 - Mill Straight	0.57	6.65	1.3	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)	Unsignalised level of service
1 - A24 North	1478	160	2864	0.516	1473	1.2	2.837	A
2 - A24 South	1623	141	2493	0.651	1615	1.9	4.274	A
3 - Mill Straight	723	1379	1268	0.570	718	1.3	6.478	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)	Unsignalised level of service
1 - A24 North	1478	161	2863	0.516	1478	1.2	2.857	A
2 - A24 South	1623	141	2492	0.651	1623	1.9	4.350	A
3 - Mill Straight	723	1386	1264	0.572	723	1.3	6.645	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)	Unsignalised level of service
1 - A24 North	1478	161	2863	0.516	1478	1.2	2.857	A
2 - A24 South	1623	141	2492	0.651	1623	2.0	4.350	A
3 - Mill Straight	723	1386	1264	0.572	723	1.3	6.648	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)	Unsignalised level of service
1 - A24 North	1478	161	2863	0.516	1478	1.2	2.857	A
2 - A24 South	1623	141	2492	0.651	1623	2.0	4.350	A
3 - Mill Straight	723	1386	1264	0.572	723	1.3	6.648	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)	Unsignalised level of service
1 - A24 North	1478	161	2863	0.516	1478	1.2	2.857	A
2 - A24 South	1623	141	2492	0.651	1623	2.0	4.350	A
3 - Mill Straight	723	1386	1264	0.572	723	1.3	6.648	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)	Unsignalised level of service
1 - A24 North	1478	161	2863	0.516	1478	1.2	2.857	A
2 - A24 South	1623	141	2492	0.651	1623	2.0	4.350	A
3 - Mill Straight	723	1386	1264	0.572	723	1.3	6.648	A

2036, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2036	PM	FLAT	16:45	18:15	90	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 - A24 North		✓	2052	100.000
2 - A24 South		✓	1359	100.000
3 - Mill Straight		✓	561	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A24 North	2 - A24 South	3 - Mill Straight
From	1 - A24 North	0	1539	513
	2 - A24 South	1152	2	205
	3 - Mill Straight	248	313	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A24 North	2 - A24 South	3 - Mill Straight
From	1 - A24 North	0	1	0
	2 - A24 South	5	0	0
	3 - Mill Straight	0	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A24 North	2052	2052
	2 - A24 South	1359	1359
	3 - Mill Straight	561	561
17:00-17:15	1 - A24 North	2052	2052
	2 - A24 South	1359	1359
	3 - Mill Straight	561	561
17:15-17:30	1 - A24 North	2052	2052
	2 - A24 South	1359	1359
	3 - Mill Straight	561	561
17:30-17:45	1 - A24 North	2052	2052
	2 - A24 South	1359	1359
	3 - Mill Straight	561	561
17:45-18:00	1 - A24 North	2052	2052
	2 - A24 South	1359	1359
	3 - Mill Straight	561	561
18:00-18:15	1 - A24 North	2052	2052
	2 - A24 South	1359	1359
	3 - Mill Straight	561	561

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A24 North	0.75	5.23	3.0	A
2 - A24 South	0.61	4.29	1.6	A
3 - Mill Straight	0.40	4.31	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)	Unsignalised level of service
1 - A24 North	2052	314	2747	0.747	2040	2.9	5.055	A
2 - A24 South	1359	510	2236	0.608	1353	1.6	4.217	A
3 - Mill Straight	561	1149	1408	0.398	558	0.7	4.271	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)	Unsignalised level of service
1 - A24 North	2052	315	2746	0.747	2052	2.9	5.227	A
2 - A24 South	1359	513	2234	0.608	1359	1.6	4.287	A
3 - Mill Straight	561	1154	1405	0.399	561	0.7	4.313	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)	Unsignalised level of service
1 - A24 North	2052	315	2746	0.747	2052	3.0	5.228	A
2 - A24 South	1359	513	2234	0.608	1359	1.6	4.287	A
3 - Mill Straight	561	1154	1405	0.399	561	0.7	4.313	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)	Unsignalised level of service
1 - A24 North	2052	315	2746	0.747	2052	3.0	5.228	A
2 - A24 South	1359	513	2234	0.608	1359	1.6	4.287	A
3 - Mill Straight	561	1154	1405	0.399	561	0.7	4.313	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)	Unsignalised level of service
1 - A24 North	2052	315	2746	0.747	2052	3.0	5.228	A
2 - A24 South	1359	513	2234	0.608	1359	1.6	4.287	A
3 - Mill Straight	561	1154	1405	0.399	561	0.7	4.313	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)	Unsignalised level of service
1 - A24 North	2052	315	2746	0.747	2052	3.0	5.228	A
2 - A24 South	1359	513	2234	0.608	1359	1.6	4.287	A
3 - Mill Straight	561	1154	1405	0.399	561	0.7	4.313	A

2036 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2036 + Dev	AM	FLAT	07:45	09:15	90	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 - A24 North		✓	1454	100.000
2 - A24 South		✓	1658	100.000
3 - Mill Straight		✓	740	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A24 North	2 - A24 South	3 - Mill Straight
From	1 - A24 North	0	1313	141
	2 - A24 South	1422	0	238
	3 - Mill Straight	557	183	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A24 North	2 - A24 South	3 - Mill Straight
From	1 - A24 North	0	11	1
	2 - A24 South	6	0	0
	3 - Mill Straight	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A24 North	1454	1454
	2 - A24 South	1658	1658
	3 - Mill Straight	740	740
08:00-08:15	1 - A24 North	1454	1454
	2 - A24 South	1658	1658
	3 - Mill Straight	740	740
08:15-08:30	1 - A24 North	1454	1454
	2 - A24 South	1658	1658
	3 - Mill Straight	740	740
08:30-08:45	1 - A24 North	1454	1454
	2 - A24 South	1658	1658
	3 - Mill Straight	740	740
08:45-09:00	1 - A24 North	1454	1454
	2 - A24 South	1658	1658
	3 - Mill Straight	740	740
09:00-09:15	1 - A24 North	1454	1454
	2 - A24 South	1658	1658
	3 - Mill Straight	740	740

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A24 North	0.51	2.84	1.1	A
2 - A24 South	0.67	4.53	2.1	A
3 - Mill Straight	0.60	7.16	1.5	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)	Unsignalised level of service
1 - A24 North	1454	182	2847	0.511	1449	1.1	2.822	A
2 - A24 South	1658	141	2493	0.665	1650	2.1	4.447	A
3 - Mill Straight	740	1415	1247	0.593	734	1.4	6.949	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)	Unsignalised level of service
1 - A24 North	1454	183	2846	0.511	1454	1.1	2.842	A
2 - A24 South	1658	141	2492	0.665	1658	2.1	4.533	A
3 - Mill Straight	740	1422	1243	0.596	740	1.5	7.158	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)	Unsignalised level of service
1 - A24 North	1454	183	2846	0.511	1454	1.1	2.842	A
2 - A24 South	1658	141	2492	0.665	1658	2.1	4.533	A
3 - Mill Straight	740	1422	1243	0.596	740	1.5	7.161	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)	Unsignalised level of service
1 - A24 North	1454	183	2846	0.511	1454	1.1	2.842	A
2 - A24 South	1658	141	2492	0.665	1658	2.1	4.533	A
3 - Mill Straight	740	1422	1243	0.596	740	1.5	7.161	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)	Unsignalised level of service
1 - A24 North	1454	183	2846	0.511	1454	1.1	2.842	A
2 - A24 South	1658	141	2492	0.665	1658	2.1	4.533	A
3 - Mill Straight	740	1422	1243	0.596	740	1.5	7.161	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)	Unsignalised level of service
1 - A24 North	1454	183	2846	0.511	1454	1.1	2.842	A
2 - A24 South	1658	141	2492	0.665	1658	2.1	4.533	A
3 - Mill Straight	740	1422	1243	0.596	740	1.5	7.161	A

2036 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2036 + Dev	PM	FLAT	16:45	18:15	90	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 - A24 North		✓	2040	100.000
2 - A24 South		✓	1388	100.000
3 - Mill Straight		✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A24 North	2 - A24 South	3 - Mill Straight
From	1 - A24 North	0	1533	507
	2 - A24 South	1185	0	201
	3 - Mill Straight	248	305	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A24 North	2 - A24 South	3 - Mill Straight
From	1 - A24 North	0	1	0
	2 - A24 South	5	0	1
	3 - Mill Straight	0	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A24 North	2040	2040
	2 - A24 South	1388	1388
	3 - Mill Straight	551	551
17:00-17:15	1 - A24 North	2040	2040
	2 - A24 South	1388	1388
	3 - Mill Straight	551	551
17:15-17:30	1 - A24 North	2040	2040
	2 - A24 South	1388	1388
	3 - Mill Straight	551	551
17:30-17:45	1 - A24 North	2040	2040
	2 - A24 South	1388	1388
	3 - Mill Straight	551	551
17:45-18:00	1 - A24 North	2040	2040
	2 - A24 South	1388	1388
	3 - Mill Straight	551	551
18:00-18:15	1 - A24 North	2040	2040
	2 - A24 South	1388	1388
	3 - Mill Straight	551	551

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A24 North	0.74	5.08	2.9	A
2 - A24 South	0.62	4.41	1.7	A
3 - Mill Straight	0.40	4.38	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)	Unsignalised level of service
1 - A24 North	2040	304	2754	0.741	2029	2.8	4.928	A
2 - A24 South	1388	504	2240	0.619	1379	1.7	4.333	A
3 - Mill Straight	551	1179	1389	0.397	548	0.7	4.314	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)	Unsignalised level of service
1 - A24 North	2040	305	2753	0.741	2040	2.8	5.082	A
2 - A24 South	1388	507	2238	0.619	1388	1.7	4.410	A
3 - Mill Straight	551	1185	1388	0.398	551	0.7	4.358	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)	Unsignalised level of service
1 - A24 North	2040	305	2753	0.741	2040	2.9	5.084	A
2 - A24 South	1388	507	2238	0.619	1388	1.7	4.410	A
3 - Mill Straight	551	1185	1388	0.398	551	0.7	4.358	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)	Unsignalised level of service
1 - A24 North	2040	305	2753	0.741	2040	2.9	5.084	A
2 - A24 South	1386	507	2238	0.619	1386	1.7	4.410	A
3 - Mill Straight	551	1185	1386	0.398	551	0.7	4.358	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)	Unsignalised level of service
1 - A24 North	2040	305	2753	0.741	2040	2.9	5.084	A
2 - A24 South	1386	507	2238	0.619	1386	1.7	4.410	A
3 - Mill Straight	551	1185	1386	0.398	551	0.7	4.358	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)	Unsignalised level of service
1 - A24 North	2040	305	2753	0.741	2040	2.9	5.084	A
2 - A24 South	1386	507	2238	0.619	1386	1.7	4.410	A
3 - Mill Straight	551	1185	1386	0.398	551	0.7	4.358	A