

Land South of Barnham Station

Transport Assessment

Client: Gleeson Strategic Land

i-Transport Ref: MG/DS/AI/ITB14160-003B R

Date: 19 November 2020

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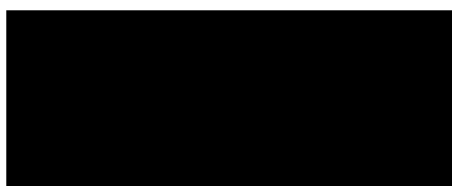
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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB14160-003	Draft	6/11/20	DS/AI	MG
ITB14160-003A	Amends	10/11/20	DS/AI	MG
ITB14160-003B	Issue	19/11/20	DS/AI	MG

File Ref: T:\Projects\14000 Series\14160ITB Tars Farm, Barnham\Admin\Report and Tech Notes\003 Transport Assessment\ITB14160-003B Transport Assessment 181120.docx

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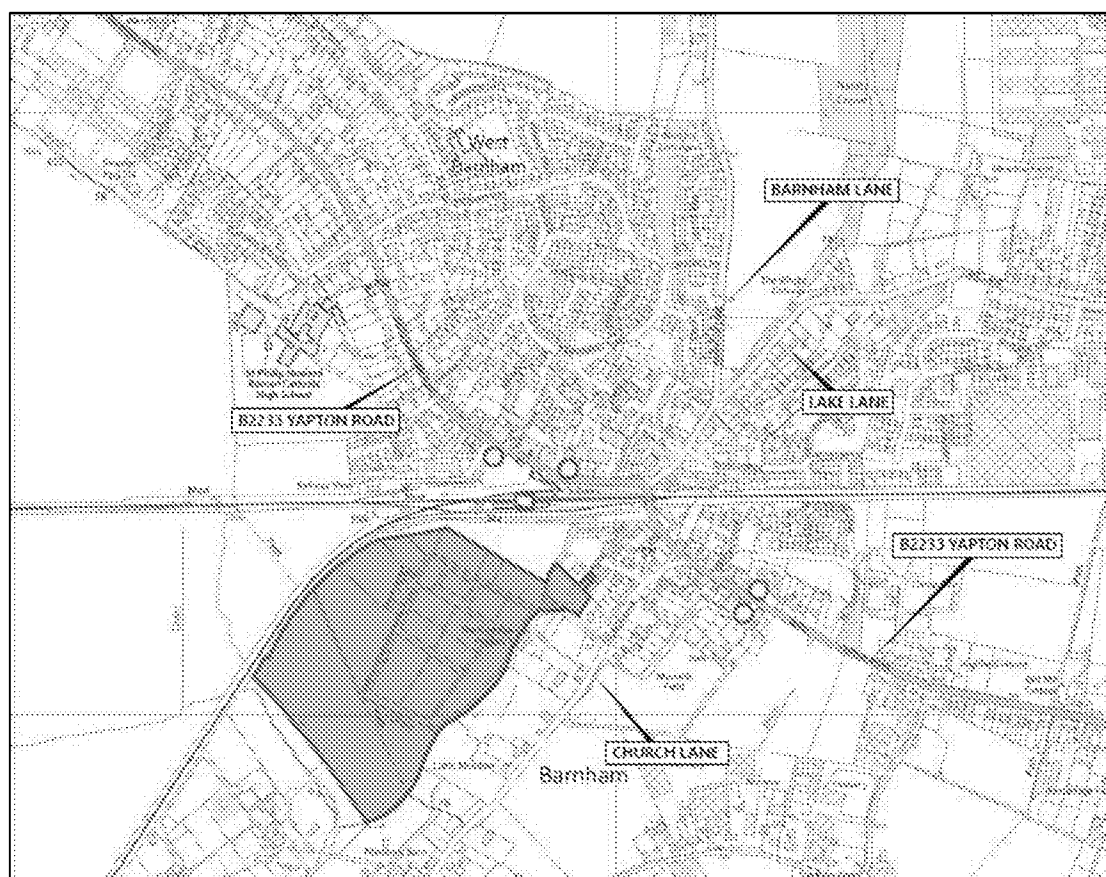
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SECTION 1 Introduction

1.1 Background

- 1.1.1 Gleeson Strategic Land has appointed i-Transport LLP to provide transport and highways advice in relation to an outline planning application for a residential development comprising some 200 dwellings on land south of Barnham Station. A site location plan is provided in **Figure 1.1** an extract of which is shown in **Image 1.1**.

Image 1.1: Extract of Site Location Plan



Source: Consultants' image

1.2 Scoping

- 1.2.1 This Transport Assessment (TA) has been prepared to consider the transport impacts that may arise from the proposed development, and to consider the proposal against the relevant transport planning policy considerations. The assessment has been produced in accordance with relevant national and local transport guidance.

- 1.2.2 Pre-application advice has been sought from West Sussex County Council (WSCC), as the local highway authority, in respect of the proposed development and the scope of the TA. The advice has informed the preparation of the TA.
- 1.2.3 Correspondence has taken place with Barnham and Eastergate Parish Council (BEPC), including a meeting on the 24 September, to identify and understand local transport issues and concerns. This has helped inform the transport strategy for the proposed development.
- 1.2.4 Similarly, a leaflet / website based public consultation has been undertaken and the responses to the consultation are summarised in the Statement of Community Involvement accompanying the planning application. A number of the responses made reference to local transport matters that have been taken into account during the preparation of the TA.
- 1.2.5 A separate Framework Travel Plan (FTP) has also been prepared (*report ref: ITB14160-004*). The primary purpose of the FTP is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes. Prior to first occupation of the site, the FTP will be converted to a full Travel Plan (TP) that takes into account the most recent and up-to-date information on sustainable travel at the time.

1.3 **Structure**

- 1.3.1 The remainder of the Transport Assessment is structured as follows:

- ◆ Section 2 – Proposed Development;
- ◆ Section 3 – Policy Context;
- ◆ Section 4 – Baseline Conditions;
- ◆ Section 5 – Proposed Site Access Arrangements;
- ◆ Section 6 – Sustainable Transport Modes;
- ◆ Section 7 – Traffic Impact; and
- ◆ Section 8 – Summary and Conclusions.

SECTION 2 Proposed Development

- 2.1.1 Gleeson Strategic Land controls land south of Barnham Station and an outline planning application (with all matters reserved except access) for a development of up to 200 dwellings has been submitted to Arun District Council.
- 2.1.2 The site is located to the south of Barnham Station and the West Coastway Line, and to the north west of Church Lane. The Barnham, Eastergate, Westergate (BEW) strategic local plan allocation (ref: *Arun Local Plan Policy HSP2c SD5*) is located to the west of the proposed development. The illustrative site layout is provided at **Appendix A** and extracted below as **Image 2.1**.

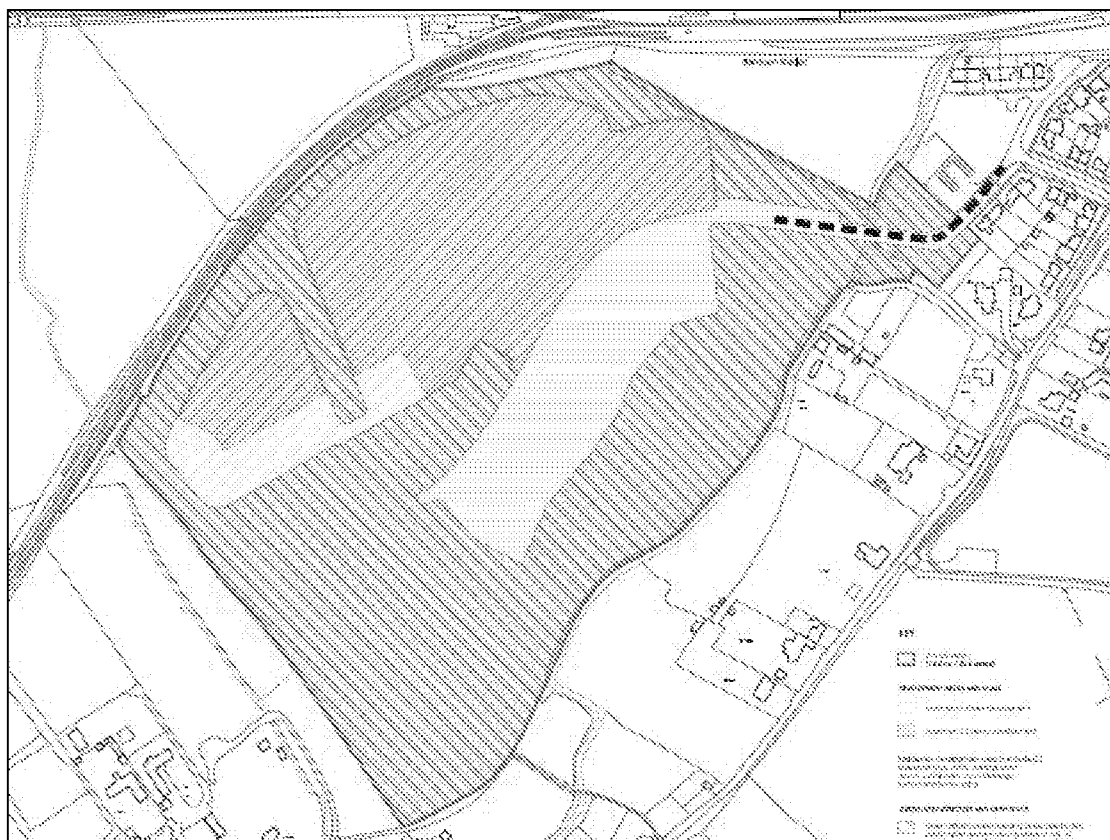
Image 2.1: Illustrative Masterplan



Source: Masterplan

- 2.1.3 **Image 2.2** below sets out the parameter plan for the site, the full plan can be seen at **Appendix B**.

Image 2.2: Parameter Plan



Source: Parameters Plan

- 2.1.4 As identified in the Parameter Plan, access to the site is proposed via an existing footway along the eastern boundary of the site. This footway is shown in the plan as a dashed line. Close into the site. Access arrangements are discussed in detail in Section 6 of this TA.
- 2.1.5 Connection will also be made at Marshall Close to the established footway network and Public Rights of Way (PRoW) that bisect the site will be retained to make for a permeable development. Accessibility by all modes of transport is discussed in detail in Section 6 of this TA.

SECTION 3 Policy Context

3.1 Introduction

- 3.1.1 To provide context for the assessment, this section of the TA provides a review of the national and local planning policies relevant to the proposed development.

3.2 National Planning Policy

National Planning Policy Framework (February 2019)

- 3.2.1 Section 9 of the NPPF discusses promoting sustainable transport. Paragraphs 108 – 111 set out transport matters when considering development proposals.

- 3.2.2 Paragraph 108 states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

- 3.2.3 Paragraph 109 states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 3.2.4 Paragraph 110, makes it clear that:

“Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

3.2.5 Finally, paragraph 111 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

3.3 Local Policy

The Arun Local Plan 2011 – 2031 (Adopted July 2018)

3.3.1 In July 2018, Arun District Council adopted a new Local Plan which sets out the vision for Arun District up to 2031. The Local Plan identifies a series of policies relating to transport, including:

“Policy T SP1 – Transport and Development – This identifies that development sites will be supported where they:

- *Are designed to reduce the need to travel by car, but make provision for safe access to the site for all travel modes;*
- *Give priority to pedestrian and cycle movements;*
- *Incorporate appropriate levels of parking in line with WSCC Guidance;*
- *Are supported by effective and deliverable Transport Assessments and Travel Plans; and*
- *Explain how developments can:*
 - *Accommodate deliveries and servicing;*
 - *Give priority to pedestrians and cycle movements and have high-quality public transport;*
 - *Create safe and secure layouts for all users;*
 - *Incorporate electric charging infrastructure; and Consider the needs of people with disabilities.”*

"Policy T DM1 – Sustainable Travel and Public Rights of Way – This identifies that proposals for new developments must:

- Be located where they are close to sustainable travel opportunities which link to key destinations;***
- Contribute to the extension of public transport services;***
- Make provisions for pedestrian and cycling facilities; and***
- Contributes to provision of a joined-up cycle and PROW network."***

3.3.2 This TA, and the accompanying TP, have been prepared in accordance with these requirements and set out how the criteria within policies SP1 and DM1 will be met.

3.3.3 The proposed development site is located near to the 'Barnham/Eastergate/Westgate' Strategic Allocation, which is identified under policy SP2a (SD5) of the Arun Local Plan. The Barnham/Eastergate/Westgate allocation has been identified as being able to deliver 2,300 dwellings over the plan period.

Barnham and Eastergate Neighbourhood Plan 2014-2029

3.3.4 The Barnham and Eastergate Neighbourhood Plan provides a vision for the future of the villages and sets out the policies and objectives required in order to meet this vision. The Neighbourhood Plan was developed through consultation with the local community with the interest of the local area in mind.

3.3.5 The Neighbourhood Plan identifies a series of policies relating to transport, including:

"Policy GA1: Developer or CIL contributions required to support the provision of a comprehensive cycle and footpaths network.

Developer or CIL contributions will be sought from all new developments to fund improvements to the existing cycle and footpath network as well as providing new connections where non currently exist."

"Policy GA2: Pedestrian and cycle routes must link together potential destinations, such as new housing and the village centres, green open spaces and the countryside. The loss of existing cycle routes, rights of way and public footpath will be resisted.

New developments must integrate with the current green infrastructure network and provide access to public and community transport to connect residents with the social, community and retail facilities of the villages."

"Policy GA3: New development to provide parking on site for occupants and visitors.

All developments must increase net parking consistent with that development and developments which remove off road parking must make alternative provision which maintains the number of accessible parking spaces available. Spaces shall thereafter be retained at all times for their designated purpose."

"Policy GA4: Encouraging better signage and better planning of public transport.

Support will be given to developments that provide improved publicity and signage relating to the promotion of the parish facilities provided that they enhance their surroundings, and do not negatively on the visual and environmental amenity of their surroundings."

Arun Parking Standard Supplementary Planning Document (Adopted January 2020)

- 3.3.6 This Supplementary Planning Document outlines Arun District Council's Approach to parking at new developments (both residential and commercial) and should be used to help determine the level of parking at new developments. The supplementary planning document provides guidance on levels of car parking, cycle parking and electric vehicle infrastructure.
- 3.3.7 The document is based upon the 'West Sussex County Council Guidance on Parking at New Developments May 2019' (WSCC GPND) with a few exceptions. The supplementary planning document therefore seeks to define and formalise these standards in order to give them greater weight when considering planning applications. In setting the parking strategy, regard is also given to the parking principles set out in the updated WSCC GNDP (September 2020).
- 3.3.8 The parking standards are based on Parking Behaviour Zones. The proposed development falls within 'Zone 2 – Peri-Rural'. A summary of the parking standards for the residential and commercial uses for the proposed development site are summarised in **Table 3.1** below.

Table 3.1: Residential Car and Cycle Parking Standards – Zone 2

No. Of Bedrooms	No. of Habitable Rooms	Car Parking Provision	Cycle Parking Provision
1	1-3	2	1
2	4	2	1
3	5-6	2	2
4+	7+	3	2

Source: Arun District Council Parking Standards Supplementary Planning Document, January 2020.

West Sussex County Council's Transport Plan 2011-2026 (LTP3)

3.3.9 The West Sussex County Council Local Transport Plan 3 was published in February 2011 and sets out a long-term strategy and implementation plan for making improvements to the transport system throughout the county up to 2026.

3.3.10 The strategy for Arun is to provide improvements to the transport system to tackle the identified transport issues as and when funding becomes available. To ensure that the regeneration aspirations of the plan are delivered, and the identified transport issues are addressed, they will ensure that all new schemes and developments contribute, and support, in some way to the following:

- ***Increasing use of sustainable modes of transport;***
- ***Improving network efficiency in order to improve journey times and air quality;***
- ***Improving safety for all road users;***
- ***Discouraging HGVs from using unsuitable roads; and***
- ***Improving accessibility between communities within the District.***

3.3.11 This Transport Assessment has been prepared having regard to the strategies set out in the Local Transport Plan. The Transport Assessment provides a comprehensive assess of the impact of the development proposal and sets out suitable and robust mitigation strategy.

SECTION 4 Baseline Conditions

4.1 Introduction

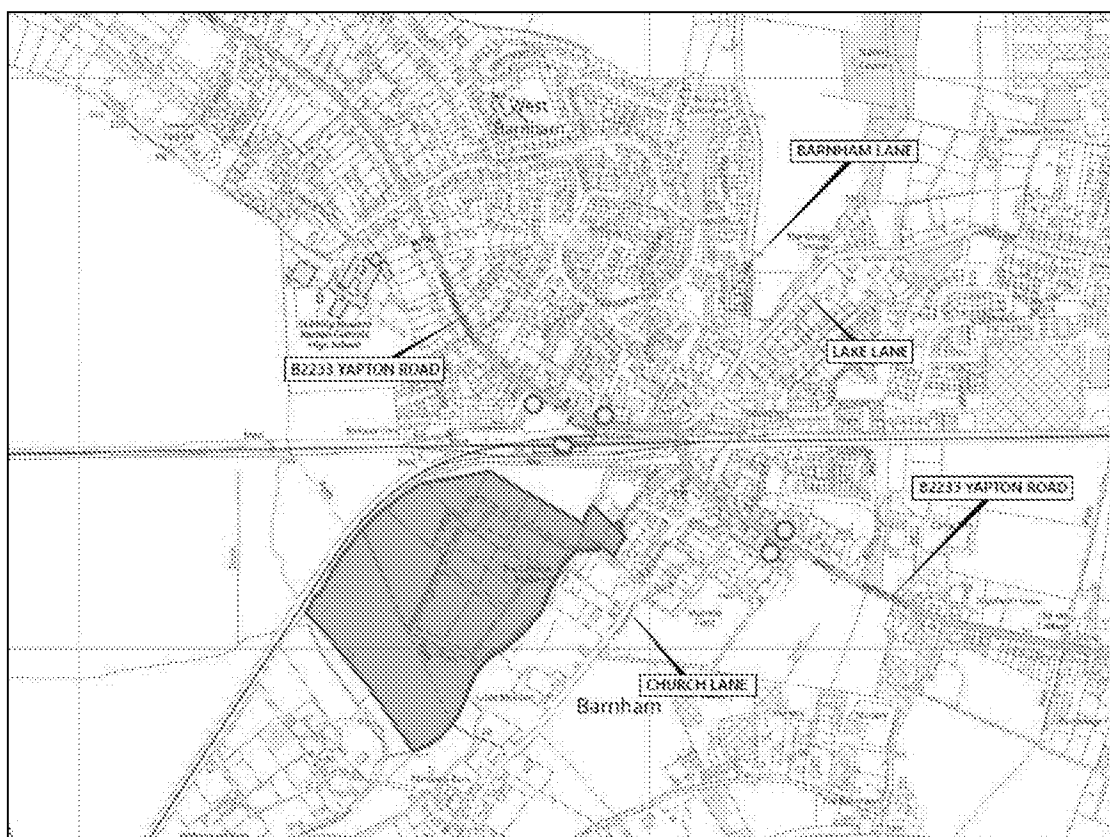
4.1.1 This section of the TA summarises the existing transport conditions in the vicinity of the site, covering walking, cycling and the local highway / road network. In addition, this section considers committed development in the local area.

4.2 Site Location

4.2.1 The proposed site is located on the southern side of Barnham. The site is bound to the north by the West Coastway Line, which runs between Brighton and Southampton, and to the west by the Bognor Branch Line. To the south and east by residential properties and agricultural land.

4.2.2 A site location plan is provided at **Figure 1.1**, extracted below as **Image 4.1**.

Image 4.1: Site Location Plan Extract



Source: Consultant's Plan

4.3 Walking

- 4.3.1 A footway is located on the eastern side of the Marshall Close carriageway, separated from the road by a wide highway verge. Continuous pedestrian infrastructure is provided from the termination of Marshall Close cul-de-sac to the south, along Marshall Close and joining the B2233 at the northern end of Marshall Close via a bound surface footway adjacent to properties 20 and 20a. The route forms part of the adopted public highway.
- 4.3.2 Footways are also provided on both the northern and southern sides of the east-west section of Marshall Close, connecting to Church Lane. The footways are again separated from the road by wide verges and the route terminates at the Church Lane carriageway.
- 4.3.3 There are no footways along Church Lane between the proposed site access location and the B2233 Yapton Road; however, Church Lane is lightly trafficked; traffic counts undertaken during w/c 12 October identified a total of 47 vehicular movements during the morning peak period (08:00-09:00) and 68 movements during the evening peak period (17:00-18:00). Church Lane has a set speed limit of 30mph and given these characteristics, Church Lane provides conditions conducive to provide a shared surface for pedestrians.
- 4.3.4 Church Lane meets B2233 Yapton Road approximately 190m northwest of the site access. Footways are present on the western side of the B2233 Yapton Road and are street lit. Northbound, the footway provides access to Barnham village centre and railway station. Southbound, the footway provides access to facilities including the Murrell Arms, Barnham Community Hall and Community Village Hall bus stop.
- 4.3.5 A footway is provided on the western side of Yapton Road to the northwest of the site, running underneath the railway bridge and separated from the carriageway by metal railing. From here, pedestrians can use the pedestrian crossing provision, comprising dropped kerbs, tactile paving and a pedestrian refuge island, to route onto the footway on the north side of Barnham Road.

Public Rights of Way

- 4.3.6 Public Right of Way FP 323 crosses the site on a northwest-southeast alignment towards West Barnham and connects with Church Lane. The Right of Way continues on the eastern side of Church Lane along FP157. The alignment of the local public footpaths is shown in **Image 4.2** below.

Image 4.2: Local Public Rights of Way



Source: West Sussex iMap

4.4 Cycling

- 4.4.1 The road network surrounding the site and within the village of Barnham is suitable for on street cycling, being made up of street lit, single carriageway roads with 30mph speed limits.
- 4.4.2 There are 62 cycle parking spaces (ref: *GWR website, Barnham Station*) available within the car park at Barnham Station, and the carriage of bicycles on rail services is permitted from this station, providing the opportunity for a combination of cycle/rail journeys by residents of the proposed development.
- 4.4.3 The Barnham Link commences at the southern end of Church Lane and provides a connection through to the A259 (Charles Purley Way) and onward cycles connections using the shared use pedestrian/cycleway adjacent to the A259. This route provides a direct cycle connection into Bognor and a wide range of retail, employment and leisure opportunities. The route is identified in mauve in **Image 4.3**, with the proposed development site denoted as a red star.

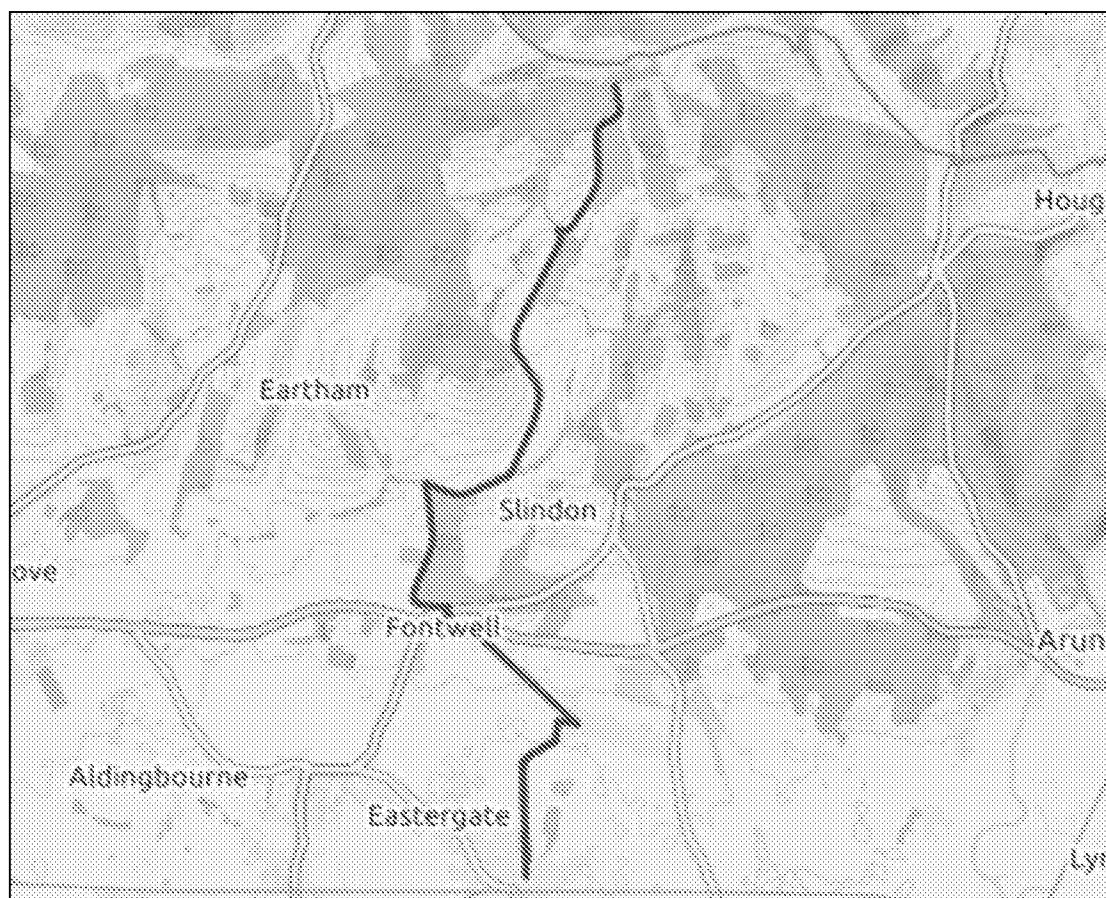
Image 4.3: Cycle Map Extract – Barnham Link



Source: WSCC Cycle Journey Planner

- 4.4.4 To the north of the site, the Walberton Link can be accessed via Lake Lane and provides a connection through to Walberton and Fontwell, and beyond to the South Downs, using a network of quiet lanes. The route of the Walberton Link is identified in **Image 4.4**.

Image 4.4: Cycle Map Extract – Walberton Link



Source: WSCC Cycle Journey Planner

4.5 Local Highway / Road Network

- 4.5.1 Marshall Close is situated immediately to the north of the development site and to the west of Church Lane. It comprises a "T" shaped cul-de-sac formed of circa 5.0m wide carriageways, all of which form part of the adopted public highway. The cul-de-sac is bounded on its western side primarily by a playing field, with residential properties located on the eastern side of Marshall Close. Wide verges on either side of the carriageway also form part of the adopted public highway. Marshall Close connects with Church Lane via a simple priority junction.
- 4.5.2 Church Lane is characterised as a single carriageway lane measuring between circa 4.5 – 6.1m in width and is subject to a 30mph speed limit. Church Lane continues north east bound from Marshall Close for around 70m before meeting B2233 Yapton Road at a triangle priority junction. Traffic surveys identify that Church Lane is lightly trafficked, with some 47 and 68 vehicular movements occurring during the morning and evening peak hours, respectively.

- 4.5.3 B2233 Yapton Road is the primary route that passes south to north through Barnham. Yapton Road has a typical carriageway width of between 5m and 6m in width, is street lit and is subject to a 30mph speed limit.
- 4.5.4 Northbound, the B2233 routes through Barnham and Eastergate. Approximately 5.5km northwest of the site the B2233 provides access to the A27. Southbound, the B2233 provides access to the A259 after approximately 4.9km.

Vehicle Speeds and Volumes

- 4.5.5 Two Automatic Traffic Count (ATC) surveys were installed on the B2233 Yapton Road between 14/10/2020 and 21/10/2020 to measure vehicle volumes and speeds. Whilst the surveys were undertaken at a time where local restrictions associated with Covid-19 were not as stringent (i.e. schools were open and there were no restrictions on general day-to-day movement), the volumetric data from the ATC surveys have been compared to those carried out in 2019 (i.e. pre-Covid-19) for a planning application for a 70-bed care home and 14 assisted living units on the north side of Yapton Road. The ATCs for both the proposed site and the site to the north of Yapton Road were carried out in broadly the same location along the B2233 and the results are summarised in **Table 4.3**.

Table 4.3: Traffic Flows

Direction	B2233 Yapton Road Traffic Volumes	
	Morning Peak Hour (0800-0900)	Evening Peak Hour (1600-1700)
2020 Observed Traffic Flows (Post Covid-19)		
Northbound	525	313
Southbound	348	450
Total	873	763
2019 Land to the North of Yapton Road (Pre-Covid-19)		
Northbound	539	288
Southbound	300	419
Total	839	707

Source: Traffic Surveys

- 4.5.6 As summarised in **Table 4.3**, two-way traffic volumes on the B2233 Yapton Road are circa 873 and 763 in the morning and evening peaks respectively for the 2020 surveys carried out during Covid-19 Pandemic conditions. The 2019 surveys carried out pre-Covid-19 showed fewer two-way vehicle movements with 839 and 707 movements being recorded in the morning and

evening peaks respectively. Therefore, it is evident that the traffic data collected to inform the TA provides an accurate representation of typical traffic conditions.

Personal Injury Accidents

4.5.7 Personal Injury Accident (PIA) data has been obtained from Sussex Safer Roads for the latest five-year period between 1st September 2015 and 31st August 2020. A copy of the PIA data report is included in **Appendix C**.

4.5.8 In total there were 15 injury accidents recorded within the study area during the most recent five-year period. A summary of the location and classification of the accidents is set out in **Table 4.4**.

Table 4.4: Summary of Personal Injury Accident Data

Location	Motorised Vehicles			Pedestrian and Cyclists			Total
	Slight	Serious	Fatal	Slight	Serious	Fatal	
B2233 Barnham Road	3						3
B2233 Barnham Road / Barnham Trading Post Access				1			1
B2233 Barnham Road / Drovers Way	1						1
B2233 Barnham Road / Elm Grove	1						1
B2233 Yapton Road				2			2
B2233 Yapton Road / Church Lane					1		1
Barnham Station Car Park Access	1			1	1		3
Church Lane / Marshall Close					1		1
Lake Lane	1			1			
Total	7	0	0	5	3	0	15

Source: Sussex Safer Roads

4.5.9 A summary of each recorded accident at the locations above is provided in the following paragraphs.

Church Lane / Marshall Close

- 4.5.10 A single serious accident has been recorded at this junction in the latest 5-year period and occurred when a vehicle pulled out of Marshall Close into the path of a cyclist.

B2233 Yapton Road / Church Lane

- 4.5.11 A single slight accident has been recorded at this junction in the latest 5-year period and occurred when the door of a parked vehicle was opened into the path of a passing cyclist.

B2233 Barnham Road / Barnham Trading Post Access

- 4.5.12 A single slight accident has been recorded at this junction in the latest 5-year period and was the result of a vehicle failing to give way before pulling out in front of a cyclist.

B2233 Barnham Road

- 4.5.13 There have been three accidents reported along the B2233 Barnham Road in the latest 5-year period, all of which were recorded as 'slight' in nature. One of these accidents occurred when a motorcycle collided with the rear of a vehicle which was turning right in slow moving traffic. Another accident was the result of a vehicle leaving the carriageway and colliding with a road sign. The final accident was a rear end shunt between two vehicles in slow moving traffic.

Barnham Station Car Park Access

- 4.5.14 Three accidents have been recorded here in the latest 5-year period, two slight and one serious in nature. The first slight incident occurred when a vehicle exiting west at the junction collided with a pedestrian who was crossing the road. The second slight incident occurred when a vehicle making a U-turn in the Windmill Court junction was struck by a vehicle leaving the station heading west. The serious accident was the result of a vehicle reversing in the station car park before striking a pedestrian.

Lake Lane

- 4.5.15 Two slight accidents have been recorded along Lake Lane in the latest 5-year period. The first accident occurred when a delivery driver stepped out from behind their van into the path of a cyclist. The second accident was the result of a driver failing to stop at the Abbey Court / Lake Lane junction before driving across Lake Lane and crashing into a wall.

B2233 Barnham Road / Elm Grove

- 4.5.16 A single slight accident has been recorded at this junction in the latest 5-year period and occurred when a vehicle failed to give way before pulling out of Elm Grove into the path of another vehicle.

B2233 Barnham Road / Drovers Way

- 4.5.17 A single slight accident has been recorded at this junction in the latest 5-year period and occurred when a vehicle stopped to allow another vehicle to turn into Drovers Way; a second vehicle stopped behind the vehicle giving way before being struck from behind by a third vehicle.

B2233 Yapton Road

- 4.5.18 Two slight accidents have been recorded along the B2233 Yapton Road in the latest 5-year period. The first accident occurred when a van left the carriageway and struck a pedestrian travelling along the footway towards Yapton. The second accident was the result of a pedestrian walking close to the carriageway edge being struck by a passing vehicle wingmirror.
- 4.5.19 Whilst any accident is regrettable, the large study area, location, number and cause of accidents does not identify any particular issue with the operation of the local highway network in safety terms and no highway defects have been noted as a causation factor in the accident reports.

5.1 Introduction

5.1.1 This section of the TA sets out the proposed site access strategy for both vehicular and non-vehicular traffic. For context, a plan showing the adopted highway in the area surround the site is provided at **Appendix D** and an extract is reproduced in **Image 5.1**.

Image 5.1 Highway Boundary

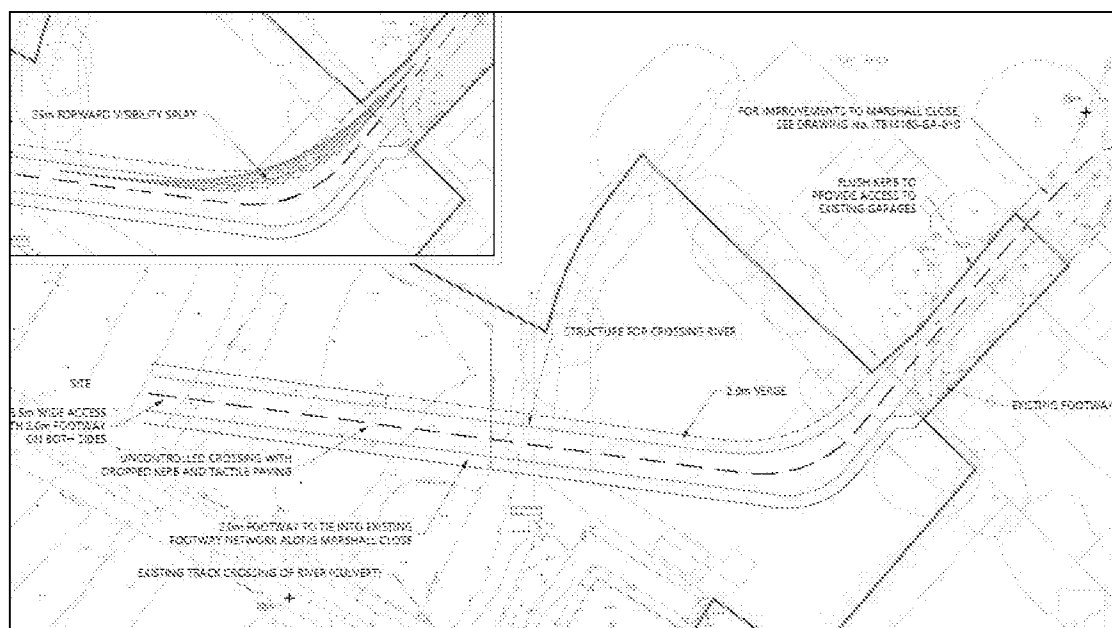


Source: WSCC Highway Boundary Records

52 *Site Access*

5.2.1 Access to the site is proposed via an extension to Marshall Close, as shown in drawing **ITB14160-GA-005**. The access has been designed in accordance with Manual for Streets principles and comprises an extension of the existing carriageway to provide a 5.5m access road that turns westwards into the site. An extract of the arrangement is shown in **Image 5.2**.

Image 5.2: Proposed Site Access Arrangement



Source: ITB14260-GA-005 Rev C

- 5.2.2 As the access road turns into the site, a 25m forward visibility splay is provided across the bend utilising a design speed of 20mph; the bend is also provided with additional width to ease movement.
- 5.2.3 Within the site, the proposed access road crosses a watercourse and floodplain in Flood Zones 2 and 3. A structure will be used to bridge the watercourse and a Flood Risk Assessment is being undertaken which will determine the specification and construction details of the aforementioned structure.
- 5.2.4 The existing footway situated on the eastern side of Marshall Close is to be extended into the site to provide a 2m wide pedestrian route into the site. A second 2m footway is to be provided within the site on the northern side of the access road, with a dropped kerb and tactile paving crossing to facilitate transition to the footway on the southern side of the carriageway.
- 5.2.5 The extension of the footway will provide continuous pedestrian infrastructure between the site and Barnham via Marshall Close on the key pedestrian desire line.

Marshall Close

- 5.2.6 A number of improvements are proposed to Marshall Close to facilitate access to the site. At present, the Marshall Close carriageway is subject to on-street parking, as shown in **Image 5.3**.

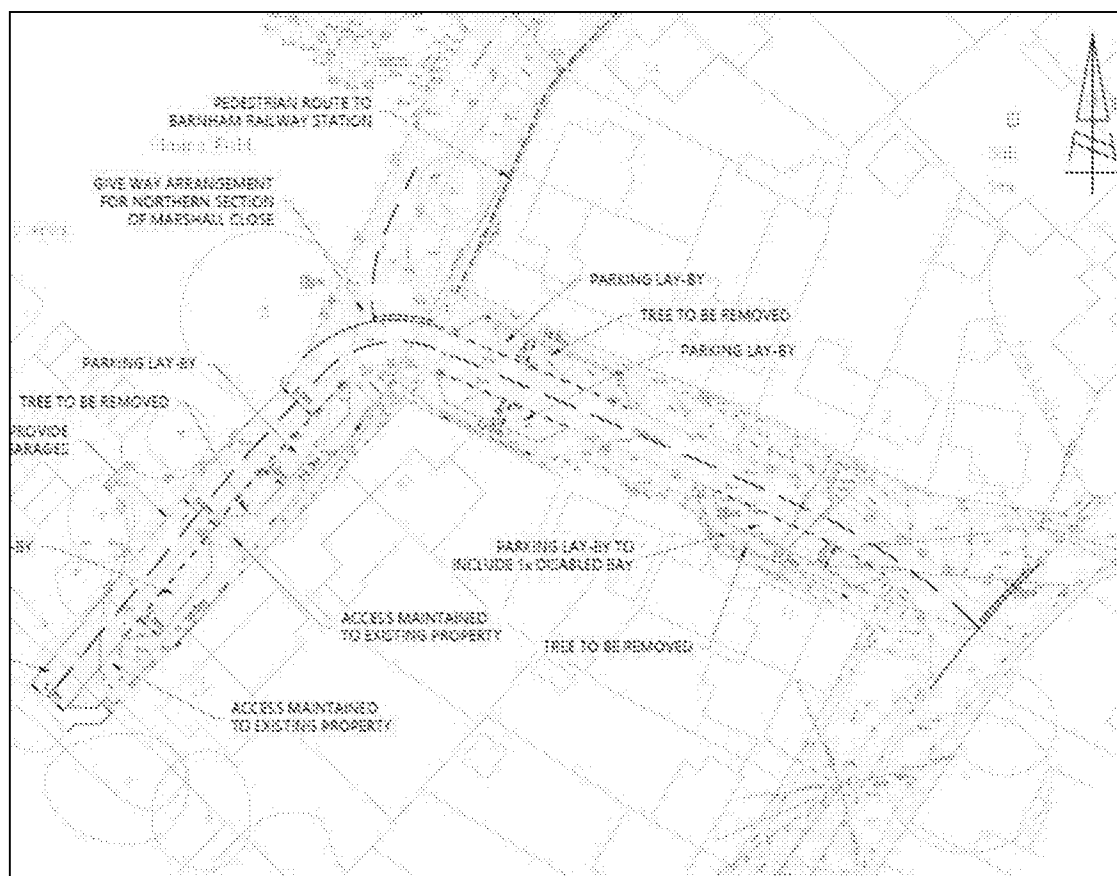
Image 5.3: On-Street Parking



Source: Google Streetview

- 5.2.7 The existing width of the running carriageway along Marshall Close will be retained circa 5.0m - this is wide enough for a car to pass a large vehicle such as a refuse vehicle on straight sections. Off carriageway parking laybys are proposed in the wide highway verges - these have been shown to be 3m wide to enable easier movement around the parked vehicle - there is space for around 12 – 15 vehicles to park in the laybys. The proposed improvements are presented in drawing **ITB14160-GA-010**, an extract of which is shown in **Image 5.4**.

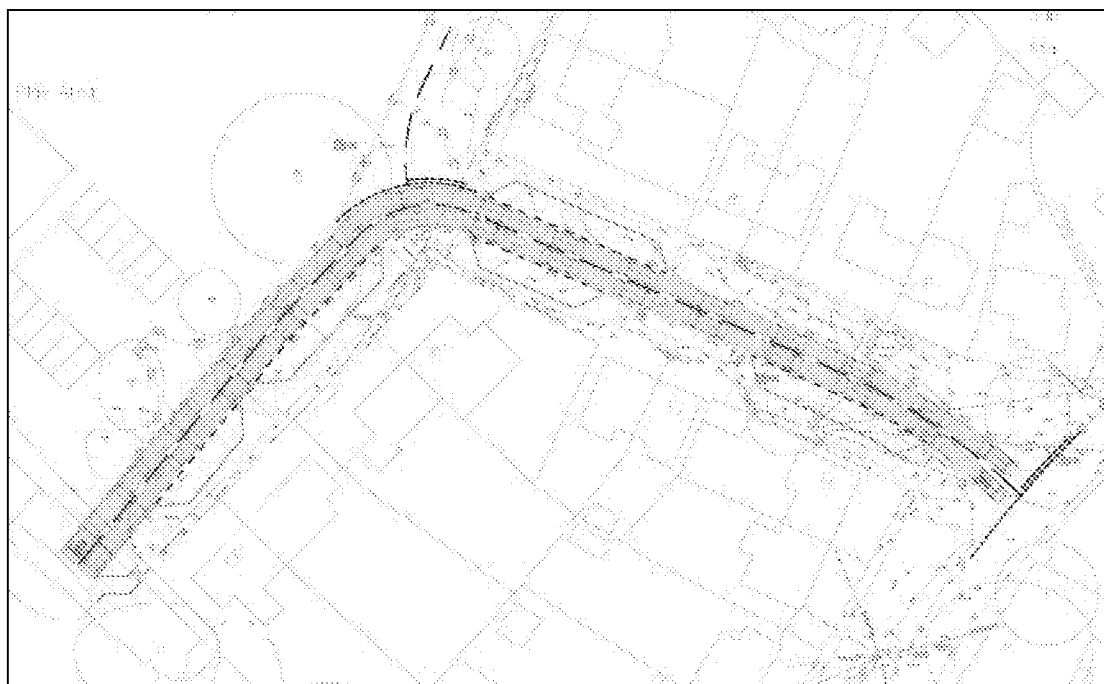
Image 5.4: Extract of Marshall Close Improvement Plan



Source: ITB14160-GA-010 Rev B

- 5.2.8 Priority at the T-junction element of Marshall Close will also be defined by the introduction of demarcation, with priority given to southbound vehicles given that this will represent the movement the greatest traffic flow.
- 5.2.9 Vehicle swept path analysis has been undertaken to inform the design, which demonstrates that there is sufficient width available to allow 2 cars to pass along Marshall Close. The tracking is presented in **Drawing ITB14160-GA-013 at Appendix E**, an extract of which is shown in **Image 5.5**.

Image 5.5: Swept Path Analysis – Cars



Source: ITB14160-GA-013 Rev A

5.2.10 Swept path analysis has also been undertaken to ensure that there is sufficient room for an Arun refuse vehicle to negotiate the bend without coming into conflict with any vehicle stationary at the priority junction on Marshall Close. The analysis is presented in **Drawing ITB14160-GA-011** at **Appendix E**, an extract of which is shown in **Image 5.6**.

5.2.11 It will not be possible for a refuse vehicle to pass an oncoming vehicle when manoeuvring through the bend, however, refuse collection is an infrequent occurrence and a forward visibility of 19.1m can be achieved, based on a centre link radius of 12m and corresponding design speed of 16.1mph; forward visibility is in excess of what is required. Therefore, this will not present a highway safety issue.

Image 5.6: Swept Path Analysis – Refuse



Source: ITB14160-GA-011 Rev B

5.2.12 The proposed improvements will also provide added benefits to cyclists, who will benefit from a wider useable carriageway enabling drivers to pass with greater separation and reduce potential obstructions to their journey caused by parked vehicles.

5.2.13 As part of the pre-application process, advice was sought from the WSCC Highways and the Fire and Rescue Service as to whether a second point of access for emergency vehicles would be required. Both the Highways Officer and the Fire and Rescue Access Manager has confirmed that a second point of access would not be required, providing a clear width of 3.7m is maintained at the site access. To that end, the scheme of parking bay improvements proposed for Marshall Close addresses the requirement for a 3.7m clear width.

Church Lane / Yapton Road Junction

5.2.14 The Church Lane / Yapton Road junction forms an unorthodox arrangement. The primary arm of the junction is a simple priority junction, with a separate arm that runs south-west to north-

east in front of the Murrell Arms. A Manual Classified Count of the junction identified that the majority of movements occurring at the junction used the simple priority junction arm of the junction.

5.2.15 The ATCs undertaken on Yapton Road identified the following 85th percentile speeds:

Direction	85 th Percentile Speed (mph)
Eastbound	26
Westbound	29

5.2.16 Visibility to the east and west of the junction has been assessed. A splay of 2.4m x 43m, appropriate for an 85th percentile speed of 30mph, can be achieved to an offset of 0.5m from the nearside kerb to the east of the access (and, in practice, beyond this distance) in accordance with Manual for Streets parameters.

5.2.17 To the west of the junction, given the presence of a bridge underpass on the westbound approach and the presence of a bend, vehicles would be unlikely to be undertaken overtaking manoeuvres at this location. A visibility splay of 2.4m x 43m, suitable for 85th percentile speeds of 30mph, can be achieved to the centre line consistent with Manual for Streets parameters.

5.2.18 On this basis and given that there has only been one recorded injury accident at the junction (which had nothing to do with geometry of the junction itself) in the most recent 5-year period, no improvement of the junction is proposed. The Church Lane / Yapton Road junction will operate safely.

5.3 Site Layout

5.3.1 Whilst the site layout would form part of a future RMA, an illustrative layout has been designed in accordance with Manual for Streets principles. A copy of the site layout is shown at **Appendix A**.

5.3.2 Whilst not for consideration / approval at this outline stage, it is proposed that parking is provided having regard to the adopted Arun District Council parking standards. The site is identified as being in Zone 2 – Peri-Rural, with the current standards requiring the parking provision set out in **Table 5.1**.

Table 5.1: Zone 2 Parking Standards

No. Of Bedrooms	No. of Habitable Rooms	Car Parking Provision	Cycle Parking Provision
1	1-3	2	1
2	4	2	1
3	5-6	2	2
4+	7+	3	2

Source: Arun Parking Standards

- 5.4 The illustrative layout has been informed by swept path analysis to ensure that a 45m hose distance is achievable, in accordance with Building Regulations Approved Document B, and that carry distances for waste collection operatives do not exceed 25m or 30m for residents. Where this cannot be achieved, bin stores/collections points will be identified as part of a future RMA.

5.5 Conclusion

- 5.5.1 On the basis of the above, the site provides for safe and suitable access for all users, in accordance with the requirements of paragraph 108 of the National Planning Policy Framework.

SECTION 6 Sustainable Transport Modes

6.1 Introduction

6.1.1 Paragraph 108 of the NPPF sets out that development should ensure that:

“Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site to reduce the need for major transport infrastructure”

6.1.2 This section of the Assessment considers the accessibility of the site to key local services and facilities by walking, cycling and public transport and should be read in conjunction with the Framework Travel Plan (*document ref: ITB14160-004*). The opportunities for sustainable travel to the site are identified in the TA and the TP sets out the measures to be promoted to ensure that these opportunities are taken up.

6.2 Journey Purpose

6.2.1 In promoting sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys. The Department of Transport’s National Travel Survey identifies the proportion of all trips by purpose, as set out in **Table 6.1**.

Table 6.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education / Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (including Just Walk)	6%

Source: Table TSGB104 (NTS0409) of Transport Statistics Great Britain – 2019 Edition

6.2.2 **Table 6.1** identifies that leisure, shopping, commuting and education trips account for the majority of journey purposes.

6.3 Key Local Destinations

6.3.1 Paragraph 4.4.1 of the Manual for Streets states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

6.3.2 The National Travel Survey 2019 (Table NTS0308) confirms that some 80% of all trips under 1 mile (circa 1.6km) are walking journeys, whilst walking accounts for some 31% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km). Walking trips fall away beyond 2 miles, with journeys of between 2 and 4 miles equating to approximately 4% of all trips.

6.3.3 The Department for Transport’s Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

“... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15 minute cycle ride of a secondary school, while more than 90% live within a 15 minute walk or bus journey from a primary school.”

6.3.4 The DfT’s Gear Change A bold vision for cycling and walking states (page 11) that:

In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–2017. For many people, these journeys are perfectly suited to cycling and walking.

6.3.5 There is a wealth of guidance on walking and cycling distances. What is clear is that 1.6km (circa 1 mile) is a walk distance that many people will walk and as such is a reasonable walk distance, whilst 8km (circa 5 miles) is a reasonable cycle distance for many people. Pedestrian and cycle access to the site would be via Marshall Close – see Section 5 for more details on the proposed site access arrangements.

6.3.6 Some of the key destinations for future residents of the proposed development within the local area are provided in **Table 6.2**. A plan showing the locations of the key local shopping, education, leisure, health and employment facilities is included in **Figure 6.1**.

Table 6.2: Summary of Local Facilities and Services

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Murrells Field	430	5	2
	The Murrell Arms	520	6	2
	Barnham Community Hall	700	8	3
	Barnham Play Park	700	8	3
Retail	Earley Butchers	510	6	2
	Barnham Trading Post	750	9	3
	Tesco Express	800	10	3
	Barnham Village Centre	850	10	3
	Windmill Shopping Village	1,300	15	5
Employment	Fordingbridge Industrial Estate	1,900	23	7
	Orchard Business Park	3,000	36	11
Education	St Philip Howard Catholic School	1,400	17	5
	Barnham Primary School	1,500	18	6
	Yapton CE Primary School	2,800	33	11
Healthcare	Five Villages Pharmacy	950	11	4
	Chantry House Dental Practice	1,700	20	6
	The Croft Surgery	2,500	30	9

Source: Consultant's Research. Note: Distance measured from centre of site via Marshall Close

Key

	Reasonable walking distance (1.6km)
	Reasonable cycle distance (8km)

- 6.3.7 **Table 6.2** demonstrates that there are a wide range of everyday facilities within a comfortable or reasonable walking distance of residents including education, convenience retail, healthcare a range of leisure facilities and employment opportunities. All of the services and facilities outlined in **Table 5.2** are within a reasonable cycling distance. The journey distances have been measured utilising distances via Marshall Close and onward connectivity via Yapton Road / Barnham Road.
- 6.3.8 Residents will be able to use the existing footway network along Marshall Close, Yapton Road / Barnham Road and beyond to access these facilities which is considered acceptable.
- 6.3.9 Cycling will be on carriageway in 30mph or below speed limit areas which is also considered acceptable.
- 6.3.10 It is noted that public footpath 323 routes through the site and crosses two rail lines level crossings to the north. The Birch level crossing is located on the Barnham to Bognor Regis branch line, whilst the West Barnham level crossing is located on the London Victoria / Brighton to Portsmouth and Southampton line. Network Rail's Risk Assessments confirm:
- Birch
 - The actual train speeds are low: the line speed over the crossing (70 mph) is never achieved owing to the 20mph speed restriction over Barnham Junction.
 - Sighting / visibility for pedestrians at the crossing is good and well in excess of the 280m requirement and as such is compliant;
 - A level crossing safety event has not been known to occur at Palace level crossing in the last 12 months;
 - West Barnham
 - Sighting / visibility for pedestrians at the crossing is good and well in excess of the 366m requirement and as such is compliant; and
 - A level crossing safety event has not been known to occur at Palace level crossing in the last 12 months.
- 6.3.11 Both level crossings clearly operate safely. The most direct route to the village centre for pedestrians is via Marshall Close and the B2233. The development would not therefore result in a significant amount of additional pedestrian movements over these level crossings – footpath

323 does provide a route towards St Philip Howard Catholic School however the route to the north crosses fields and is unmade and muddy which are not proposed for improvement and as such is not a desirable route. Any increase in movement across these level crossings is therefore in reality likely to be small in real terms and not at a level that would justify the need for the development to deliver improvements. It is noted that the BEW development may provide additional facilities however the BEW masterplan proposes a tunnel under the London Victoria / Brighton to Portsmouth and Southampton line with removal of the West Barnham level crossing (given it falls within the middle of the BEW site).

6.4 Public Transport

Rail

- 6.4.1 The nearest railway station is Barnham Railway Station which is located approximately 500m north of the site access. Barnham is on the West Coastway line between Brighton and Southampton. A summary of the services available is provided in **Table 6.3**.

Table 6.3: Summary of Local Railway Services

Destination	Frequency of Services		Journey Time (minutes)
	Peak	Off-Peak	
Chichester	5	5	7
Brighton	2	2	50
Littlehampton	3	2	10
Bognor Regis	4	4	7
London Victoria	4	4	87
Southampton Central	2	2	64
Portsmouth Harbour	1	1	36

Source: National Rail

- 6.4.2 **Table 6.3** identifies that there will be frequent train services available to residents of the development and provide excellent opportunities to undertake journeys by rail to both local towns and larger destinations further afield. The station is located within a 5-minute walk of the site enabling access on foot or by bicycle.

Bus

6.4.3 Bus services are accessible from bus stops located approximately 350m north east of the site on Yapton Road and Lake Lane. Additional bus services are available 450m north on Barnham Road, adjacent to Barnham Rail Station.

6.4.4 **Table 6.4** summarises the bus services available from these stops.

Table 6.4: Summary of Local Bus Services and Frequencies

Bus Stop	Bus Service	Destinations	Frequency		
			Monday-Friday	Saturday	Sunday
Village Hall	66A	Bognor Regis - Yapton - Bognor Regis	Four services a day (07:26, 10:38, 15:05 and 18:01)	Three services a day (10:38, 15:05 and 18:01)	-
	66C	Bognor Regis - Yapton - Bognor Regis	Three services a day (08:57, 13:16 and 17:13)	Three services a day (08:57, 13:16 and 17:13)	-
Lake Lane	66A	Bognor Regis - Yapton - Bognor Regis	Three services a day (07:48, 10:58 and 15:25)	Two services a day (10:58 and 15:25)	-
	85A	Arundel - Barnham - Chichester	Two services a day (10:11 and 14:11)	-	-
	665 (School Service)	Littlehampton - Westergate	One service a day (07:41)	-	-
Barnham Road	66A	Bognor Regis - Yapton - Bognor Regis	Four services a day (07:26, 10:38, 15:05 and 18:01)	Three services a day (10:38, 15:05 and 18:01)	-
	66C	Bognor Regis - Yapton - Bognor Regis	Three services a day (08:38, 12:57 and 16:56)	Three services a day (08:38, 12:57 and 16:56)	-
	85A	Arundel - Barnham - Chichester	Two services a day (10:12 and 14:12)	-	-
	665 (School Service)	Littlehampton - Westergate	One service a day (07:42)	-	-

Source: Traveline

- 6.4.5 The information presented in **Table 6.4** establishes that residents will have access to regular bus services withing a comfortable walking distance from the application site, with services provided to high order destinations such as Chichester and Bognor Regis.

6.5 Framework Travel Plan

- 6.5.1 A Framework Travel Plan (FTP) has been prepared and accompanies the planning application. The FTP sets out measures to encourage and promote the uptake of sustainable travel modes for future residents of the site. The FTP has been prepared in accordance with Section 8 of WSCC's Transport Assessment Methodology (2007) document and the National Planning Practice Guidance (NPPG). Prior to first occupation of the site, the FTP will be updated to a full Travel Plan (TP), which will take into account the most up to date information and opportunities relating to sustainable travel.
- 6.5.2 The FTP focusses on promoting sustainable lifestyles amongst new residents through the need for travel by private car, providing non-car mode travel options for local journeys and influencing modal choice. The FTP also provides a framework for implementation, management and review of the proposed measures.
- 6.5.3 Based on a detailed review of the existing opportunities for walking, cycling and public transport, the FTP sets out a range of infrastructure and 'soft' measures to encourage and facilitate walking, cycling and public transport use.
- 6.5.4 The key aim of the full TP will be to reduce single occupancy car use for travel to/from the development. In accordance with this objective, the following interim targets have been set in the FTP:
- Target 1 – To reduce the number of single occupancy vehicle trips generated over a 12-hour period (weekday 0700-1900) by the site by 10%; and
 - Target 2 – To reduce the number of single occupancy vehicle trips generated by the site during the morning peak hour (0800-0900) and evening peak (1700-1800) by 10%.
- 6.5.5 The full TP will be implemented by a Travel Plan Coordinator who will be responsible for promoting, monitoring, review and reporting on the TP. It is noted that the traffic impact analysis in Section 7 of this Transport Assessment does not make allowance for the implementation of the TP, i.e., it has been prepared on a robust basis.

- 6.5.6 In summary, safe, easy and convenient pedestrian and cycle links within the site and to key local facilities are provided. The site benefits from excellent public transport (rail and bus) accessibility. The proposals do provide appropriate opportunities to promote sustainable transport modes.

SECTION 7 Traffic Impact

7.1 Introduction

7.1.1 This section of the TA summarises the traffic impact analysis to identify whether there are any significant impacts from the development on the transport network (in terms of capacity / congestion or highway safety) which require mitigation.

7.2 Development Traffic Generation

7.2.1 An interrogation of the Trip Rate Information Computer System (TRICS) has been undertaken in order to forecast the anticipated trip generation of the proposed development. As confirmed by WSCC as part of the pre-application advice, the trip rates are robust and provide a realistic representation of forecast trip generation. Further, no allowance has been made for affordable homes or potential flatted units, both of which typically exhibit lower peak hour trip generation.

7.2.2 The following search parameters have been used, and the full outputs of the assessment are provided at **Appendix F**:

- England excluding Greater London;
- Up to 500 units;
- Weekdays; and
- Suburban Area and Edge of Town.

7.2.3 The forecast trips rates, and the corresponding number of movements based on a development of 200 units, are set out in **Table 7.1**:

Table 7.1: Forecast Trips

	Morning Peak Hour (08:00 – 09:00)			Evening Peak Hour (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Trip rate per Dwelling	0.130	0.379	0.509	0.345	0.160	0.505
Traffic Generation	26	76	102	69	32	101

Source: TRICS and consultant calculations

- 7.2.4 The assessment identifies that a development of circa 200 dwellings at this location is expected to generate around 100 vehicular trips during each network peak hour – i.e. less than 2 vehicles per minute on average across the hour.

7.3 Development Traffic Distribution / Assignment

Journey Purpose

- 7.3.1 The likely journey purpose for the generated car driver peak hour trips can be identified using the National Travel Survey (NTS) 2019 (DfT). The proportion of peak hour trips by journey purpose by car is presented in **Table 7.2**.

Table 7.2: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	AM Peak (0800-0900)	PM Peak (1700-1800)
Commuting/Business	36.8%	43.2%
All Other Journey Purposes	63.2%	56.8%
Total	100%	100%

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2014/18, National Travel Survey, DfT, 2019

- 7.3.2 Some 37% of the total vehicular trips generated by the residential development will be for employment journeys in the morning peak hour period. The remaining 63% of the vehicle trips will be all other purposes, including education, shopping, leisure and personal business trips. In the evening peak hour, 43% of journeys are employment related with other journeys comprising 57% of the total vehicular trips.
- 7.3.3 For the purpose of this assessment, the analysis has been undertaken on the basis that 43% of the total vehicular trips generated by the residential development will be for employment journeys and the remaining 57% of the vehicle trips will be for all other purposes for both the morning and evening peak hours. This provides a robust estimate because it assumes a greater proportion of non-local (e.g. work) journeys.

Trip Distribution

- 7.3.4 To provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes:

- For commuting and business trips, the 2011 National Census Journey to Work statistics (for car drivers) has been used. This dataset identifies existing resident's employment locations and thus existing commuting patterns; and
- For other journey purpose trips, a P/T^2 gravity model has been produced using the population of key urban areas (from the 2011 Census) within a 30-minute drive time of the site (estimated from Google Maps Directions facility).

7.3.5 The two sets of data have then been combined to generate a single set of distribution parameters by destination to inform the development trip assignment.

Assignment

7.3.6 To determine the routing of vehicle trips to these destinations, trips have been assigned to the road network based on the quickest route from the site to the destination location, which is identified using the Google Maps 'Directions' Facility. Within the Directions facility, a start time for journeys of 08:00 has been utilised to reflect peak period traffic conditions.

7.3.7 In some cases, a single route option is identified by the assessment. However, for some destinations, the assessment identifies multiple routes. In these cases, development trips have been assigned to the possible routes based upon the journey times identified, with the quickest route assigned a larger number of trips. The distribution and assignment analysis is included in **Appendix G**.

7.3.8 The percentage distribution of development generated trips is shown on **Figure TF1** which shows both arrivals and departures.

7.3.9 The traffic generation shown in **Table 7.1** has been applied to this percentage distribution and the net impact of the development proposal on the local highway network is shown on **Figures TF2** and **TF3** for the morning and evening peak hours respectively.

7.3.10 An assessment of the 2011 Census Journey to Work data for the Arun 003 Super Output Area, which comprises Eastergate, Westergate and Barnham has been reviewed to identify the likely destinations that development traffic is likely to travel to. **Table 7.3** demonstrates that majority of trips are local trips within Barnham itself and towards Chichester, Littlehampton and Bognor Regis.

Table 7.3: Destination of Resident Trips

Destination	Trips (%)
Barnham	44.8%
Chichester	14.9%
Littlehampton	8.3%
Bognor Regis	8.0%
Yapton	7.0%
Worthing	2.2%
Other North	2.2%
Arundel	2.0%
Other West	1.4%
Portsmouth	1.1%
Havant	1.0%
Other	7.0%
Total	100.0%

Source: 2011 Census Data – Journey to Work

7.4 Baseline Conditions

- 7.4.1 As set out in Section 4 of this TA, the traffic surveys undertaken during October 2020 recorded a higher volume of vehicle movements along the B2233 Yapton Road when compared with pre-Covid ATC results from 2019. Given that the 2020 survey results are already higher than those undertaken during non-Covid conditions, no factor has been applied to adjust the traffic flows and thus they represent a robust assessment of baseline traffic conditions.

7.5 Committed Development

- 7.5.1 The Planning Practice Guidance discusses Travel Plans, Transport Assessments and Statements. It provides useful guidance on the cumulative impacts arising from committed development:

“It is important to give appropriate consideration to the cumulative impacts arising from other committed development (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval”

- 7.5.2 In terms of sites that benefit from unimplemented planning approval, the assessment includes as committed development the land at Angels Nursery Yapton Road Barnham PO22 0AY - Planning permission BN/93/19/PL for the development of 95 dwellings.
- 7.5.3 The Local Plan allocates a strategic site at Barnham / Eastergate / Westergate for up to 3,000 dwellings alongside other social infrastructure including two new primary schools and two local centres, the latter which will include shops and a library facility (Policy H SP2C). Whilst it is uncertain as to whether the BEW scheme will proceed within the next 3 years, advice has been sought from WSCC as to how to appropriately account for traffic growth associated with the development.
- 7.5.4 WSCC has advised that BEW should be taken into account by the application of TEMPro growth since the forecast growth rates associated with TEMPro are informed by planning data and the BEW development forms part of an adopted Local Plan. This approach is also consistent with the requirements of NPPG, which advocates the use of local traffic forecasts with specific reference made to the application of TEMPro to achieve this (NPPG ref ID: 42-015-20140306). Similarly, the application of TEMPro takes into account traffic growth associated with a number of consented developments in Yapton.

7.6 **Assessment Years**

2023 – Development Year of Opening

- 7.6.1 The first future year is the initial opening year of the development – in accordance with Highways England 'Planning for the Future (2015) guidance, it is taken to be the year when the development first becomes available for occupation (although the subsequent testing requires that all forecast traffic should be taken into account, whether the dwellings are available for occupation or otherwise). For the purposes of the traffic modelling, the opening year of the development is assumed to be 2023.
- 7.6.2 As such, in the first instance the assessment needs to establish 2023 local highway network conditions (without the proposed development), taking into account committed development traffic and appropriate background traffic growth.

2025 – Five Years After Submission of the Application

- 7.6.3 To accord with WSCC's Transport Assessment Methodology guidance, it is also proposed to undertake traffic impact assessments for five years from the submission of a planning application (2025).

2031 – Sensitivity Test – End of Local Plan

- 7.6.4 In addition, a sensitivity test for information purpose will be undertaken for the future year of 2031, which accords with the end of the adopted local plan period.
- 7.6.5 To establish forecast growth between the collection of baseline data and identified assessment years, TEMPRO growth rates have been sourced. These are summarised in **Table 7.4**, with the full TEMPRO outputs provided in **Appendix H**.

Table 7.4: Growth Rates

	AM Peak Hour	PM Peak Hour
2020-2023	1.023	1.023
2020-2025	1.038	1.039
2020-2031	1.079	1.083

Source: TEMPRO

- 7.6.6 In addition to the inclusion of TEMPro growth, traffic arising from committed development will be included in the assessment. In accordance with NPPG, committed development is defined as any development that has a reasonable chance of proceeding within the next 3 years. On this basis, the following committed development has been identified:

- Angels Nursery Yapton Road Barnham PO22 0AY - Planning permission BN/93/19/Pl for the development of 95 dwellings.

7.7 Traffic Flow Diagrams

- 7.7.1 Utilising the assessment parameters set out above, Traffic Flow Diagrams have been prepared for the following scenarios. All 'without development' scenarios including the addition of committed development.

- Figure TF4/5** – 2020 observed flows – Morning and Evening Peak Hours;
- Figure TF6/7** - 2023 "without development" – Morning and Evening Peak Hours;

- **Figure TF8/9** - 2025 "without development" – Morning and Evening Peak Hours;
- **Figure TF10/11** - 2031 "without development" – Morning and Evening Peak Hours;
- **Figure TF12/13** - 2023 "with development" – Morning and Evening Peak Hours;
- **Figure TF14/15** - 2025 "with development" - Morning and Evening Peak Hours; and
- **Figure 16/17** - 2031 "with development" - Morning and Evening Peak Hours.

7.8 Impact on Marshall Close

- 7.8.1 It is acknowledged that the proposed development will inevitably have an impact on Marshall Close. However, an impact does not equate to material harm, and the NPPF dictates that development should be refused on transport grounds only where there is a severe impact on network capacity or an unacceptable impact on highway safety.
- 7.8.2 Properties along Marshall Close are set back from the carriageway and separated by a highway verge and/or footway. There would be no unacceptable impacts in respect of noise, air quality, vibration and light pollution – the development will not cause a breach of statutory limits.
- 7.8.3 Marshall Close itself is subject to low vehicular speeds, and while the development will increase traffic flows by circa 100 movements during the peak morning and evening peak hours (less than 2 vehicular movements per minute during the busiest times), Marshall Close will continue to remain lightly trafficked.
- 7.8.4 In addition, improvements are proposed (as set out in Section 5 of this TA) in relation to on-street parking, enhancing accessibility for both new and existing residents.

7.9 Impact on Church Lane

- 7.9.1 As identified in Section 4 of this TA, Church Lane currently experiences traffic flows of 47 and 68 movements during the morning and evening peak hours respectively; post development, the flows would increase to around 148 and 170 movements on the section between Marshall Close and Yapton Road, representing just less than 3 vehicles per minute on average across the hour. In real terms, it is currently lightly trafficked and will remain lightly trafficked in the future.
- 7.9.2 The section of Church Lane between Marshall Close and Yapton Road is relatively short, equating to circa 70m, and the nature of the lane limits vehicular speeds. In addition, there is clear forward

visibility along the road to any pedestrians who may be walking along the Church Lane carriageway. The no through road nature of Church Lane / the proposed development also means that drivers will be familiar with the arrangements and possible presence of pedestrians.

- 7.9.3 On this basis, the proposed development will not result in conditions that would make Church Lane unsafe for pedestrian use, and the lane will remain conducive to a shared surface environment. Notwithstanding this, pedestrians also benefit from an alternative pedestrian route via Marshall Close to Barnham Road that provides footway provision distinct to the carriageway utilising the connection between the roads at the northern end of Marshall Close.

7.10 Junction Assessment

- 7.10.1 The following tables present the capacity testing results for each of the three junctions set out in the scoping note:

- Church Lane / B2233 Yapton Road Triangle junction;
- B2233 Yapton Road / Lake Lane Priority junction; and
- B2233 Barnham Road / Elm Grove Cross Road junction.

- 7.10.2 Junctions 9 (Picady) software has been used to calculate the operational assessment of the above junctions against the following scenarios, the outputs of which are presented in **Appendix I**.

- 2020 Base (AM/PM);
- 2023 + Committed Development (AM/PM);
- 2023 + Committed + Proposed Development (AM/PM);
- 2025 + Committed Development (AM/PM);
- 2025 + Committed + Proposed Development (AM/PM);
- 2031 + Committed Development (AM/PM); and
- 2031 + Committed + Proposed Development (AM/PM).

Table 7.5: Church Lane / B2233 Yapton Road Triangle junction

Approach	Morning Peak Period			Evening Peak Period		
	RFC	Queue (veh)	Delay (s/veh)	RFC	Queue (veh)	Delay (s/veh)
2020						
Church Lane – Yapton Road	0.13	<1	10	0.12	<1	9
Yapton Road – Church Lane	0.07	<1	5	0.10	<1	5
2023 with Committed Development						
Church Lane – Yapton Road	0.13	<1	10	0.13	<1	10
Yapton Road – Church Lane	0.08	<1	5	0.11	<1	5
2023 with Committed Development and Development						
Church Lane – Yapton Road	0.33	1	13	0.21	<1	11
Yapton Road – Church Lane	0.14	<1	5	0.27	1	5
2025 with Committed Development						
Church Lane – Yapton Road	0.14	<1	10	0.13	<1	10
Yapton Road – Church Lane	0.08	<1	5	0.11	<1	5
2025 with Committed Development and Development						
Church Lane – Yapton Road	0.34	1	13	0.22	<1	11
Yapton Road – Church Lane	0.14	<1	5	0.28	1	5
2031 with Committed Development						
Church Lane – Yapton Road	0.14	<1	10	0.14	<1	10
Yapton Road – Church Lane	0.09	<1	5	0.12	<1	5
2031 with Committed Development and Development						
Church Lane – Yapton Road	0.35	1	14	0.23	<1	11
Yapton Road – Church Lane	0.15	<1	5	0.29	1	5

Source: Junctions 9

Table 7.6: B2233 Yapton Road / Lake Lane Priority junction

Approach	Morning Peak Period			Evening Peak Period		
	RFC	Queue (veh)	Delay (s/veh)	RFC	Queue (veh)	Delay (s/veh)
2020						
Lake Lane – Yapton Road	0.47	1	14	0.50	1	14
Yapton Road – Lake Lane	0.37	1	7	0.16	<1	6
2023 with Committed Development						
Lake Lane – Yapton Road	0.49	1	15	0.52	1	16
Yapton Road – Lake Lane	0.39	1	7	0.17	<1	6
2023 with Committed Development and Development						
Lake Lane – Yapton Road	0.60	1	18	0.59	1	18
Yapton Road – Lake Lane	0.45	1	8	0.32	1	7
2025 with Committed Development						
Lake Lane – Yapton Road	0.50	1	16	0.54	1	16
Yapton Road – Lake Lane	0.40	1	7	0.13	<1	6
2025 with Committed Development and Development						
Lake Lane – Yapton Road	0.61	2	18	0.60	2	19
Yapton Road – Lake Lane	0.46	2	8	0.33	1	7
2031 with Committed Development						
Lake Lane – Yapton Road	0.53	1	17	0.57	1	18
Yapton Road – Lake Lane	0.43	1	7	0.19	<1	6
2031 with Committed Development and Development						
Lake Lane – Yapton Road	0.64	2	20	0.64	2	21
Yapton Road – Lake Lane	0.49	2	8	0.35	1	7

Source: Junctions 9

Table 7.7: B2233 Barnham Road / Elm Grove Cross Road junction

Approach	Morning Peak Period			Evening Peak Period		
	RFC	Queue (veh)	Delay (s/veh)	RFC	Queue (veh)	Delay (s/veh)
2020						
Elm Grove N	0.31	<1	14	0.16	<1	12
Barnham Road N	0.20	1	6	0.04	<1	5
Elm Grove S	0.26	<1	11	0.17	<1	9
Barnham Road S	0.08	<1	5	0.04	<1	5
2023 with Committed Development						
Elm Grove N	0.33	1	15	0.18	<1	13
Barnham Road N	0.22	1	6	0.05	<1	4
Elm Grove S	0.27	<1	11	0.17	<1	9
Barnham Road S	0.08	<1	5	0.05	<1	5
2023 with Committed Development and Development						
Elm Grove N	0.34	1	16	0.19	<1	13
Barnham Road N	0.23	1	6	0.05	<1	4
Elm Grove S	0.28	<1	12	0.18	<1	9
Barnham Road S	0.09	<1	4	0.05	<1	5
2025 with Committed Development						
Elm Grove N	0.34	1	15	0.18	<1	13
Barnham Road N	0.22	1	6	0.05	<1	4
Elm Grove S	0.28	<1	12	0.18	<1	9
Barnham Road S	0.08	<1	5	0.05	<1	5
2025 with Committed Development and Development						
Elm Grove N	0.35	1	16	0.19	<1	14
Barnham Road N	0.23	1	6	0.05	<1	4
Elm Grove S	0.29	<1	12	0.18	<1	10
Barnham Road S	0.09	<1	4	0.05	<1	5
2031 with Committed Development						
Elm Grove N	0.36	1	16	0.19	<1	13
Barnham Road N	0.24	1	6	0.05	<1	4
Elm Grove S	0.29	<1	12	0.19	<1	10
Barnham Road S	0.09	<1	5	0.05	<1	5
2031 with Committed Development and Development						
Elm Grove N	0.37	1	17	0.20	<1	14

Approach	Morning Peak Period			Evening Peak Period		
	RFC	Queue (veh)	Delay (s/veh)	RFC	Queue (veh)	Delay (s/veh)
Barnham Road N	0.25	1	6	0.05	<1	4
Elm Grove S	0.31	<1	13	0.20	<1	10
Barnham Road S	0.10	<1	4	0.06	<1	5

Source: Junctions 9

7.10.3 As identified in the tables above, all of the assessed junctions are expected to operate well within capacity during each of the assessment years. As such, the proposed development will not have a significant impact on the local highway network in line with paragraph 108 of the NPPF and no capacity mitigation schemes are required.

7.10.4 In accordance with paragraph 109 of the NPPF, the scheme will not have a 'severe' residual cumulative impact upon the operation of the local highway network.

SECTION 8 Summary and Conclusions

8.1 Summary

- 8.1.1 Gleeson Strategic Land has appointed i-Transport LLP to provide transport and highways advice in relation to an outline planning application for a residential development comprising some 200 dwellings on land to the south of Barnham Station.
- 8.1.2 Pre-application advice has been sought from West Sussex County Council (WSCC), as the local highway authority, in respect of the proposed development and the scope of the TA. The advice has informed the preparation of the TA.
- 8.1.3 The National Planning Policy Framework (NPPF) promotes sustainable development. Paragraphs 108 – 111 set out transport matters when considering development proposals. Paragraph 108 requires that:
- ♦ appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - ♦ safe and suitable access to the site can be achieved for all users; and
 - ♦ any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 8.1.4 These requirements are broadly reflected in local policy, including the adopted Arun District Council Local Plan and the Barnham and Eastergate Neighbourhood Plan.
- 8.1.5 The site is excellently located to provide access by sustainable modes of transport. Connection is to be made from the site to the established footway network commencing on Marshall Close, providing residents with a direct link to services and facilities in Barnham, which are well within a reasonable walking distance. The Barnham and Walberton Links provide connections through to Felpham and Bognor in the south, and north to Walberton, Fontwell and the South Downs to the north for cyclists and pedestrians.
- 8.1.6 Barnham Station is located some 500m to the north of the site, within a 5-minute walking journey, and provides frequent and direct rail services to key urban centres such as Chichester,

Bognor, Portsmouth, Southampton and London. Similarly, bus services can be accessed some 350m walking distance to the north of the site.

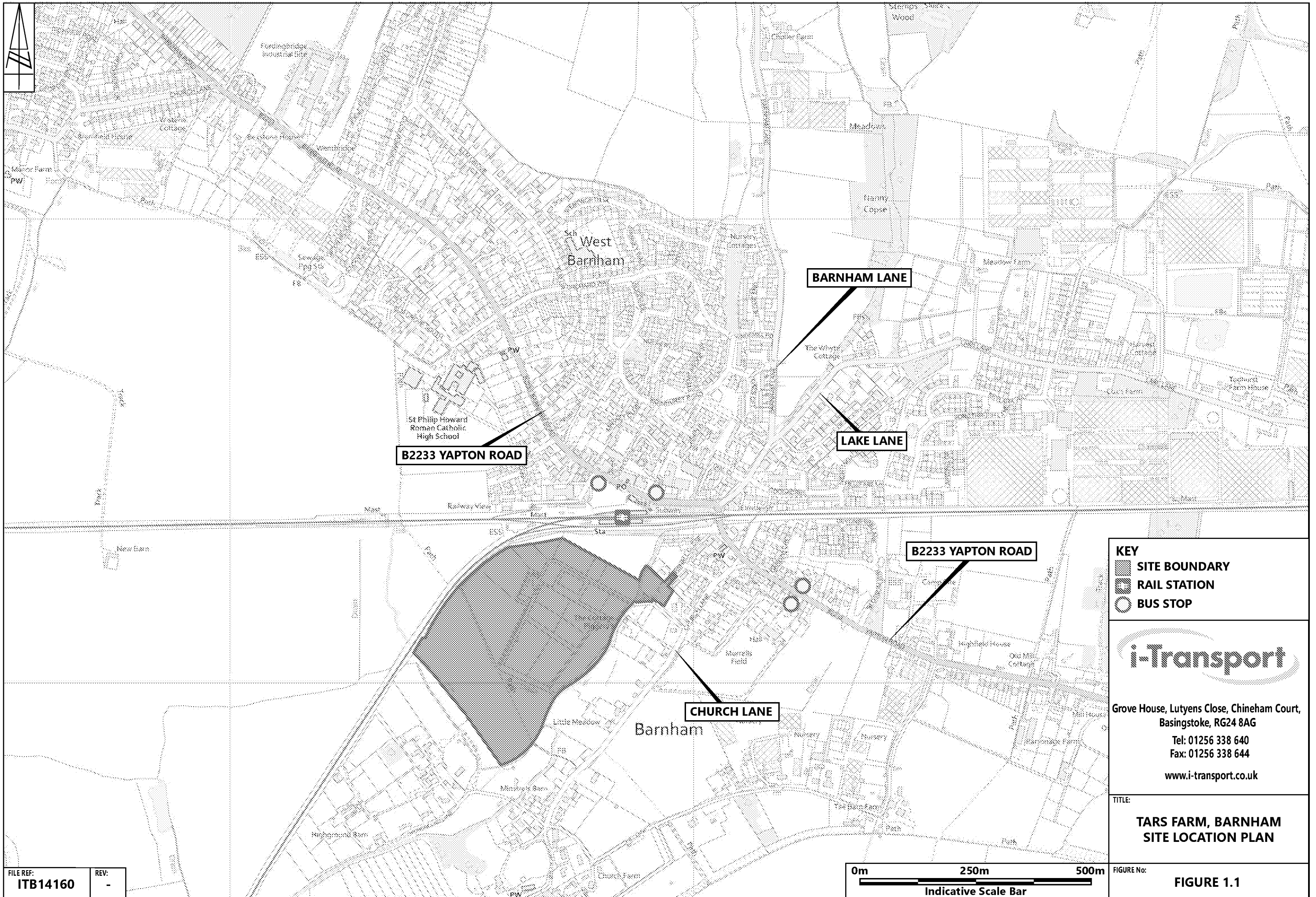
- 8.1.7 A Framework Travel Plan accompanies the application which sets out modal shift targets and measures to encourage the uptake of journeys by sustainable modes of transport, consistent with the requirements of National Planning Practice Guidance.
- 8.1.8 Vehicular access to the site is to be provided through the extension of Marshall Close, with a scheme of improvements proposed for Marshall Close to regularise on street car parking by providing off-carriageway parking bays.
- 8.1.9 A review of recorded accident data in the local area has been undertaken and, whilst any accident is regrettable, it identifies that there are no accident trends or highway defects affecting highway safety that would be exacerbated by the proposed development.
- 8.1.10 The proposed development is forecast to generate circa 100 movements during the morning and evening peak hours. A detailed assessment of the traffic impact arising from the development has been undertaken, which establishes that the proposal is not forecast to give rise to an unacceptable impact upon the operation of the local highway network.

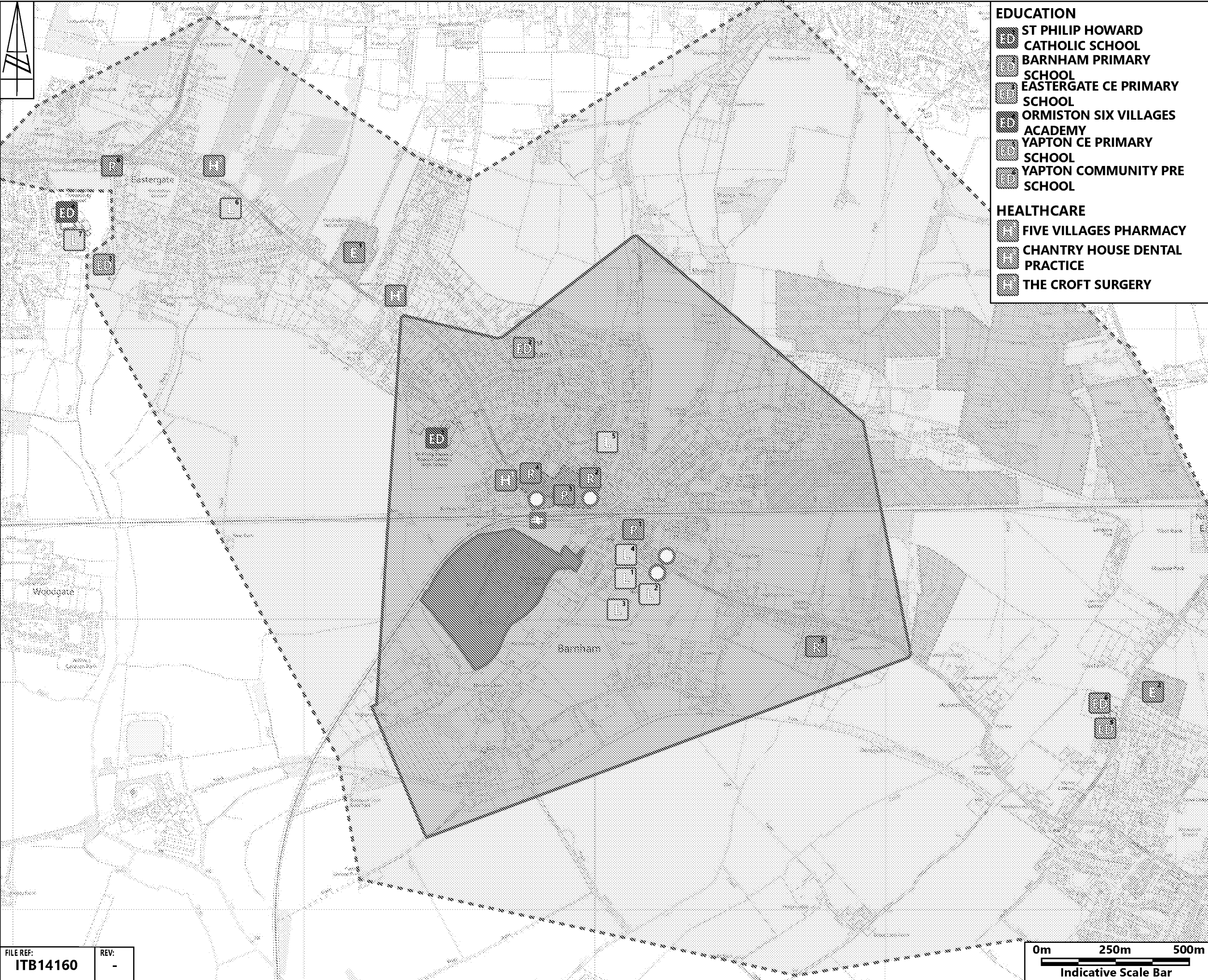
8.2 Conclusions

- 8.2.1 On this basis of the above, it is concluded that the proposed development complies with the requirements of the NPPF insofar that:
- The opportunities for sustainable travel have been appropriately taken up;
 - Safe and suitable access can be achieved; and
 - Improvements can be undertaken within the transport network that cost effectively limit the impacts of the development.
- 8.2.2 The proposed development accords with paragraph 109 of the NPPF in that the proposed development does not have a severe impact upon the operation of the local highway network or an unacceptable impact on highway safety.
- 8.2.3 Further, the proposed development accords with the Adopted Arun Local Plan Policies T SP1 and T DM1, in that they are designed to reduce the need to the travel by car and take up the opportunities to encourage travel by sustainable modes of travel.

- 8.2.4 The proposed development also accords with the Barnham and Eastergate Neighbourhood Plan transport policies GA1 – GA4, as it will be required to make financial contributions that can be used towards the enhancement of pedestrian and cycle networks, in addition to providing connectivity to existing networks. The development also proposes the provision of off-carriageway parking facilities to replace on-road provision.

FIGURES





- EDUCATION**
- ST PHILIP HOWARD CATHOLIC SCHOOL
 - BARNHAM PRIMARY SCHOOL
 - EASTERGATE CE PRIMARY SCHOOL
 - ORMISTON SIX VILLAGES ACADEMY
 - YAPTON CE PRIMARY SCHOOL
 - YAPTON COMMUNITY PRE SCHOOL
- HEALTHCARE**
- FIVE VILLAGES PHARMACY
 - CHANTRY HOUSE DENTAL PRACTICE
 - THE CROFT SURGERY

- KEY**
- SITE BOUNDARY
 - RAIL STATION
 - TOWN CENTRE
 - EMPLOYMENT AREA
 - BUS STOP
 - 1600M CATCHMENT
 - 3200M CATCHMENT
- LEISURE**
- BARNHAM PLAY PARK
 - BARNHAM COMMUNITY HALL
 - MURRELLS FIELD
 - THE MURRELL ARMS
 - FARNHURST ROAD PLAY PARK
 - EASTERGATE PARISH HALL
 - SIX VILLAGES SPORTS CENTRE
- EMPLOYMENT**
- FORDINGBRIDGE INDUSTRIAL ESTATE
 - ORCHARD BUSINESS PARK
- RETAIL**
- EARLEY BUTCHERS
 - BARNHAM TRADING POST
 - TESCO EXPRESS
 - BARNHAM VILLAGE CENTRE
 - WINDMILL SHOPPING VILLAGE
 - EASTERGATE POST OFFICE



Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:
**TARS FARM, BARNHAM
LOCAL FACILITIES PLAN**

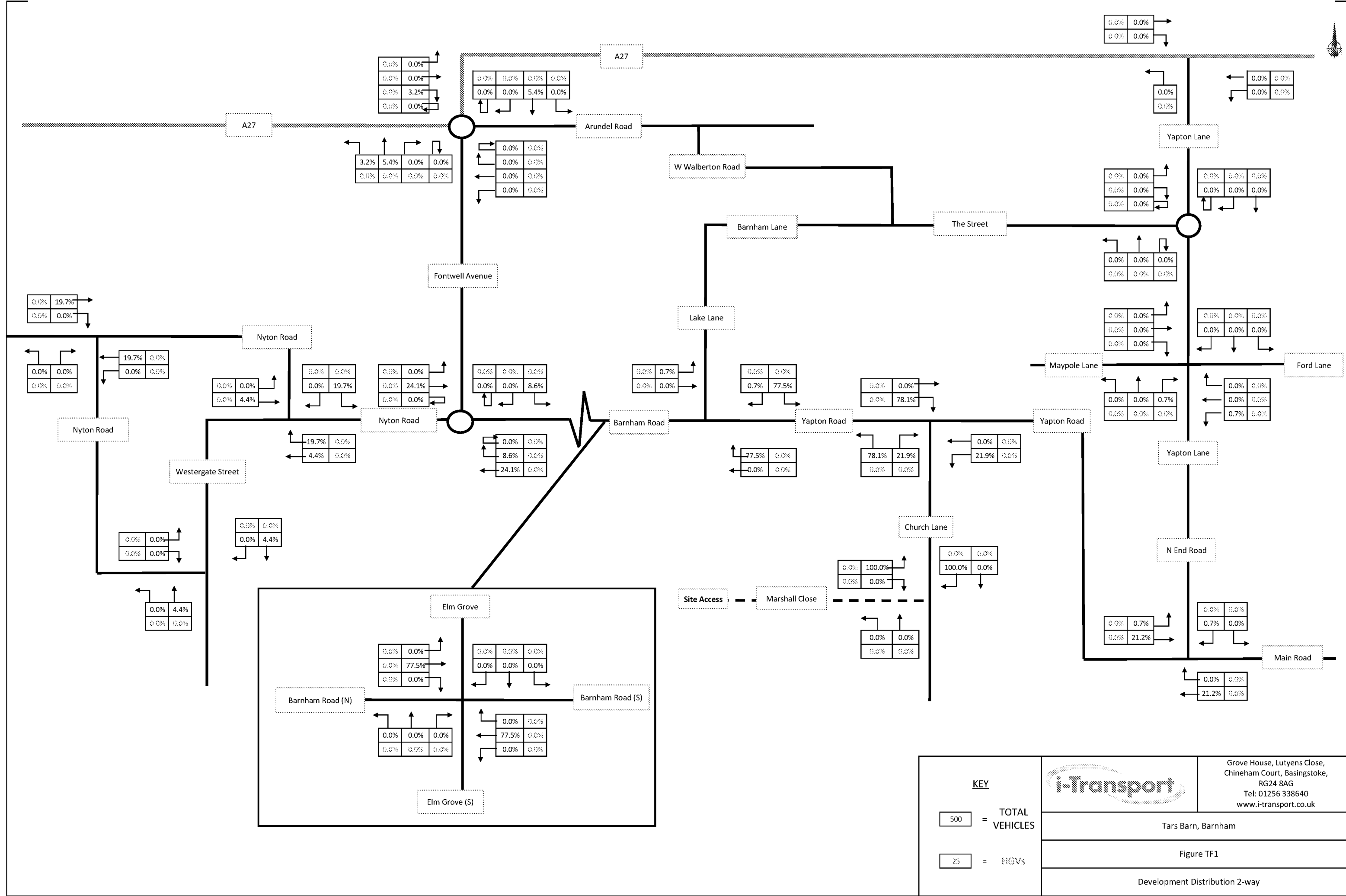
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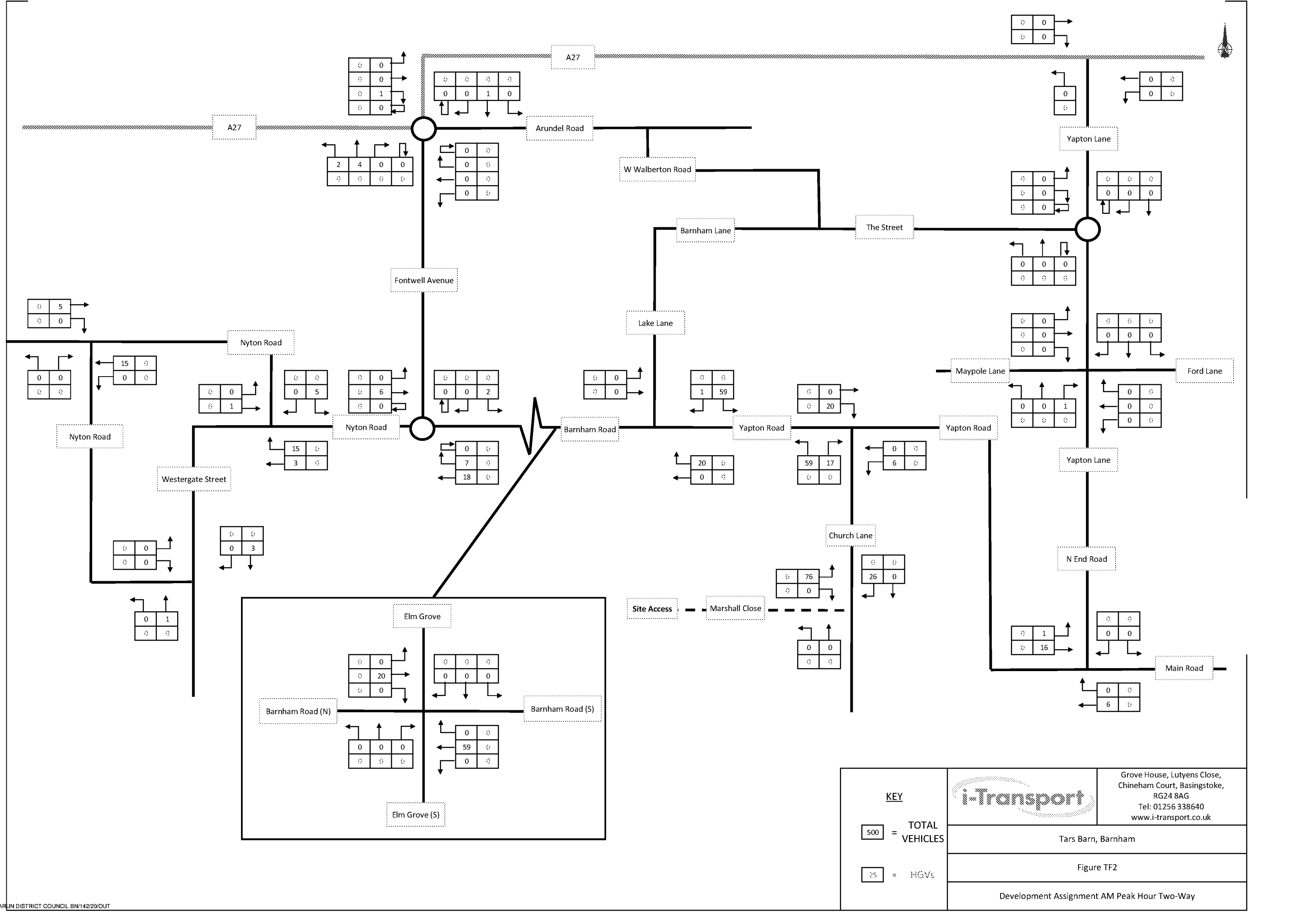
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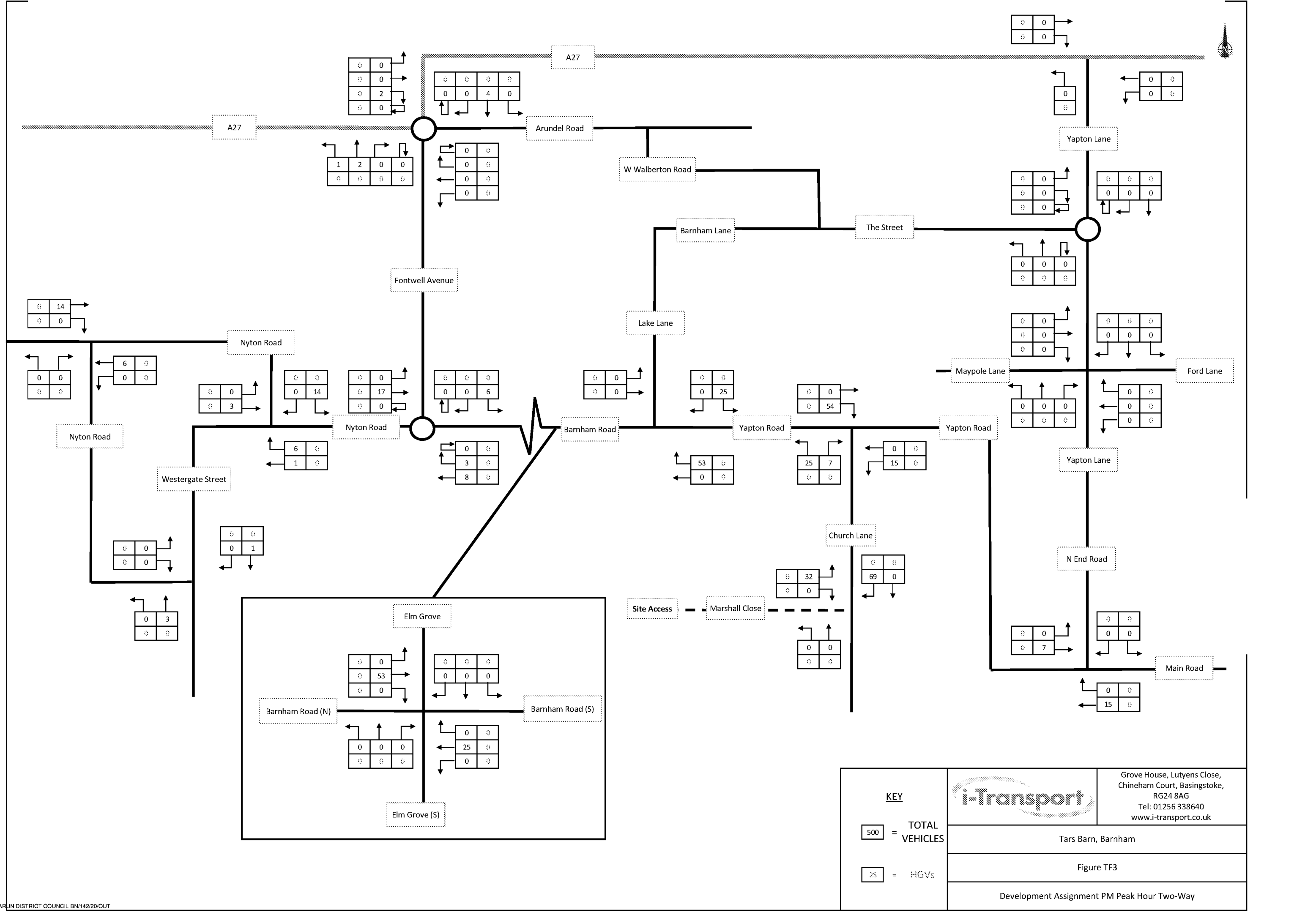
REV:
-

0m 250m 500m
Indicative Scale Bar

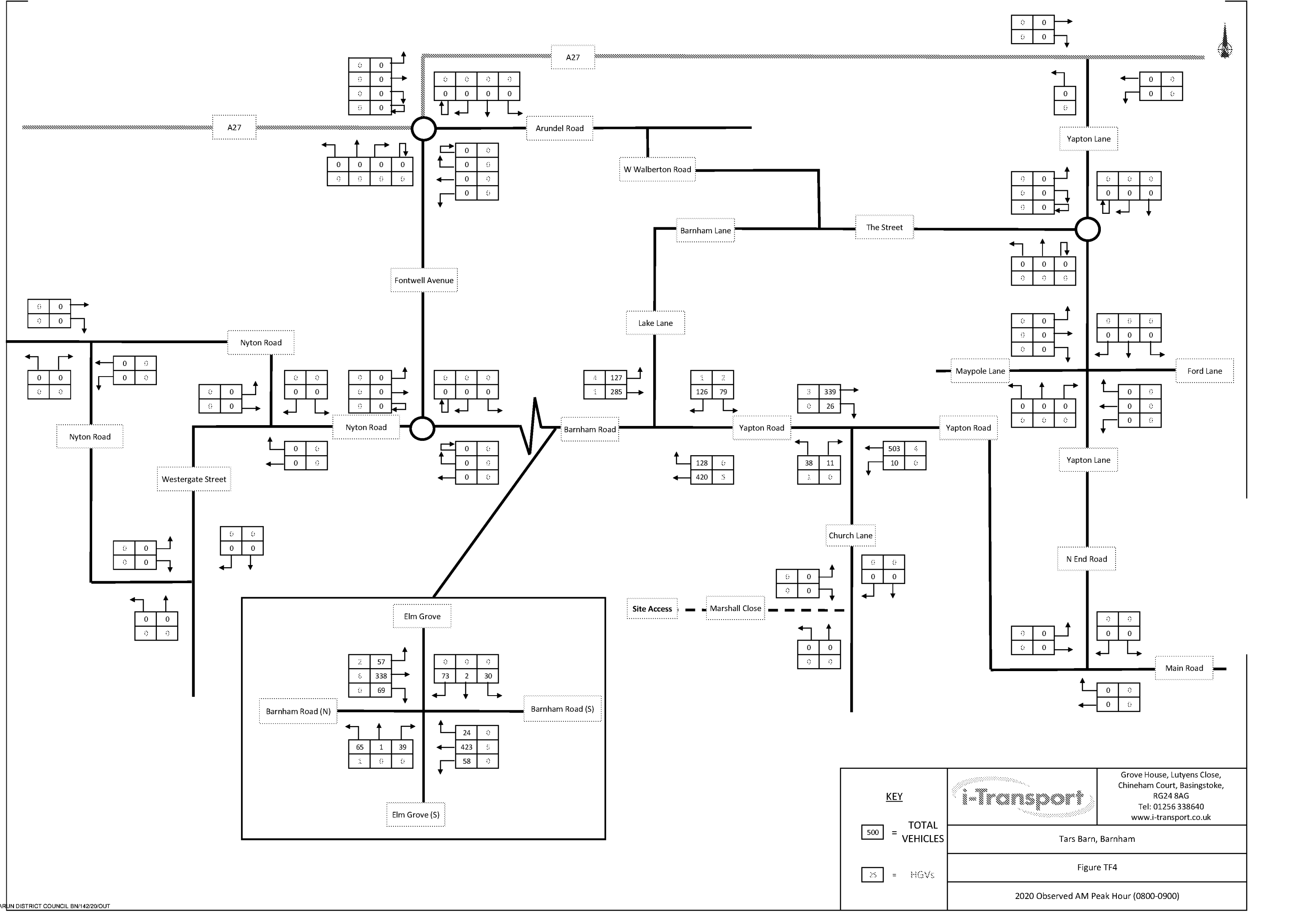
TRAFFIC FLOW FIGURES

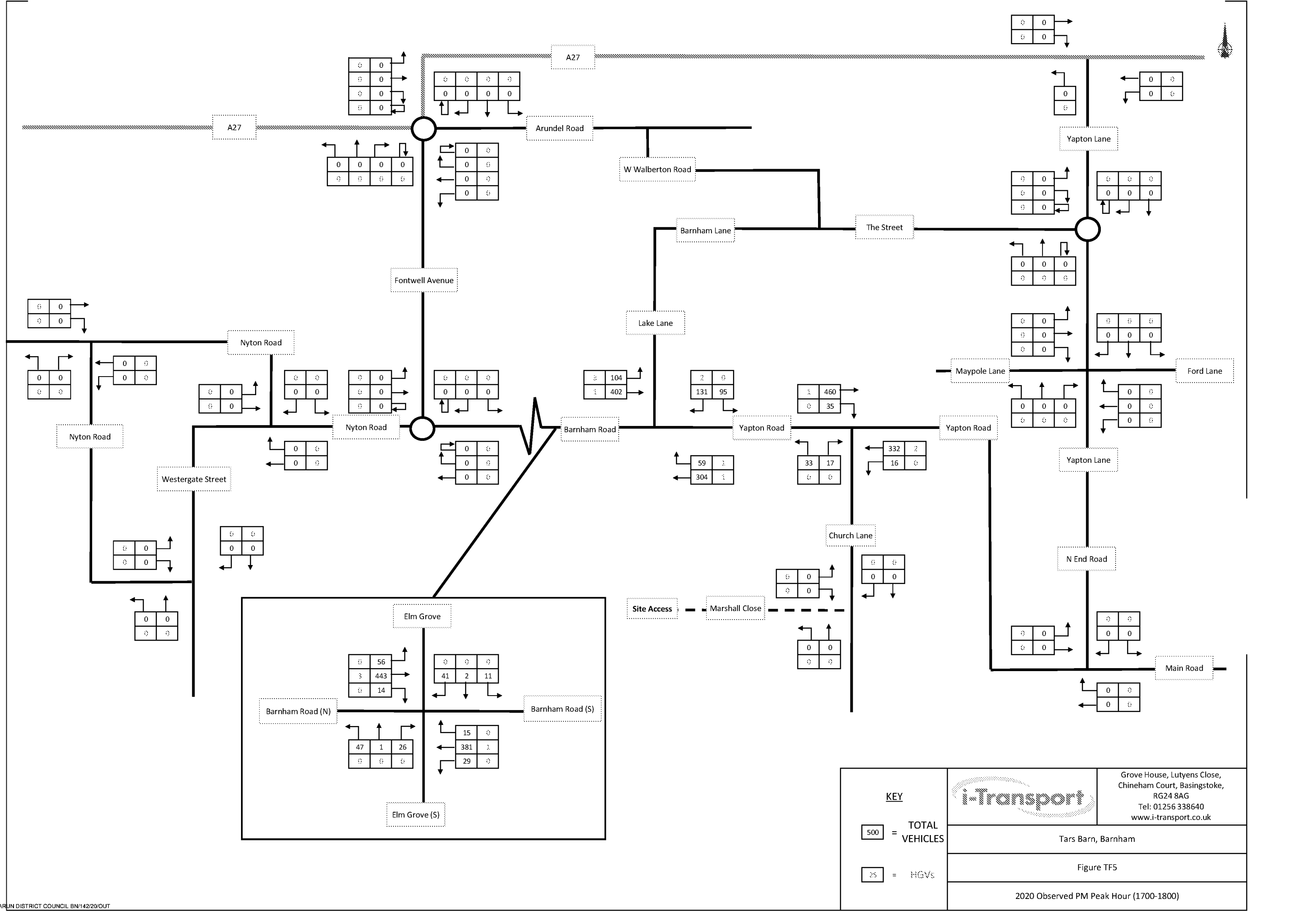


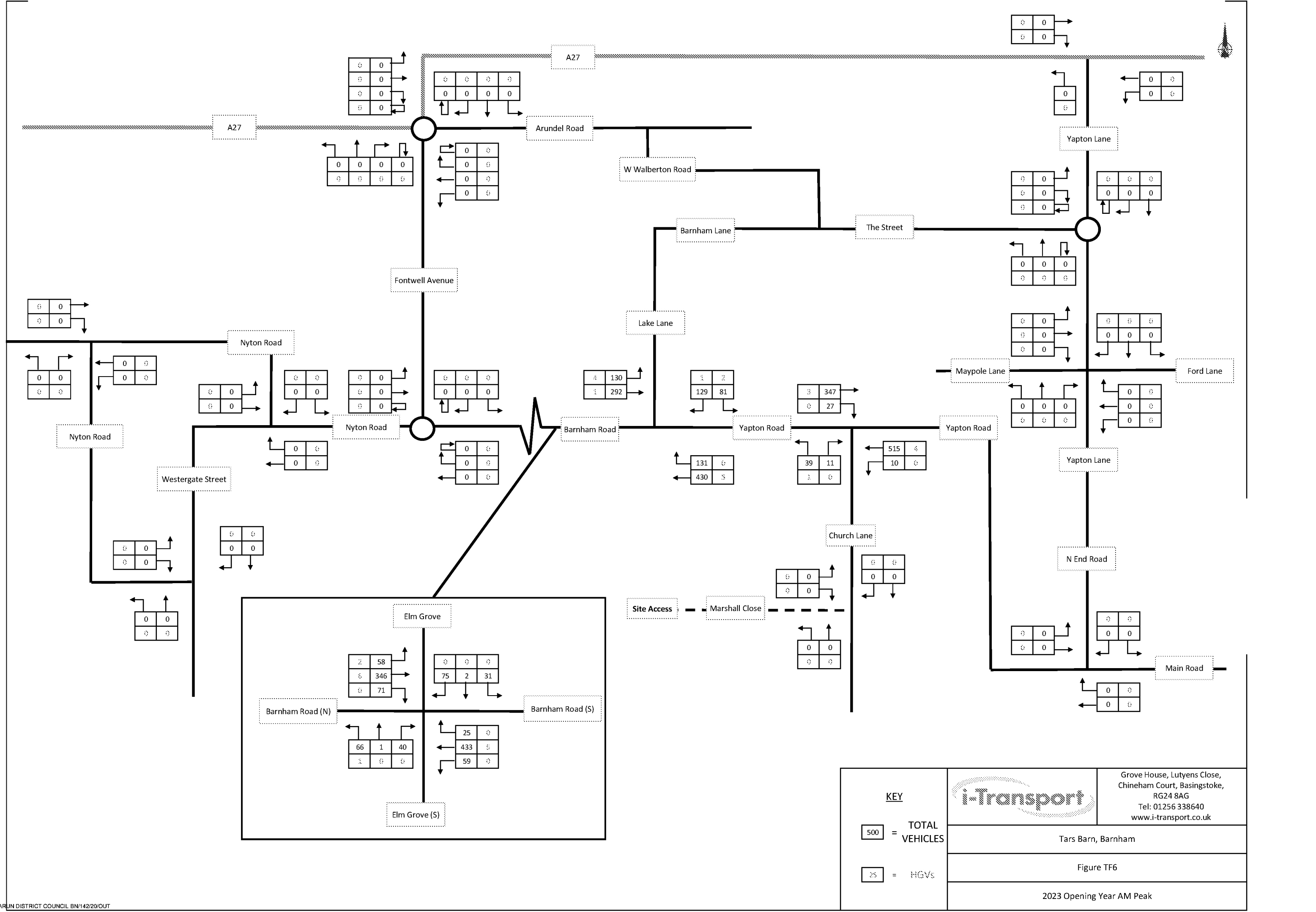


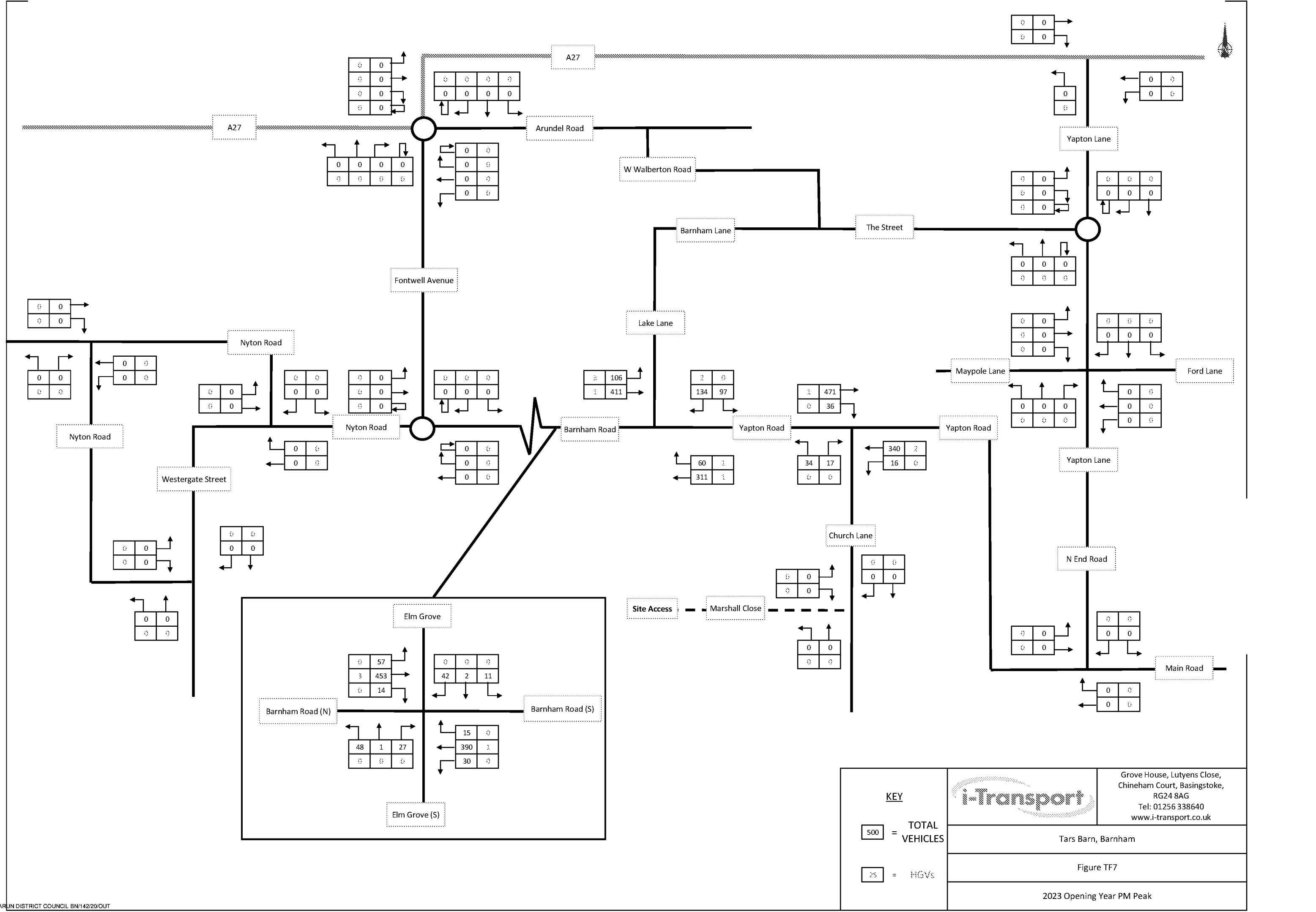


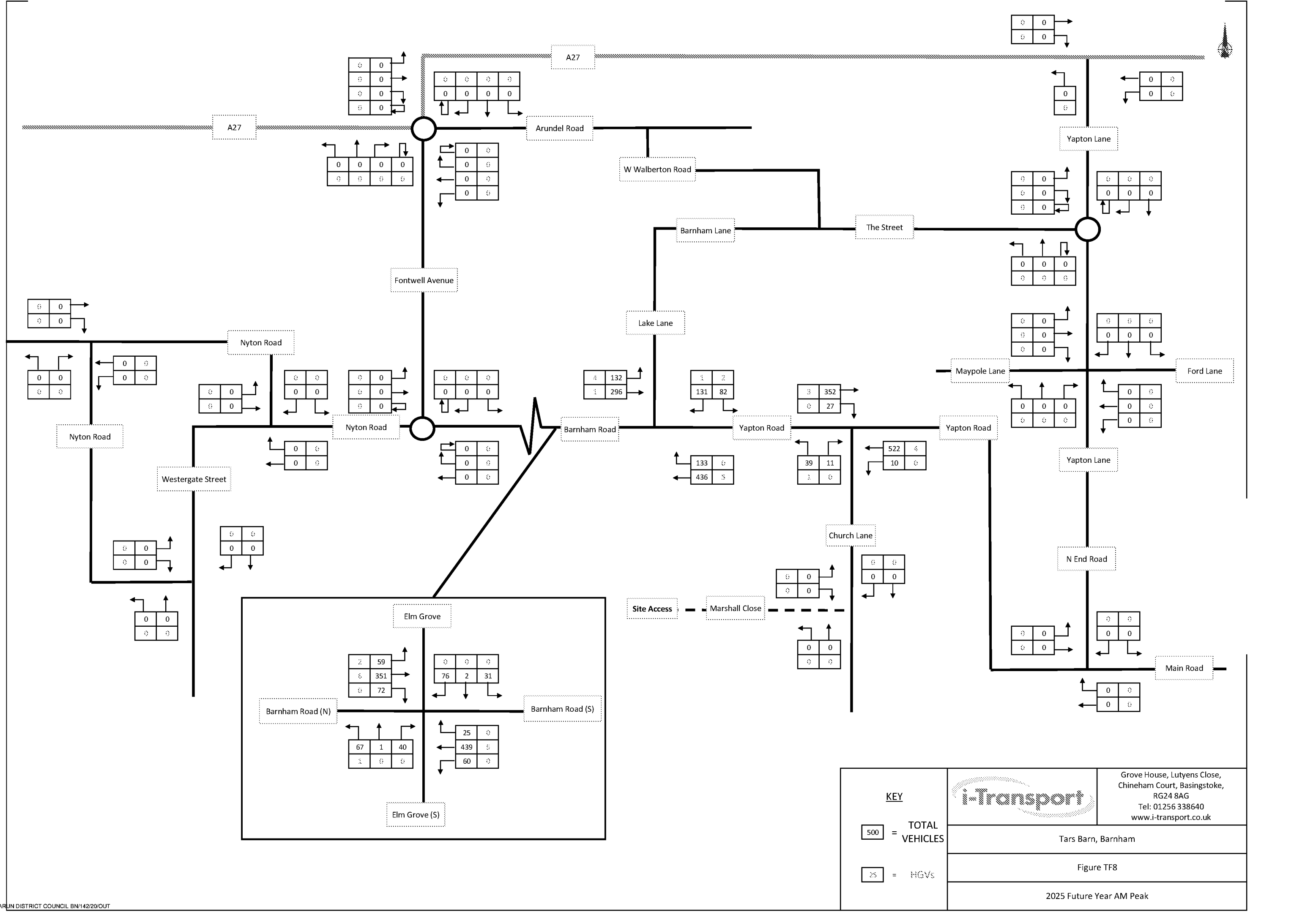
KEY 500 = TOTAL VEHICLES 25 = HGVs	Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338640 www.i-transport.co.uk
	Tars Barn, Barnham
	Figure TF3
	Development Assignment PM Peak Hour Two-Way

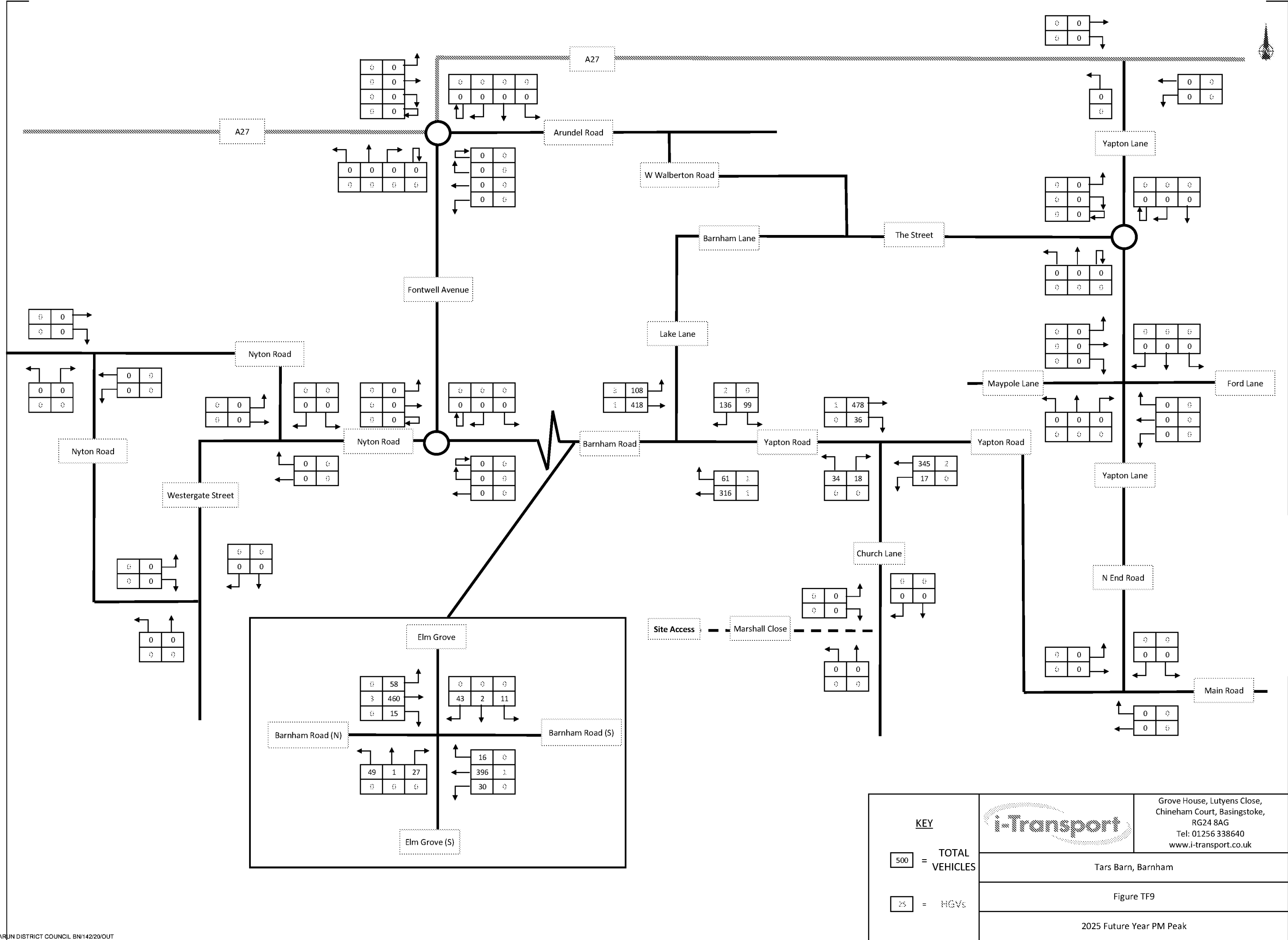


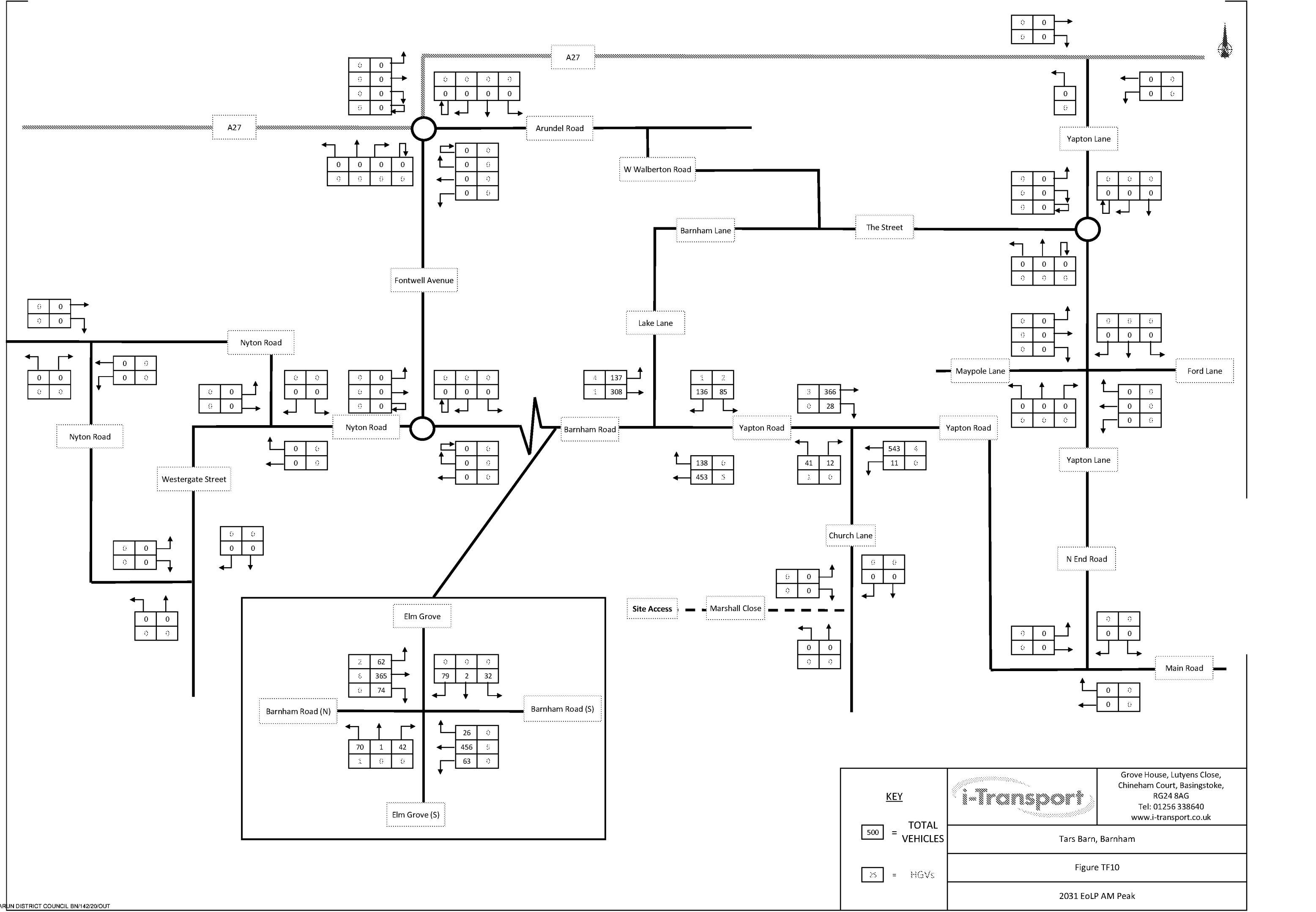


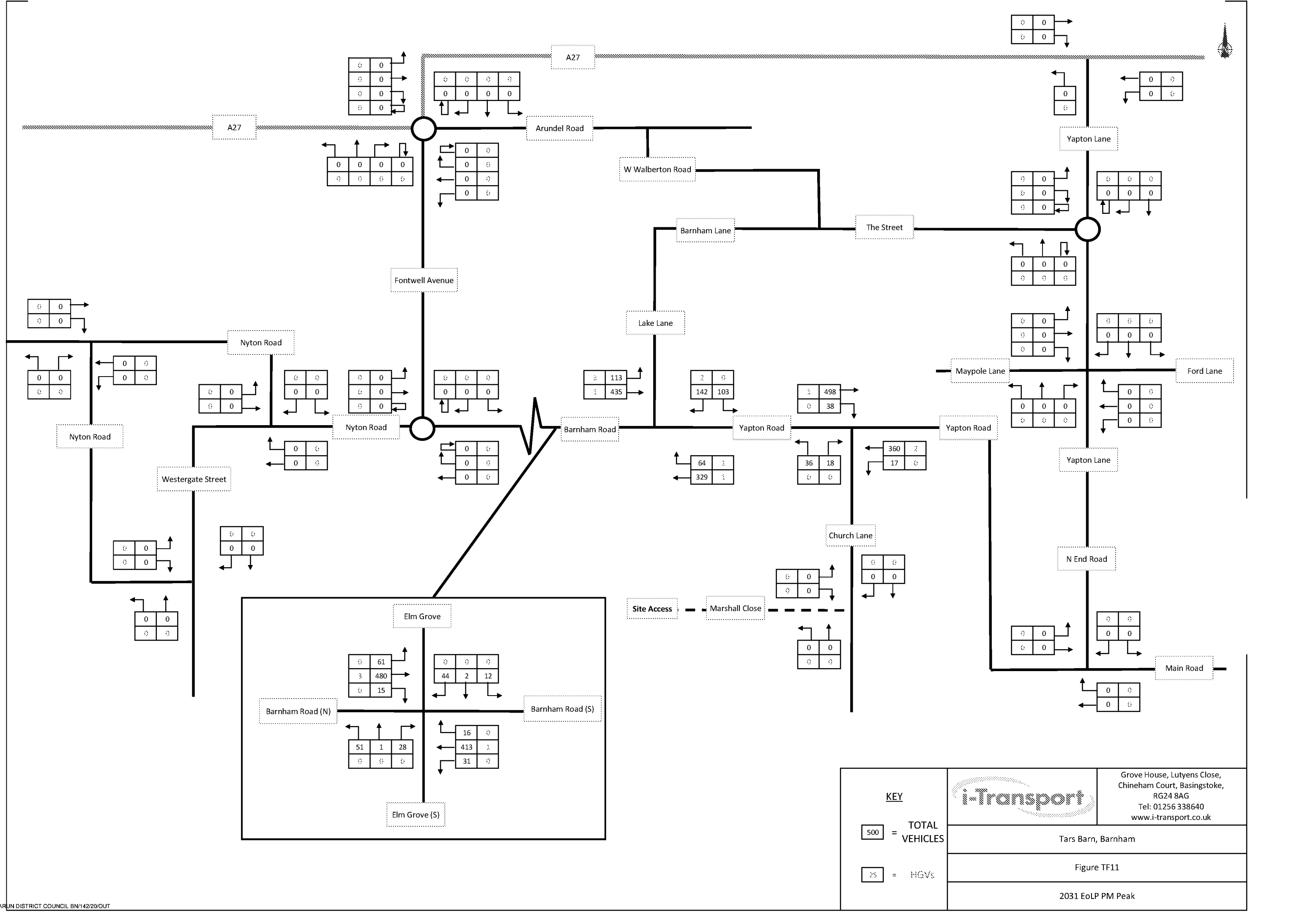




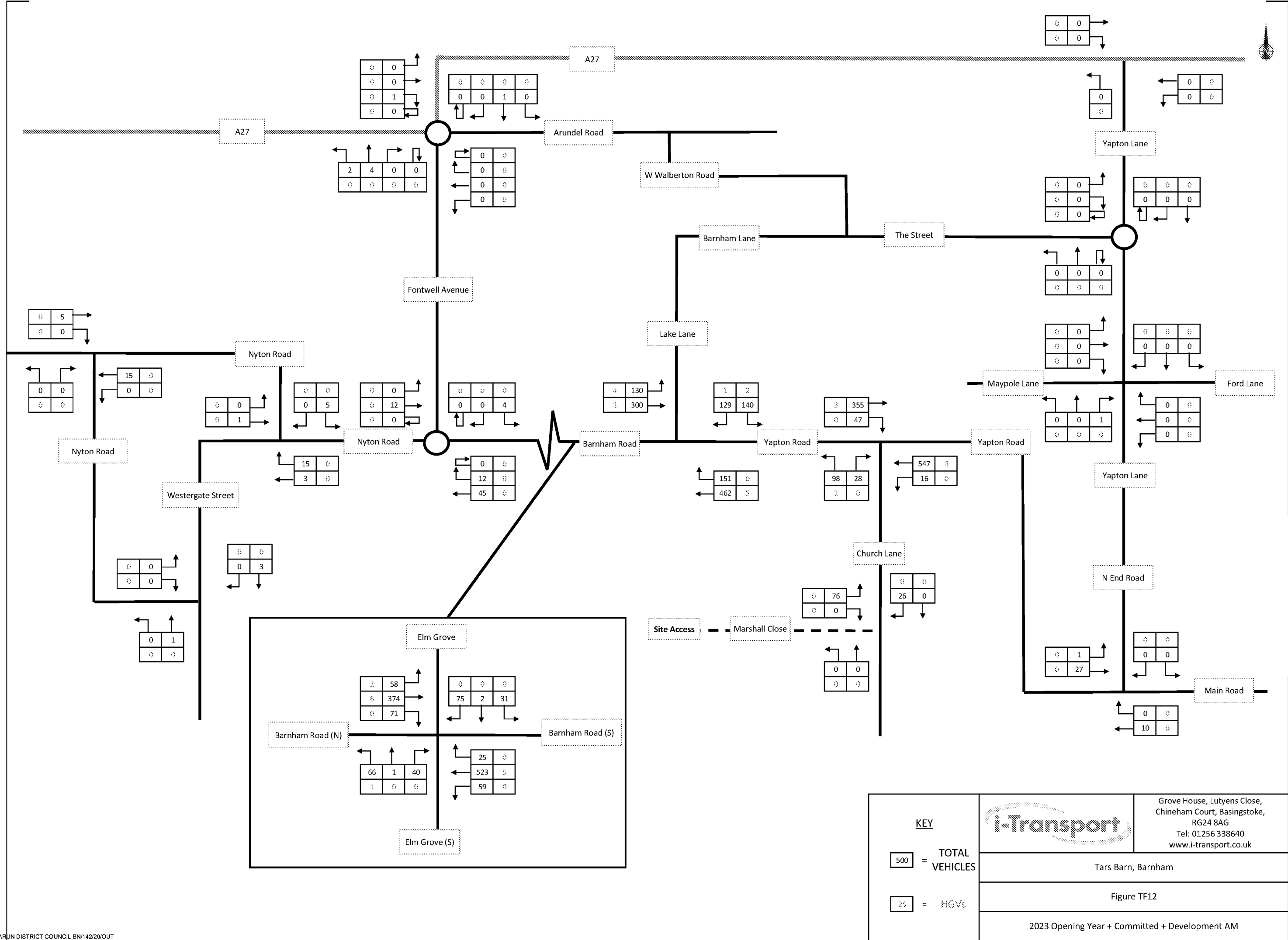


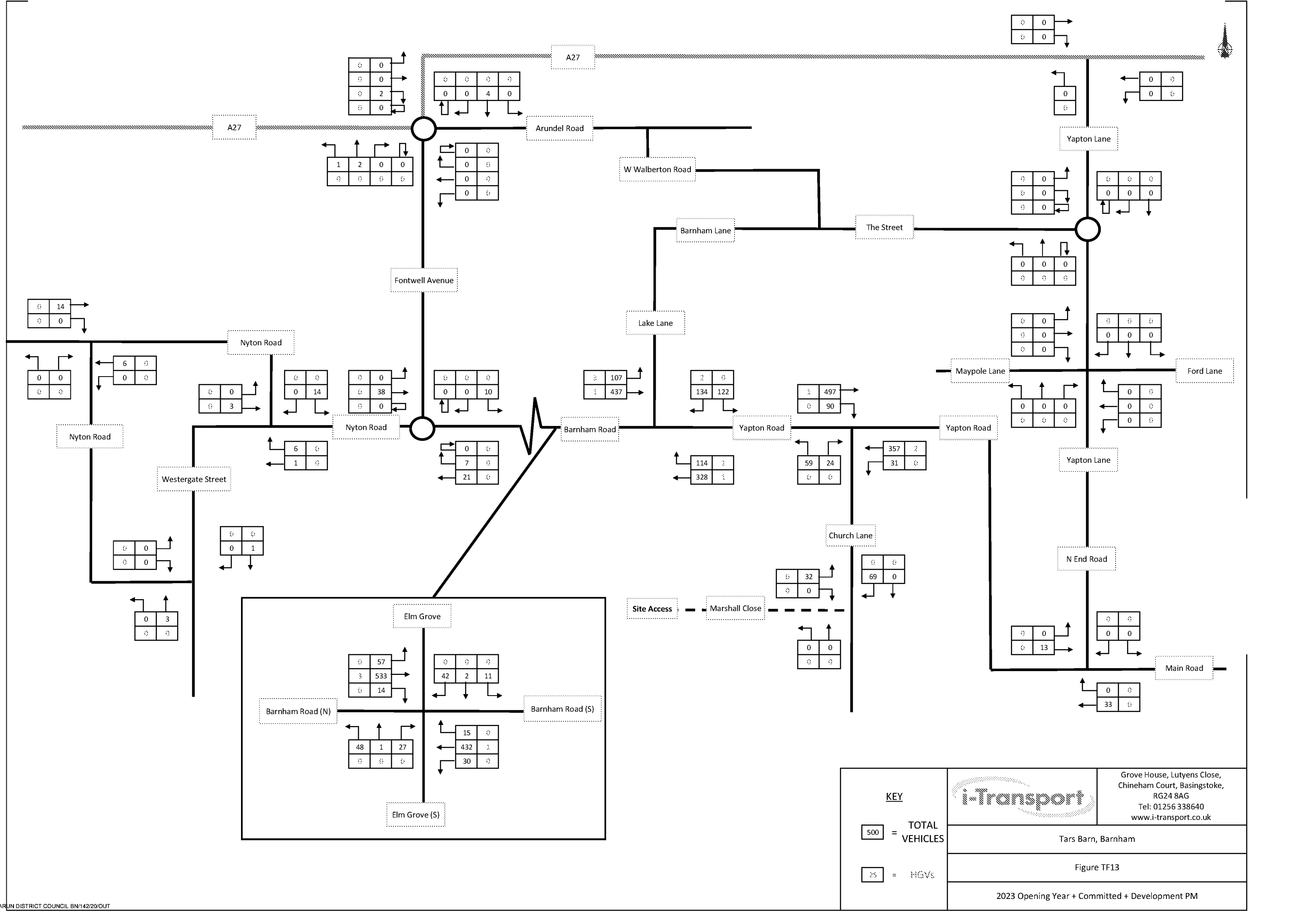




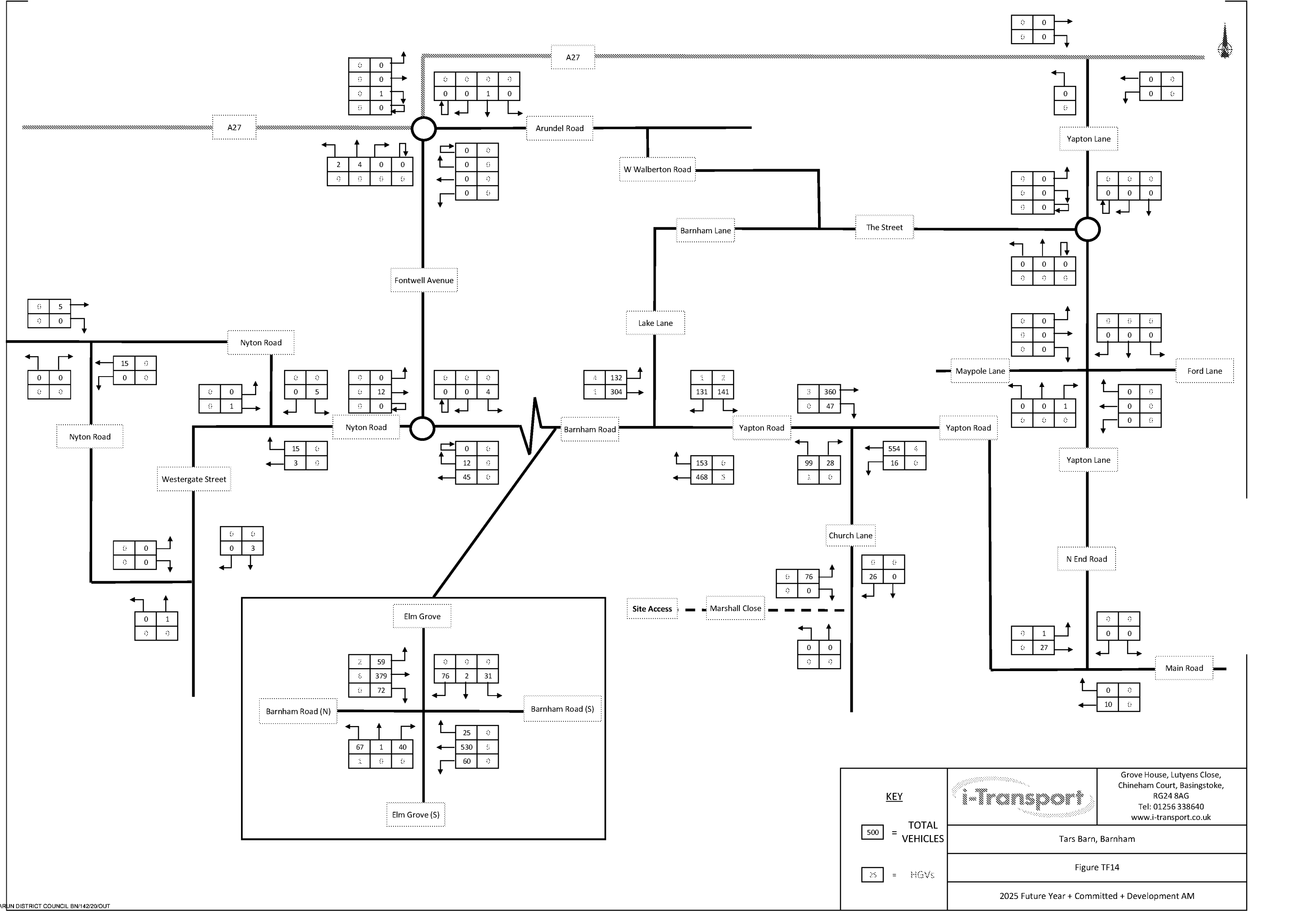


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	Tars Barn, Barnham
	Figure TF11
	2031 EoLP PM Peak

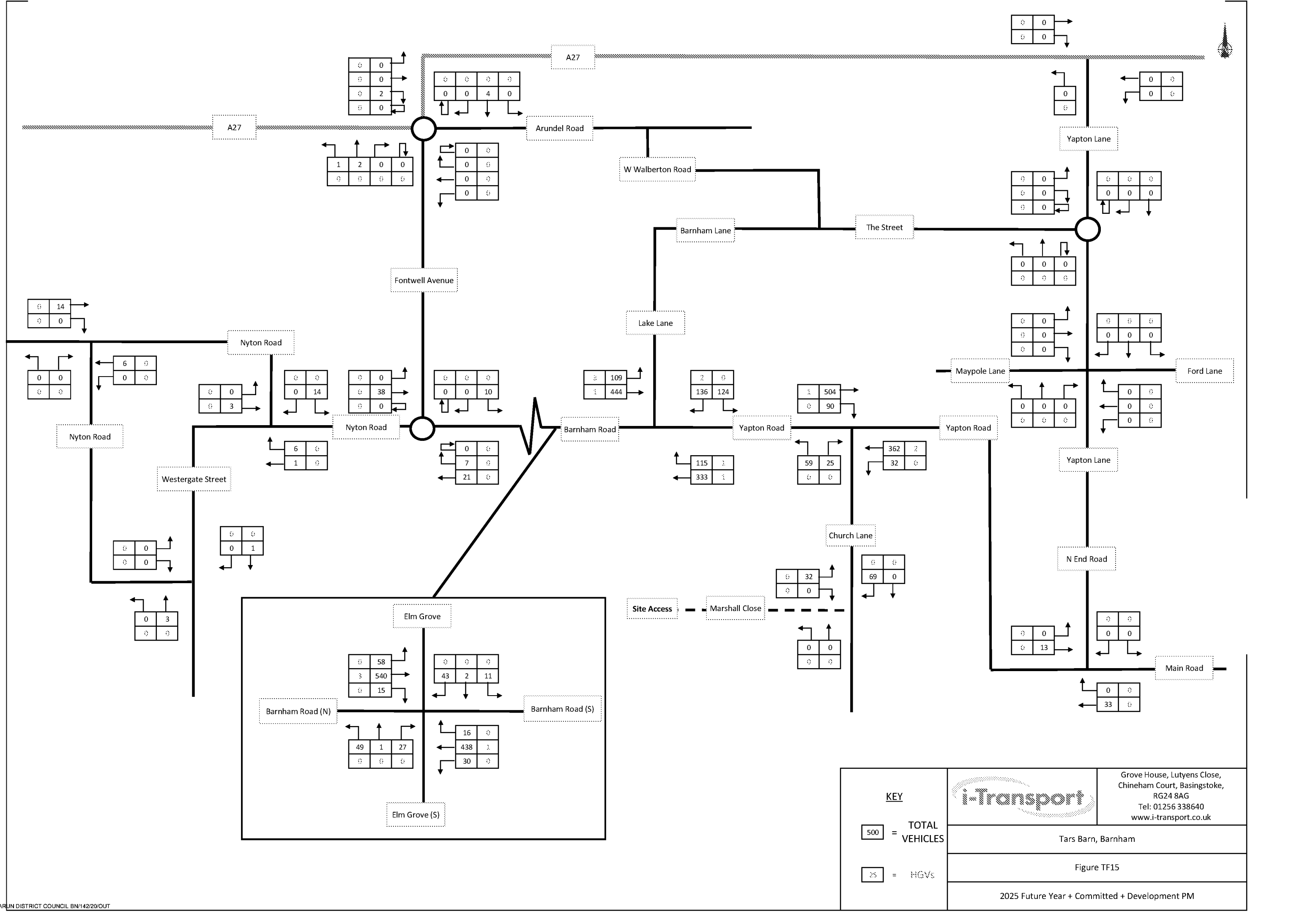




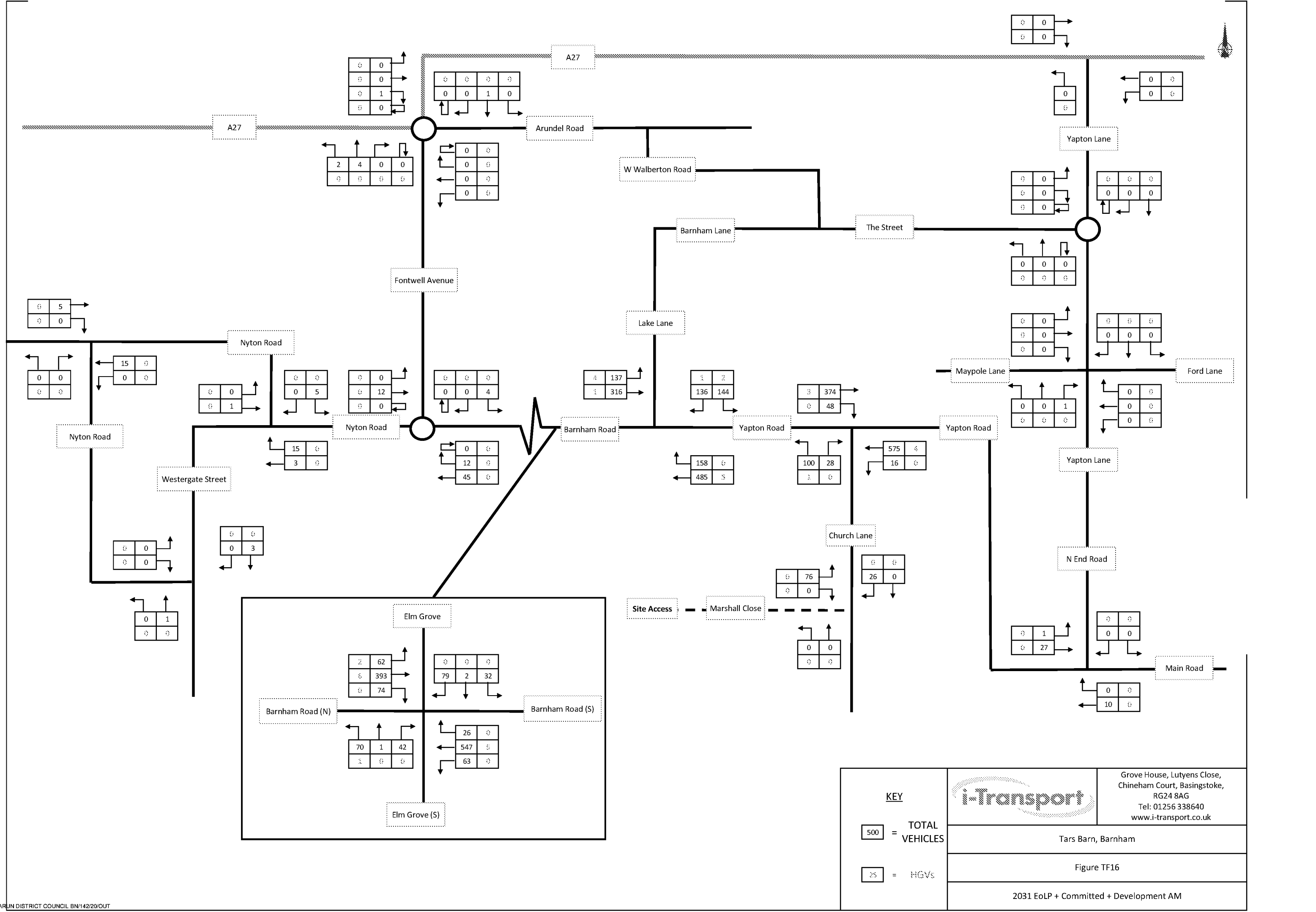
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	Tars Barn, Barnham
	Figure TF13
	2023 Opening Year + Committed + Development PM



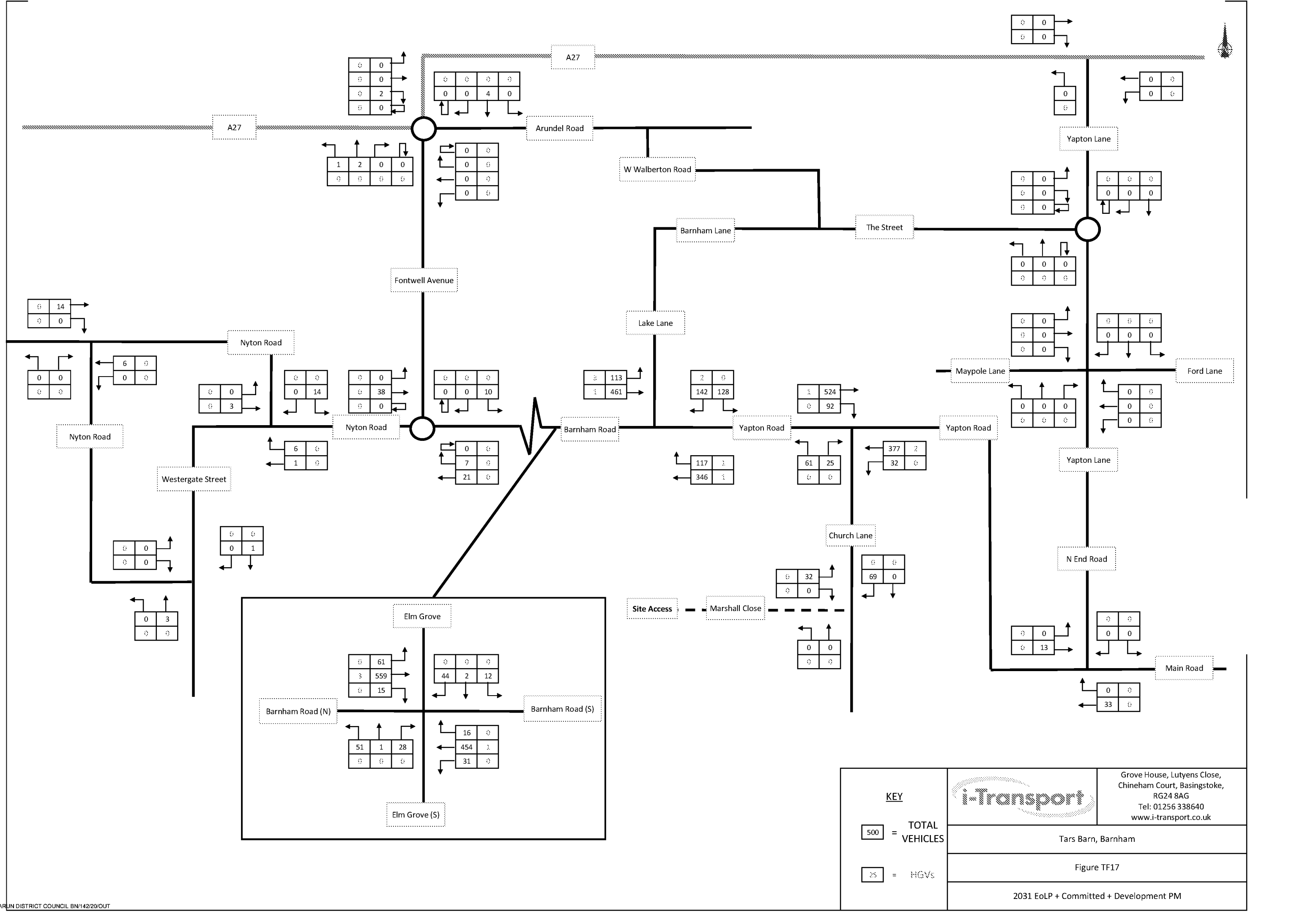
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	Tars Barn, Barnham
	Figure TF14
	2025 Future Year + Committed + Development AM



KEY 500 = TOTAL VEHICLES 25 = HGVs	Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338640 www.i-transport.co.uk
	Tars Barn, Barnham
	Figure TF15
	2025 Future Year + Committed + Development PM

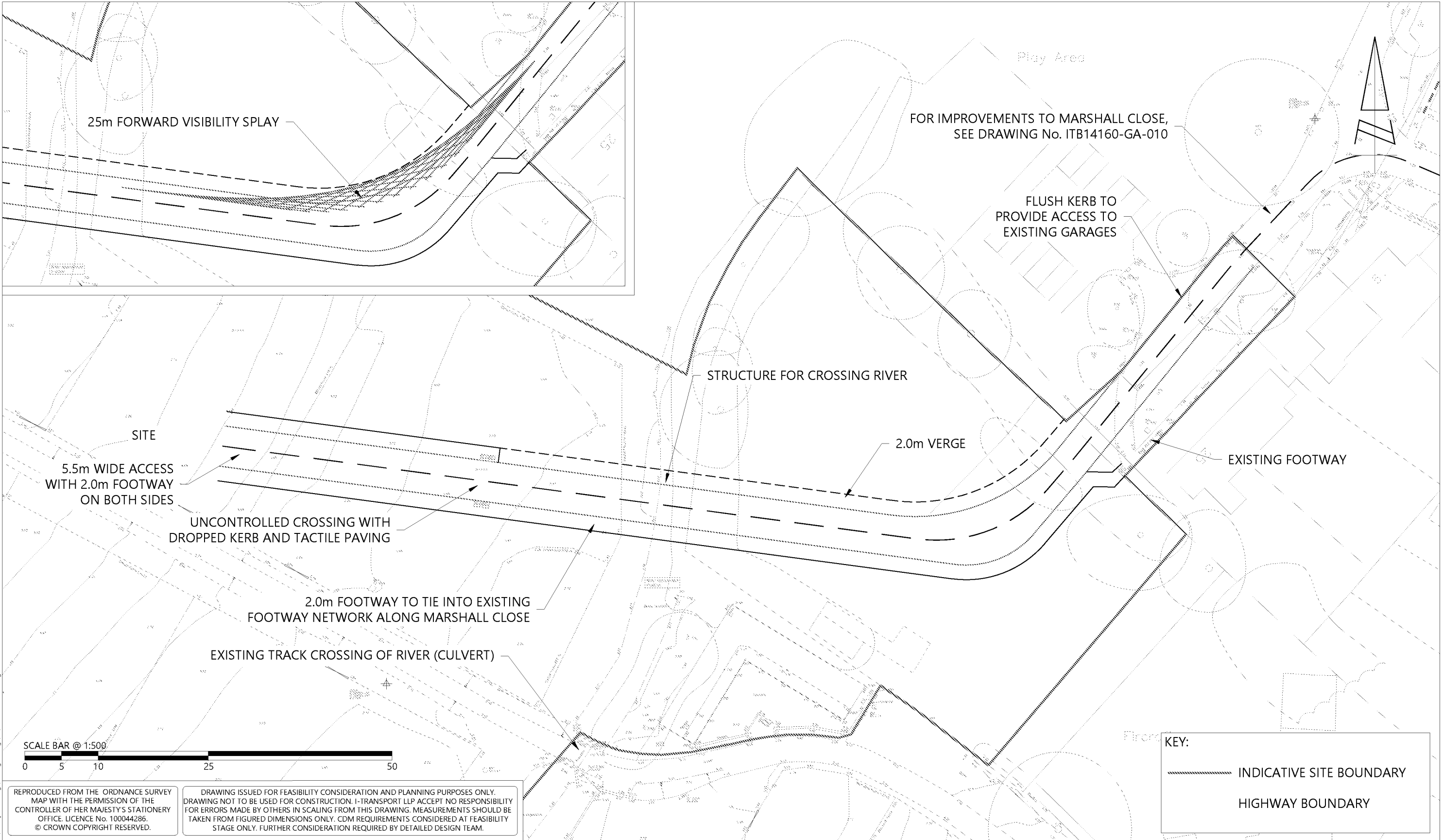


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	Tars Barn, Barnham
	Figure TF16
	2031 EoLP + Committed + Development AM



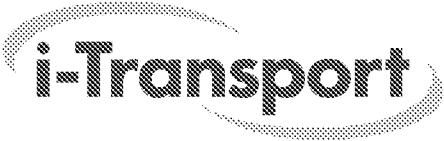
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	Tars Barn, Barnham
	Figure TF17
	2031 EoLP + Committed + Development PM

DRAWINGS



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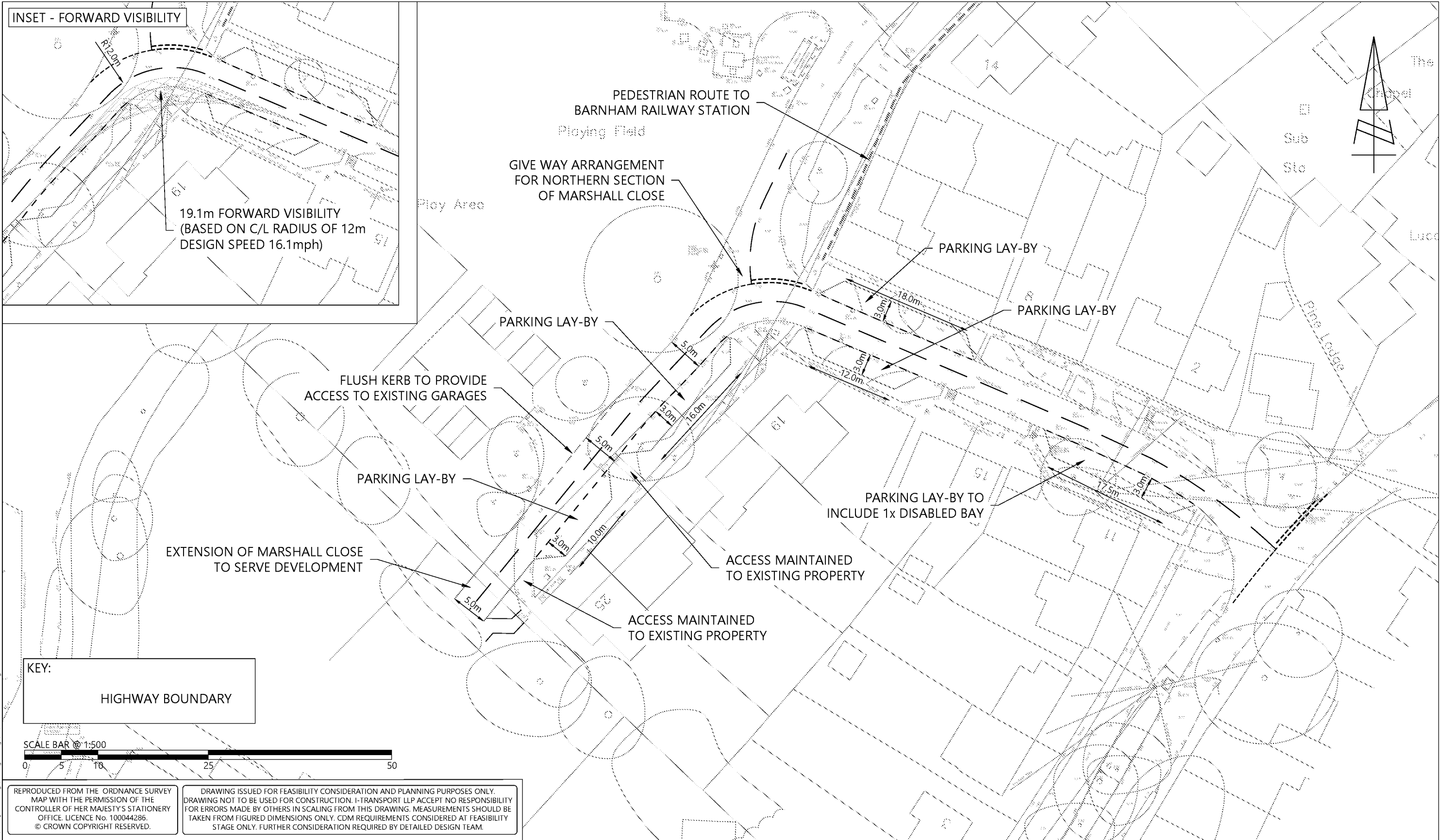
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
www.i-transport.co.uk

Tel: 01256 338640

REV	DATE	BY	DESCRIPTION	CHK	APD
C	28.10.20	JD	SITE ACCESS AMENDED	MG	MG
B	21.09.20	JD	SITE BOUNDARY ADDED	MG	MG
A	08.09.20	JD	TOPO / TREE SURVEY ADDED	DS	DS
STATUS: FOR INFORMATION					

TITLE: PROPOSED SITE ACCESS FROM MARSHALL CLOSE	
PROJECT: LAND TO THE SOUTH OF BARNHAM STATION	CLIENT: GLEESON STRATEGIC LAND

DRAWN: MC	CHECKED: MG	APPROVED: MG
PROJECT No: ITB14160	SCALE @ A3: 1:500	DATE: 29.07.20
DRAWING No: ITB14160-GA-005		REV: C



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 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG www.i-transport.co.uk				TITLE: POTENTIAL IMPROVEMENTS TO MARSHALL CLOSE - PARKING LAY-BYS				DRAWN: JD		CHECKED: MG		APPROVED: MG	
REV A				DATE 22.10.20				PROJECT No: ITB14160		SCALE @ A3: 1:500		DATE: 21.09.20	
BY JD				DESCRIPTION ACCESS ROAD AMENDED				DRAWING No: ITB14160-GA-010		REV: A			
STATUS: FOR INFORMATION				PROJECT: LAND TO THE SOUTH OF BARNHAM STATION				CLIENT: GLEESON STRATEGIC LAND					
CHK MG				APD MG									

APPENDIX A. Emerging Masterplan



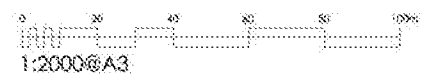
Site
**LAND SOUTH OF
BARNHAM STATION**

Drawing
Illustrative site layout plan

Scale
1:2000@A3

Date
18.11.20

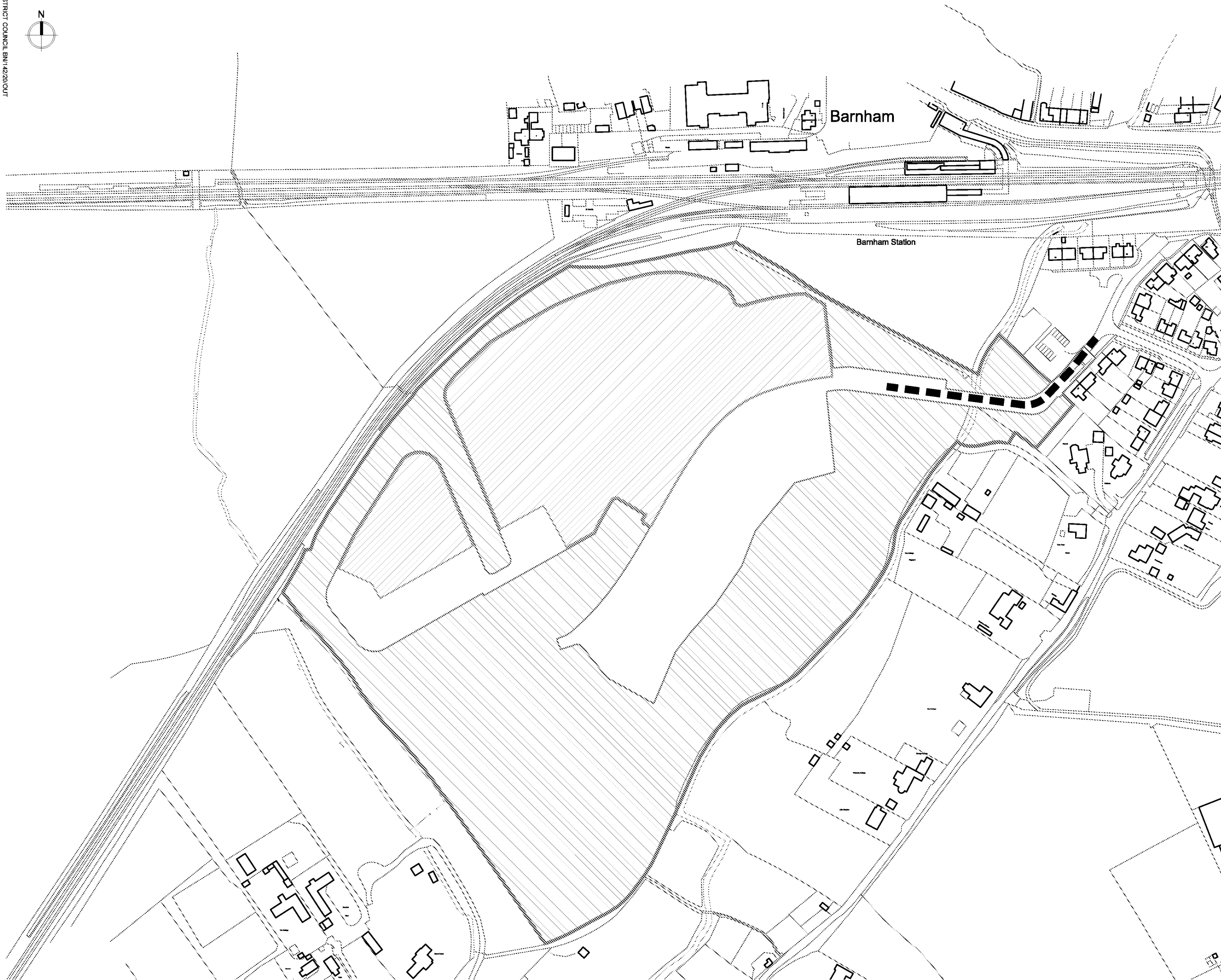
Drawing ref
1311.03



KEY

Site boundary

APPENDIX B. Site Parameters Plan



Site

LAND SOUTH OF BARNHAM STATION

Drawing

Parameter plan

Scale

1:2000@A3

Date

18.11.20

Drawing ref

1311.04

0 20 40 60 80 100m

1:2500@A3

KEY

Site boundary

DEVELOPMENT AREAS AND SCALE

Maximum 2 storey development (up to 10m)

Maximum 2.5 storey development (up to 11.5m)

Residential Development area to include C3 residential uses, roads, parking, open space, Sustainable Urban Drainage System and landscaping

GREEN INFRASTRUCTURE AND OPEN SPACE

Green Infrastructure including landscape buffers, public open space including areas of natural play, allotments, community orchards, landscape planting and Sustainable Urban Drainage System

ACCESS AND MOVEMENT

Existing public right of way retained and upgraded

Proposed vehicular access

APPENDIX C. PIA Data

Barnham – Bognor Regis – West Sussex

Collision report 01/09/2015 – 31/08/2020

Date produced
23 September 2020

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
P A R T N E R S H I P

Safer Roads
Safer Communities
Sharing the Responsibility

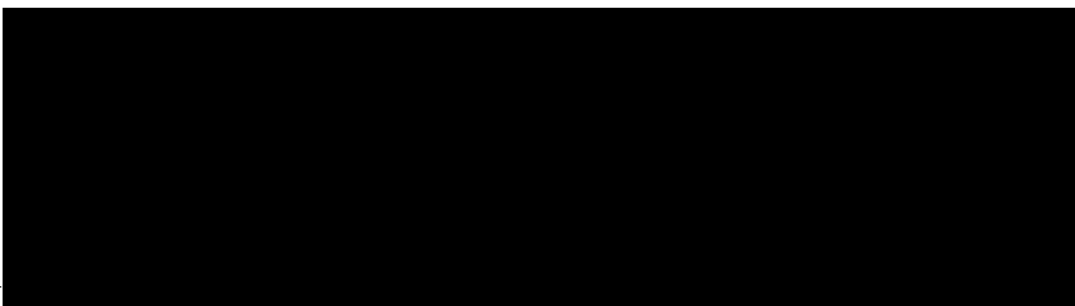
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

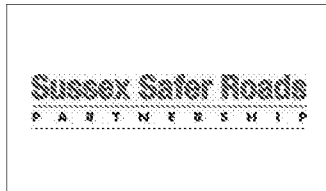
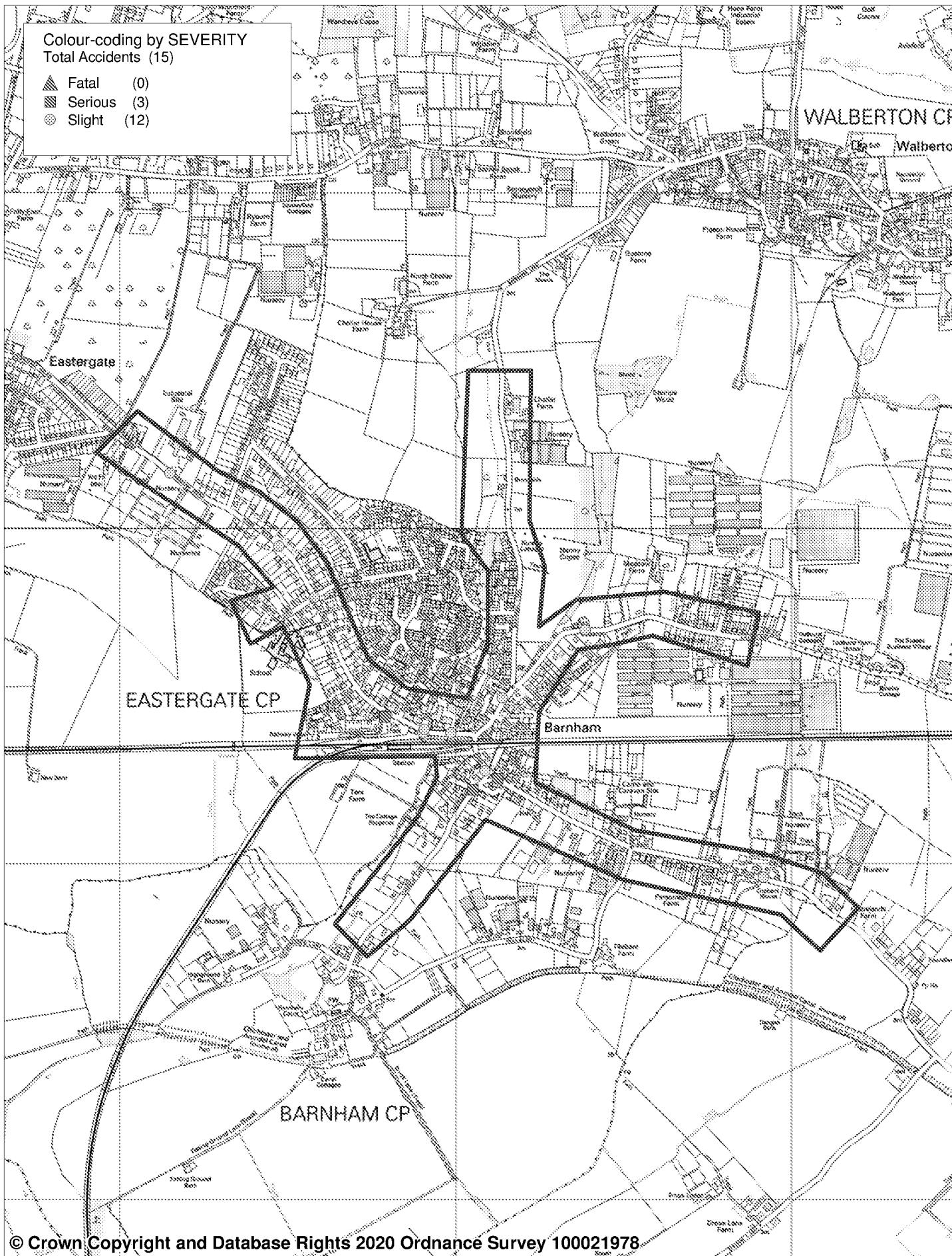
Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:





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Barnham, Bognor Regis
Collision data: 01/09/2015 to 31/08/2020

SCALE	1 : 15000
DATE	23/09/2020
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection: Notes:
Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1505944 Saturday B2233 BARNHAM ROAD BARNHAM Veh 1 Car Turning right S to E
10/10/2015 AT JUNCTION OF U ENTRANCE TO Veh 2 M/C > 500 cc O/take m/veh o/side S to N Dri M 56 Slight
R1: B 2233 1029hrs INDUSTRIAL ESTATE OUTSIDE
R2: U Daylight:street lights present
E 495,148 Dry
N 105,164 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 2 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 2 Very Likely
3rd: Failed to look properly Vehicle 1
BOTH VEHICLES IN LINE OF SLOW MOVING TRAFFIC BEHIND A MOBILITY SCOOTER. CAR INDICATES RIGHT TO ENTER INDUSTRIAL ESTATE. MOTORCYCLE IN QUEUE OF TRAFFIC PULLS OUT TO PASS LINE OF TRAFFIC AND IMPACTS WITH REAR OF CAR AS IT TURNS

1506916 Monday B2233 YAPTON ROAD BARNHAM Veh 1 Goods < 3.5t Going ahead W to E Ped M 30 Slight
23/11/2015 395M EAST OF U HILL LANE
R1: B 2233 0710hrs OUTSIDE CROFTWAY NURSERY
Daylight:street lights present
E 496,917 Dry
N 103,960 Fine without high winds
40 mph

Causation Factor: **Participant:** **Confidence:**
1st: Careless/Reckless/In a hurry Vehicle 1 Possible
2nd: Failed to look properly Vehicle 1 Possible
3rd: Careless/Reckless/In a hurry Casualty 1
CASUALTY 1 WAS WALKING IN AN EASTERLEY DIRECTION ON THE NORTH FOOTPATH OUT OF BARNHAM TOWARDS YAPTON. CASUALTY RECALLS BEING STRUCK FROM BEHIND BY SOMETHING THEN WHILST BEING SPUN AROUND SAW A DARK OR BLACK COLOURED LARGE VAN OR SIMILAR POSSIBLY A FORD TRANSIT VAN SLOW DOWN THEN CARRY ON DRIVING AWAY TOWARDS YAPTON. CASUALTIES NEXT RECALL IS LYING ON THE GROUND AND HEARING CARS PASSING THEN RECALLS BEING SPOKEN TO BY A FEMALE.

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Many	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1507420 Friday B2233 BARNHAM ROAD BARNHAM Veh 1 Goods 3.5 - 7.5t Turning left S to W Ped M 44 Slight
 11/12/2015 AT JUNCTION OF U ENTRANCE TO
R1: B 2233 0030hrs TRAIN STATION
R2: U Darkness: street lighting unkno
E 495,794 Wet/Damp
N 104,443 Raining with high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1 HEADING WEST EXITING TRAIN STATION CARPARK JUNCTION WITH BARNHAM ROAD, HAS COLLIDED WITH PEDESTRIAN CROSSING THE ROAD CAUSING INJURY TO RIGHT ARM OF PEDESTRIAN. DRIVER OF V1 HAS NOT PROVIDED DETAILS AT SCENE BUT HAS REPORTED THE MATTER TO HIS SENIOR M ANAGEMENT WHO HAVE IN TURN NOTIFIED EMPLOYER OF PEDESTRIAN. V1 HAS BEEN IDENTIFIED HOWEVER DRIVER HAS NOT BEEN NAMED.

1600358 Friday U WINDMILL COURT BARNHAM AT Veh 1 Car U turn NE to NE
 15/01/2016 JUNCTION OF B2233 BARNHAM Veh 2 M/C > 500 cc Stopping SE to NW Dri M 40 Slight
R1: U 1635hrs ROAD OUTSIDE 33 BARNHAM RD
R2: B 2233 Darkness: street lighting unkno
E 495,785 Dry
N 104,441 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

VEHICLE 1 HAS DRIVEN NORTH WEST IN BARNHAM ROAD, TAKING THE TURNING FOR WINDMILL COURT AND CARRIED OUT A U TURN. VEHICLE 2 HAS COME OUT OF THE STATION CARPARK TOWARDS THE JUNCTION WITH BARNHAM ROAD. VEHICLE 1 HAS THEN DRIVEN NORTH TOWARDS THE JUNCTION COLLIDING WITH VEHICLE 2.

1605102 Tuesday B2233 BARNHAM ROAD BARNHAM Veh 1 Car Turning left N to E
 23/08/2016 AT JUNCTION OF U PRIVATE ROAD Veh 2 Pedal cycle Going ahead W to E Dri F 34 Slight
R1: B 2233 1552hrs OUTSIDE TRADING POST ESTATE
R2: U Daylight:street lights present
E 495,985 Dry
N 104,390 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V2 PEDAL CYCLIST RIDING ON MAIN ROAD, WHEN V1 CAR PULLED OUT OF THE TRADING POST INDUSTRIAL ESTATE TO TURN LEFT, HAS FAILED TO GIVE WAY TO THE CYCLIST. CYCLIST LOST CONTROL TRYING TO AVOID THE CAR, INJURING LEGS ON PEDALS.

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1604116 Wednesday 08/06/2016 U LAKE LANE ARUNDEL 200M EAST OF U BARNHAM LANE OUTSIDE "KINGFISHERS"
R1: U 1136hrs Daylight:street lights present
E 496,386 Dry
N 104,697 Fine without high winds 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to look properly

Participant:

Vehicle 1
 Uninjured Pedestrian

Confidence:

Possible
 Possible

IT WOULD APPEAR THAT A PARCEL FORCE DELIVERY DRIVER, DELIVERING A PARCEL TO A NEARBY PROPERTY STEPPED FROM BEHIND HIS VEHICLE INTO THE ROAD, AND COLLIDED WITH THE CYCLIST TRAVELLING EAST.0

1700945 Wednesday 08/02/2017 B2233 BARNHAM ROAD BARNHAM AT JUNCTION OF U ELM GROVE
R1: B 2233 2145hrs
R2: U Darkness: street lights present a
E 495,579 Wet/Damp
N 104,794 Fine without high winds 30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

V2 TRAVELLING N/W ON BARNHAM RD TOWARDS JUNCTION. V1 HAS PULLED OUT OF ELM GROVE JUNCTION TO V1 OFFSIDE. V1 HAS IMPACTED WITH V2 MID JUNCTION.

1700331 Tuesday 17/01/2017 B2233 BARNHAM ROAD BARNHAM AT JUNCTION OF U DROVER LANE
R1: B 2233 1540hrs
R2: U Daylight:street lights present
E 495,473 Wet/Damp
N 104,946 Fine without high winds 30 mph

Causation Factor:

1st: Deposit on road (eg oil, mud, chippings)

Participant:

Vehicle 1

Confidence:

Very Likely

VEH3 HAS STOPPED AT JUNCTION ON BARNHAM ROAD WITH DROVER LANE TO ALLOW VEHICLE 4 TO PULL INTO DOVER LANE AND V2 HAS STOPPED BEHIND TRAVELLING WEST BOUND. V1 HAS DRIVEN INTO THE REAR OF V2 WHICH HAS SHUNTED FORWARD AND COLLIDED WITH V3. ALL 3 VEHICLES HAV E SUSTAINED DAMAGE

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Many	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1703657 Sunday B2233 BARNHAM ROAD BARNHAM Veh 1 Car Going ahead NW to SE Dri M 38 Slight
02/07/2017 75M EAST OF U SAXBY CLOSE
R1: B 2233 0248hrs
Darkness: street lights present a
E 495,902 Dry
N 104,390 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol
2nd: Stolen vehicle
3rd: Loss of control

Vehicle 1
Vehicle 1
Vehicle 1

Very Likely
Very Likely

SINGLE VEHICLE TRAVELLING EAST LEFT CARRAIGEWAY TO THE OFFSIDE AND COLLIDED WITH ROAD SIGN

1704379 Saturday U ACCESS ROAD TO ABBIE COURT Veh 1 Car Going ahead E to W Dri M 44 Slight
29/07/2017 BARNHAM AT JUNCTION OF U LAKE
R1: U 0028hrs LANE OUTSIDE ABBIE COURT
R2: U Darkness: no street lighting
E 496,139 Wet/Damp
N 104,494 Raining without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Vehicle 1

Very Likely

VEHICLE 1 IS PARKED IN ACCESS ROAD TO REAR OF ABBIE COURT AND THE SHOPS, DRIVER HAS DRIVEN DOWN THE ACCESS ROAD ONTO LAKE ROAD AND CONTINUED STRAIGHT AND ACROSS LAKE ROAD AND CRASHED INTO A WALL. DRIVER HAS GOT OUT AND BEGUN TO SELF HARM, UNKNOWN PERSONS HAVE PUSHED THE VEHICLE BACK UP INTO THE ACCESS ROAD.

1700953 Tuesday B2233 YAPTON ROAD BARNHAM Veh 1 Goods < 3.5t Going ahead SE to NW Ped F 30 Slight
14/02/2017 50M WEST OF U CHURCH LANE
R1: B 2233 1455hrs
Daylight:street lights present
E 496,087 Dry
N 104,277 Fine without high winds
30 mph

PEDESTRIAN WALKING SOUTH EAST ON PAVEMENT. V1 TRAVELLING NORTH WEST AND TOWARDS PEDESTRIAN. PEDESTRIAN WAS ON THE PAVEMENT BUT CLOSE TO THE ROAD. AS V1 PASSED THE PEDESTRIAN N/S WING MIRROR OF V1 STRUCK UPPER SHOULDER OF PEDESTRIAN. VAN BRUSHED PAST HER AND DID NOT STOP. WING MIRROR FORCED BACK BY IMPACT.

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Many	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1802179 Saturday B2233 BARNHAM AT JUNCTION OF U Vch 1 Car Reversing W to E Ped F 88 Serious
 21/04/2018 ACCESS ROAD TO BARNHAM
 R1: B 2233 1146hrs STATION
 R2: U Daylight:street lights present
 E 495,788 Dry
 N 104,438 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Vehicle blind spot

Vehicle 1

Very Likely

VEHICLE 1 REVERSING WITHIN ACCESS ROAD TO BARNHAM TRAIN STATION CAR PARK AS PEDESTRIAN WAS WALKING ACROSS ROAD. VEH 1 COLLIDED INTO WALKING FRAME OF PEDESTRIAN.

1806434 Wednesday B2233 BARNHAM 75M EAST OF U Vch 1 Car Going ahead LH bend NW to E
 21/11/2018 SAXBY CLOSE OUTSIDE ADJACENT Vch 2 Car Wait go ahead held NW to E Dri M 52 Slight
 R1: B 2233 1445hrs TO TESCOS EXPRESS
 Daylight:street lights present
 E 495,906 Dry
 N 104,400 Fine without high winds
 30 mph

V2 IN QUEUE OF TRAFFIC V1 FOR UNKNOWN REASON COLLIDED WITH THE REAR OF V2

0860859 Monday CHURCH LANE AT JUNCTION WITH Vch 1 Car Going ahead NW to SW
 08/07/2019 MARSHALL CLOSE Vch 2 Pedal cycle Going ahead NE to SW Dri M 33 Serious
 R1: U 0645hrs
 R2: U Daylight:street lights present
 E 496,051 Dry
 N 104,220 Fine without high winds
 30 mph

V1 PULLED OUT OF JUNCTION INTO PATH OF V2 CYCLIST. V2 DRIVER CAME OFF BIKE CAUSING INJURY

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties		
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age / Sev
Road No.	Time								
2nd Road No.	D/L								
Grid Ref.	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

20948133 Friday YAPTON ROAD (B2233) AT Junction with Church Lane
24/04/2020
R1: B 2233 1306hrs
R2: U Daylight:street lights present
E 496,124 Dry
N 104,253 Unknown
30 mph

Veh 1 Car Parked 0 to 0
Veh 2 Pedal cycle O/take s/veh o/side SE to NW Dri F 61 Serious

Causation Factor:

Participant:

Confidence:

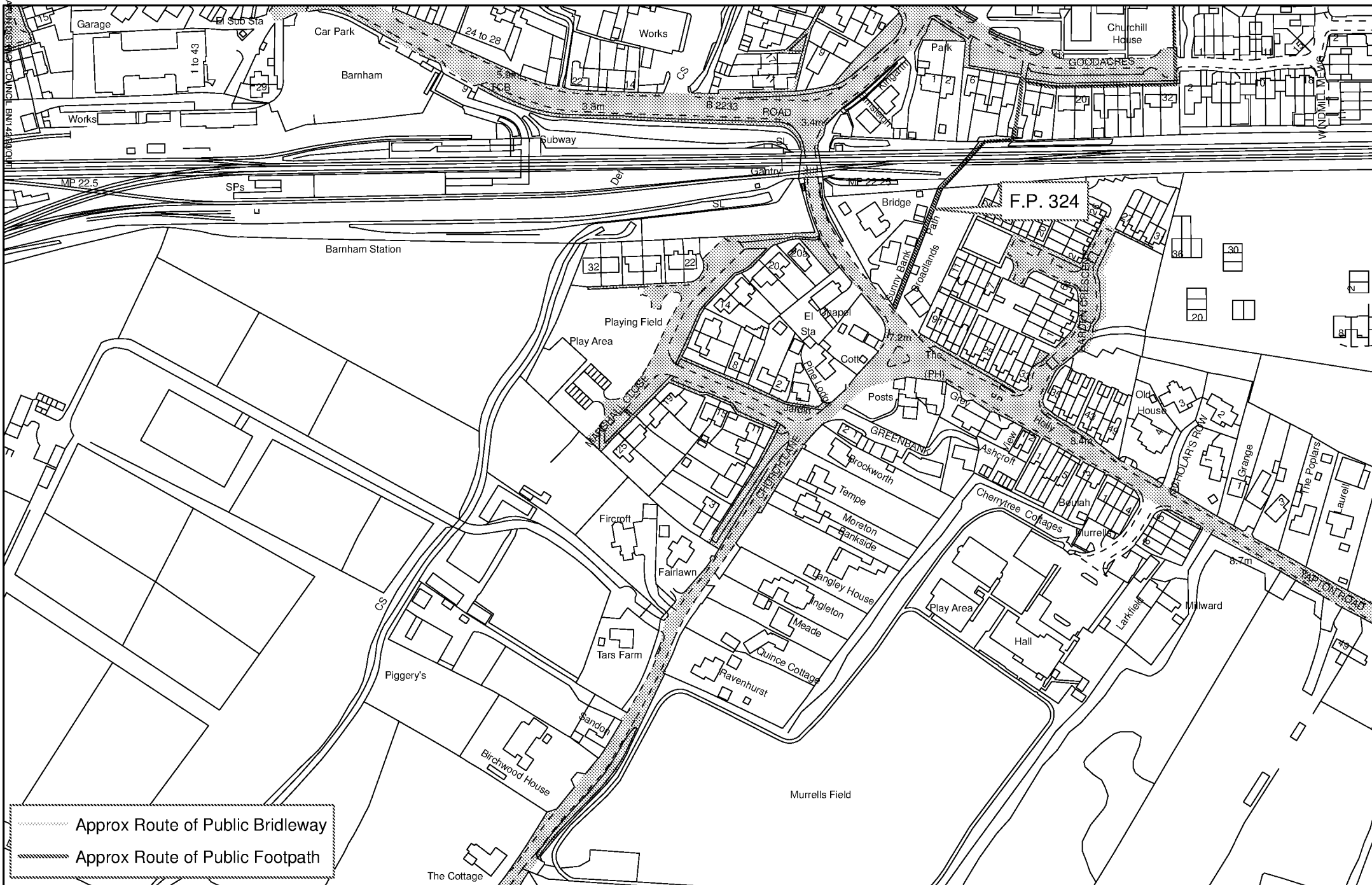
1st: Vehicle door opened or closed negligently

Vehicle 1

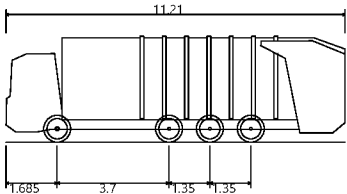
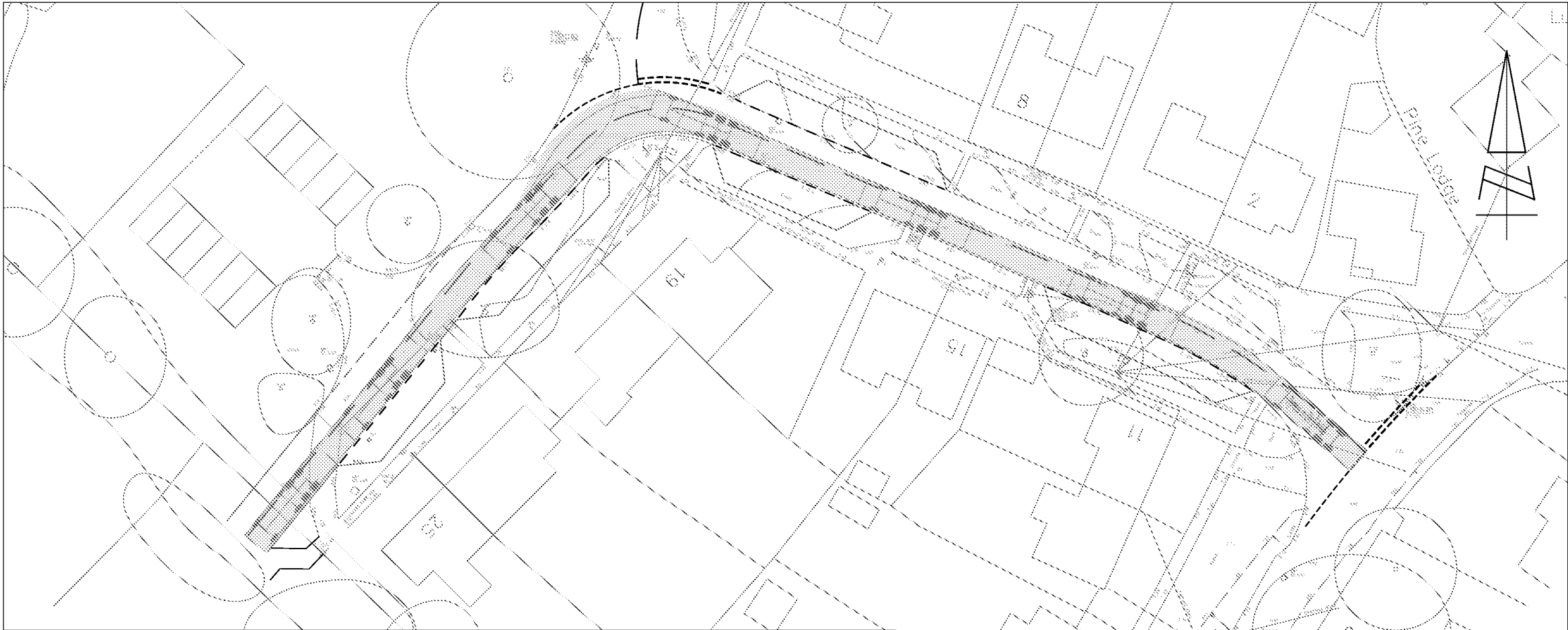
Very Likely

V2 WAS RIDING PAST V1 WHICH WAS PARKED ON THE SOUTH SIDE FACING WEST, WHEN THE DRIVER OF V1 OPENED HER DOOR INTO THE PATH OF V2 WHICH HIT THE INSIDE OF THE DOOR THROWING THE RIDER OFF V2 AND ONTO THE GROUND CAUSING INJURY AND ALSO DAMAGE TO HER CYCLE HELMET.

APPENDIX D. Highway Boundary Data

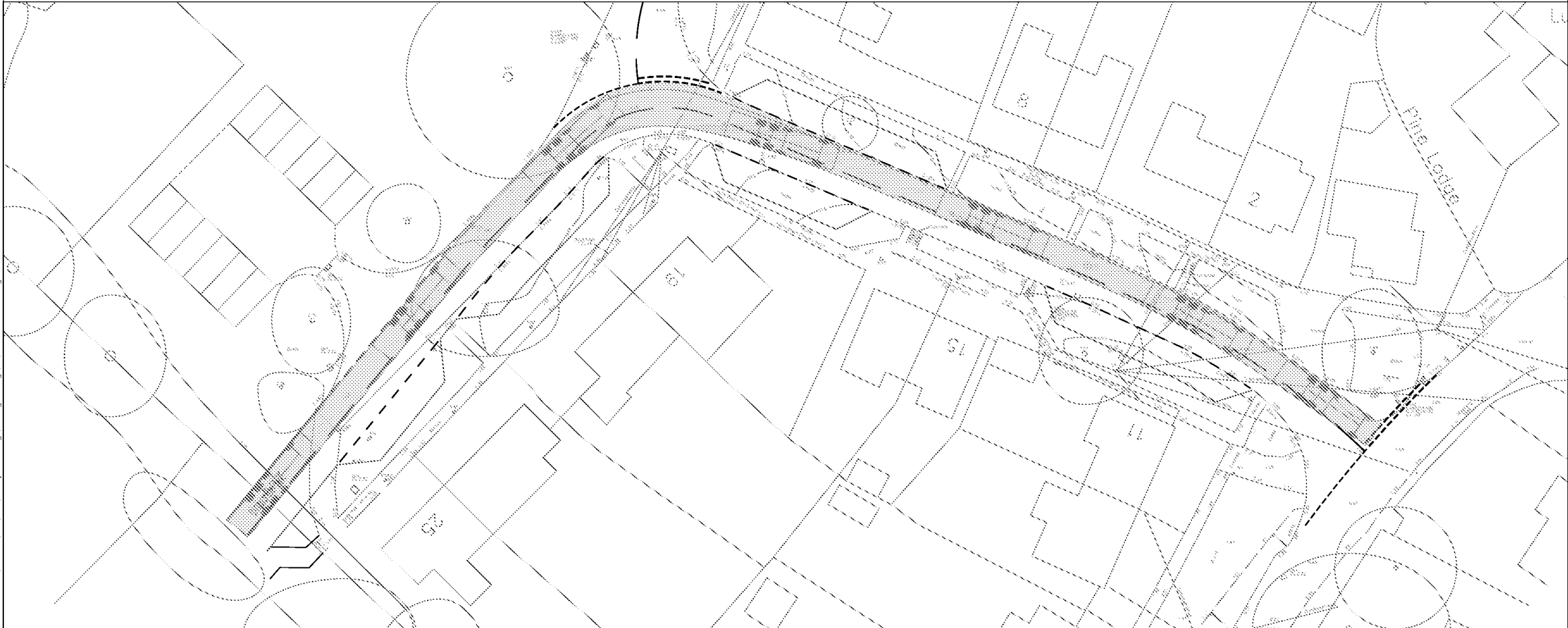


APPENDIX E. Swept Path Analysis



Olympus on Elite 6 8x4MS
Overall Length 11.210m
Overall Width 2.550m
Overall Body Height 3.500m
Min Body Ground Clearance 0.304m
Track Width 2.550m
Lock to lock time 6.50s
Kerb to Kerb Turning Radius 10.329m

B	28.10.20	JD	ACCESS ROAD AMENDED	MG	MG
A	22.10.20	JD	ACCESS ROAD AMENDED	MG	MG
REV	DATE	BY	DESCRIPTION	CHK	APD



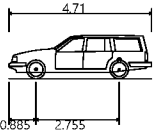
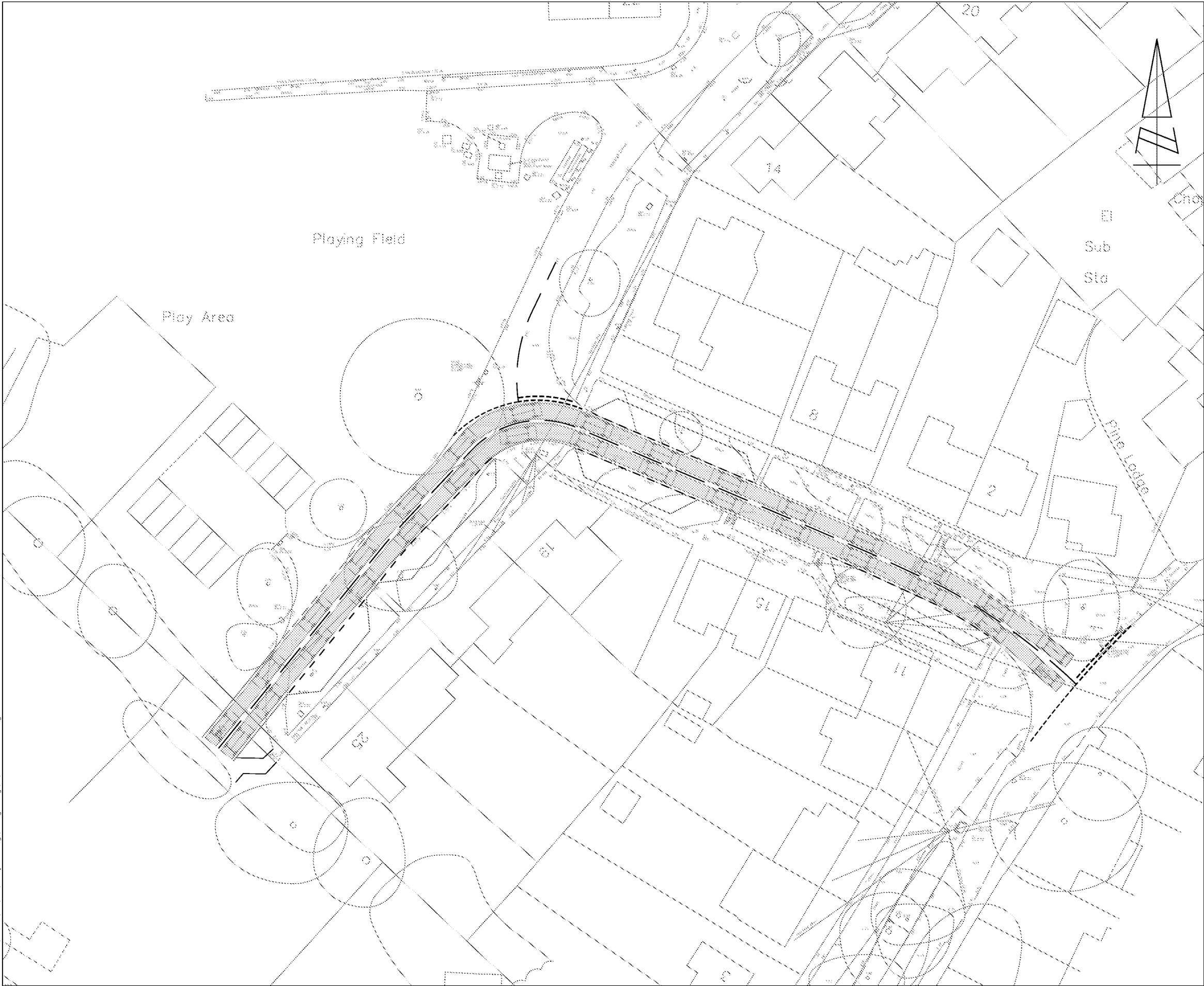
STATUS:		FOR INFORMATION	
 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 www.i-transport.co.uk			
TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE			
PROJECT: TARS FARM, BARNHAM			
CLIENT: GLEESON STRATEGIC LAND			
DRAWN: JD		CHECKED: MG	
APPROVED: MG			
PROJECT No: ITB14160		SCALE @ A3: 1:500	
DATE: 22.09.20			
DRAWING No: ITB14160-GA-011			REV: B

T:\Projects\14000\Screen\14160\18 Tars Farm, Barnham\Tech\Acad\i-Transport Drawings\Working Drawings\GAN\ITB14160-GA-011B.dwg

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Estate Car	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	

A	28.10.20	JD	ACCESS ROAD AMENDED	MG	MG
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT: TARS FARM, BARNHAM

CLIENT: GLEESON STRATEGIC LAND

DRAWN: JD	CHECKED: MG	APPROVED: MG
PROJECT No: ITB14160	SCALE @ A3: 1:500	DATE: 22.10.20

DRAWING No: ITB14160-GA-013	REV: A
-----------------------------	--------

T:\Project\14000\Screen\14160\18 Tars Farm, Barnham\Tech\Acad\ITB14160-GA-013A.dwg

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APPENDIX F. TRICS Output

Calculation Reference: AUDIT-236601-200807-0809

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	4 days
	SC SURREY	2 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	9 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 7 to 432 (units:)
Range Selected by User: 6 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	14 days
Tuesday	11 days
Wednesday	17 days
Thursday	13 days
Friday	8 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	60 days
Directional ATC Count	3 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	24
Edge of Town	39

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	60
Out of Town	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:**Use Class:**

C3	63 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	17 days
10,001 to 15,000	18 days
15,001 to 20,000	9 days
20,001 to 25,000	7 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	7 days
50,001 to 75,000	9 days
75,001 to 100,000	13 days
100,001 to 125,000	2 days
125,001 to 250,000	18 days
250,001 to 500,000	8 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	18 days
1.1 to 1.5	43 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	18 days
No	45 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	62 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-08	DETACHED	CHESHIRE
	WHITCHURCH ROAD		
	CHESTER		
	BOUGHTON HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	11	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
3	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
4	CH-03-A-10	SEMI-DETACHED & TERRACED	CHESHIRE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
5	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
6	DC-03-A-08	BUNGALOWS	DORSET
	HURSTDENE ROAD		
	BOURNEMOUTH		
	CASTLE LANE WEST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
7	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
8	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DS-03-A-02	MIXED HOUSES	DERBYSHIRE
	RADBOURNE LANE DERBY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
10	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD TORQUAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
11	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
12	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE HONITON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
13	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE POLEGATE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
14	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD CAMBER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
15	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS		
	Edge of Town Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
16	EX-03-A-02	DETACHED & SEMI-DETACHED	ESSEX
	MANOR ROAD CHIGWELL GRANGE HILL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	97	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
18	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
19	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
20	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
21	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
22	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
23	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD		
	HERNE BAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
24	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
25	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	LINCOLN		
	BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
27	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	LIVERPOOL		
	OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
28	NE-03-A-02	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	HANOVER WALK		
	SCUNTHORPE		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
29	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
30	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
31	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
32	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD		
	NORTH WALSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
33	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL

i-Transport Grove House Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters (Cont.)

34	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
35	NF-03-A-07	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD		
	WYMONDHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	297	
	Survey date: FRIDAY	20/09/19	Survey Type: DIRECTIONAL ATC COUNT
36	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
37	NF-03-A-16	MIXED HOUSES & FLATS	NORFOLK
	NORWICH COMMON		
	WYMONDHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	138	
	Survey date: TUESDAY	20/10/15	Survey Type: DIRECTIONAL ATC COUNT
38	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
39	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
40	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
41	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

42	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
43	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
44	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD		
	HORLEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
45	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
46	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
47	SF-03-A-07	MIXED HOUSES	SUFFOLK
	FOXHALL ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL
48	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
49	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
50	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	BRIDGWATER		
	NORTHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

51	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
52	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT		
	STAFFORD		
	MEADOWCROFT PARK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
53	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
54	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
55	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
56	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE		
	WARWICK		
	GUY'S CLIFFE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
57	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE		
	KENILWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
58	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

59	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	151		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL
60	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/04/12		Survey Type: MANUAL
61	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18		Survey Type: MANUAL
62	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	197		
	Survey date: THURSDAY	05/07/18		Survey Type: MANUAL
63	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	91	0.084	63	91	0.315	63	91	0.399
08:00 - 09:00	63	91	0.130	63	91	0.379	63	91	0.509
09:00 - 10:00	63	91	0.145	63	91	0.174	63	91	0.319
10:00 - 11:00	63	91	0.129	63	91	0.158	63	91	0.287
11:00 - 12:00	63	91	0.135	63	91	0.147	63	91	0.282
12:00 - 13:00	63	91	0.160	63	91	0.153	63	91	0.313
13:00 - 14:00	63	91	0.162	63	91	0.155	63	91	0.317
14:00 - 15:00	63	91	0.165	63	91	0.193	63	91	0.358
15:00 - 16:00	63	91	0.270	63	91	0.181	63	91	0.451
16:00 - 17:00	63	91	0.289	63	91	0.172	63	91	0.461
17:00 - 18:00	63	91	0.345	63	91	0.160	63	91	0.505
18:00 - 19:00	63	91	0.293	63	91	0.173	63	91	0.466
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.400			2.433			4.833

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP * FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/12 - 19/11/19
 Number of weekdays (Monday-Friday): 67
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 7
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX G. Distribution and Assignment

Journey to Work - Residential	% of all Destinations	Proportion by car	Proportion by Route	Proportion car by route	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7
Angmering	77.6%	1.6%	50%	0.8%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
			50%	0.8%	Church Lane N	Yapton Road S	Main Road E	LIN	LIN	LIN	LIN
Arundel	77.4%	4.1%	33.3%	1.4%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
			33.3%	1.4%	Church Lane N	Yapton Road N	Lake Lane N	Barnham Lane N	W Walberton Lane N	Arundel Road E	A27 N
			33.3%	1.4%	Church Lane N	Yapton Road S	N End Road N	Ford Lane E	LIN	LIN	LIN
Barnham	53.9%	9.9%	100%	9.9%	Church Lane N	Yapton Road N	Barnham Road W	LIN	LIN	LIN	LIN
Billinghurst	93.8%	0.5%	100%	0.5%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
Bognor Regis	76.9%	11.8%	50%	5.9%	Church Lane N	Yapton Road N	Barnham Road W	Nyton Road W	Westergate Street S	LIN	LIN
			50%	5.9%	Church Lane N	Yapton Road S	Main Road E	LIN	LIN	LIN	LIN
Brighton and Hove	55.6%	1.0%	100%	1.0%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
Chichester	80.4%	31.4%	100%	31.4%	Church Lane N	Yapton Road N	Barnham Road W	Nyton Road W	Nyton Road W	LIN	LIN
Crawley	72.0%	1.2%	100%	1.2%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
Emsworth	80.5%	1.1%	100%	1.1%	Church Lane N	Yapton Road N	Barnham Road W	Nyton Road W	Nyton Road W	LIN	LIN
Havant	88.6%	2.4%	100%	2.4%	Church Lane N	Yapton Road N	Barnham Road W	Nyton Road W	Nyton Road W	LIN	LIN
Horsham	88.4%	1.3%	100%	1.3%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
Lancing	85.7%	0.6%	50%	0.3%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
			50%	0.3%	Church Lane N	Yapton Road S	Main Road E	LIN	LIN	LIN	LIN
Littlehampton	81.9%	6.6%	100%	6.6%	Church Lane N	Yapton Road S	Main Road E	LIN	LIN	LIN	LIN
London	36.9%	1.6%	100%	1.6%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 W	LIN	LIN
			50%	0.4%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 W	LIN	LIN
Midhurst	100.0%	0.8%	50%	0.4%	Church Lane N	Yapton Road N	Barnham Road W	Nyton Road W	Nyton Road W	LIN	LIN
Other North	91.8%	5.0%	100%	5.0%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 W	LIN	LIN
Other West	80.0%	3.3%	100%	3.3%	Church Lane N	Yapton Road N	Barnham Road W	Nyton Road W	Nyton Road W	LIN	LIN
			33.3%	0.4%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 W	LIN	LIN
			33.3%	0.4%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
Petworth	86.5%	1.1%	100%	1.1%	Church Lane N	Yapton Road N	Barnham Road W	Nyton Road W	Nyton Road W	LIN	LIN
			33.3%	0.4%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 W	LIN	LIN
			33.3%	0.4%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
Portsmouth	86.0%	2.6%	100%	2.6%	Church Lane N	Yapton Road N	Barnham Road W	Nyton Road W	Nyton Road W	LIN	LIN
Selsey	74.6%	1.7%	50%	0.9%	Church Lane N	Yapton Road N	Barnham Road W	Nyton Road W	Nyton Road W	LIN	LIN
			50%	0.9%	Church Lane N	Yapton Road N	Barnham Road W	Nyton Road W	Westergate Street S	LIN	LIN
Southwick	84.6%	0.8%	50%	0.4%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
			50%	0.4%	Church Lane N	Yapton Road S	Main Road E	LIN	LIN	LIN	LIN
Steyning	75.0%	0.1%	100%	0.1%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
Storrington	90.9%	1.4%	100%	1.4%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
Worthing	84.7%	5.2%	50%	2.6%	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LIN	LIN
			50%	2.6%	Church Lane N	Yapton Road S	Main Road E	LIN	LIN	LIN	LIN
Yapton	86.3%	2.8%	100%	2.8%	Church Lane N	Yapton Road S	Main Road E	LIN	LIN	LIN	LIN
TOTAL		100.0%		100.0%							

Route 1 - The Avenue	Proportion of Cars	#%
Church Lane N	100.0%	43.2%
Total	100.0%	43.2%

Route 2	Proportion of Cars	#%
Yapton Road N	79.2%	34.2%
Yapton Road S	20.8%	9.0%
Total	100.0%	43.2%

Route 3	Proportion of Cars	#%
Barnham Road W	77.9%	33.6%
Lake Lane N	1.4%	0.6%
Main Road E	19.4%	8.4%
N End Road N	1.4%	0.6%
Total	100.0%	43.2%

Route 4	Proportion of Cars	#%
Barnham Lane N	1.4%	0.6%
Fontwell Avenue N	18.7%	8.1%
Ford Lane E	1.4%	0.6%
LIN	29.3%	12.7%
Nyton Road W	49.2%	21.3%
Total	100.0%	43.2%

Route 5	Proportion of Cars	#%
A27 N	11.4%	4.9%
A27 W	7.3%	3.2%
LIN	30.7%	13.3%
Nyton Road W	42.4%	18.3%
W Walberton Lane N	1.4%	0.6%
Westergate Street S	6.8%	2.9%
Total	100.0%	43.2%

Route 6	Proportion of Cars	#%
Arundel Road E	1.4%	0.6%
LIN	98.6%	42.6%
Total	100.0%	43.2%

Route 7	Proportion of Cars	#%
A27 N	1.4%	0.6%
LIN	98.6%	42.6%
Total	100.0%	43.2%

i-Transport Project Title - Barnham

Gravity Model

30 mins

Journey Time Taken as minimum from Google Maps (0800 on a Wednesday in the future)

Location	House 1	House 2	House 3	House 4	House 5	House 6	House 7	House 8 (Total)	Average Plot	Plot Index	Plot 1	Plot 2	Plot 3	Plot 4	Plot 5	Plot 6	Plot 7	Plot 8	Plot 9	Plot 10
Angmering	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LN	LN	30	28	7,788	278	10	0.3%	77.6%	0.2%	0.4%			50%	0.2%
	Church Lane N	Yapton Road S	Main Road E	LN	LN	LN	LN	26											50%	0.2%
	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LN	LN	18											33.3%	0.1%
	Church Lane N	Yapton Road N	Lake Lane N	Barnham Lane N	W Walberton Lane N	Arundel Road E	A27 N	16	18	3,285	183	10	0.3%	77.4%	0.3%	0.4%			33.3%	0.1%
	Church Lane N	Yapton Road S	N End Road N	Ford Lane E	LN	LN	LN	20											33.3%	0.1%
Barnham	Church Lane N	Yapton Road N	Barnham Road W	LN	LN	LN	LN	2	2	9,783	4892	2446	79.1%	53.9%	42.7%	71.3%			100%	71.3%
	Church Lane N	Yapton Road N	Barnham Road W	Nycton Road W	Westergate Street S	LN	LN	24											50%	2.5%
Bognor Regis	Church Lane N	Yapton Road S	Main Road E	LN	LN	LN	LN	22	23	63,885	2778	121	3.9%	76.9%	3.0%	5.0%			50%	2.5%
	Church Lane N	Yapton Road N	Barnham Road W	Nycton Road W	Nycton Road W	LN	LN	24	24	31,654	1319	55	1.8%	80.4%	1.4%	2.4%			100%	2.4%
Littlehampton	Church Lane N	Yapton Road S	Main Road E	LN	LN	LN	LN	16	16	55,706	3482	218	7.0%	82.8%	5.8%	9.6%			100%	9.6%
	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 W	LN	LN	28											33.3%	0.0%
Petworth	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LN	LN	29	29	2,544	89	3	0.1%	86%	0.1%	0.1%			33.3%	0.0%
	Church Lane N	Yapton Road N	Barnham Road W	Nycton Road W	Nycton Road W	LN	LN	29											33.3%	0.0%
	Church Lane N	Yapton Road N	Barnham Road W	Fontwell Avenue N	A27 N	LN	LN	30	30	8,616	287	10	0.3%	91%	0.3%	0.5%			100%	0.5%
Storrington	Church Lane N	Yapton Road S	Main Road E	LN	LN	LN	LN	5	5	5,459	1092	218	7.1%	86%	6.1%	10.2%			100%	10.2%
TOTAL										188,720	14,398	3,090	100%						100%	100%

Route 1 Site Areas	Proportion of Pages	5%
Church Lane N	100.0%	56.8%
Total	100.0%	56.8%

Route 5	Percentage of trucks	CR%
Yapton Road N	77.3%	43.9%
Yapton Road S	22.7%	12.9%
Total	100.0%	56.8%

Route	Proposed Share	2016
Barnham Road W	77.2%	43.8%
Lake Lane N	0.1%	0.1%
Main Road E	22.5%	12.8%
N End Road N	0.1%	0.1%
Total	100.0%	56.8%

Location	Proportion of Cows	ETA
Barnham Lane N	0.1%	0.1%
Fontwell Avenue N	0.9%	0.5%
Ford Lane E	0.1%	0.1%
UM	93.9%	53.3%
Nyton Road W	4.9%	2.8%
Total	100.0%	56.8%

Figure 2	Proportion of Cuts	57%
A27 N	0.9%	0.5%
A27 W	0.0%	0.0%
UN	96.0%	53.4%
Nyton Road W	2.4%	1.4%
W Walberton Lane N	0.1%	0.1%
Westergate Street S	2.5%	1.4%
Total	100.0%	56.8%

Port of	Branches of	57%
Arundel Road E	0.1%	0.1%
LIR	99.9%	56.7%
Total	100.0%	56.8%

Receptor	Proportion of Stars	57%
A27 N	0.1%	0.1%
LIR	99.9%	56.7%
Total	100.0%	56.8%

Ward	Angmering	Arundel	Barnham
Church Lane N	43.2%	56.8%	100.0%
Total	43.2%	56.8%	100.0%

Ward	Angmering	Arundel	Barnham
Yapton Road N	34.2%	43.9%	78.1%
Yapton Road S	9.0%	12.9%	21.9%
Total	43.2%	56.8%	100.0%

Ward	Angmering	Arundel	Barnham
Barnham Road W	33.6%	43.8%	77.5%
Lake Lane N	0.6%	0.1%	0.7%
Main Road E	8.4%	12.8%	21.2%
N End Road N	0.6%	0.1%	0.7%
Total	43.2%	56.8%	100.0%

Ward	Angmering	Arundel	Barnham
Barnham Lane N	0.6%	0.1%	0.7%
Fontwell Avenue N	8.1%	0.5%	8.6%
Ford Lane E	0.6%	0.1%	0.7%
L:N	12.7%	53.3%	66.0%
Nyton Road W	21.3%	2.8%	24.1%
Total	43.2%	56.8%	100.0%

Ward	Angmering	Arundel	Barnham
A27 N	4.9%	0.5%	5.4%
A27 W	3.2%	0.0%	3.2%
L:N	13.3%	53.4%	66.6%
Nyton Road W	18.3%	1.4%	19.7%
W Walberton Lane N	0.6%	0.1%	0.7%
Westergate Street S	2.9%	1.4%	4.4%
Total	43.2%	56.8%	100.0%

Ward	Angmering	Arundel	Barnham
Arundel Road E	0.6%	0.1%	0.7%
L:N	42.6%	56.7%	99.3%
Total	43.2%	56.8%	100.0%

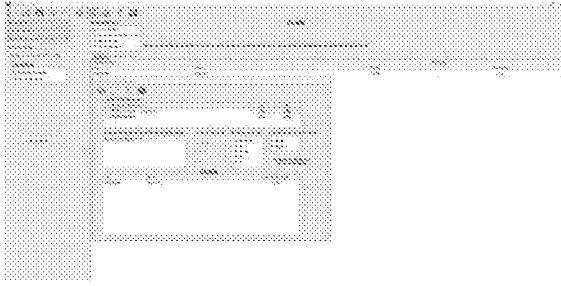
Ward	Angmering	Arundel	Barnham
A27 N	0.6%	0.1%	0.7%
L:N	42.6%	56.7%	99.3%
Total	43.2%	56.8%	100.0%

Ward	Angmering	Arundel	Barnham
Angmering	0.7%	0.2%	0.9%
Arundel	1.8%	0.2%	2.0%
Barnham	4.3%	40.5%	44.8%
Billinghurst	0.2%	0.0%	0.2%
Bognor Regis	5.1%	2.9%	8.0%
Brighton and Hove	0.4%	0.0%	0.4%
Chichester	13.5%	1.4%	14.9%
Crawley	0.5%	0.0%	0.5%
Emsworth	0.5%	0.0%	0.5%
Havant	1.0%	0.0%	1.0%
Horsham	0.6%	0.0%	0.6%
Lancing	0.3%	0.0%	0.3%
Littlehampton	2.8%	5.5%	8.3%
London	0.7%	0.0%	0.7%
Midhurst	0.3%	0.0%	0.3%
Other North	2.2%	0.0%	2.2%
Other West	1.4%	0.0%	1.4%
Petworth	0.5%	0.1%	0.6%
Portsmouth	1.1%	0.0%	1.1%
Selsey	0.7%	0.0%	0.7%
Southwick	0.3%	0.0%	0.3%
Steyning	0.0%	0.0%	0.0%
Storrington	0.6%	0.3%	0.9%
Worthing	2.2%	0.0%	2.2%
Yapton	1.2%	5.8%	7.0%
TOTAL	43.2%	56.8%	100.0%

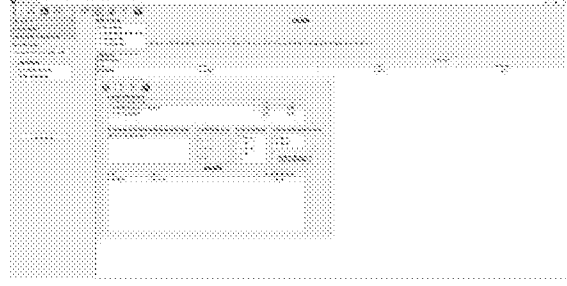
APPENDIX H. TEMPRO

2020-2023

AM		
Level	Area	Local Growth Figure
E02006544	Arun 003	1.023

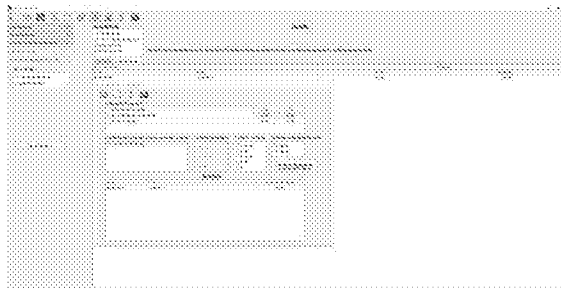


PM		
Level	Area	Local Growth Figure
E02006544	Arun 003	1.023

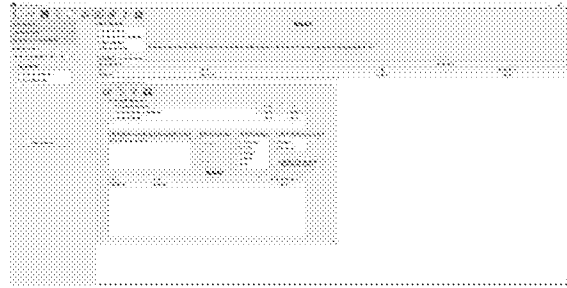


2020-2025

AM		
Level	Area	Local Growth Figure
E02006544	Arun 003	1.038

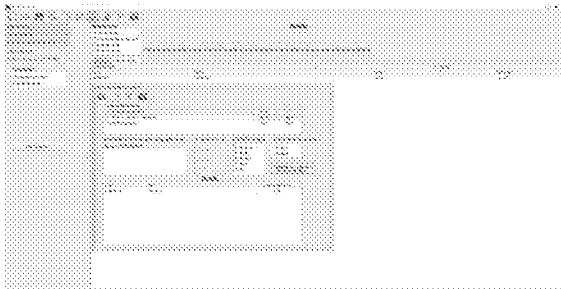


PM		
Level	Area	Local Growth Figure
E02006544	Arun 003	1.039

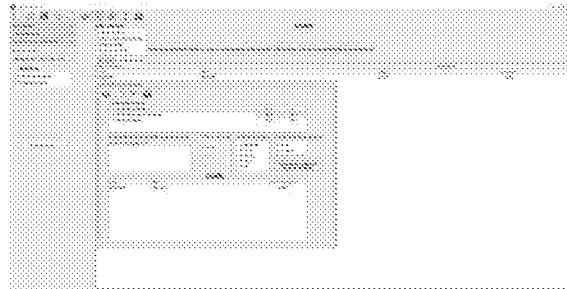


2020-2031

AM		
Level	Area	Local Growth Figure
E02006544	Arun 003	1.079



PM		
Level	Area	Local Growth Figure
E02006544	Arun 003	1.083



APPENDIX I. Junctions 9 Outputs

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Church Lane-Yapton Road.j9

Path: T:\Projects\14000 Series\14160\ITB Tars Farm, Barnham\Tech\Junction Assessments\Picady

Report generation date: 04/11/2020 13:48:46

»2020, AM
 »2020, PM
 »2023 + CD, AM
 »2023 + CD, PM
 »2025 + CD, AM
 »2025 + CD, PM
 »2031 + CD, AM
 »2031 + CD, PM
 »2023 + CD + D, AM
 »2023 + CD + D, PM
 »2025 + CD + D, AM
 »2025 + CD + D, PM
 »2031 + CD + D, AM
 »2031 + CD + D, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2020						
Stream B-AC	0.1	9.65	0.13	0.1	9.29	0.12
Stream C-AB	0.1	5.26	0.07	0.2	4.75	0.10
2023 + CD						
Stream B-AC	0.2	10.03	0.13	0.1	9.58	0.13
Stream C-AB	0.1	5.26	0.08	0.2	4.68	0.11
2025 + CD						
Stream B-AC	0.2	10.12	0.14	0.2	9.67	0.13
Stream C-AB	0.1	5.25	0.08	0.2	4.66	0.11
2031 + CD						
Stream B-AC	0.2	10.38	0.14	0.2	9.91	0.14
Stream C-AB	0.2	5.24	0.09	0.3	4.64	0.12
2023 + CD + D						
Stream B-AC	0.5	13.02	0.33	0.3	10.63	0.21
Stream C-AB	0.3	5.46	0.14	0.7	5.41	0.27
2025 + CD + D						
Stream B-AC	0.5	13.18	0.34	0.3	10.74	0.22
Stream C-AB	0.3	5.46	0.14	0.7	5.42	0.28
2031 + CD + D						
Stream B-AC	0.5	13.65	0.35	0.3	11.05	0.23
Stream C-AB	0.3	5.45	0.15	0.8	5.44	0.29

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	22/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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 queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2023	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2025	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2025	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	2031	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G5
D8	2031	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G6
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D17	Dev	AM	ONE HOUR	07:45	09:15	15			
D18	Dev	PM	ONE HOUR	16:45	18:15	15			
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2020 - 2023 AM		1.0230
G2	2020 - 2023 PM		1.0230
G3	2020 - 2025 AM		1.0380
G4	2020 - 2025 PM		1.0390
G5	2020 - 2031 AM		1.0790
G6	2020 - 2031 PM		1.0830

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Yapton Road E		Major
B	Church Lane		Minor
C	Yapton Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Yapton Road W	6.26			100.0	✓	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 - Church Lane	One lane	2.67	24	52

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	494	0.089	0.225	0.141	0.321
B-C	635	0.096	0.243	-	-
C-B	632	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020	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 (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	513	100.000
B - Church Lane		ONE HOUR	✓	49	100.000
C - Yapton Road W		ONE HOUR	✓	365	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	10	503
	B - Church Lane	11	0	38
	C - Yapton Road W	339	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	3
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	9.65	0.1	A	45	67
C-AB	0.07	5.26	0.1	A	42	63
C-A					293	439
AB					9	14
AC					462	692

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	478	0.077	37	0.0	0.1	8.148	A
C-AB	30	8	716	0.043	30	0.0	0.1	5.250	A
C-A	244	61			244				
AB	8	2			8				
AC	379	95			379				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	457	0.096	44	0.1	0.1	8.716	A
C-AB	40	10	735	0.054	40	0.1	0.1	5.179	A
C-A	288	72			288				
AB	9	2			9				
AC	452	113			452				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	427	0.126	54	0.1	0.1	9.639	A
C-AB	56	14	764	0.074	56	0.1	0.1	5.088	A
C-A	346	86			346				
AB	11	3			11				
AC	554	138			554				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	427	0.126	54	0.1	0.1	9.647	A
C-AB	56	14	764	0.074	56	0.1	0.1	5.092	A
C-A	346	86			346				
AB	11	3			11				
AC	554	138			554				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	457	0.096	44	0.1	0.1	8.727	A
C-AB	40	10	735	0.055	40	0.1	0.1	5.184	A
C-A	288	72			288				
AB	9	2			9				
AC	452	113			452				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	478	0.077	37	0.1	0.1	8.163	A
C-AB	31	8	716	0.043	31	0.1	0.1	5.259	A
C-A	244	61			244				
AB	8	2			8				
AC	379	95			379				

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020	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 (Veh/hr)	Scaling Factor (%)
A - Yapton Road E		ONE HOUR	✓	348	100.000
B - Church Lane		ONE HOUR	✓	50	100.000
C - Yapton Road W		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	16	332
	B - Church Lane	17	0	33
	C - Yapton Road W	460	35	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	9.29	0.1	A	46	69
C-AB	0.10	4.75	0.2	A	66	99
C-A					388	582
A-B					15	22
A-C					305	457

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	488	0.077	37	0.0	0.1	7.989	A
C-AB	46	12	805	0.057	46	0.0	0.1	4.742	A
C-A	326	82			326				
A-B	12	3			12				
A-C	250	62			250				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	469	0.096	45	0.1	0.1	8.486	A
C-AB	62	16	841	0.074	62	0.1	0.1	4.621	A
C-A	383	96			383				
A-B	14	4			14				
A-C	298	75			298				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	443	0.124	55	0.1	0.1	9.284	A
C-AB	89	22	893	0.100	89	0.1	0.2	4.479	A
C-A	456	114			456				
A-B	18	4			18				
A-C	366	91			366				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	443	0.124	55	0.1	0.1	9.290	A
C-AB	89	22	894	0.100	89	0.2	0.2	4.482	A
C-A	456	114			456				
A-B	18	4			18				
A-C	366	91			366				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	469	0.096	45	0.1	0.1	8.498	A
C-AB	62	16	842	0.074	63	0.2	0.1	4.626	A
C-A	383	96			383				
A-B	14	4			14				
A-C	298	75			298				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	488	0.077	38	0.1	0.1	8.004	A
C-AB	46	12	805	0.058	47	0.1	0.1	4.748	A
C-A	326	82			326				
A-B	12	3			12				
A-C	250	62			250				

2023 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9

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 (%)
A - Yapton Road E		ONE HOUR	✓	557	100.000
B - Church Lane		ONE HOUR	✓	50	100.000
C - Yapton Road W		ONE HOUR	✓	381	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	10	547
	B - Church Lane	11	0	39
	C - Yapton Road W	355	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	3
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	10.03	0.2	B	46	69
C-AB	0.08	5.26	0.1	A	45	67
C-A					305	458
A-B					9	14
A-C					502	752

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	470	0.080	37	0.0	0.1	8.324	A
C-AB	32	8	717	0.044	32	0.0	0.1	5.250	A
C-A	255	64			255				
A-B	8	2			8				
A-C	411	103			411				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	447	0.101	45	0.1	0.1	8.962	A
C-AB	42	11	737	0.057	42	0.1	0.1	5.176	A
C-A	301	75			301				
A-B	9	2			9				
A-C	491	123			491				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	414	0.133	55	0.1	0.2	10.019	B
C-AB	60	15	767	0.078	60	0.1	0.1	5.087	A
C-A	360	90			360				
A-B	11	3			11				
A-C	602	150			602				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	414	0.133	55	0.2	0.2	10.027	B
C-AB	60	15	767	0.078	60	0.1	0.1	5.094	A
C-A	360	90			360				
A-B	11	3			11				
A-C	602	150			602				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	447	0.101	45	0.2	0.1	8.974	A
C-AB	42	11	738	0.057	43	0.1	0.1	5.185	A
C-A	301	75			301				
A-B	9	2			9				
A-C	491	123			491				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	469	0.080	38	0.1	0.1	8.343	A
C-AB	32	8	717	0.045	32	0.1	0.1	5.257	A
C-A	255	64			255				
A-B	8	2			8				
A-C	411	103			411				

2023 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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 (%)
A - Yapton Road E		ONE HOUR	✓	373	100.000
B - Church Lane		ONE HOUR	✓	51	100.000
C - Yapton Road W		ONE HOUR	✓	532	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	16	357
	B - Church Lane	17	0	34
	C - Yapton Road W	497	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	9.58	0.1	A	47	70
C-AB	0.11	4.68	0.2	A	72	108
C-A					417	625
A-B					15	23
A-C					327	491

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	481	0.080	38	0.0	0.1	8.128	A
C-AB	50	12	820	0.060	49	0.0	0.1	4.669	A
C-A	351	88			351				
A-B	12	3			12				
A-C	268	67			268				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	461	0.100	46	0.1	0.1	8.679	A
C-AB	67	17	860	0.078	67	0.1	0.1	4.540	A
C-A	411	103			411				
A-B	15	4			15				
A-C	321	80			321				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	432	0.130	56	0.1	0.1	9.576	A
C-AB	98	25	917	0.107	98	0.1	0.2	4.398	A
C-A	488	122			488				
A-B	18	5			18				
A-C	393	98			393				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	432	0.130	56	0.1	0.1	9.585	A
C-AB	98	25	917	0.107	98	0.2	0.2	4.399	A
C-A	488	122			488				
A-B	18	5			18				
A-C	393	98			393				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	461	0.100	46	0.1	0.1	8.690	A
C-AB	67	17	860	0.078	68	0.2	0.1	4.547	A
C-A	411	103			411				
A-B	15	4			15				
A-C	321	80			321				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	481	0.080	39	0.1	0.1	8.145	A
C-AB	50	12	820	0.061	50	0.1	0.1	4.677	A
C-A	351	88			351				
A-B	12	3			12				
A-C	268	67			268				

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9

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 (%)
A - Yapton Road E		ONE HOUR	✓	564	100.000
B - Church Lane		ONE HOUR	✓	51	100.000
C - Yapton Road W		ONE HOUR	✓	387	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	10	554
	B - Church Lane	11	0	39
	C - Yapton Road W	360	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	3
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	10.12	0.2	B	47	70
C-AB	0.08	5.25	0.1	A	46	69
C-A					309	464
A-B					10	14
A-C					508	763

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	468	0.082	38	0.0	0.1	8.366	A
C-AB	33	8	719	0.045	32	0.0	0.1	5.244	A
C-A	259	65			259				
A-B	8	2			8				
A-C	417	104			417				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	445	0.103	46	0.1	0.1	9.022	A
C-AB	43	11	739	0.059	43	0.1	0.1	5.170	A
C-A	305	76			305				
A-B	9	2			9				
A-C	498	125			498				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	412	0.136	56	0.1	0.2	10.111	B
C-AB	61	15	770	0.080	61	0.1	0.1	5.083	A
C-A	364	91			364				
A-B	11	3			11				
A-C	610	153			610				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	412	0.136	56	0.2	0.2	10.120	B
C-AB	62	15	770	0.080	62	0.1	0.1	5.086	A
C-A	364	91			364				
A-B	11	3			11				
A-C	610	153			610				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	445	0.103	46	0.2	0.1	9.033	A
C-AB	43	11	739	0.059	44	0.1	0.1	5.180	A
C-A	304	76			304				
A-B	9	2			9				
A-C	498	125			498				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	468	0.082	38	0.1	0.1	8.386	A
C-AB	33	8	719	0.046	33	0.1	0.1	5.251	A
C-A	259	65			259				
A-B	8	2			8				
A-C	417	104			417				

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10

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 (%)
A - Yapton Road E		ONE HOUR	✓	379	100.000
B - Church Lane		ONE HOUR	✓	52	100.000
C - Yapton Road W		ONE HOUR	✓	540	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	17	362
	B - Church Lane	18	0	34
	C - Yapton Road W	504	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	9.67	0.2	A	48	72
C-AB	0.11	4.66	0.2	A	74	111
C-A					422	633
A-B					15	23
A-C					332	498

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	479	0.082	39	0.0	0.1	8.161	A
C-AB	51	13	823	0.062	50	0.0	0.1	4.658	A
C-A	356	89			356				
A-B	13	3			13				
A-C	272	68			272				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	459	0.102	47	0.1	0.1	8.734	A
C-AB	69	17	864	0.080	69	0.1	0.1	4.529	A
C-A	417	104			417				
A-B	15	4			15				
A-C	325	81			325				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	430	0.133	57	0.1	0.2	9.660	A
C-AB	101	25	922	0.110	101	0.1	0.2	4.389	A
C-A	494	123			494				
A-B	18	5			18				
A-C	399	100			399				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	430	0.133	57	0.2	0.2	9.668	A
C-AB	101	25	922	0.110	101	0.2	0.2	4.391	A
C-A	494	123			494				
A-B	18	5			18				
A-C	399	100			399				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	459	0.102	47	0.2	0.1	8.747	A
C-AB	69	17	864	0.080	70	0.2	0.2	4.535	A
C-A	417	104			417				
AB	15	4			15				
AC	325	81			325				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	479	0.082	39	0.1	0.1	8.186	A
C-AB	51	13	823	0.062	51	0.2	0.1	4.664	A
C-A	356	89			356				
AB	13	3			13				
AC	272	68			272				

2031 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9

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 (%)
A - Yapton Road E		ONE HOUR	✓	586	100.000
B - Church Lane		ONE HOUR	✓	53	100.000
C - Yapton Road W		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	11	575
	B - Church Lane	12	0	41
	C - Yapton Road W	374	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	3
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	10.38	0.2	B	49	73
C-AB	0.09	5.24	0.2	A	49	73
C-A					320	480
A-B					10	15
A-C					527	791

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	463	0.086	39	0.0	0.1	8.484	A
C-AB	35	9	723	0.048	34	0.0	0.1	5.228	A
C-A	268	67			268				
A-B	8	2			8				
A-C	433	108			433				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	439	0.108	47	0.1	0.1	9.188	A
C-AB	46	12	745	0.062	46	0.1	0.1	5.155	A
C-A	315	79			315				
A-B	10	2			10				
A-C	517	129			517				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	405	0.144	58	0.1	0.2	10.373	B
C-AB	66	16	777	0.085	66	0.1	0.2	5.064	A
C-A	376	94			376				
A-B	12	3			12				
A-C	633	158			633				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	405	0.144	58	0.2	0.2	10.384	B
C-AB	66	17	777	0.085	66	0.2	0.2	5.071	A
C-A	376	94			376				
A-B	12	3			12				
A-C	633	158			633				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	12	439	0.108	48	0.2	0.1	9.201	A
C-AB	46	12	745	0.062	46	0.2	0.1	5.161	A
C-A	315	79			315				
A-B	10	2			10				
A-C	517	129			517				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	463	0.086	40	0.1	0.1	8.505	A
C-AB	35	9	723	0.048	35	0.1	0.1	5.237	A
C-A	268	67			268				
A-B	8	2			8				
A-C	433	108			433				

2031 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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 (%)
A - Yapton Road E		ONE HOUR	✓	394	100.000
B - Church Lane		ONE HOUR	✓	54	100.000
C - Yapton Road W		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	17	377
	B - Church Lane	18	0	36
	C - Yapton Road W	524	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	9.91	0.2	A	50	75
C-AB	0.12	4.64	0.3	A	80	119
C-A					436	654
A-B					16	24
A-C					346	518

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	475	0.086	40	0.0	0.1	8.277	A
C-AB	54	14	831	0.065	54	0.0	0.1	4.630	A
C-A	369	92			369				
A-B	13	3			13				
A-C	283	71			283				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	454	0.107	49	0.1	0.1	8.888	A
C-AB	74	19	874	0.085	74	0.1	0.2	4.503	A
C-A	431	108			431				
A-B	16	4			16				
A-C	339	85			339				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	15	423	0.141	59	0.1	0.2	9.899	A
C-AB	110	27	935	0.117	109	0.2	0.3	4.365	A
C-A	509	127			509				
A-B	19	5			19				
A-C	415	104			415				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	15	423	0.141	60	0.2	0.2	9.908	A
C-AB	110	27	935	0.117	110	0.3	0.3	4.370	A
C-A	509	127			509				
A-B	19	5			19				
A-C	415	104			415				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	453	0.107	49	0.2	0.1	8.902	A
C-AB	74	19	874	0.085	75	0.3	0.2	4.508	A
C-A	431	108			431				
A-B	16	4			16				
A-C	339	85			339				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	475	0.086	41	0.1	0.1	8.297	A
C-AB	55	14	832	0.066	55	0.2	0.1	4.638	A
C-A	369	92			369				
A-B	13	3			13				
A-C	283	71			283				

2023 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17

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 (%)
A - Yapton Road E		ONE HOUR	✓	563	100.000
B - Church Lane		ONE HOUR	✓	126	100.000
C - Yapton Road W		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	16	547
	B - Church Lane	28	0	98
	C - Yapton Road W	355	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	1
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.33	13.02	0.5	B	116	174
C-AB	0.14	5.46	0.3	A	79	118
C-A					290	435
A-B					15	22
A-C					502	752

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	473	0.201	94	0.0	0.2	9.471	A
C-AB	56	14	716	0.078	55	0.0	0.1	5.446	A
C-A	246	62			246				
A-B	12	3			12				
A-C	411	103			411				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	449	0.252	113	0.2	0.3	10.701	B
C-AB	74	19	736	0.101	74	0.1	0.2	5.437	A
C-A	287	72			287				
A-B	15	4			15				
A-C	491	123			491				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	415	0.334	138	0.3	0.5	12.952	B
C-AB	105	26	766	0.137	105	0.2	0.3	5.449	A
C-A	337	84			337				
A-B	18	4			18				
A-C	602	150			602				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	415	0.334	139	0.5	0.5	13.022	B
C-AB	105	26	766	0.138	105	0.3	0.3	5.456	A
C-A	337	84			337				
A-B	18	4			18				
A-C	602	150			602				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	28	449	0.252	114	0.5	0.3	10.763	S
C-AB	74	19	737	0.101	75	0.3	0.2	5.450	A
C-A	286	72			286				
A-B	15	4			15				
A-C	491	123			491				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	473	0.201	95	0.3	0.3	9.541	A
C-AB	56	14	717	0.078	56	0.2	0.1	5.463	A
C-A	246	61			246				
A-B	12	3			12				
A-C	411	103			411				

2023 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18

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 (%)
A - Yapton Road E		ONE HOUR	✓	388	100.000
B - Church Lane		ONE HOUR	✓	83	100.000
C - Yapton Road W		ONE HOUR	✓	586	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	31	357
	B - Church Lane	24	0	59
	C - Yapton Road W	497	90	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	10.63	0.3	B	76	114
C-AB	0.27	5.41	0.7	A	181	271
C-A					357	536
A-B					29	43
A-C					327	491

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	483	0.130	62	0.0	0.1	8.537	A
C-AB	125	31	818	0.152	123	0.0	0.3	5.180	A
C-A	317	79			317				
A-B	24	6			24				
A-C	268	67			268				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	461	0.162	75	0.1	0.2	9.302	A
C-AB	169	42	858	0.197	169	0.3	0.4	5.230	A
C-A	358	89			358				
A-B	28	7			28				
A-C	321	80			321				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	430	0.213	91	0.2	0.3	10.607	B
C-AB	247	62	915	0.270	246	0.4	0.7	5.400	A
C-A	398	100			398				
A-B	35	9			35				
A-C	393	98			393				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	430	0.213	92	0.3	0.3	10.629	B
C-AB	248	62	915	0.271	248	0.7	0.7	5.415	A
C-A	398	99			398				
A-B	35	9			35				
A-C	393	98			393				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	461	0.162	75	0.3	0.2	9.330	A
C-AB	170	42	859	0.198	171	0.7	0.5	5.254	A
C-A	357	89			357				
A-B	28	7			28				
A-C	321	80			321				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	483	0.130	63	0.2	0.2	8.574	A
C-AB	125	31	819	0.153	126	0.5	0.3	5.210	A
C-A	316	79			316				
A-B	24	6			24				
A-C	268	67			268				

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17

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 (%)
A - Yapton Road E		ONE HOUR	✓	570	100.000
B - Church Lane		ONE HOUR	✓	127	100.000
C - Yapton Road W		ONE HOUR	✓	407	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	16	554
	B - Church Lane	28	0	98
	C - Yapton Road W	360	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	1
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.34	13.18	0.5	B	116	175
C-AB	0.14	5.46	0.3	A	80	120
C-A					293	440
A-B					15	23
A-C					508	763

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	471	0.203	95	0.0	0.3	9.528	A
C-AB	57	14	718	0.079	56	0.0	0.1	5.441	A
C-A	249	62			249				
A-B	12	3			12				
A-C	417	104			417				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	29	447	0.255	114	0.3	0.3	10.788	B
C-AB	75	19	738	0.102	75	0.1	0.2	5.431	A
C-A	290	73			290				
A-B	15	4			15				
A-C	498	125			498				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	413	0.338	139	0.3	0.5	13.122	B
C-AB	107	27	769	0.140	107	0.2	0.3	5.446	A
C-A	341	85			341				
A-B	18	5			18				
A-C	610	153			610				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	413	0.338	140	0.5	0.5	13.184	B
C-AB	108	27	769	0.140	107	0.3	0.3	5.455	A
C-A	340	85			340				
A-B	18	5			18				
A-C	610	153			610				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	29	447	0.255	115	0.5	0.3	10.854	S
C-AB	76	19	739	0.102	76	0.3	0.2	5.445	A
C-A	290	73			290				
A-B	15	4			15				
A-C	498	125			498				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	471	0.203	96	0.3	0.3	9.599	A
C-AB	57	14	718	0.080	57	0.2	0.2	5.458	A
C-A	249	62			249				
A-B	12	3			12				
A-C	417	104			417				

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18

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 (%)
A - Yapton Road E		ONE HOUR	✓	394	100.000
B - Church Lane		ONE HOUR	✓	84	100.000
C - Yapton Road W		ONE HOUR	✓	594	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	32	362
	B - Church Lane	25	0	59
	C - Yapton Road W	504	90	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	10.74	0.3	B	77	116
C-AB	0.28	5.42	0.7	A	184	276
C-A					361	542
A-B					29	44
A-C					332	498

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	481	0.131	63	0.0	0.1	8.582	A
C-AB	126	32	821	0.154	125	0.0	0.3	5.172	A
C-A	321	80			321				
A-B	24	6			24				
A-C	272	68			272				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	459	0.164	75	0.1	0.2	9.368	A
C-AB	172	43	862	0.200	172	0.3	0.5	5.224	A
C-A	362	91			362				
A-B	28	7			28				
A-C	325	81			325				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	428	0.216	92	0.2	0.3	10.714	B
C-AB	253	63	919	0.275	252	0.5	0.7	5.402	A
C-A	402	100			402				
A-B	35	9			35				
A-C	399	100			399				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	428	0.216	92	0.3	0.3	10.737	B
C-AB	253	63	920	0.275	253	0.7	0.7	5.422	A
C-A	401	100			401				
A-B	35	9			35				
A-C	399	100			399				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	459	0.164	76	0.3	0.2	9.394	A
C-AB	173	43	862	0.200	174	0.7	0.5	5.250	A
C-A	361	90			361				
A-B	28	7			28				
A-C	325	81			325				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	481	0.131	63	0.2	0.2	8.618	A
C-AB	127	32	822	0.155	128	0.5	0.3	5.202	A
C-A	320	80			320				
A-B	24	6			24				
A-C	272	68			272				

2031 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17

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 (%)
A - Yapton Road E		ONE HOUR	✓	592	100.000
B - Church Lane		ONE HOUR	✓	129	100.000
C - Yapton Road W		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	17	575
	B - Church Lane	29	0	100
	C - Yapton Road W	374	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	1
	C - Yapton Road W	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.35	13.65	0.5	B	118	177
C-AB	0.15	5.45	0.3	A	84	126
C-A					303	455
A-B					15	23
A-C					527	791

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	467	0.208	96	0.0	0.3	9.683	A
C-AB	59	15	722	0.082	59	0.0	0.2	5.428	A
C-A	258	65			258				
A-B	13	3			13				
A-C	433	108			433				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	441	0.262	115	0.3	0.4	11.032	B
C-AB	79	20	744	0.106	79	0.2	0.2	5.418	A
C-A	300	75			300				
A-B	15	4			15				
A-C	517	129			517				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	35	406	0.350	141	0.4	0.5	13.577	B
C-AB	113	28	775	0.146	113	0.2	0.3	5.437	A
C-A	351	88			351				
A-B	18	5			18				
A-C	633	158			633				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	35	406	0.350	142	0.5	0.5	13.649	B
C-AB	114	28	776	0.146	114	0.3	0.3	5.447	A
C-A	351	88			351				
A-B	18	5			18				
A-C	633	158			633				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	441	0.262	117	0.5	0.4	11.107	S
C-AB	79	20	744	0.107	80	0.3	0.2	5.436	A
C-A	300	75			300				
A-B	15	4			15				
A-C	517	129			517				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	467	0.208	97	0.4	0.3	9.761	A
C-AB	60	15	722	0.083	60	0.2	0.2	5.445	A
C-A	258	64			258				
A-B	13	3			13				
A-C	433	108			433				

2031 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

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 (%)
A - Yapton Road E		ONE HOUR	✓	409	100.000
B - Church Lane		ONE HOUR	✓	86	100.000
C - Yapton Road W		ONE HOUR	✓	616	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	32	377
	B - Church Lane	25	0	61
	C - Yapton Road W	524	92	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Yapton Road E	B - Church Lane	C - Yapton Road W
From	A - Yapton Road E	0	0	1
	B - Church Lane	0	0	0
	C - Yapton Road W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	11.05	0.3	B	79	119
C-AB	0.29	5.44	0.8	A	194	291
C-A					372	557
A-B					30	44
A-C					346	518

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	477	0.136	64	0.0	0.2	8.708	A
C-AB	132	33	829	0.159	131	0.0	0.3	5.152	A
C-A	332	83			332				
A-B	24	6			24				
A-C	283	71			283				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	454	0.171	77	0.2	0.2	9.551	A
C-AB	181	45	872	0.207	180	0.3	0.5	5.212	A
C-A	373	93			373				
A-B	29	7			29				
A-C	339	85			339				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	421	0.225	95	0.2	0.3	11.021	B
C-AB	267	67	932	0.287	266	0.5	0.8	5.420	A
C-A	411	103			411				
A-B	36	9			36				
A-C	415	104			415				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	421	0.225	95	0.3	0.3	11.048	B
C-AB	268	67	933	0.287	268	0.8	0.8	5.437	A
C-A	410	103			410				
A-B	36	9			36				
A-C	415	104			415				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	454	0.171	78	0.3	0.2	9.582	A
C-AB	181	45	873	0.208	183	0.8	0.5	5.238	A
C-A	372	93			372				
A-B	29	7			29				
A-C	339	85			339				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	477	0.136	65	0.2	0.2	8.747	A
C-AB	133	33	830	0.160	134	0.5	0.3	5.183	A
C-A	331	83			331				
A-B	24	6			24				
A-C	283	71			283				

Junctions 9						
PICADY 9 - Priority Intersection Module						
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Filename: Elm Grove - Barnham Road Crossroads.j9

Path: T:\Projects\14000 Series\14160ITB Tars Farm, Barnham\Tech\Junction Assessments\Picady

Report generation date: 04/11/2020 14:40:14

»2020, AM
 »2020, PM
 »2023, AM
 »2023, PM
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 »2025, PM
 »2031, AM
 »2031, PM
 »Com Dev, AM
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 »2025 + Com Dev, PM
 »2031 + Com Dev, AM
 »2031 + Com Dev, PM
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 »Dev, PM
 »2023 + CD + D, AM
 »2023 + CD + D, PM
 »2025 + CD + D, AM
 »2025 + CD + D, PM
 »2031 + CD + D, AM
 »2031 + CD + D, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2020						
Stream B-ACD	0.4	13.96	0.31	0.2	11.89	0.16
Stream A-BCD	0.5	5.60	0.20	0.1	4.53	0.04
Stream D-ABC	0.3	10.69	0.26	0.2	8.81	0.17
Stream C-ABD	0.1	4.74	0.08	0.1	4.89	0.04
2023						
Stream B-ACD	0.5	14.39	0.32	0.2	12.15	0.17
Stream A-BCD	0.5	5.62	0.21	0.1	4.51	0.04
Stream D-ABC	0.4	10.94	0.26	0.2	8.94	0.17
Stream C-ABD	0.1	4.72	0.08	0.1	4.87	0.05

2025						
Stream B-ACD	0.5	14.69	0.33	0.2	12.33	0.17
Stream A-BCD	0.5	5.64	0.22	0.1	4.50	0.05
Stream D-ABC	0.4	11.11	0.27	0.2	9.04	0.18
Stream C-ABD	0.1	4.70	0.08	0.1	4.86	0.05
2031						
Stream B-ACD	0.5	15.57	0.35	0.2	12.86	0.19
Stream A-BCD	0.6	5.69	0.23	0.1	4.46	0.05
Stream D-ABC	0.4	11.61	0.29	0.2	9.31	0.19
Stream C-ABD	0.2	4.68	0.09	0.1	4.83	0.05
Com Dev						
Stream B-ACD	0.0	0.00	0.00	0.0	0.00	0.00
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.0	0.00	0.00	0.0	0.00	0.00
2023 + Com Dev						
Stream B-ACD	0.5	14.83	0.33	0.2	12.57	0.18
Stream A-BCD	0.5	5.66	0.22	0.1	4.45	0.05
Stream D-ABC	0.4	11.31	0.27	0.2	9.13	0.17
Stream C-ABD	0.2	4.63	0.08	0.1	4.84	0.05
2025 + Com Dev						
Stream B-ACD	0.5	15.14	0.34	0.2	12.76	0.18
Stream A-BCD	0.6	5.68	0.22	0.1	4.44	0.05
Stream D-ABC	0.4	11.50	0.28	0.2	9.23	0.18
Stream C-ABD	0.2	4.62	0.08	0.1	4.83	0.05
2031 + Com Dev						
Stream B-ACD	0.5	16.08	0.36	0.2	13.33	0.19
Stream A-BCD	0.6	5.72	0.24	0.1	4.40	0.05
Stream D-ABC	0.4	12.03	0.29	0.2	9.52	0.19
Stream C-ABD	0.2	4.59	0.09	0.1	4.80	0.05
Dev						
Stream B-ACD	0.0	0.00	0.00	0.0	0.00	0.00
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.0	0.00	0.00	0.0	0.00	0.00
2023 + CD + D						
Stream B-ACD	0.5	15.82	0.34	0.2	13.44	0.19
Stream A-BCD	0.6	5.71	0.23	0.1	4.33	0.05
Stream D-ABC	0.4	12.11	0.28	0.2	9.47	0.18
Stream C-ABD	0.2	4.48	0.09	0.1	4.81	0.05
2025 + CD + D						
Stream B-ACD	0.5	16.18	0.35	0.2	13.67	0.19
Stream A-BCD	0.6	5.73	0.23	0.1	4.32	0.05
Stream D-ABC	0.4	12.32	0.29	0.2	9.58	0.18
Stream C-ABD	0.2	4.47	0.09	0.1	4.80	0.05
2031 + CD + D						
Stream B-ACD	0.6	17.26	0.37	0.3	14.33	0.20
Stream A-BCD	0.7	5.78	0.25	0.1	4.28	0.05
Stream D-ABC	0.4	12.95	0.31	0.2	9.89	0.20
Stream C-ABD	0.2	4.44	0.10	0.1	4.77	0.06

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	22/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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 queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1
D4	2023	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G2
D5	2025	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G3
D6	2025	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G4
D7	2031	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G5
D8	2031	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G6
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15	✓		
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D11	2023 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9
D12	2023 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10
D13	2025 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9
D14	2025 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10
D15	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9
D16	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D17	Dev	AM	ONE HOUR	07:45	09:15	15	✓		
D18	Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2020 - 2023 AM		1.0230
G2	2020 - 2023 PM		1.0230
G3	2020 - 2025 AM		1.0380
G4	2020 - 2025 PM		1.0390
G5	2020 - 2031 AM		1.0790
G6	2020 - 2031 PM		1.0830

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barnham Road N		Major
B	Elm Grove N		Minor
C	Barnham Road S		Major
D	Elm Grove S		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Barnham Road N	6.90			100.0	✓	0.00
C - Barnham Road S	6.90			100.0	✓	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 - Elm Grove N	One lane	3.70	36	42
D - Elm Grove S	One lane	4.30	52	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/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	632	-	-	-	-	-	-	0.235	0.336	0.235	-	-	-
B-A	546	0.096	0.241	0.241	-	-	-	0.152	0.345	-	0.241	0.241	0.121
B-C	696	0.103	0.259	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	546	0.096	0.241	0.241	-	-	-	0.152	0.345	0.152	-	-	-
B-D, offside lane	546	0.096	0.241	0.241	-	-	-	0.152	0.345	0.152	-	-	-
C-B	632	0.235	0.235	0.336	-	-	-	-	-	-	-	-	-
D-A	725	-	-	-	-	-	-	0.270	-	0.107	-	-	-
D-B, nearside lane	574	0.160	0.160	0.363	-	-	-	0.254	0.254	0.101	-	-	-
D-B, offside lane	574	0.160	0.160	0.363	-	-	-	0.254	0.254	0.101	-	-	-
D-C	574	-	0.160	0.363	0.127	0.254	0.254	0.254	0.254	0.101	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020	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 (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	464	100.000
B - Elm Grove N		ONE HOUR	✓	105	100.000
C - Barnham Road S		ONE HOUR	✓	505	100.000
D - Elm Grove S		ONE HOUR	✓	105	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
From A - Barnham Road N	0	57	338	69
From B - Elm Grove N	73	0	30	2
From C - Barnham Road S	423	24	0	58
From D - Elm Grove S	65	1	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
From A - Barnham Road N	0	4	2	0
From B - Elm Grove N	0	0	0	0
From C - Barnham Road S	1	0	0	2
From D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.31	13.96	0.4	E	96	145
A-BCD	0.20	5.60	0.5	A	122	184
AB					44	66
AC					260	389
D-ABC	0.26	10.69	0.3	E	96	145
C-ABD	0.08	4.74	0.1	A	48	72
C-D					50	75
C-A					365	548

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79	20	442	0.179	78	0.0	0.2	9.873	A
A-BCD	86	22	746	0.116	86	0.0	0.2	5.446	A
AB	38	9			38				
AC	225	56			225				
D-ABC	79	20	519	0.152	78	0.0	0.2	8.150	A
C-ABD	33	8	795	0.042	33	0.0	0.1	4.726	A
C-D	42	10			42				
C-A	305	76			305				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	94	24	413	0.228	94	0.2	0.3	11.258	B
A-BCD	115	29	772	0.150	115	0.2	0.3	5.483	A
AB	44	11			44				
AC	258	65			258				
D-ABC	94	24	492	0.192	94	0.2	0.2	9.048	A
C-ABD	45	11	830	0.054	45	0.1	0.1	4.585	A
C-D	49	12			49				
C-A	360	90			360				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	116	29	374	0.309	115	0.3	0.4	13.885	B
A-BCD	165	41	809	0.204	164	0.3	0.5	5.585	A
AB	50	12			50				
AC	296	74			296				
D-ABC	116	29	453	0.255	115	0.2	0.3	10.658	B
C-ABD	66	17	882	0.075	66	0.1	0.1	4.412	A
C-D	59	15			59				
C-A	431	108			431				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	116	29	373	0.310	116	0.4	0.4	13.959	B
A-BCD	165	41	810	0.204	165	0.5	0.5	5.602	A
AB	50	12			50				
AC	296	74			296				
D-ABC	116	29	452	0.256	116	0.3	0.3	10.690	B
C-ABD	67	17	882	0.075	67	0.1	0.1	4.417	A
C-D	59	15			59				
C-A	430	108			430				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	94	24	413	0.229	95	0.4	0.3	11.339	S
ABCD	116	29	772	0.150	116	0.5	0.3	5.510	A
AB	43	11			43				
AC	258	64			258				
D-ABC	94	24	491	0.192	95	0.3	0.2	9.085	A
C-ABD	45	11	830	0.055	45	0.1	0.1	4.594	A
C-D	49	12			49				
C-A	359	90			359				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79	20	441	0.179	79	0.3	0.2	9.952	A
ABCD	87	22	746	0.116	87	0.3	0.2	5.477	A
AB	38	9			38				
AC	225	56			225				
D-ABC	79	20	519	0.152	79	0.2	0.2	8.193	A
C-ABD	33	8	794	0.042	33	0.1	0.1	4.736	A
C-D	42	10			42				
C-A	305	76			305				

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020	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 (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	513	100.000
B - Elm Grove N		ONE HOUR	✓	54	100.000
C - Barnham Road S		ONE HOUR	✓	425	100.000
D - Elm Grove S		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	56	443	14
	B - Elm Grove N	41	0	11	2
	C - Barnham Road S	381	15	0	29
	D - Elm Grove S	47	1	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.16	11.89	0.2	B	50	74
ABCD	0.04	4.53	0.1	A	28	43
AB					50	74
AC					393	589
D-ABC	0.17	8.81	0.2	A	68	102
C-ABD	0.04	4.89	0.1	A	27	41
C-D					26	38
C-A					337	506

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	41	10	429	0.095	40	0.0	0.1	9.242	B
ABCD	20	5	814	0.024	19	0.0	0.0	4.530	A
AB	41	10			41				
AC	325	81			325				
D-ABC	56	14	547	0.102	55	0.0	0.1	7.316	A
C-ABD	19	5	755	0.025	19	0.0	0.0	4.888	A
C-D	21	5			21				
C-A	280	70			280				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	49	12	401	0.121	48	0.1	0.1	10.199	B
ABCD	27	7	853	0.031	27	0.0	0.0	4.353	A
AB	49	12			49				
AC	386	96			386				
D-ABC	67	17	523	0.127	66	0.1	0.1	7.874	A
C-ABD	26	6	783	0.033	25	0.0	0.0	4.751	A
C-D	25	6			25				
C-A	331	83			331				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	59	15	362	0.164	59	0.1	0.2	11.882	B
A-BCD	39	10	909	0.043	39	0.0	0.1	4.134	A
AB	59	15			59				
AC	467	117			467				
D-ABC	81	20	490	0.166	81	0.1	0.2	8.797	A
C-ABD	37	9	823	0.045	37	0.0	0.1	4.576	A
C-D	31	8			31				
C-A	401	100			401				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	59	15	362	0.164	59	0.2	0.2	11.893	B
A-BCD	39	10	909	0.043	39	0.1	0.1	4.136	A
AB	59	15			59				
AC	467	117			467				
D-ABC	81	20	490	0.166	81	0.2	0.2	8.807	A
C-ABD	37	9	823	0.045	37	0.1	0.1	4.577	A
C-D	31	8			31				
C-A	401	100			401				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	49	12	401	0.121	49	0.2	0.1	10.223	B
A-BCD	27	7	853	0.031	27	0.1	0.0	4.359	A
AB	49	12			49				
AC	386	96			386				
D-ABC	67	17	523	0.127	67	0.2	0.1	7.888	A
C-ABD	26	6	783	0.033	26	0.1	0.0	4.755	A
C-D	25	6			25				
C-A	331	83			331				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	41	10	429	0.095	41	0.1	0.1	9.272	A
A-BCD	20	5	814	0.024	20	0.0	0.0	4.534	A
AB	41	10			41				
AC	325	81			325				
D-ABC	56	14	547	0.102	56	0.1	0.1	7.333	A
C-ABD	19	5	755	0.025	19	0.0	0.0	4.890	A
C-D	21	5			21				
C-A	280	70			280				

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2023	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1

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 (%)
A - Barnham Road N		ONE HOUR	✓	475	100.000
B - Elm Grove N		ONE HOUR	✓	107	100.000
C - Barnham Road S		ONE HOUR	✓	517	100.000
D - Elm Grove S		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	346	71
	B - Elm Grove N	75	0	31	2
	C - Barnham Road S	433	25	0	59
	D - Elm Grove S	66	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.32	14.39	0.5	E	99	148
ABCD	0.21	5.62	0.5	A	127	191
AB					44	67
AC					264	396
D-ABC	0.26	10.94	0.4	E	99	148
C-ABD	0.08	4.72	0.1	A	50	76
C-D					51	77
C-A					373	559

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	439	0.184	80	0.0	0.2	10.011	E
ABCD	90	22	749	0.120	89	0.0	0.2	5.451	A
AB	39	10			39				
AC	229	57			229				
D-ABC	81	20	516	0.157	80	0.0	0.2	8.242	A
C-ABD	34	9	799	0.043	34	0.0	0.1	4.708	A
C-D	43	11			43				
C-A	312	78			312				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	409	0.236	96	0.2	0.3	11.483	E
ABCD	120	30	775	0.155	120	0.2	0.3	5.491	A
AB	44	11			44				
AC	263	66			263				
D-ABC	97	24	488	0.198	96	0.2	0.2	9.190	A
C-ABD	47	12	835	0.056	47	0.1	0.1	4.566	A
C-D	50	13			50				
C-A	367	92			367				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	369	0.321	118	0.3	0.5	14.304	B
A-BCD	172	43	814	0.212	172	0.3	0.5	5.605	A
AB	51	13			51				
AC	300	75			300				
D-ABC	118	30	448	0.264	118	0.2	0.4	10.905	B
C-ABD	70	17	889	0.078	69	0.1	0.1	4.395	A
C-D	60	15			60				
C-A	439	110			439				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	368	0.321	118	0.5	0.5	14.391	B
A-BCD	173	43	815	0.212	173	0.5	0.5	5.623	A
AB	51	13			51				
AC	299	75			299				
D-ABC	118	30	447	0.264	118	0.4	0.4	10.941	B
C-ABD	70	17	889	0.078	70	0.1	0.1	4.400	A
C-D	60	15			60				
C-A	439	110			439				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	409	0.236	97	0.5	0.3	11.567	B
A-BCD	120	30	776	0.155	121	0.5	0.3	5.520	A
AB	44	11			44				
AC	262	66			262				
D-ABC	97	24	487	0.198	97	0.4	0.3	9.230	A
C-ABD	47	12	835	0.057	47	0.1	0.1	4.574	A
C-D	50	13			50				
C-A	367	92			367				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	438	0.185	81	0.3	0.2	10.095	B
A-BCD	90	23	749	0.120	90	0.3	0.2	5.479	A
AB	39	10			39				
AC	229	57			229				
D-ABC	81	20	516	0.157	81	0.3	0.2	8.288	A
C-ABD	35	9	799	0.043	35	0.1	0.1	4.718	A
C-D	43	11			43				
C-A	312	78			312				

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2023	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G2

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 (%)
A - Barnham Road N		ONE HOUR	✓	525	100.000
B - Elm Grove N		ONE HOUR	✓	55	100.000
C - Barnham Road S		ONE HOUR	✓	435	100.000
D - Elm Grove S		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	57	453	14
	B - Elm Grove N	42	0	11	2
	C - Barnham Road S	390	15	0	30
	D - Elm Grove S	48	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.17	12.15	0.2	E	51	76
ABCD	0.04	4.51	0.1	A	30	45
AB					51	76
AC					401	602
D-ABC	0.17	8.94	0.2	A	69	104
C-ABD	0.05	4.87	0.1	A	28	42
C-D					26	39
C-A					344	517

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	426	0.098	41	0.0	0.1	9.342	A
ABCD	20	5	819	0.025	20	0.0	0.0	4.508	A
AB	42	11			42				
AC	333	83			333				
D-ABC	57	14	544	0.105	57	0.0	0.1	7.376	A
C-ABD	20	5	759	0.026	20	0.0	0.0	4.872	A
C-D	22	5			22				
C-A	286	71			286				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	397	0.125	50	0.1	0.1	10.346	B
ABCD	28	7	859	0.032	28	0.0	0.0	4.329	A
AB	50	12			50				
AC	394	99			394				
D-ABC	68	17	520	0.131	68	0.1	0.1	7.958	A
C-ABD	27	7	787	0.034	27	0.0	0.0	4.733	A
C-D	26	6			26				
C-A	339	85			339				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	357	0.170	61	0.1	0.2	12.123	B
A-BCD	41	10	917	0.045	41	0.0	0.1	4.109	A
AB	60	15			60				
AC	477	119			477				
D-ABC	83	21	486	0.171	83	0.1	0.2	8.930	A
C-ABD	38	10	828	0.046	38	0.0	0.1	4.555	A
C-D	31	8			31				
C-A	409	102			409				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	357	0.170	61	0.2	0.2	12.145	B
A-BCD	41	10	917	0.045	41	0.1	0.1	4.113	A
AB	60	15			60				
AC	477	119			477				
D-ABC	83	21	486	0.172	83	0.2	0.2	8.940	A
C-ABD	38	10	829	0.046	38	0.1	0.1	4.556	A
C-D	31	8			31				
C-A	409	102			409				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	397	0.125	50	0.2	0.1	10.374	B
A-BCD	28	7	859	0.032	28	0.1	0.0	4.335	A
AB	50	12			50				
AC	394	99			394				
D-ABC	68	17	520	0.131	68	0.2	0.2	7.972	A
C-ABD	27	7	787	0.034	27	0.1	0.0	4.736	A
C-D	26	6			26				
C-A	338	85			338				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	426	0.098	42	0.1	0.1	9.373	A
A-BCD	20	5	819	0.025	20	0.0	0.0	4.512	A
AB	42	11			42				
AC	333	83			333				
D-ABC	57	14	544	0.105	57	0.2	0.1	7.396	A
C-ABD	20	5	759	0.026	20	0.0	0.0	4.873	A
C-D	22	5			22				
C-A	286	71			286				

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2025	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G3

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 (%)
A - Barnham Road N		ONE HOUR	✓	482	100.000
B - Elm Grove N		ONE HOUR	✓	109	100.000
C - Barnham Road S		ONE HOUR	✓	524	100.000
D - Elm Grove S		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	59	351	72
	B - Elm Grove N	76	0	31	2
	C - Barnham Road S	439	25	0	60
	D - Elm Grove S	67	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.33	14.69	0.5	B	100	150
ABCD	0.22	5.64	0.5	A	131	196
AB					45	67
AC					266	399
D-ABC	0.27	11.11	0.4	B	100	150
C-ABD	0.08	4.70	0.1	A	52	78
C-D					52	78
C-A					377	566

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	437	0.188	81	0.0	0.2	10.106	B
ABCD	92	23	751	0.122	91	0.0	0.2	5.451	A
AB	39	10			39				
AC	232	58			232				
D-ABC	82	21	514	0.160	81	0.0	0.2	8.305	A
C-ABD	35	9	801	0.044	35	0.0	0.1	4.696	A
C-D	43	11			43				
C-A	316	79			316				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	407	0.241	98	0.2	0.3	11.631	B
ABCD	123	31	778	0.158	123	0.2	0.3	5.496	A
AB	45	11			45				
AC	265	66			265				
D-ABC	98	24	485	0.202	98	0.2	0.2	9.284	A
C-ABD	48	12	839	0.058	48	0.1	0.1	4.552	A
C-D	51	13			51				
C-A	372	93			372				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	365	0.328	119	0.3	0.5	14.588	B
A-BCD	177	44	817	0.217	176	0.3	0.5	5.622	A
AB	51	13			51				
AC	302	76			302				
D-ABC	120	30	444	0.270	120	0.2	0.4	11.072	B
C-ABD	72	18	893	0.080	71	0.1	0.1	4.383	A
C-D	61	15			61				
C-A	445	111			445				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	365	0.329	120	0.5	0.5	14.688	B
A-BCD	177	44	818	0.217	177	0.5	0.5	5.640	A
AB	51	13			51				
AC	302	75			302				
D-ABC	120	30	444	0.270	120	0.4	0.4	11.111	B
C-ABD	72	18	893	0.080	72	0.1	0.1	4.388	A
C-D	61	15			61				
C-A	444	111			444				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	406	0.241	99	0.5	0.3	11.725	B
A-BCD	123	31	778	0.158	124	0.5	0.3	5.526	A
AB	45	11			45				
AC	265	66			265				
D-ABC	98	24	485	0.202	98	0.4	0.3	9.325	A
C-ABD	48	12	839	0.058	49	0.1	0.1	4.563	A
C-D	51	13			51				
C-A	372	93			372				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	436	0.188	82	0.3	0.2	10.194	B
A-BCD	92	23	751	0.123	93	0.3	0.2	5.480	A
AB	39	10			39				
AC	231	58			231				
D-ABC	82	21	514	0.160	82	0.3	0.2	8.352	A
C-ABD	35	9	801	0.044	36	0.1	0.1	4.705	A
C-D	43	11			43				
C-A	316	79			316				

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2025	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G4

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 (%)
A - Barnham Road N		ONE HOUR	✓	533	100.000
B - Elm Grove N		ONE HOUR	✓	56	100.000
C - Barnham Road S		ONE HOUR	✓	442	100.000
D - Elm Grove S		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	460	15
	B - Elm Grove N	43	0	11	2
	C - Barnham Road S	396	16	0	30
	D - Elm Grove S	49	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S
	A - Barnham Road N	0	0	1
	B - Elm Grove N	0	0	0
	C - Barnham Road S	0	0	0
	D - Elm Grove S	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.17	12.33	0.2	E	51	77
ABCD	0.05	4.50	0.1	A	31	46
AB					51	77
AC					407	611
D-ABC	0.18	9.04	0.2	A	71	106
C-ABD	0.05	4.86	0.1	A	29	44
C-D					27	40
C-A					350	524

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	424	0.100	42	0.0	0.1	9.414	A
ABCD	21	5	822	0.025	21	0.0	0.0	4.493	A
AB	43	11			43				
AC	338	84			338				
D-ABC	58	14	542	0.107	57	0.0	0.1	7.419	A
C-ABD	20	5	761	0.027	20	0.0	0.0	4.860	A
C-D	22	6			22				
C-A	290	73			290				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	395	0.128	50	0.1	0.1	10.453	B
ABCD	29	7	863	0.033	28	0.0	0.0	4.313	A
AB	51	13			51				
AC	400	100			400				
D-ABC	69	17	518	0.133	69	0.1	0.2	8.018	A
C-ABD	27	7	790	0.035	27	0.0	0.0	4.720	A
C-D	26	7			26				
C-A	344	86			344				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	354	0.175	62	0.1	0.2	12.303	B
A-BCD	42	11	922	0.046	42	0.0	0.1	4.092	A
AB	61	15			61				
AC	484	121			484				
D-ABC	85	21	483	0.175	84	0.2	0.2	9.023	A
C-ABD	39	10	832	0.047	39	0.0	0.1	4.541	A
C-D	32	8			32				
C-A	415	104			415				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	354	0.175	62	0.2	0.2	12.328	B
A-BCD	42	11	922	0.046	42	0.1	0.1	4.095	A
AB	61	15			61				
AC	483	121			483				
D-ABC	85	21	483	0.175	85	0.2	0.2	9.036	A
C-ABD	39	10	832	0.047	39	0.1	0.1	4.542	A
C-D	32	8			32				
C-A	415	104			415				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	394	0.128	51	0.2	0.1	10.482	B
A-BCD	29	7	863	0.033	29	0.1	0.0	4.317	A
AB	51	13			51				
AC	400	100			400				
D-ABC	69	17	518	0.134	69	0.2	0.2	8.033	A
C-ABD	27	7	790	0.035	27	0.1	0.0	4.723	A
C-D	26	7			26				
C-A	344	86			344				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	424	0.100	42	0.1	0.1	9.446	A
A-BCD	21	5	822	0.025	21	0.0	0.0	4.497	A
AB	43	11			43				
AC	338	84			338				
D-ABC	58	14	542	0.107	58	0.2	0.1	7.439	A
C-ABD	20	5	761	0.027	20	0.0	0.0	4.863	A
C-D	22	6			22				
C-A	290	73			290				

2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2031	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G5

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 (%)
A - Barnham Road N		ONE HOUR	✓	501	100.000
B - Elm Grove N		ONE HOUR	✓	113	100.000
C - Barnham Road S		ONE HOUR	✓	545	100.000
D - Elm Grove S		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	62	365	74
	B - Elm Grove N	79	0	32	2
	C - Barnham Road S	456	26	0	63
	D - Elm Grove S	70	1	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.35	15.57	0.5	C	104	156
ABCD	0.23	5.69	0.6	A	140	210
AB					46	69
AC					273	410
D-ABC	0.29	11.61	0.4	B	104	156
C-ABD	0.09	4.68	0.2	A	56	84
C-D					54	80
C-A					391	586

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	431	0.198	84	0.0	0.2	10.368	B
ABCD	97	24	756	0.129	96	0.0	0.3	5.455	A
AB	40	10			40				
AC	239	60			239				
D-ABC	85	21	508	0.168	84	0.0	0.2	8.478	A
C-ABD	38	9	809	0.047	37	0.0	0.1	4.665	A
C-D	45	11			45				
C-A	328	82			328				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	400	0.255	101	0.2	0.3	12.060	B
ABCD	131	33	785	0.167	131	0.3	0.4	5.511	A
AB	46	11			46				
AC	273	68			273				
D-ABC	102	25	478	0.213	102	0.2	0.3	9.553	A
C-ABD	52	13	848	0.061	52	0.1	0.1	4.521	A
C-D	53	13			53				
C-A	385	96			385				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	356	0.350	124	0.3	0.5	15.446	C
A-BCD	191	48	826	0.231	190	0.4	0.6	5.665	A
AB	52	13			52				
AC	308	77			308				
D-ABC	125	31	435	0.287	124	0.3	0.4	11.559	B
C-ABD	78	19	905	0.086	77	0.1	0.2	4.351	A
C-D	63	16			63				
C-A	459	115			459				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	356	0.350	125	0.5	0.5	15.565	C
A-BCD	191	48	827	0.231	191	0.6	0.6	5.686	A
AB	52	13			52				
AC	308	77			308				
D-ABC	125	31	435	0.287	125	0.4	0.4	11.608	B
C-ABD	78	19	905	0.086	78	0.2	0.2	4.356	A
C-D	63	16			63				
C-A	459	115			459				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	399	0.255	103	0.5	0.3	12.174	B
A-BCD	132	33	785	0.168	133	0.6	0.4	5.541	A
AB	46	11			46				
AC	272	68			272				
D-ABC	102	25	478	0.213	102	0.4	0.3	9.601	A
C-ABD	52	13	848	0.061	52	0.2	0.1	4.529	A
C-D	53	13			53				
C-A	385	96			385				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	430	0.198	86	0.3	0.3	10.469	B
A-BCD	98	24	757	0.129	98	0.4	0.3	5.488	A
AB	40	10			40				
AC	239	60			239				
D-ABC	85	21	508	0.168	86	0.3	0.2	8.530	A
C-ABD	38	9	809	0.047	38	0.1	0.1	4.676	A
C-D	45	11			45				
C-A	327	82			327				

2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2031	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G6

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 (%)
A - Barnham Road N		ONE HOUR	✓	556	100.000
B - Elm Grove N		ONE HOUR	✓	58	100.000
C - Barnham Road S		ONE HOUR	✓	460	100.000
D - Elm Grove S		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	61	480	15
	B - Elm Grove N	44	0	12	2
	C - Barnham Road S	413	16	0	31
	D - Elm Grove S	51	1	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.19	12.86	0.2	E	54	80
A-BCD	0.05	4.46	0.1	A	33	50
AB					53	80
AC					423	635
D-ABC	0.19	9.31	0.2	A	74	110
C-ABD	0.05	4.83	0.1	A	31	47
C-D					28	41
C-A					363	545

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	417	0.105	44	0.0	0.1	9.617	A
A-BCD	22	6	831	0.027	22	0.0	0.0	4.452	A
AB	44	11			44				
AC	351	88			351				
D-ABC	60	15	537	0.112	60	0.0	0.1	7.536	A
C-ABD	22	5	767	0.028	22	0.0	0.0	4.829	A
C-D	23	6			23				
C-A	302	75			302				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	387	0.136	52	0.1	0.2	10.758	B
A-BCD	31	8	874	0.035	31	0.0	0.0	4.269	A
AB	53	13			53				
AC	416	104			416				
D-ABC	72	18	511	0.141	72	0.1	0.2	8.189	A
C-ABD	29	7	798	0.037	29	0.0	0.1	4.685	A
C-D	27	7			27				
C-A	357	89			357				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	344	0.187	64	0.2	0.2	12.831	B
A-BCD	46	12	936	0.049	46	0.0	0.1	4.045	A
AB	63	16			63				
AC	502	126			502				
D-ABC	88	22	475	0.186	88	0.2	0.2	9.299	A
C-ABD	43	11	842	0.051	43	0.1	0.1	4.502	A
C-D	33	8			33				
C-A	431	108			431				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	344	0.187	64	0.2	0.2	12.860	B
A-BCD	46	12	936	0.049	46	0.1	0.1	4.047	A
AB	63	16			63				
AC	502	126			502				
D-ABC	88	22	475	0.186	88	0.2	0.2	9.312	A
C-ABD	43	11	842	0.051	43	0.1	0.1	4.503	A
C-D	33	8			33				
C-A	431	108			431				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	387	0.136	53	0.2	0.2	10.791	B
A-BCD	31	8	874	0.035	31	0.1	0.0	4.275	A
AB	53	13			53				
AC	416	104			416				
D-ABC	72	18	511	0.141	72	0.2	0.2	8.205	A
C-ABD	29	7	798	0.037	29	0.1	0.1	4.688	A
C-D	27	7			27				
C-A	357	89			357				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	417	0.106	44	0.2	0.1	9.653	A
A-BCD	22	6	831	0.027	23	0.0	0.0	4.455	A
AB	44	11			44				
AC	351	88			351				
D-ABC	60	15	537	0.112	60	0.2	0.1	7.558	A
C-ABD	22	5	767	0.028	22	0.1	0.0	4.832	A
C-D	23	6			23				
C-A	302	75			302				

Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	Com 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 (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	8	100.000
B - Elm Grove N		ONE HOUR	✓	0	100.000
C - Barnham Road S		ONE HOUR	✓	32	100.000
D - Elm Grove S		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	8	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	32	0	0	0
	D - Elm Grove S	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	0	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					7	11
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					29	44

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	572	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	626	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	6	2			6				
D-ABC	0	0	599	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	24	6			24				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	572	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	625	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	7	2			7				
D-ABC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	29	7			29				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	570	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	624	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	9	2			9				
D-ABC	0	0	595	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	35	9			35				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	570	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	624	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	9	2			9				
D-ABC	0	0	595	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	35	9			35				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	572	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	625	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	7	2			7				
D-ABC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	29	7			29				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	572	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	626	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	6	2			6				
D-ABC	0	0	599	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	630	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	24	6			24				

Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Com 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 (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	26	100.000
B - Elm Grove N		ONE HOUR	✓	0	100.000
C - Barnham Road S		ONE HOUR	✓	17	100.000
D - Elm Grove S		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	26	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	17	0	0	0
	D - Elm Grove S	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	0	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					24	36
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					16	23

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	571	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	629	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	20	5			20				
D-ABC	0	0	600	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	627	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	13	3			13				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	569	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	628	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	23	6			23				
D-ABC	0	0	599	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	626	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	15	4			15				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	568	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	627	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	29	7			29				
D-ABC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	625	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	19	5			19				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	568	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	627	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	29	7			29				
D-ABC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	625	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	19	5			19				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	569	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	628	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	23	6			23				
D-ABC	0	0	599	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	626	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	15	4			15				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	571	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	629	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	20	5			20				
D-ABC	0	0	600	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	627	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	13	3			13				

2023 + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2023 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9

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 (%)
A - Barnham Road N		ONE HOUR	✓	483	100.000
B - Elm Grove N		ONE HOUR	✓	107	100.000
C - Barnham Road S		ONE HOUR	✓	549	100.000
D - Elm Grove S		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	354	71
	B - Elm Grove N	75	0	31	2
	C - Barnham Road S	465	25	0	59
	D - Elm Grove S	66	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.33	14.83	0.5	E	99	148
ABCD	0.22	5.66	0.5	A	130	195
AB					44	66
AC					269	403
D-ABC	0.27	11.31	0.4	E	99	148
C-ABD	0.08	4.63	0.2	A	53	80
C-D					51	76
C-A					399	599

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	434	0.186	80	0.0	0.2	10.147	E
ABCD	91	23	748	0.121	90	0.0	0.2	5.465	A
AB	39	10			39				
AC	234	59			234				
D-ABC	81	20	509	0.159	80	0.0	0.2	8.379	A
C-ABD	36	9	814	0.044	36	0.0	0.1	4.621	A
C-D	43	11			43				
C-A	334	84			334				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	404	0.239	96	0.2	0.3	11.699	E
ABCD	122	31	775	0.157	122	0.2	0.3	5.510	A
AB	44	11			44				
AC	268	67			268				
D-ABC	97	24	479	0.202	96	0.2	0.2	9.397	A
C-ABD	49	12	855	0.058	49	0.1	0.1	4.471	A
C-D	50	13			50				
C-A	394	98			394				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	361	0.327	118	0.3	0.5	14.731	B
A-BCD	176	44	815	0.217	176	0.3	0.5	5.640	A
AB	50	13			50				
AC	305	76			305				
D-ABC	118	30	437	0.271	118	0.2	0.4	11.272	B
C-ABD	74	18	913	0.081	74	0.1	0.2	4.291	A
C-D	60	15			60				
C-A	470	118			470				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	361	0.328	118	0.5	0.5	14.828	B
A-BCD	177	44	815	0.217	177	0.5	0.5	5.661	A
AB	50	13			50				
AC	304	76			304				
D-ABC	118	30	436	0.271	118	0.4	0.4	11.314	B
C-ABD	74	18	913	0.081	74	0.2	0.2	4.296	A
C-D	60	15			60				
C-A	470	118			470				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	403	0.240	97	0.5	0.3	11.794	B
A-BCD	122	31	776	0.158	123	0.5	0.3	5.540	A
AB	44	11			44				
AC	267	67			267				
D-ABC	97	24	479	0.202	97	0.4	0.3	9.439	A
C-ABD	49	12	854	0.058	50	0.2	0.1	4.479	A
C-D	50	13			50				
C-A	393	98			393				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	433	0.187	81	0.3	0.2	10.236	B
A-BCD	91	23	749	0.122	92	0.3	0.2	5.494	A
AB	38	10			38				
AC	234	58			234				
D-ABC	81	20	509	0.159	81	0.3	0.2	8.427	A
C-ABD	36	9	814	0.044	36	0.1	0.1	4.631	A
C-D	43	11			43				
C-A	334	84			334				

2023 + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2023 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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 (%)
A - Barnham Road N		ONE HOUR	✓	551	100.000
B - Elm Grove N		ONE HOUR	✓	55	100.000
C - Barnham Road S		ONE HOUR	✓	452	100.000
D - Elm Grove S		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	57	479	14
	B - Elm Grove N	42	0	11	2
	C - Barnham Road S	407	15	0	30
	D - Elm Grove S	48	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.18	12.57	0.2	E	51	76
ABCD	0.05	4.45	0.1	A	31	46
AB					51	76
AC					424	636
D-ABC	0.17	9.13	0.2	A	69	104
C-ABD	0.05	4.84	0.1	A	29	44
C-D					26	39
C-A					359	539

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	419	0.099	41	0.0	0.1	9.506	A
ABCD	21	5	830	0.025	21	0.0	0.0	4.449	A
AB	42	11			42				
AC	352	88			352				
D-ABC	57	14	539	0.106	57	0.0	0.1	7.458	A
C-ABD	20	5	764	0.027	20	0.0	0.0	4.841	A
C-D	22	5			22				
C-A	298	75			298				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	389	0.128	50	0.1	0.1	10.590	B
ABCD	29	7	873	0.033	29	0.0	0.0	4.264	A
AB	50	12			50				
AC	417	104			417				
D-ABC	68	17	514	0.133	68	0.1	0.2	8.074	A
C-ABD	27	7	794	0.034	27	0.0	0.0	4.697	A
C-D	26	6			26				
C-A	353	88			353				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	347	0.175	61	0.1	0.2	12.540	B
A-BCD	43	11	934	0.046	43	0.0	0.1	4.038	A
AB	60	15			60				
AC	503	126			503				
D-ABC	83	21	478	0.174	83	0.2	0.2	9.115	A
C-ABD	40	10	837	0.048	40	0.0	0.1	4.514	A
C-D	31	8			31				
C-A	427	107			427				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	347	0.175	61	0.2	0.2	12.565	B
A-BCD	43	11	934	0.046	43	0.1	0.1	4.042	A
AB	60	15			60				
AC	503	126			503				
D-ABC	83	21	478	0.174	83	0.2	0.2	9.128	A
C-ABD	40	10	837	0.048	40	0.1	0.1	4.517	A
C-D	31	8			31				
C-A	426	107			426				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	389	0.128	50	0.2	0.1	10.620	B
A-BCD	29	7	873	0.033	29	0.1	0.0	4.270	A
AB	50	12			50				
AC	416	104			416				
D-ABC	68	17	514	0.133	68	0.2	0.2	8.090	A
C-ABD	27	7	794	0.035	27	0.1	0.0	4.701	A
C-D	26	6			26				
C-A	353	88			353				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	419	0.099	42	0.1	0.1	9.541	A
A-BCD	21	5	830	0.025	21	0.0	0.0	4.452	A
AB	42	11			42				
AC	352	88			352				
D-ABC	57	14	539	0.106	57	0.2	0.1	7.478	A
C-ABD	20	5	764	0.027	20	0.0	0.0	4.842	A
C-D	22	5			22				
C-A	298	75			298				

2025 + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2025 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9

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 (%)
A - Barnham Road N		ONE HOUR	✓	490	100.000
B - Elm Grove N		ONE HOUR	✓	109	100.000
C - Barnham Road S		ONE HOUR	✓	556	100.000
D - Elm Grove S		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	59	359	72
	B - Elm Grove N	76	0	31	2
	C - Barnham Road S	471	25	0	60
	D - Elm Grove S	67	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.34	15.14	0.5	C	100	150
A-BCD	0.22	5.68	0.6	A	133	200
AB					45	67
AC					271	407
D-ABC	0.28	11.50	0.4	B	100	150
C-ABD	0.08	4.62	0.2	A	55	82
C-D					52	77
C-A					404	606

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	432	0.190	81	0.0	0.2	10.242	B
A-BCD	93	23	750	0.124	92	0.0	0.2	5.466	A
AB	39	10			39				
AC	237	59			237				
D-ABC	82	21	507	0.162	81	0.0	0.2	8.442	A
C-ABD	37	9	817	0.045	36	0.0	0.1	4.610	A
C-D	43	11			43				
C-A	339	85			339				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	401	0.244	98	0.2	0.3	11.859	B
A-BCD	125	31	778	0.161	125	0.2	0.3	5.517	A
AB	45	11			45				
AC	270	68			270				
D-ABC	98	24	477	0.206	98	0.2	0.3	9.494	A
C-ABD	51	13	858	0.059	51	0.1	0.1	4.459	A
C-D	51	13			51				
C-A	398	100			398				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	358	0.335	119	0.3	0.5	15.038	C
A-BCD	181	45	818	0.222	181	0.3	0.5	5.657	A
AB	51	13			51				
AC	307	77			307				
D-ABC	120	30	433	0.277	120	0.3	0.4	11.436	B
C-ABD	76	19	917	0.083	76	0.1	0.2	4.280	A
C-D	61	15			61				
C-A	476	119			476				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	358	0.336	120	0.5	0.5	15.140	C
A-BCD	182	45	818	0.222	182	0.5	0.6	5.677	A
AB	51	13			51				
AC	307	77			307				
D-ABC	120	30	433	0.277	120	0.4	0.4	11.498	B
C-ABD	76	19	917	0.083	76	0.2	0.2	4.283	A
C-D	61	15			61				
C-A	475	119			475				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	400	0.245	99	0.5	0.3	11.956	B
A-BCD	126	31	778	0.161	126	0.6	0.4	5.546	A
AB	45	11			45				
AC	270	68			270				
D-ABC	98	24	476	0.206	98	0.4	0.3	9.542	A
C-ABD	51	13	858	0.059	51	0.2	0.1	4.468	A
C-D	51	13			51				
C-A	398	100			398				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	431	0.190	82	0.3	0.2	10.336	B
A-BCD	93	23	751	0.124	94	0.4	0.3	5.495	A
AB	39	10			39				
AC	236	59			236				
D-ABC	82	21	507	0.162	82	0.3	0.2	8.493	A
C-ABD	37	9	817	0.045	37	0.1	0.1	4.620	A
C-D	43	11			43				
C-A	339	85			339				

2025 + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2025 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10

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 (%)
A - Barnham Road N		ONE HOUR	✓	559	100.000
B - Elm Grove N		ONE HOUR	✓	56	100.000
C - Barnham Road S		ONE HOUR	✓	459	100.000
D - Elm Grove S		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	486	15
	B - Elm Grove N	43	0	11	2
	C - Barnham Road S	413	16	0	30
	D - Elm Grove S	49	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.18	12.76	0.2	E	51	77
ABCD	0.05	4.44	0.1	A	32	48
AB					51	77
AC					430	644
D-ABC	0.18	9.23	0.2	A	71	106
C-ABD	0.05	4.83	0.1	A	30	45
C-D					27	40
C-A					364	546

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	417	0.101	42	0.0	0.1	9.584	A
ABCD	22	5	833	0.026	21	0.0	0.0	4.435	A
AB	43	11			43				
AC	357	89			357				
D-ABC	58	14	537	0.108	57	0.0	0.1	7.499	A
C-ABD	21	5	766	0.027	21	0.0	0.0	4.829	A
C-D	22	6			22				
C-A	302	76			302				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	387	0.130	50	0.1	0.1	10.702	B
ABCD	30	7	877	0.034	30	0.0	0.0	4.249	A
AB	51	13			51				
AC	422	106			422				
D-ABC	69	17	511	0.135	69	0.1	0.2	8.136	A
C-ABD	28	7	796	0.035	28	0.0	0.0	4.684	A
C-D	26	7			26				
C-A	358	90			358				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	344	0.180	62	0.1	0.2	12.736	B
A-BCD	44	11	939	0.047	44	0.0	0.1	4.022	A
AB	61	15			61				
AC	510	128			510				
D-ABC	85	21	475	0.178	84	0.2	0.2	9.216	A
C-ABD	41	10	841	0.049	41	0.0	0.1	4.500	A
C-D	32	8			32				
C-A	432	108			432				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	344	0.180	62	0.2	0.2	12.761	B
A-BCD	44	11	939	0.047	44	0.1	0.1	4.025	A
AB	61	15			61				
AC	510	127			510				
D-ABC	85	21	475	0.178	85	0.2	0.2	9.228	A
C-ABD	41	10	841	0.049	41	0.1	0.1	4.503	A
C-D	32	8			32				
C-A	432	108			432				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	386	0.131	51	0.2	0.2	10.734	B
A-BCD	30	7	877	0.034	30	0.1	0.0	4.253	A
AB	51	13			51				
AC	422	106			422				
D-ABC	69	17	511	0.135	69	0.2	0.2	8.152	A
C-ABD	28	7	797	0.035	28	0.1	0.0	4.688	A
C-D	26	7			26				
C-A	358	89			358				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	417	0.101	42	0.2	0.1	9.617	A
A-BCD	22	5	833	0.026	22	0.0	0.0	4.439	A
AB	43	11			43				
AC	357	89			357				
D-ABC	58	14	537	0.108	58	0.2	0.1	7.520	A
C-ABD	21	5	766	0.027	21	0.0	0.0	4.831	A
C-D	22	6			22				
C-A	302	76			302				

2031 + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9

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 (%)
A - Barnham Road N		ONE HOUR	✓	509	100.000
B - Elm Grove N		ONE HOUR	✓	113	100.000
C - Barnham Road S		ONE HOUR	✓	577	100.000
D - Elm Grove S		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	62	373	74
	B - Elm Grove N	79	0	32	2
	C - Barnham Road S	488	26	0	63
	D - Elm Grove S	70	1	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.36	16.08	0.5	C	104	156
ABCD	0.24	5.72	0.6	A	143	215
AB					46	69
AC					278	417
D-ABC	0.29	12.03	0.4	B	104	156
C-ABD	0.09	4.59	0.2	A	59	88
C-D					53	80
C-A					417	626

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	426	0.200	84	0.0	0.2	10.513	B
ABCD	99	25	756	0.131	98	0.0	0.3	5.470	A
AB	40	10			40				
AC	244	61			244				
D-ABC	85	21	501	0.170	84	0.0	0.2	8.623	A
C-ABD	39	10	825	0.048	39	0.0	0.1	4.580	A
C-D	45	11			45				
C-A	350	88			350				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	394	0.259	101	0.2	0.3	12.302	B
ABCD	134	33	785	0.171	133	0.3	0.4	5.530	A
AB	46	11			46				
AC	278	69			278				
D-ABC	102	25	469	0.217	102	0.2	0.3	9.769	A
C-ABD	54	14	867	0.063	54	0.1	0.1	4.427	A
C-D	53	13			53				
C-A	411	103			411				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	349	0.358	124	0.3	0.5	15.948	C
A-BCD	196	49	827	0.237	195	0.4	0.6	5.702	A
AB	52	13			52				
AC	313	78			313				
D-ABC	125	31	424	0.294	124	0.3	0.4	11.980	B
C-ABD	83	21	929	0.089	82	0.1	0.2	4.250	A
C-D	63	16			63				
C-A	490	122			490				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	348	0.358	125	0.5	0.5	16.081	C
A-BCD	196	49	827	0.237	196	0.6	0.6	5.724	A
AB	52	13			52				
AC	312	78			312				
D-ABC	125	31	424	0.294	125	0.4	0.4	12.032	B
C-ABD	83	21	929	0.089	83	0.2	0.2	4.256	A
C-D	63	16			63				
C-A	490	122			490				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	393	0.259	103	0.5	0.4	12.425	B
A-BCD	134	34	785	0.171	135	0.6	0.4	5.567	A
AB	46	11			46				
AC	277	69			277				
D-ABC	102	25	469	0.217	102	0.4	0.3	9.833	A
C-ABD	55	14	867	0.063	55	0.2	0.1	4.438	A
C-D	53	13			53				
C-A	411	103			411				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	425	0.201	86	0.4	0.3	10.620	B
A-BCD	99	25	756	0.131	100	0.4	0.3	5.503	A
AB	40	10			40				
AC	243	61			243				
D-ABC	85	21	501	0.170	86	0.3	0.2	8.677	A
C-ABD	39	10	825	0.048	40	0.1	0.1	4.591	A
C-D	45	11			45				
C-A	350	88			350				

2031 + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2031 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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 (%)
A - Barnham Road N		ONE HOUR	✓	582	100.000
B - Elm Grove N		ONE HOUR	✓	58	100.000
C - Barnham Road S		ONE HOUR	✓	477	100.000
D - Elm Grove S		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	61	506	15
	B - Elm Grove N	44	0	12	2
	C - Barnham Road S	430	16	0	31
	D - Elm Grove S	51	1	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.19	13.33	0.2	B	54	80
ABCD	0.05	4.40	0.1	A	35	52
AB					53	80
AC					446	668
D-ABC	0.19	9.52	0.2	A	74	110
C-ABD	0.05	4.80	0.1	A	32	48
C-D					28	41
C-A					378	567

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	411	0.107	44	0.0	0.1	9.790	A
ABCD	23	6	842	0.027	23	0.0	0.0	4.395	A
AB	44	11			44				
AC	370	93			370				
D-ABC	60	15	532	0.113	60	0.0	0.1	7.622	A
C-ABD	22	6	772	0.029	22	0.0	0.0	4.798	A
C-D	23	6			23				
C-A	314	79			314				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	379	0.139	52	0.1	0.2	11.021	B
ABCD	32	8	888	0.036	32	0.0	0.0	4.206	A
AB	53	13			53				
AC	438	110			438				
D-ABC	72	18	505	0.143	72	0.1	0.2	8.314	A
C-ABD	30	8	804	0.038	30	0.0	0.1	4.649	A
C-D	27	7			27				
C-A	372	93			372				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	334	0.193	64	0.2	0.2	13.301	B
A-BCD	48	12	953	0.051	48	0.0	0.1	3.977	A
AB	63	16			63				
AC	529	132			529				
D-ABC	88	22	467	0.189	88	0.2	0.2	9.503	A
C-ABD	44	11	851	0.052	44	0.1	0.1	4.462	A
C-D	33	8			33				
C-A	448	112			448				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	334	0.193	64	0.2	0.2	13.334	B
A-BCD	49	12	953	0.051	49	0.1	0.1	3.979	A
AB	63	16			63				
AC	528	132			528				
D-ABC	88	22	466	0.189	88	0.2	0.2	9.518	A
C-ABD	45	11	851	0.052	45	0.1	0.1	4.465	A
C-D	33	8			33				
C-A	448	112			448				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	379	0.139	53	0.2	0.2	11.059	B
A-BCD	32	8	888	0.036	32	0.1	0.1	4.212	A
AB	53	13			53				
AC	438	110			438				
D-ABC	72	18	505	0.143	72	0.2	0.2	8.332	A
C-ABD	30	8	804	0.038	30	0.1	0.1	4.651	A
C-D	27	7			27				
C-A	372	93			372				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	411	0.107	44	0.2	0.1	9.831	A
A-BCD	23	6	842	0.028	23	0.1	0.0	4.398	A
AB	44	11			44				
AC	370	93			370				
D-ABC	60	15	532	0.114	60	0.2	0.1	7.647	A
C-ABD	22	6	772	0.029	22	0.1	0.0	4.800	A
C-D	23	6			23				
C-A	314	79			314				

Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	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 (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	20	100.000
B - Elm Grove N		ONE HOUR	✓	0	100.000
C - Barnham Road S		ONE HOUR	✓	59	100.000
D - Elm Grove S		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	20	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	59	0	0	0
	D - Elm Grove S	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	0	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					18	28
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					54	81

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	568	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	621	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	15	4			15				
D-ABC	0	0	592	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	628	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	44	11			44				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	566	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	619	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	18	4			18				
D-ABC	0	0	590	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	628	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	53	13			53				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	563	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	617	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	22	6			22				
D-ABC	0	0	586	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	627	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	65	16			65				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	563	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	617	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	22	6			22				
D-ABC	0	0	586	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	627	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	65	16			65				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	566	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	619	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	18	4			18				
D-ABC	0	0	590	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	628	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	53	13			53				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	568	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	621	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	15	4			15				
D-ABC	0	0	592	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	628	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	44	11			44				

Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	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 (Veh/hr)	Scaling Factor (%)
A - Barnham Road N		ONE HOUR	✓	53	100.000
B - Elm Grove N		ONE HOUR	✓	0	100.000
C - Barnham Road S		ONE HOUR	✓	25	100.000
D - Elm Grove S		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	53	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	25	0	0	0
	D - Elm Grove S	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	0	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.00	0.00	0.0	A	0	0
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					49	73
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					23	34

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	565	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	627	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	40	10			40				
D-ABC	0	0	596	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	622	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	19	5			19				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	562	0.000	0	0.0	0.0	0.000	A
ABCD	0	0	627	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	48	12			48				
D-ABC	0	0	594	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	621	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	22	6			22				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	559	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	625	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	58	15			58				
D-ABC	0	0	591	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	618	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	28	7			28				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	559	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	625	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	58	15			58				
D-ABC	0	0	591	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	618	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	28	7			28				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	562	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	627	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	48	12			48				
D-ABC	0	0	594	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	621	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	22	6			22				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	565	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	627	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	40	10			40				
D-ABC	0	0	596	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	622	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	19	5			19				

2023 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17

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 (%)
A - Barnham Road N		ONE HOUR	✓	503	100.000
B - Elm Grove N		ONE HOUR	✓	107	100.000
C - Barnham Road S		ONE HOUR	✓	608	100.000
D - Elm Grove S		ONE HOUR	✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	374	71
	B - Elm Grove N	75	0	31	2
	C - Barnham Road S	524	25	0	59
	D - Elm Grove S	66	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.34	15.82	0.5	C	99	148
ABCD	0.23	5.71	0.6	A	136	204
AB					44	66
AC					281	422
D-ABC	0.28	12.11	0.4	B	99	148
C-ABD	0.09	4.48	0.2	A	58	88
C-D					51	76
C-A					448	672

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	424	0.191	80	0.0	0.2	10.435	B
ABCD	94	23	750	0.125	93	0.0	0.2	5.473	A
AB	38	10			38				
AC	246	62			246				
D-ABC	81	20	496	0.163	80	0.0	0.2	8.650	A
C-ABD	39	10	843	0.046	38	0.0	0.1	4.473	A
C-D	43	11			43				
C-A	376	94			376				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	392	0.247	96	0.2	0.3	12.174	B
ABCD	127	32	778	0.164	127	0.2	0.4	5.527	A
AB	44	11			44				
AC	281	70			281				
D-ABC	97	24	463	0.209	96	0.2	0.3	9.818	A
C-ABD	54	13	889	0.061	54	0.1	0.1	4.310	A
C-D	50	13			50				
C-A	442	111			442				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	346	0.342	118	0.3	0.5	15.697	C
A-BCD	186	47	820	0.228	186	0.4	0.6	5.687	A
AB	50	12			50				
AC	317	79			317				
D-ABC	118	30	416	0.284	118	0.3	0.4	12.055	B
C-ABD	83	21	956	0.086	82	0.1	0.2	4.120	A
C-D	60	15			60				
C-A	527	132			527				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	30	346	0.342	118	0.5	0.5	15.817	C
A-BCD	187	47	820	0.228	187	0.6	0.6	5.706	A
AB	49	12			49				
AC	317	79			317				
D-ABC	118	30	416	0.285	118	0.4	0.4	12.110	B
C-ABD	83	21	956	0.087	83	0.2	0.2	4.123	A
C-D	60	15			60				
C-A	527	132			527				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	391	0.247	97	0.5	0.3	12.287	B
A-BCD	128	32	779	0.164	129	0.6	0.4	5.562	A
AB	44	11			44				
AC	280	70			280				
D-ABC	97	24	462	0.209	97	0.4	0.3	9.869	A
C-ABD	54	14	889	0.061	54	0.2	0.1	4.318	A
C-D	50	13			50				
C-A	442	111			442				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	423	0.191	81	0.3	0.2	10.535	B
A-BCD	94	24	751	0.126	95	0.4	0.3	5.503	A
AB	38	10			38				
AC	246	61			246				
D-ABC	81	20	495	0.163	81	0.3	0.2	8.704	A
C-ABD	39	10	843	0.046	39	0.1	0.1	4.483	A
C-D	43	11			43				
C-A	376	94			376				

2023 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18

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 (%)
A - Barnham Road N		ONE HOUR	✓	604	100.000
B - Elm Grove N		ONE HOUR	✓	55	100.000
C - Barnham Road S		ONE HOUR	✓	477	100.000
D - Elm Grove S		ONE HOUR	✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	57	532	14
	B - Elm Grove N	42	0	11	2
	C - Barnham Road S	432	15	0	30
	D - Elm Grove S	48	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.19	13.44	0.2	B	51	76
ABCD	0.05	4.33	0.1	A	34	51
AB					51	76
AC					470	705
D-ABC	0.18	9.47	0.2	A	69	104
C-ABD	0.05	4.81	0.1	A	31	46
C-D					26	39
C-A					381	571

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	407	0.102	41	0.0	0.1	9.832	B
ABCD	22	6	854	0.026	22	0.0	0.0	4.327	A
AB	42	10			42				
AC	390	98			390				
D-ABC	57	14	530	0.108	57	0.0	0.1	7.596	A
C-ABD	21	5	769	0.027	21	0.0	0.0	4.809	A
C-D	22	5			22				
C-A	316	79			316				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	374	0.133	50	0.1	0.2	11.083	B
ABCD	31	8	902	0.035	31	0.0	0.0	4.131	A
AB	50	12			50				
AC	462	115			462				
D-ABC	68	17	503	0.135	68	0.1	0.2	8.278	A
C-ABD	29	7	801	0.036	29	0.0	0.0	4.660	A
C-D	26	6			26				
C-A	374	94			374				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	329	0.185	61	0.2	0.2	13.410	B
A-BCD	48	12	972	0.049	48	0.0	0.1	3.894	A
AB	60	15			60				
AC	557	139			557				
D-ABC	83	21	464	0.180	83	0.2	0.2	9.453	A
C-ABD	42	11	847	0.050	42	0.0	0.1	4.471	A
C-D	31	8			31				
C-A	452	113			452				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	329	0.185	61	0.2	0.2	13.444	B
A-BCD	48	12	972	0.049	48	0.1	0.1	3.896	A
AB	60	15			60				
AC	557	139			557				
D-ABC	83	21	464	0.180	83	0.2	0.2	9.466	A
C-ABD	42	11	847	0.050	42	0.1	0.1	4.474	A
C-D	31	8			31				
C-A	452	113			452				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	12	374	0.133	50	0.2	0.2	11.118	B
A-BCD	31	8	903	0.035	31	0.1	0.0	4.135	A
AB	50	12			50				
AC	462	115			462				
D-ABC	68	17	503	0.135	68	0.2	0.2	8.296	A
C-ABD	29	7	801	0.036	29	0.1	0.0	4.664	A
C-D	26	6			26				
C-A	374	94			374				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	10	407	0.102	42	0.2	0.1	9.871	A
A-BCD	23	6	854	0.026	23	0.0	0.0	4.331	A
AB	42	10			42				
AC	390	98			390				
D-ABC	57	14	530	0.108	57	0.2	0.1	7.617	A
C-ABD	21	5	770	0.027	21	0.0	0.0	4.812	A
C-D	22	5			22				
C-A	316	79			316				

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17

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 (%)
A - Barnham Road N		ONE HOUR	✓	510	100.000
B - Elm Grove N		ONE HOUR	✓	109	100.000
C - Barnham Road S		ONE HOUR	✓	615	100.000
D - Elm Grove S		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	59	379	72
	B - Elm Grove N	76	0	31	2
	C - Barnham Road S	530	25	0	60
	D - Elm Grove S	67	1	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.35	16.18	0.5	C	100	150
A-BCD	0.23	5.73	0.6	A	140	210
AB					44	66
AC					284	425
D-ABC	0.29	12.32	0.4	B	100	150
C-ABD	0.09	4.47	0.2	A	60	90
C-D					51	77
C-A					453	679

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	422	0.195	81	0.0	0.2	10.537	B
A-BCD	96	24	752	0.128	95	0.0	0.3	5.474	A
AB	39	10			39				
AC	249	62			249				
D-ABC	82	21	493	0.166	81	0.0	0.2	8.718	A
C-ABD	40	10	846	0.047	39	0.0	0.1	4.463	A
C-D	43	11			43				
C-A	380	95			380				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	389	0.252	98	0.2	0.3	12.342	B
A-BCD	131	33	781	0.167	130	0.3	0.4	5.535	A
AB	44	11			44				
AC	283	71			283				
D-ABC	98	24	460	0.213	98	0.2	0.3	9.918	A
C-ABD	55	14	893	0.062	55	0.1	0.1	4.298	A
C-D	51	13			51				
C-A	447	112			447				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	343	0.350	119	0.3	0.5	16.053	C
A-BCD	192	48	823	0.233	191	0.4	0.6	5.703	A
AB	50	12			50				
AC	319	80			319				
D-ABC	120	30	412	0.291	119	0.3	0.4	12.264	B
C-ABD	85	21	961	0.089	85	0.1	0.2	4.110	A
C-D	60	15			60				
C-A	532	133			532				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	342	0.350	120	0.5	0.5	16.179	C
A-BCD	192	48	823	0.233	192	0.6	0.6	5.727	A
AB	50	12			50				
AC	319	80			319				
D-ABC	120	30	412	0.291	120	0.4	0.4	12.321	B
C-ABD	85	21	961	0.089	85	0.2	0.2	4.113	A
C-D	60	15			60				
C-A	532	133			532				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	388	0.252	99	0.5	0.3	12.462	B
A-BCD	131	33	782	0.168	132	0.6	0.4	5.567	A
AB	44	11			44				
AC	283	71			283				
D-ABC	98	24	460	0.213	99	0.4	0.3	9.981	A
C-ABD	56	14	893	0.062	56	0.2	0.1	4.308	A
C-D	51	13			51				
C-A	447	112			447				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	21	421	0.195	82	0.3	0.2	10.641	B
A-BCD	97	24	753	0.128	97	0.4	0.3	5.505	A
AB	39	10			39				
AC	248	62			248				
D-ABC	82	21	493	0.166	82	0.3	0.2	8.775	A
C-ABD	40	10	846	0.047	40	0.1	0.1	4.473	A
C-D	43	11			43				
C-A	380	95			380				

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18

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 (%)
A - Barnham Road N		ONE HOUR	✓	612	100.000
B - Elm Grove N		ONE HOUR	✓	56	100.000
C - Barnham Road S		ONE HOUR	✓	484	100.000
D - Elm Grove S		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	58	539	15
	B - Elm Grove N	43	0	11	2
	C - Barnham Road S	438	16	0	30
	D - Elm Grove S	49	1	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.19	13.67	0.2	E	51	77
ABCD	0.05	4.32	0.1	A	35	52
AB					51	77
AC					475	713
D-ABC	0.18	9.58	0.2	A	71	106
C-ABD	0.05	4.80	0.1	A	32	47
C-D					27	40
C-A					386	578

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	405	0.104	42	0.0	0.1	9.912	A
ABCD	23	6	858	0.027	23	0.0	0.0	4.313	A
AB	43	11			43				
AC	395	99			395				
D-ABC	58	14	528	0.110	57	0.0	0.1	7.642	A
C-ABD	22	5	772	0.028	21	0.0	0.0	4.798	A
C-D	22	6			22				
C-A	320	80			320				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	371	0.136	50	0.1	0.2	11.204	B
ABCD	32	8	906	0.036	32	0.0	0.0	4.116	A
AB	50	13			50				
AC	468	117			468				
D-ABC	69	17	500	0.138	69	0.1	0.2	8.345	A
C-ABD	29	7	804	0.037	29	0.0	0.1	4.647	A
C-D	26	7			26				
C-A	379	95			379				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	325	0.190	61	0.2	0.2	13.635	B
A-BCD	49	12	977	0.050	49	0.0	0.1	3.879	A
AB	61	15			61				
AC	564	141			564				
D-ABC	85	21	461	0.184	84	0.2	0.2	9.560	A
C-ABD	44	11	851	0.051	44	0.1	0.1	4.457	A
C-D	31	8			31				
C-A	457	114			457				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	15	325	0.190	62	0.2	0.2	13.669	B
A-BCD	49	12	977	0.050	49	0.1	0.1	3.881	A
AB	61	15			61				
AC	564	141			564				
D-ABC	85	21	461	0.184	85	0.2	0.2	9.575	A
C-ABD	44	11	851	0.051	44	0.1	0.1	4.458	A
C-D	31	8			31				
C-A	457	114			457				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50	13	371	0.136	51	0.2	0.2	11.243	B
A-BCD	32	8	907	0.036	32	0.1	0.0	4.120	A
AB	50	13			50				
AC	467	117			467				
D-ABC	69	17	500	0.138	69	0.2	0.2	8.361	A
C-ABD	30	7	804	0.037	30	0.1	0.1	4.651	A
C-D	26	7			26				
C-A	379	95			379				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	42	11	404	0.104	42	0.2	0.1	9.950	A
A-BCD	23	6	858	0.027	23	0.0	0.0	4.317	A
AB	43	11			43				
AC	395	99			395				
D-ABC	58	14	528	0.110	58	0.2	0.1	7.667	A
C-ABD	22	5	772	0.028	22	0.1	0.0	4.799	A
C-D	22	6			22				
C-A	320	80			320				

2031 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17

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 (%)
A - Barnham Road N		ONE HOUR	✓	529	100.000
B - Elm Grove N		ONE HOUR	✓	113	100.000
C - Barnham Road S		ONE HOUR	✓	636	100.000
D - Elm Grove S		ONE HOUR	✓	113	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	62	393	74
	B - Elm Grove N	79	0	32	2
	C - Barnham Road S	547	26	0	63
	D - Elm Grove S	70	1	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	4	2	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	1	0	0	2
	D - Elm Grove S	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.37	17.26	0.6	C	104	156
A-BCD	0.25	5.78	0.7	A	150	225
AB					45	68
AC					290	435
D-ABC	0.31	12.95	0.4	B	104	156
C-ABD	0.10	4.44	0.2	A	65	97
C-D					53	80
C-A					465	698

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	416	0.205	84	0.0	0.3	10.826	B
A-BCD	102	26	758	0.135	101	0.0	0.3	5.479	A
AB	40	10			40				
AC	256	64			256				
D-ABC	85	21	488	0.175	84	0.0	0.2	8.912	A
C-ABD	42	11	853	0.049	42	0.0	0.1	4.435	A
C-D	45	11			45				
C-A	392	98			392				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	382	0.267	101	0.3	0.4	12.830	B
A-BCD	140	35	788	0.177	139	0.3	0.4	5.552	A
AB	45	11			45				
AC	290	73			290				
D-ABC	102	25	453	0.225	102	0.2	0.3	10.236	B
C-ABD	60	15	902	0.066	59	0.1	0.1	4.272	A
C-D	53	13			53				
C-A	460	115			460				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	334	0.374	124	0.4	0.6	17.099	C
A-BCD	207	52	832	0.249	206	0.4	0.7	5.758	A
AB	51	13			51				
AC	324	81			324				
D-ABC	125	31	403	0.309	124	0.3	0.4	12.878	B
C-ABD	92	23	973	0.095	92	0.1	0.2	4.085	A
C-D	62	16			62				
C-A	545	136			545				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	125	31	333	0.374	125	0.6	0.6	17.264	C
A-BCD	207	52	833	0.249	207	0.7	0.7	5.782	A
AB	51	13			51				
AC	324	81			324				
D-ABC	125	31	403	0.310	125	0.4	0.4	12.947	B
C-ABD	93	23	973	0.095	93	0.2	0.2	4.092	A
C-D	62	16			62				
C-A	545	136			545				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	381	0.267	103	0.6	0.4	12.980	B
A-BCD	140	35	789	0.178	141	0.7	0.4	5.591	A
AB	45	11			45				
AC	290	72			290				
D-ABC	102	25	452	0.225	102	0.4	0.3	10.305	B
C-ABD	60	15	902	0.066	60	0.2	0.1	4.281	A
C-D	53	13			53				
C-A	459	115			459				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	415	0.205	86	0.4	0.3	10.942	B
A-BCD	103	26	758	0.136	103	0.4	0.3	5.514	A
AB	40	10			40				
AC	255	64			255				
D-ABC	85	21	487	0.175	86	0.3	0.2	8.973	A
C-ABD	42	11	853	0.050	43	0.1	0.1	4.444	A
C-D	45	11			45				
C-A	392	98			392				

2031 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + Com Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	Crossroads	Two-way		1.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

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 (%)
A - Barnham Road N		ONE HOUR	✓	635	100.000
B - Elm Grove N		ONE HOUR	✓	58	100.000
C - Barnham Road S		ONE HOUR	✓	502	100.000
D - Elm Grove S		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	61	559	15
	B - Elm Grove N	44	0	12	2
	C - Barnham Road S	455	16	0	31
	D - Elm Grove S	51	1	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Barnham Road N	B - Elm Grove N	C - Barnham Road S	D - Elm Grove S
	A - Barnham Road N	0	0	1	0
	B - Elm Grove N	0	0	0	0
	C - Barnham Road S	0	0	0	0
	D - Elm Grove S	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.20	14.33	0.3	E	54	80
ABCD	0.05	4.28	0.1	A	38	57
AB					53	80
AC					491	737
D-ABC	0.20	9.89	0.2	A	74	110
C-ABD	0.06	4.77	0.1	A	34	51
C-D					28	41
C-A					399	599

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	398	0.111	44	0.0	0.1	10.139	E
ABCD	25	6	867	0.029	25	0.0	0.0	4.275	A
AB	44	11			44				
AC	409	102			409				
D-ABC	60	15	523	0.115	60	0.0	0.1	7.770	A
C-ABD	23	6	778	0.030	23	0.0	0.0	4.767	A
C-D	23	6			23				
C-A	332	83			332				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	364	0.145	52	0.1	0.2	11.557	E
ABCD	35	9	918	0.038	35	0.0	0.1	4.076	A
AB	52	13			52				
AC	483	121			483				
D-ABC	72	18	494	0.146	72	0.1	0.2	8.535	A
C-ABD	32	8	812	0.039	32	0.0	0.1	4.613	A
C-D	27	7			27				
C-A	393	98			393				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	316	0.204	64	0.2	0.3	14.284	B
A-BCD	54	13	991	0.054	54	0.1	0.1	3.838	A
AB	63	16			63				
AC	582	145			582				
D-ABC	88	22	452	0.195	88	0.2	0.2	9.867	A
C-ABD	47	12	862	0.055	47	0.1	0.1	4.420	A
C-D	33	8			33				
C-A	473	118			473				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	316	0.204	64	0.3	0.3	14.331	B
A-BCD	54	13	991	0.054	54	0.1	0.1	3.841	A
AB	63	16			63				
AC	582	145			582				
D-ABC	88	22	452	0.195	88	0.2	0.2	9.892	A
C-ABD	47	12	862	0.055	47	0.1	0.1	4.423	A
C-D	33	8			33				
C-A	473	118			473				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	364	0.145	53	0.3	0.2	11.599	B
A-BCD	35	9	918	0.038	35	0.1	0.1	4.080	A
AB	52	13			52				
AC	483	121			483				
D-ABC	72	18	494	0.146	72	0.2	0.2	8.553	A
C-ABD	32	8	812	0.039	32	0.1	0.1	4.617	A
C-D	27	7			27				
C-A	393	98			393				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	44	11	398	0.111	44	0.2	0.1	10.183	B
A-BCD	25	6	867	0.029	25	0.1	0.0	4.280	A
AB	44	11			44				
AC	409	102			409				
D-ABC	60	15	522	0.115	60	0.2	0.1	7.795	A
C-ABD	23	6	778	0.030	23	0.1	0.0	4.768	A
C-D	23	6			23				
C-A	332	83			332				

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Yapton Road - Barnham Road - Lake Lane.j9

Path: T:\Projects\14000 Series\14160ITB Tars Farm, Barnham\Tech\Junction Assessments\Picady

Report generation date: 04/11/2020 14:09:38

»2020, AM
»2020, PM
»2023 + CD, AM
»2023 + CD, PM
»2025 + CD, AM
»2025 + CD, PM
»2031 + CD, AM
»2031 + CD, PM
»2023 + CD + D, AM
»2023 + CD + D, PM
»2025 + CD + D, AM
»2025 + CD + D, PM
»2031 + CD + D, AM
»2031 + CD + D, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2020						
Stream B-AC	0.9	14.05	0.47	1.0	14.29	0.50
Stream C-AB	1.0	6.75	0.37	0.3	5.90	0.16
2023 + CD						
Stream B-AC	1.0	15.12	0.49	1.1	15.61	0.52
Stream C-AB	1.1	6.80	0.39	0.4	5.87	0.17
2025 + CD						
Stream B-AC	1.0	15.57	0.50	1.1	16.12	0.54
Stream C-AB	1.2	6.88	0.40	0.4	5.88	0.18
2031 + CD						
Stream B-AC	1.1	16.93	0.53	1.3	17.71	0.57
Stream C-AB	1.3	7.11	0.43	0.4	5.92	0.19
2023 + CD + D						
Stream B-AC	1.4	17.78	0.60	1.4	18.15	0.59
Stream C-AB	1.4	7.56	0.45	0.8	7.16	0.32
2025 + CD + D						
Stream B-AC	1.5	18.44	0.61	1.5	18.87	0.60
Stream C-AB	1.5	7.67	0.46	0.8	7.19	0.33
2031 + CD + D						
Stream B-AC	1.7	20.49	0.64	1.7	21.16	0.64
Stream C-AB	1.7	8.00	0.49	0.9	7.30	0.35

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	22/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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 queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2020	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2023	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2023	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2025	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2025	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	2031	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G5
D8	2031	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G6
D9	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D17	Dev	AM	ONE HOUR	07:45	09:15	15			
D18	Dev	PM	ONE HOUR	16:45	18:15	15			
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2020 - 2023 AM		1.0230
G2	2020 - 2023 PM		1.0230
G3	2020 - 2025 AM		1.0380
G4	2020 - 2025 PM		1.0390
G5	2020 - 2031 AM		1.0790
G6	2020 - 2031 PM		1.0830

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barnham Road		Major
B	Lake Lane		Minor
C	Yapton Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Yapton Road	7.90			81.3	✓	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 - Lake Lane	One lane	4.52	31	146

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	645	0.108	0.272	0.171	0.389
B-C	825	0.116	0.293	-	-
C-B	621	0.221	0.221	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020	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 (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	412	100.000
B - Lake Lane		ONE HOUR	✓	205	100.000
C - Yapton Road		ONE HOUR	✓	548	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	127	285
	B - Lake Lane	126	0	79
	C - Yapton Road	420	128	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	1	0	3
	C - Yapton Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.47	14.05	0.9	E	188	282
C-AB	0.37	6.75	1.0	A	232	347
C-A					271	407
AB					117	175
AC					262	392

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	154	39	552	0.280	153	0.0	0.4	8.990	A
C-AB	163	41	770	0.212	162	0.0	0.4	5.914	A
C-A	249	62			249				
AB	96	24			96				
AC	215	54			215				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	523	0.353	184	0.4	0.5	10.599	B
C-AB	218	55	802	0.272	218	0.4	0.6	6.166	A
C-A	274	69			274				
AB	114	29			114				
AC	256	64			256				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	226	56	482	0.468	224	0.5	0.9	13.900	B
C-AB	312	78	848	0.368	310	0.6	1.0	6.708	A
C-A	292	73			292				
AB	140	35			140				
AC	314	78			314				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	226	56	482	0.469	226	0.9	0.9	14.050	B
C-AB	313	78	849	0.368	313	1.0	1.0	6.748	A
C-A	291	73			291				
AB	140	35			140				
AC	314	78			314				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	522	0.353	186	0.9	0.6	10.732	B
C-AB	219	55	803	0.273	221	1.0	0.6	6.217	A
C-A	273	68			273				
AB	114	29			114				
AC	256	64			256				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	154	39	551	0.280	155	0.6	0.4	9.100	A
C-AB	164	41	771	0.213	165	0.6	0.4	5.966	A
C-A	248	62			248				
AB	96	24			96				
AC	215	54			215				

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020	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 (Veh/hr)	Scaling Factor (%)
A - Barnham Road		ONE HOUR	✓	506	100.000
B - Lake Lane		ONE HOUR	✓	226	100.000
C - Yapton Road		ONE HOUR	✓	363	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Barnham Road	B - Lake Lane	C - Yapton Road
	A - Barnham Road	0	104	402
	B - Lake Lane	131	0	95
	C - Yapton Road	304	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Barnham Road	B - Lake Lane	C - Yapton Road
	A - Barnham Road	0	3	0
	B - Lake Lane	2	0	0
	C - Yapton Road	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	14.29	1.0	E	207	311
C-AB	0.16	5.90	0.3	A	91	137
C-A					242	363
A-B					95	143
A-C					369	553

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	43	566	0.301	168	0.0	0.4	9.028	A
C-AB	67	17	688	0.097	66	0.0	0.2	5.786	A
C-A	207	52			207				
A-B	78	20			78				
A-C	303	76			303				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	538	0.377	202	0.4	0.6	10.692	E
C-AB	87	22	706	0.123	87	0.2	0.2	5.822	A
C-A	239	60			239				
A-B	93	23			93				
A-C	361	90			361				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	501	0.497	247	0.6	1.0	14.130	E
C-AB	120	30	732	0.164	120	0.2	0.3	5.893	A
C-A	279	70			279				
A-B	115	29			115				
A-C	443	111			443				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	501	0.497	249	1.0	1.0	14.289	E
C-AB	120	30	732	0.164	120	0.3	0.3	5.897	A
C-A	279	70			279				
A-B	115	29			115				
A-C	443	111			443				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	538	0.377	205	1.0	0.6	10.832	S
C-AB	87	22	706	0.123	87	0.3	0.2	5.823	A
C-A	239	60			239				
A-B	93	23			93				
A-C	361	90			361				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	43	565	0.301	171	0.6	0.4	9.141	A
C-AB	67	17	688	0.097	67	0.2	0.2	5.798	A
C-A	206	52			206				
A-B	78	20			78				
A-C	303	76			303				

2023 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2023 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D9

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 (%)
A - Barnham Road		ONE HOUR	✓	429	100.000
B - Lake Lane		ONE HOUR	✓	210	100.000
C - Yapton Road		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	130	300
	B - Lake Lane	129	0	81
	C - Yapton Road	462	131	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	1	0	3
	C - Yapton Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.49	15.12	1.0	C	192	289
C-AB	0.39	6.80	1.1	A	253	380
C-A					290	435
A-B					119	179
A-C					275	412

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	39	543	0.291	156	0.0	0.4	9.265	A
C-AB	176	44	790	0.223	174	0.0	0.5	5.846	A
C-A	270	68			270				
A-B	98	24			98				
A-C	226	56			226				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	189	47	512	0.368	188	0.4	0.6	11.068	B
C-AB	238	59	826	0.288	237	0.5	0.7	6.123	A
C-A	295	74			295				
A-B	117	29			117				
A-C	269	67			269				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	469	0.492	229	0.6	0.9	14.928	B
C-AB	345	86	878	0.393	343	0.7	1.1	6.752	A
C-A	308	77			308				
A-B	143	36			143				
A-C	330	82			330				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	469	0.493	231	0.9	1.0	15.124	C
C-AB	346	86	879	0.394	346	1.1	1.1	6.803	A
C-A	307	77			307				
A-B	143	36			143				
A-C	330	82			330				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	189	47	512	0.368	190	1.0	0.6	11.232	S
C-AB	239	60	827	0.289	241	1.1	0.7	6.182	A
C-A	294	73			294				
A-B	117	29			117				
A-C	269	67			269				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	39	543	0.291	159	0.6	0.4	9.389	A
C-AB	177	44	791	0.224	178	0.7	0.5	5.902	A
C-A	269	67			269				
A-B	98	24			98				
A-C	226	56			226				

2023 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2023 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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 (%)
A - Barnham Road		ONE HOUR	✓	544	100.000
B - Lake Lane		ONE HOUR	✓	231	100.000
C - Yapton Road		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	106	437
	B - Lake Lane	134	0	97
	C - Yapton Road	328	60	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	2	0	0
	C - Yapton Road	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.52	15.61	1.1	C	212	318
C-AB	0.17	5.87	0.4	A	98	147
C-A					259	388
A-B					98	146
A-C					401	602

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	44	555	0.314	172	0.0	0.4	9.358	A
C-AB	70	18	695	0.101	70	0.0	0.2	5.753	A
C-A	222	55			222				
A-B	80	20			80				
A-C	329	82			329				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	526	0.395	207	0.4	0.6	11.263	B
C-AB	93	23	715	0.130	92	0.2	0.2	5.787	A
C-A	256	64			256				
A-B	96	24			96				
A-C	393	98			393				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	485	0.525	253	0.6	1.1	15.390	C
C-AB	130	32	744	0.174	129	0.2	0.4	5.867	A
C-A	298	74			298				
A-B	117	29			117				
A-C	481	120			481				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	485	0.525	254	1.1	1.1	15.609	C
C-AB	130	32	744	0.175	130	0.4	0.4	5.871	A
C-A	298	74			298				
A-B	117	29			117				
A-C	481	120			481				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	526	0.395	210	1.1	0.7	11.445	S
C-AB	93	23	716	0.130	93	0.4	0.3	5.794	A
C-A	256	64			256				
A-B	96	24			96				
A-C	393	98			393				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	44	555	0.314	175	0.7	0.5	9.492	A
C-AB	71	18	696	0.102	71	0.3	0.2	5.768	A
C-A	222	55			222				
A-B	80	20			80				
A-C	329	82			329				

2025 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2025 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D5+D9

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 (%)
A - Barnham Road		ONE HOUR	✓	436	100.000
B - Lake Lane		ONE HOUR	✓	213	100.000
C - Yapton Road		ONE HOUR	✓	601	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	132	304
	B - Lake Lane	131	0	82
	C - Yapton Road	468	133	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	1	0	3
	C - Yapton Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	15.57	1.0	C	195	293
C-AB	0.40	6.88	1.2	A	260	390
C-A					291	437
A-B					121	181
A-C					279	418

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	541	0.296	159	0.0	0.4	9.370	A
C-AB	180	45	792	0.227	178	0.0	0.5	5.862	A
C-A	272	68			272				
A-B	99	25			99				
A-C	229	57			229				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	510	0.375	191	0.4	0.6	11.256	B
C-AB	244	61	829	0.294	243	0.5	0.7	6.153	A
C-A	296	74			296				
A-B	119	30			119				
A-C	273	68			273				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	234	59	466	0.503	233	0.6	1.0	15.349	C
C-AB	355	89	882	0.402	353	0.7	1.2	6.827	A
C-A	307	77			307				
A-B	145	36			145				
A-C	335	84			335				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	234	59	465	0.504	234	1.0	1.0	15.569	C
C-AB	356	89	883	0.403	356	1.2	1.2	6.880	A
C-A	306	76			306				
A-B	145	36			145				
A-C	335	84			335				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	48	509	0.376	193	1.0	0.6	11.435	S
C-AB	245	61	830	0.295	247	1.2	0.7	6.214	A
C-A	295	74			295				
A-B	119	30			119				
A-C	273	68			273				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	540	0.296	161	0.6	0.4	9.505	A
C-AB	181	45	793	0.229	182	0.7	0.5	5.922	A
C-A	271	68			271				
A-B	99	25			99				
A-C	229	57			229				

2025 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2025 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D6+D10

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 (%)
A - Barnham Road		ONE HOUR	✓	552	100.000
B - Lake Lane		ONE HOUR	✓	235	100.000
C - Yapton Road		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	108	444
	B - Lake Lane	136	0	99
	C - Yapton Road	333	61	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	2	0	0
	C - Yapton Road	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	16.12	1.1	C	215	323
C-AB	0.18	5.88	0.4	A	100	150
C-A					261	392
A-B					99	149
A-C					407	611

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	177	44	553	0.320	175	0.0	0.5	9.478	A
C-AB	72	18	697	0.103	71	0.0	0.2	5.754	A
C-A	225	56			225				
A-B	81	20			81				
A-C	334	84			334				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	211	53	523	0.403	210	0.5	0.7	11.475	B
C-AB	95	24	717	0.132	95	0.2	0.3	5.793	A
C-A	259	65			259				
A-B	97	24			97				
A-C	399	100			399				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	259	65	482	0.537	257	0.7	1.1	15.872	C
C-AB	133	33	746	0.179	133	0.3	0.4	5.880	A
C-A	301	75			301				
A-B	119	30			119				
A-C	488	122			488				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	259	65	482	0.537	258	1.1	1.1	16.119	C
C-AB	133	33	747	0.179	133	0.4	0.4	5.885	A
C-A	301	75			301				
A-B	119	30			119				
A-C	488	122			488				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	211	53	523	0.404	213	1.1	0.7	11.674	S
C-AB	95	24	717	0.133	96	0.4	0.3	5.796	A
C-A	259	65			259				
AB	97	24			97				
AC	399	100			399				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	177	44	553	0.320	178	0.7	0.5	9.619	A
C-AB	72	18	697	0.104	73	0.3	0.2	5.767	A
C-A	224	56			224				
AB	81	20			81				
AC	334	84			334				

2031 + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2031 + CD	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D9

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 (%)
A - Barnham Road		ONE HOUR	✓	453	100.000
B - Lake Lane		ONE HOUR	✓	221	100.000
C - Yapton Road		ONE HOUR	✓	623	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	137	316
	B - Lake Lane	136	0	85
	C - Yapton Road	485	138	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	1	0	3
	C - Yapton Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.53	16.93	1.1	C	203	304
C-AB	0.43	7.11	1.3	A	279	418
C-A					293	440
A-B					126	189
A-C					290	434

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	535	0.311	165	0.0	0.4	9.675	A
C-AB	192	48	799	0.240	190	0.0	0.5	5.905	A
C-A	278	69			278				
A-B	103	26			103				
A-C	238	59			238				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	199	50	502	0.396	198	0.4	0.6	11.799	B
C-AB	261	65	837	0.311	260	0.5	0.8	6.244	A
C-A	300	75			300				
A-B	123	31			123				
A-C	284	71			284				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	456	0.534	242	0.6	1.1	16.630	C
C-AB	382	95	893	0.428	380	0.8	1.3	7.045	A
C-A	304	76			304				
A-B	151	38			151				
A-C	347	87			347				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	456	0.534	243	1.1	1.1	16.933	C
C-AB	383	96	894	0.429	383	1.3	1.3	7.110	A
C-A	303	76			303				
A-B	151	38			151				
A-C	347	87			347				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	199	50	502	0.396	201	1.1	0.7	12.030	S
C-AB	262	65	839	0.312	264	1.3	0.8	6.315	A
C-A	298	75			298				
A-B	123	31			123				
A-C	284	71			284				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	534	0.312	167	0.7	0.5	9.831	A
C-AB	193	48	800	0.241	194	0.8	0.5	5.970	A
C-A	276	69			276				
A-B	103	26			103				
A-C	238	59			238				

2031 + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2031 + CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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 (%)
A - Barnham Road		ONE HOUR	✓	574	100.000
B - Lake Lane		ONE HOUR	✓	245	100.000
C - Yapton Road		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	113	461
	B - Lake Lane	142	0	103
	C - Yapton Road	346	64	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	2	0	0
	C - Yapton Road	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.57	17.71	1.3	C	225	337
C-AB	0.19	5.92	0.4	A	107	161
C-A					269	404
A-B					103	155
A-C					423	635

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	547	0.337	182	0.0	0.5	9.824	A
C-AB	77	19	701	0.109	76	0.0	0.2	5.762	A
C-A	232	58			232				
A-B	85	21			85				
A-C	347	87			347				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	220	55	516	0.427	219	0.5	0.7	12.095	B
C-AB	101	25	722	0.140	101	0.2	0.3	5.804	A
C-A	267	67			267				
A-B	101	25			101				
A-C	415	104			415				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	269	67	472	0.570	267	0.7	1.3	17.362	C
C-AB	143	36	753	0.190	143	0.3	0.4	5.910	A
C-A	308	77			308				
A-B	124	31			124				
A-C	508	127			508				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	269	67	472	0.571	269	1.3	1.3	17.714	C
C-AB	143	36	753	0.190	143	0.4	0.4	5.916	A
C-A	308	77			308				
A-B	124	31			124				
A-C	508	127			508				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	220	55	516	0.427	222	1.3	0.8	12.355	S
C-AB	102	25	723	0.141	102	0.4	0.3	5.810	A
C-A	267	67			267				
A-B	101	25			101				
A-C	415	104			415				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	547	0.337	185	0.8	0.5	9.989	A
C-AB	77	19	701	0.110	77	0.3	0.2	5.773	A
C-A	232	58			232				
A-B	85	21			85				
A-C	347	87			347				

2023 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		5.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D19	2023 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D17

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 (%)
A - Barnham Road		ONE HOUR	✓	429	100.000
B - Lake Lane		ONE HOUR	✓	270	100.000
C - Yapton Road		ONE HOUR	✓	613	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	130	300
	B - Lake Lane	130	0	140
	C - Yapton Road	462	151	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	1	0	2
	C - Yapton Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.60	17.78	1.4	C	247	371
C-AB	0.45	7.56	1.4	A	292	439
C-A					270	405
A-B					119	179
A-C					275	412

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	573	0.354	201	0.0	0.5	9.614	A
C-AB	203	51	790	0.257	201	0.0	0.5	6.110	A
C-A	258	65			258				
A-B	98	24			98				
A-C	226	56			226				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	242	61	543	0.447	241	0.5	0.8	11.911	B
C-AB	274	69	826	0.332	273	0.5	0.8	6.522	A
C-A	277	69			277				
A-B	117	29			117				
A-C	269	67			269				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	297	74	499	0.595	295	0.8	1.4	17.361	C
C-AB	398	99	878	0.453	395	0.8	1.4	7.486	A
C-A	277	69			277				
A-B	143	36			143				
A-C	330	82			330				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	297	74	499	0.595	297	1.4	1.4	17.784	C
C-AB	399	100	879	0.454	399	1.4	1.4	7.564	A
C-A	275	69			275				
A-B	143	36			143				
A-C	330	82			330				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	242	61	542	0.447	245	1.4	0.8	12.211	S
C-AB	276	69	828	0.333	278	1.4	0.8	6.610	A
C-A	275	69			275				
A-B	117	29			117				
A-C	269	67			269				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	573	0.355	204	0.8	0.6	9.801	A
C-AB	204	51	791	0.258	206	0.8	0.6	6.184	A
C-A	257	64			257				
A-B	98	24			98				
A-C	226	56			226				

2023 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D20	2023 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12+D18

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 (%)
A - Barnham Road		ONE HOUR	✓	544	100.000
B - Lake Lane		ONE HOUR	✓	256	100.000
C - Yapton Road		ONE HOUR	✓	441	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	106	437
	B - Lake Lane	134	0	122
	C - Yapton Road	328	113	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	2	0	0
	C - Yapton Road	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.59	18.15	1.4	C	235	353
C-AB	0.32	7.16	0.8	A	183	274
C-A					222	333
A-B					98	146
A-C					401	602

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	556	0.347	191	0.0	0.5	9.793	A
C-AB	132	33	700	0.189	131	0.0	0.3	6.321	A
C-A	200	50			200				
A-B	80	20			80				
A-C	329	82			329				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	525	0.439	229	0.5	0.8	12.150	B
C-AB	173	43	719	0.241	173	0.3	0.5	6.601	A
C-A	223	56			223				
A-B	96	24			96				
A-C	393	98			393				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	282	71	480	0.587	280	0.8	1.4	17.744	C
C-AB	243	61	748	0.325	242	0.5	0.8	7.129	A
C-A	243	61			243				
A-B	117	29			117				
A-C	481	120			481				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	282	71	480	0.588	282	1.4	1.4	18.154	C
C-AB	243	61	748	0.325	243	0.8	0.8	7.159	A
C-A	243	61			243				
A-B	117	29			117				
A-C	481	120			481				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	524	0.439	233	1.4	0.8	12.444	S
C-AB	174	43	720	0.242	175	0.8	0.5	6.630	A
C-A	223	56			223				
A-B	96	24			96				
A-C	393	98			393				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	556	0.347	194	0.8	0.5	9.973	A
C-AB	133	33	700	0.189	133	0.5	0.3	6.364	A
C-A	200	50			200				
A-B	80	20			80				
A-C	329	82			329				

2025 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		5.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D21	2025 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D13+D17

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 (%)
A - Barnham Road		ONE HOUR	✓	436	100.000
B - Lake Lane		ONE HOUR	✓	273	100.000
C - Yapton Road		ONE HOUR	✓	621	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	132	304
	B - Lake Lane	132	0	141
	C - Yapton Road	468	153	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	1	0	2
	C - Yapton Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.61	18.44	1.5	C	250	375
C-AB	0.46	7.67	1.5	A	299	449
C-A					270	405
A-B					121	181
A-C					279	418

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	205	51	571	0.360	203	0.0	0.6	9.737	A
C-AB	207	52	792	0.262	205	0.0	0.6	6.127	A
C-A	260	65			260				
A-B	99	25			99				
A-C	229	57			229				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	245	61	540	0.454	244	0.6	0.8	12.141	B
C-AB	281	70	829	0.338	279	0.6	0.8	6.563	A
C-A	278	69			278				
A-B	119	30			119				
A-C	273	68			273				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	300	75	496	0.606	298	0.8	1.5	17.956	C
C-AB	408	102	882	0.463	406	0.8	1.5	7.587	A
C-A	275	69			275				
A-B	145	36			145				
A-C	335	84			335				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	300	75	495	0.607	300	1.5	1.5	18.435	C
C-AB	409	102	883	0.464	409	1.5	1.5	7.674	A
C-A	274	69			274				
A-B	145	36			145				
A-C	335	84			335				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	245	61	539	0.455	248	1.5	0.9	12.474	E
C-AB	282	71	831	0.339	284	1.5	0.9	6.652	A
C-A	276	69			276				
A-B	119	30			119				
A-C	273	68			273				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	205	51	570	0.360	207	0.9	0.6	9.935	A
C-AB	209	52	793	0.263	210	0.9	0.6	6.203	A
C-A	259	65			259				
A-B	99	25			99				
A-C	229	57			229				

2025 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		5.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D22	2025 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D14+D18

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 (%)
A - Barnham Road		ONE HOUR	✓	552	100.000
B - Lake Lane		ONE HOUR	✓	260	100.000
C - Yapton Road		ONE HOUR	✓	447	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	108	444
	B - Lake Lane	136	0	124
	C - Yapton Road	333	114	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	2	0	0
	C - Yapton Road	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.60	18.87	1.5	C	238	358
C-AB	0.33	7.19	0.8	A	186	279
C-A					224	336
A-B					99	149
A-C					407	611

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	554	0.353	193	0.0	0.5	9.930	A
C-AB	134	33	701	0.191	133	0.0	0.3	6.328	A
C-A	203	51			203				
A-B	81	20			81				
A-C	334	84			334				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	234	58	522	0.448	233	0.5	0.8	12.404	B
C-AB	176	44	721	0.245	176	0.3	0.5	6.612	A
C-A	226	56			226				
A-B	97	24			97				
A-C	399	100			399				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	286	72	477	0.600	283	0.8	1.4	18.401	C
C-AB	247	62	750	0.330	246	0.5	0.8	7.163	A
C-A	245	61			245				
A-B	119	30			119				
A-C	488	122			488				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	286	72	476	0.601	286	1.4	1.5	18.867	C
C-AB	248	62	751	0.330	248	0.8	0.8	7.191	A
C-A	244	61			244				
A-B	119	30			119				
A-C	488	122			488				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	234	58	521	0.448	236	1.5	0.8	12.727	E
C-AB	177	44	722	0.245	178	0.8	0.5	6.646	A
C-A	225	56			225				
A-B	97	24			97				
A-C	399	100			399				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	553	0.353	197	0.8	0.6	10.122	E
C-AB	135	34	702	0.192	135	0.5	0.4	6.370	A
C-A	202	51			202				
A-B	81	20			81				
A-C	334	84			334				

2031 + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		6.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D23	2031 + CD + D	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D17

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 (%)
A - Barnham Road		ONE HOUR	✓	453	100.000
B - Lake Lane		ONE HOUR	✓	281	100.000
C - Yapton Road		ONE HOUR	✓	643	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	137	316
	B - Lake Lane	137	0	144
	C - Yapton Road	485	158	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	1	0	2
	C - Yapton Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.64	20.49	1.7	C	258	387
C-AB	0.49	8.00	1.7	A	319	479
C-A					271	407
A-B					126	189
A-C					290	434

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	212	53	564	0.375	209	0.0	0.6	10.091	E
C-AB	219	55	799	0.275	217	0.0	0.6	6.181	A
C-A	265	66			265				
A-B	103	26			103				
A-C	238	59			238				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	63	531	0.476	252	0.6	0.9	12.815	E
C-AB	298	75	838	0.356	297	0.6	0.9	6.676	A
C-A	280	70			280				
A-B	123	31			123				
A-C	284	71			284				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	310	77	485	0.638	306	0.9	1.7	19.797	C
C-AB	437	109	893	0.490	434	0.9	1.6	7.891	A
C-A	271	68			271				
A-B	151	38			151				
A-C	347	87			347				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	310	77	485	0.639	309	1.7	1.7	20.487	C
C-AB	439	110	894	0.491	439	1.6	1.7	7.999	A
C-A	269	67			269				
A-B	151	38			151				
A-C	347	87			347				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	63	531	0.476	256	1.7	0.9	13.254	E
C-AB	300	75	840	0.358	303	1.7	0.9	6.786	A
C-A	278	70			278				
A-B	123	31			123				
A-C	284	71			284				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	212	53	563	0.376	213	0.9	0.6	10.323	E
C-AB	221	55	800	0.276	222	0.9	0.6	6.269	A
C-A	263	66			263				
A-B	103	26			103				
A-C	238	59			238				

2031 + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2023 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		5.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2031 + CD + D	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D18

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 (%)
A - Barnham Road		ONE HOUR	✓	574	100.000
B - Lake Lane		ONE HOUR	✓	270	100.000
C - Yapton Road		ONE HOUR	✓	463	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	113	461
	B - Lake Lane	142	0	128
	C - Yapton Road	346	117	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Barnham Road	B - Lake Lane	C - Yapton Road
From	A - Barnham Road	0	3	0
	B - Lake Lane	2	0	0
	C - Yapton Road	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.64	21.16	1.7	C	248	371
C-AB	0.35	7.30	0.9	A	195	293
C-A					230	344
A-B					103	155
A-C					423	635

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	547	0.371	201	0.0	0.6	10.322	B
C-AB	140	35	705	0.198	138	0.0	0.4	6.348	A
C-A	209	52			209				
A-B	85	21			85				
A-C	347	87			347				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	243	61	514	0.472	241	0.6	0.9	13.155	B
C-AB	185	46	726	0.254	184	0.4	0.5	6.655	A
C-A	232	58			232				
A-B	101	25			101				
A-C	415	104			415				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	297	74	467	0.636	294	0.9	1.7	20.464	C
C-AB	261	65	757	0.345	260	0.5	0.8	7.264	A
C-A	249	62			249				
A-B	124	31			124				
A-C	508	127			508				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	297	74	466	0.637	297	1.7	1.7	21.163	C
C-AB	261	65	757	0.345	261	0.8	0.9	7.299	A
C-A	248	62			248				
A-B	124	31			124				
A-C	508	127			508				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	243	61	513	0.472	246	1.7	0.9	13.596	S
C-AB	185	46	727	0.255	187	0.9	0.5	6.693	A
C-A	231	58			231				
AB	101	25			101				
AC	415	104			415				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	547	0.371	204	0.9	0.6	10.551	S
C-AB	140	35	706	0.199	141	0.5	0.4	6.395	A
C-A	208	52			208				
AB	85	21			85				
AC	347	87			347				

