

Highgate*Transportation*

Pagham South

**Proposed Residential Development and Community Hub
Pagham Road, Pagham**

Strategic Highway Network and Surrounding Roads

**Addendum Transport Assessment
(ATA/03)**

January 2017

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1.0 Introduction

- 1.1 Highgate Transportation Limited have been appointed by Hanbury PM Ltd to carry out the transport assessment work to support their planning application for residential development and creation of a community hub on land at Pagham South, which lies to west of Pagham Road. The planning application (P/140/16/OUT) was submitted in outline with all matters reserved except for access.
- 1.2 The transport assessment work has been prepared as freestanding reports. Report TA/01 considers the development impact arising from the proposals at Pagham South. TA/01 is referred to as the Transport Assessment and sets out all the technical detail such as trip rates, trip distribution and assignment, background traffic flows and committed development for the local area.
- 1.3 Report ATA/02 is an addendum to the transport assessment that assesses the cumulative impact arising on the local highway network if the residential development proposed at the two other Pagham sites identified in the emerging Local Plan (Sefter Road and Hook Lane) come forward, as well as a smaller development on part of the Osborne Land adjacent to the Sefter Road site (as shown on **Figure 1.1** below).

Figure 1.1 – Pagham South, Hook Lane and Sefter Road site locations



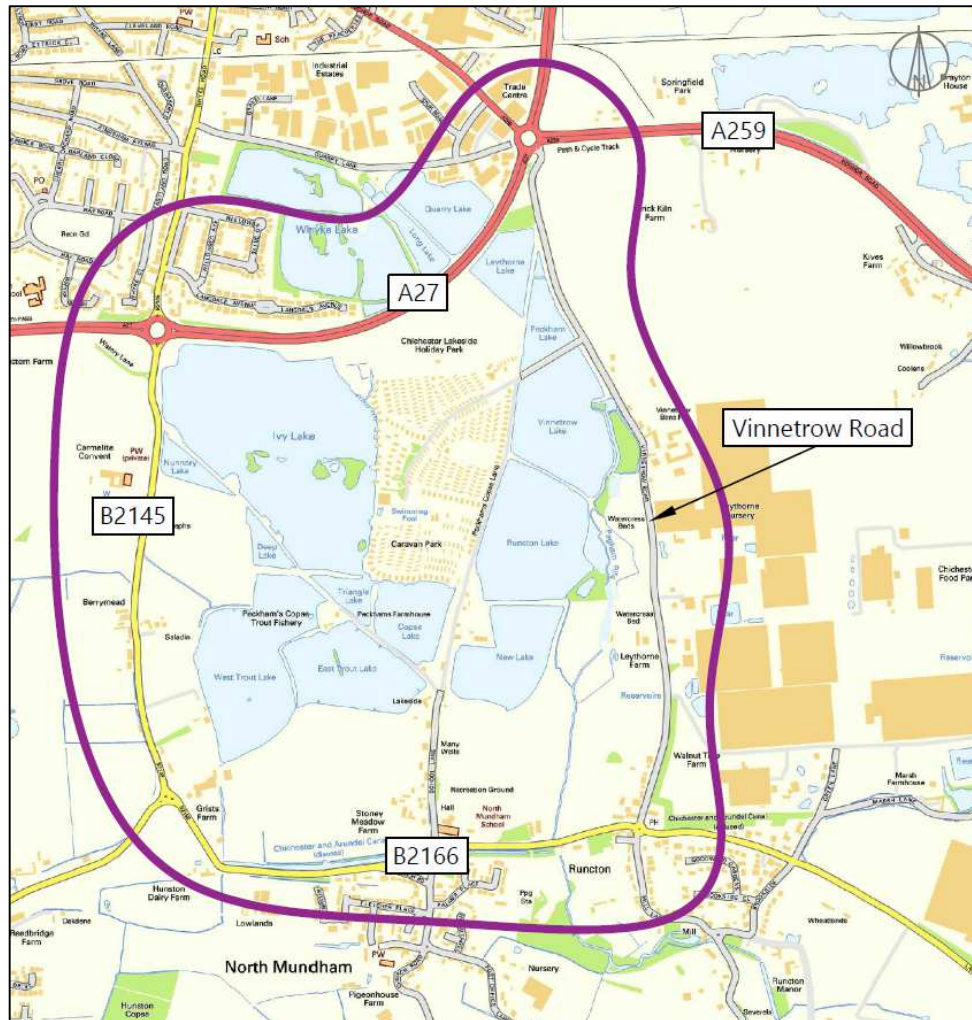
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- 1.4 This addendum report (ATA/03) has been provided to assess the impact of the Pagham South site and cumulative impact from the other sites on the strategic highway network, managed by Highways England, and on the surrounding roads. From this work it is expected that mitigation schemes can be designed to offset the cumulative traffic impact, and that further to this an agreed contributions mechanism can be applied to each development as appropriate.
- 1.5 Agreement has been sought on methodology and parameters to be used with highway officers at West Sussex County Council (WSCC) and Highways England.
- 1.6 In summary, each development site proposes the following:
 - i. Pagham South – up to 400 residential dwellings, a 2000sqm GFA local centre including a 500 sqm GFA convenience store, a 70 bed care home and a single form entry primary school. Vehicular access is via two new priority junctions onto Pagham Road.
 - ii. Hook Lane – up to 300 residential dwellings and an 80 bed care home. The proposal includes the option of accommodating a two form entry primary school instead of some of the housing. Vehicular access is from three new priority junctions – one onto Pagham Road and two onto Hook Lane.
 - iii. Sefter Road – up to 280 dwellings and a single form entry primary school. Vehicular access from a new priority junction onto Sefter Road.
 - iv. Sefter Road – additional 60 dwellings.
- 1.7 This report (ATA/03) typically does not repeat the work of TA/01 and ATA/02, but includes references (paragraph numbers, figures and appendices) from those reports where appropriate.
- 1.8 The junctions included within the assessments carried out for Highways England have been agreed as the two A27 junctions north of Pagham Road; with the A259 and the B2145. However, the scope of this assessment has been widened to include the local highway network to the south of the A27, because the revised Chichester Local Plan schemes include an alteration to the Vinnetrow Road arm of the Bognor Roundabout, which will change the flow of traffic within and around this area. Therefore, the scope of the assessment can be summarised as follows:
 - i. A27 Whyke Roundabout.
 - ii. A27 Bognor Road Roundabout.
 - iii. B2166 roundabout junction with the B2145 (to the south of (i)).
 - iv. B2166 roundabout junction with Vinnetrow Road (to the south of (ii)).
- 1.9 Appropriate growth rates are currently being negotiated to ensure that the mitigation is based on modelling with appropriate uplift included for the emerging revised housing assumptions in the Arun Local Plan. Therefore, it is proposed that the traffic flows and modelling data contained in this report (ATA/03) will provide an indication of the traffic impact of the Pagham South site and the cumulative impact on the strategic highway network. This information can be revised once the Arun Transport Study Model data becomes available to inform the mitigation modelling.

2.0 Study Area and Assessment Parameters

2.1 The study area is shown in **Figure 2.1** below.

Figure 2.1 - The study area



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- 2.2 Highways England has requested that development impact on the A27 strategic road network is also assessed cumulatively and that an indication of the point at which the cumulative impacts (based on build-out rates) require intervention. Highways England have also suggested that, as the existing A27 junctions are severely over capacity, mitigation must be provided that demonstrates a 'no worse'/'nil-detriment' impact of the promoted sites once development and mitigation are in place.
- 2.3 Whilst the possible improvements to the A27 junctions identified in the Chichester Local Plan are likely to change, we have been asked to assess against these schemes as base models, rather than the existing junction geometry.

- 2.4 Traffic flow data has been obtained from Highways England (A27, 2031) and 2016 survey data and is contained in **Appendix 1** and turning movement diagrams for each of the following four junctions are contained in **Appendix 2**:
- i. A27 Whyke Roundabout.
 - ii. A27 Bognor Road Roundabout.
 - iii. B2166 roundabout junction with the B2145 (to the south of (i)).
 - iv. B2166 roundabout junction with Vinnetrow Road (to the south of (ii)).
- 2.5 The flow data obtained from Highways England includes committed development and strategic sites. The peak hours of 0800-0900 and 1700-1800 have been provided.
- 2.6 Other parameters agreed include:
- i. Pagham committed developments – set out in **paragraph 7.4** of TA/01.
 - ii. Assessment year of 2031 – the end of the current Local Plan period.
 - iii. Assessment year of 2022.
 - iv. Trip rates for each use and the amount of development trips external to Pagham – set out in **Section 6.0** of TA/01 and **Section 3.0** of ATA/02.
 - v. Modelling parameters – Models provided by Highways England for the A27 junctions and modelling included for within our previous cumulative report, ATA/02 for the B2166/B2145 and B2166/Vinnetrow Road junctions.
- 2.5 Trip distributions within the study area defined for this report (ATA/03) reflect recent discussions with Highways England and the revised A27 schemes contained in the Chichester Local Plan. The current A27 schemes are set out in **Section 3.0** of this report, and the forecast traffic flows and subsequent trip distributions are set out in **Section 4.0** and **Section 5.0** respectively.
- 2.6 The indicative build-out rates of the promoted sites in Pagham are provided in **Section 6.0** and development traffic flows are contained in **Section 7.0**.
- 2.7 An impact appraisal is detailed in **Section 8.0** for the four junctions in future years of 2022 and 2031, with mitigation discussed in **Section 9.0**. It is considered that a further addendum report will be provided setting out the level of proposed mitigation to address the cumulative impact of the Pagham sites on the A27, further to mutual agreement with the Developers of the other promoted sites within Pagham. It is considered that an additional future year of 2027 may also be assessed in the coming report, to better assess phasing of the cumulative impact on the A27 and surrounding junctions.

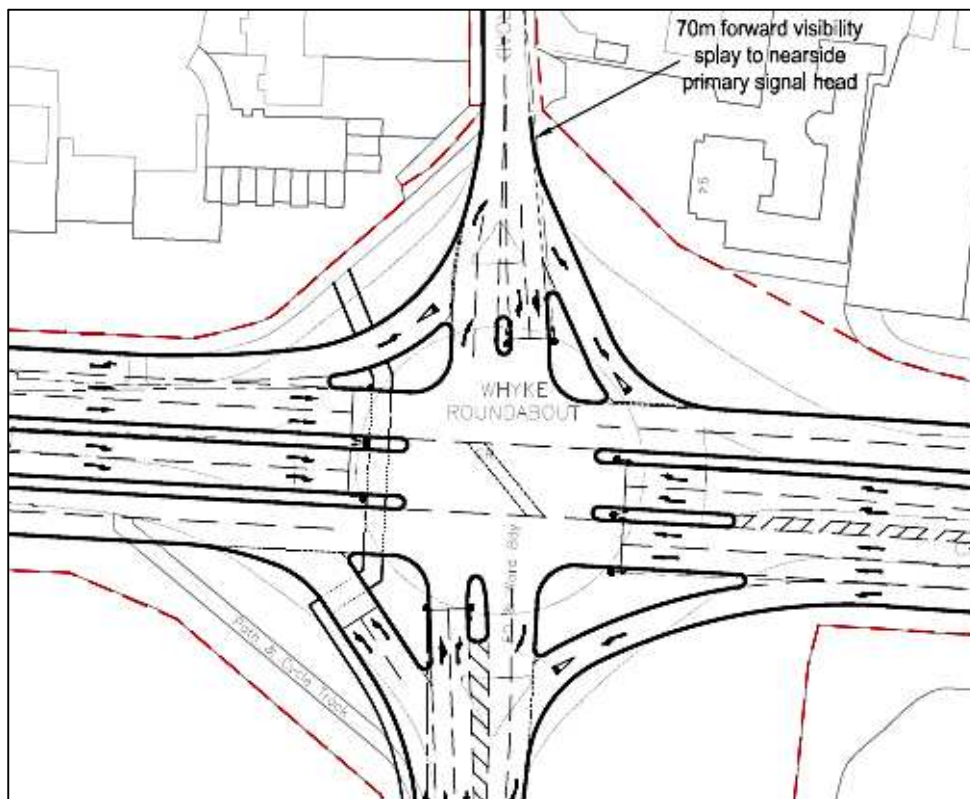
3.0 A27 Schemes

- 3.1 Highways England has confirmed that the two A27 junctions should be assessed using the latest models based on the revised Chichester Local Plan improvement schemes, which are summarised below.

A27 Whyke Roundabout

- 3.2 As part of the Chichester Free School application, proposals were put forward for alterations to the Whyke Roundabout junction to create a four-armed signal control junction. A drawing of the proposed mitigation works is contained in **Appendix 3** and illustrated in **Figure 3.1** below.

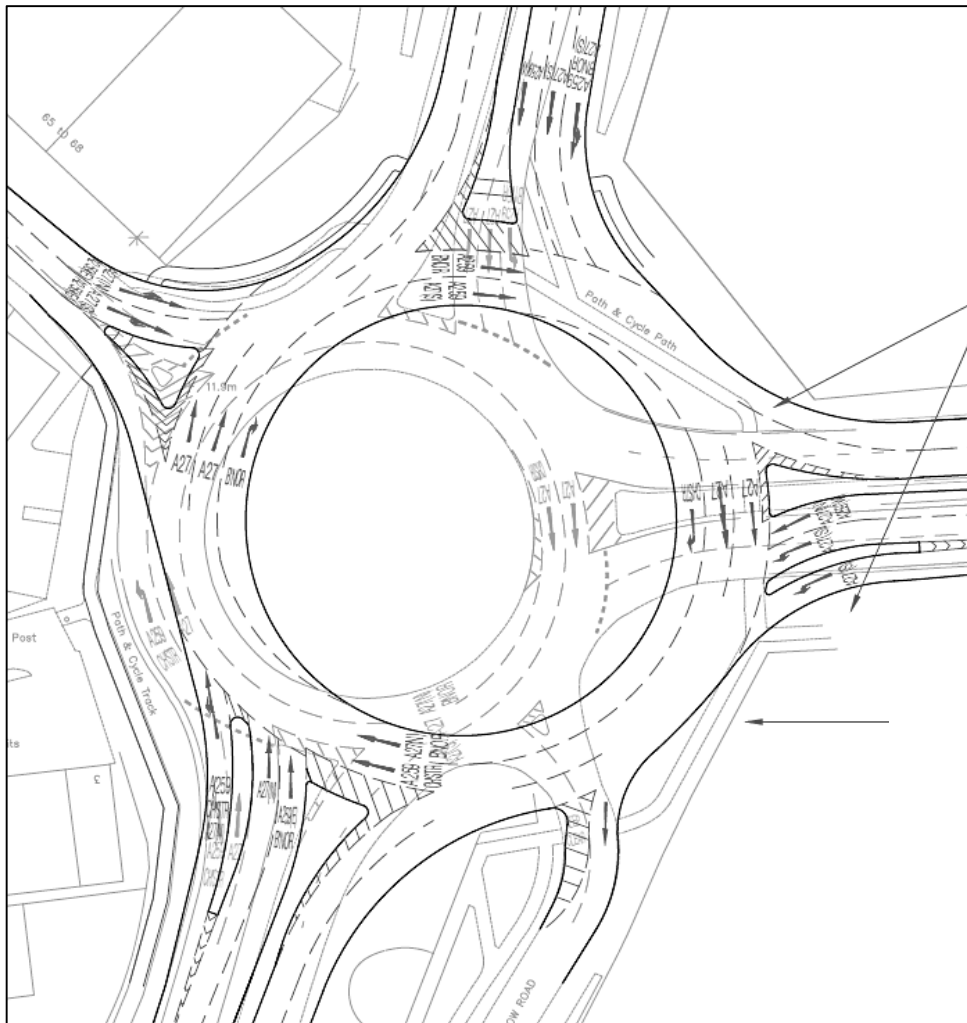
Figure 3.1 – A27 Whyke junction proposals



A27 Bognor Road Roundabout

- 3.3 The Chichester Local Plan contains alterations to the geometry of the Bognor Road Roundabout junction, which include for the modification of the Vinnetrow Road arm to an exit-only. A drawing of the proposed mitigation works is contained in **Appendix 3** and illustrated in **Figure 3.2** below. All existing northbound Vinnetrow Road traffic flows onto the A27 will be expected to re-route along the B2266 to the B2145 and onto the A27 at the Whyke junction.

Figure 3.2 – A27 Bognor Road junction proposals



4.0 Forecast Highway Network Traffic Flows

Future Year - 2031

- 4.1 Traffic flows from the Chichester Area Transport Model have been provided for a future year of 2031 for both the A27 junctions have been provided by Highways England for the following scenarios (contained in **Appendix 1**):
- i. Base 2031 flows.
 - ii. 2031 SE (flows based on mitigation and maximum growth rates).
 - iii. 2031 Max SE (flows based on maximum mitigation and growth rates).
- 4.2 The models have been run for the Max SE flow group for scenarios with and without development traffic (see **Section 9.0**), further to discussion with Highways England.
- 4.3 The following caveats to this data must be noted:
- i. No information is provided on the breakdown of these figures and as such it is not clear if the flows for the Whyke junction take account of the proposed alteration to the Vinnetrow Road arm of the Bognor Road junction to an exit-only. However it will be assumed that it does not for the purpose of this assessment.
 - ii. It is presumed that committed development and strategic schemes are included.
 - iii. The growth rates do not include for the recent revisions to the Arun Local Plan in terms of uplift in housing numbers per year of circa 580 to around 1,000 and as such cannot necessarily be considered robust.
 - iv. It is not known what timeframe the peak hour flows used actually represent i.e. 0800-0900 and 1700-1800 or a 15 minute offset for example.
- 4.4 In order to provide modelling on the local highway network in proximity to the A27 to assess the impact of the proposed alterations to the A27 Bognor Road junction, TEMPRO 7 has been examined to obtain growth rates for the B2145 junction with the B2166 and the B2166 junction with Vinnetrow Road, using Chichester Rural Principal Road growth rates (2016-2031), as agreed with WSCC. The growth rates for 2016 survey data are contained in **Appendix 4** and can be summarised as follows:
- Chichester Rural Principal Road (2016-2031)
- i. AM peak hour – 1.1974
 - ii. PM peak hour – 1.1983
- 4.5 However, as set out in **paragraph 4.3** (iii) above, these growth rates do not include an uplift in annual housing numbers in line with the emerging revised Arun Local Plan. Therefore higher levels of growth will need to be applied. We are in the process of agreeing revised growth rates with officers at WSCC and Highways England.

- 4.6 It is recognised that the next iteration of this study will update our modelling set out in this report once the Arun Transport Study Model data is made available. It is understood that the traffic flows from the Arun model will include the significant committed sites and allocated sites in the south Chichester and Arun areas, and will account for an uplift in Arun housing supply also.
- 4.7 Therefore, at this time it is proposed that the traffic flows and modelling data contained in this report (ATA/03) will provide an indication of the traffic impact of the Pagham South site and the cumulative impact on the strategic highway network. This information can be revised once the Arun Transport Study Model data becomes available to inform the mitigation modelling.

Future Year - 2022

- 4.8 Growth rates from the TEMPRO 7 programme have been obtained in order to assess a future year of 2022 using the current (revised) Chichester Local Plan schemes.
- 4.9 Therefore TEMPRO 7 has been examined to provide growth rates for Chichester Urban Trunk Roads (2016-2022) for the two A27 junctions, and for Chichester Rural Principal Road (2016-2022) in agreement with officers as follows:

Chichester Urban Trunk Roads (2016-2022)

- i. AM peak hour – 1.0908
- ii. PM peak hour – 1.0895

Chichester Rural Principal Road (2016-2022)

- iii. AM Peak Hour – 1.0954
- iv. PM peak hour – 1.0942

- 4.10 The 2016-2022 TEMPRO data is also contained in **Appendix 4** for reference.
- 4.11 As set out previously, clarification is being sought on the addition of significant committed and allocated sites in the Chichester area and a suitable uplift in growth rates to account for the increase in the forecast housing supply for Arun.

Future Year Traffic Flows

- 4.12 The 2016 traffic survey data and the 2031 HE flow data contained in **Appendix 1** has been represented diagrammatically for all four junctions in spreadsheets contained at **Appendix 2** for ease of reference.
- 4.13 As set out in **paragraph 4.4** and **paragraph 4.9** above, the respective growth factors have been applied to the 2016 surveyed flows to provide an indication of future year traffic on the A27 junctions for an assessment year of 2022, and for the B2145 junction with the B2166 and the B2166 junction with Vinnetrow Road with assessment years of 2022 and 2031. These flow diagrams are contained in **Appendix 5**.

- 4.14 **Appendix 5** also contains revised flow diagrams to reflect the proposed stopping-up of the Vinnetrow Road entry onto the A27 Bognor Road Roundabout. However, it is anticipated that when the outputs are available from the Arun Transport Study Model, the flow re-assignment assumptions using in this report can be verified and will potentially be superseded.
- 4.15 It is noted that the 2031 Highways England flows appear lower in the PM peak hour than using the 2016 surveyed flows and applying the appropriate growth factor available in TEMPRO to create 2022 flows. It is considered that this will be addressed when the flows from the Arun Transport Study Model are available.

5.0 Trip Distribution

- 5.1 The trip distribution previously set out in TA/01 and ATA/02 did not take account of future proposals to make Vinnetrow Road an exit-only arm from the A27 Bognor Roundabout. This has an impact on the distribution of all traffic on the existing network around these four junctions, including that of Pagham South and the other three sites being promoted in Pagham.
- 5.2 Therefore revised trip distribution diagrams for each of the individual promoted Pagham sites have been provided across the four junctions within this study area, assigning all the outbound flows on the Pagham Road (north of Pagham) to the A27 east through the Whyke junction. The distribution diagrams, including that for the agreed committed development in Pagham, are contained in **Appendix 6** for reference.
- 5.3 The subsequent development traffic flow diagrams are contained in **Appendix 7** along with the committed development flows.
- 5.4 The complete set of modelling scenario flows for both 2022 and 2031 are contained in **Appendix 8**.
- 5.5 It should be noted that for the purpose of this assessment, all forecast development traffic has been taken into account in the modelling; however in reality not all of the sites (circa 1,000 houses) will be complete or fully occupied by 2022.

6.0 Development Phasing Programme

- 6.1 Initial estimated build-out and occupation rates based on all committed and proposed development sites coming forward in Pagham have been revised since inclusion within ATA/02. These are set out illustratively in **Table 6.1** below for a theoretical rate of circa 100 dwellings per annum until 2030.

Table 6.1 – Estimated occupation rate

	Year											
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Annual Build Rate	70	100	100	100	100	100	100	100	100	100	100	100
Cumulative Total	70	170	270	370	470	570	670	770	870	970	1070	1170

- 6.2 Highways England has asked for the future year modelling to be carried out for all cumulative impact in each year of assessment. However, the triggers for mitigation are likely to be based on an understanding of gradual cumulative impact. Therefore it is proposed that the addendum to this report will provide modelling for a phased increase in development traffic in line with the table set out above.

7.0 Development Traffic

7.1 The diagrams contained in **Appendix 7** illustrate the following development traffic scenarios using the information set out in **Section 4.0** and **Section 5.0**:

- i. Pagham South development trips.
- ii. Hallam Land development trips.
- iii. Land North of Sefter Road development trips.
- iv. Pagham committed development trips.
- v. Cumulative development trips.
- vi. 2022 base plus committed development.
- vii. 2022 base plus committed development plus Pagham South development trips.
- viii. 2022 base plus committed development plus cumulative development (all four sites).
- ix. 2031 base plus committed development.
- x. 2031 base plus committed development plus Pagham South development trips.
- xi. 2031 base plus committed development plus cumulative development (all four sites).

7.2 Further to **paragraph 4.3** (iv), the traditional highway network peak hours of 0800-0900 and 1700-1800 have been used.

- 8.3 Junction modelling has been carried out in the respective modelling programmes of ARCADY (Junctions 9) and LINSIG (version 3), and the results are tabulated below for three scenarios in both future years of 2022 and 2031 for the AM and PM peak hours:
- i. Base flows (plus Pagham committed developments).
 - ii. Base flows plus the Pagham South development.
 - iii. Base flows plus the cumulative impact of all four promoted sites.
- 8.4 Confirmation of junction layouts to be modelled in 2022 is currently outstanding. However, the revised Chichester Local Plan schemes have been used in the absence of alternative junction layouts for continuity.
- 8.5 Furthermore, confirmation is also outstanding from Highways England over the correct junction base model to be used for the A27 Bognor Road Roundabout assessments; with or without lane widening for the A27 North arm. Therefore the scenario 'No EMP' (lane widening) has been disregarded at this time as it does not appear to match the geometry set out in the CAD plan supplied by Highways England. It has been assumed that confirmation on the EMP/No EMP modelling will be set out in the next stage of the modelling work.
- 8.6 The modelling reports for the 2022 assessments (**Table 8.1**) are contained in **Appendix 8** for reference.
- 8.7 It should be noted that the inputs and outputs are in pcu values for the LINSIG and vehicle numbers for the ARCADY models (for the proportions of HGVs, reference was made to the surveyed flow values where possible, see **Appendix 1**, and in the LINSIG an additional pcu figure has been added per HGV).

Table 8.1 – Junction modelling results 2022

Junction	Test Scenario	AM Peak (0800-0900)			PM Peak (1700-1800)		
		RFC (%)	Queue (Veh)	Delay (s)	RFC (%)	Queue (Veh)	Delay (s)
ARCADY							
B2166 j/w Vinnetrow Road	2022	0.73	3	9	0.79	4	24
	2022 + Dev.	0.78	4	12	0.92	8	54
	Difference	+0.05	+1	+3	+0.20	+4	+39
	2022 + Cumu.	0.88	7	20	1.04	23	132
	Difference	+0.15	+4	+11	0.25	+19	+108
B2166 j/w B2145	2022	0.99	21	57	0.79	4	12
	2022 + Dev.	1.04	45	105	0.82	5	14
	Difference	+0.05	+24	+48	+0.03	+1	+2
	2022 + Cumu.	1.13	104	224	0.89	7	21
	Difference	+0.14	+83	+167	+0.10	+3	+11
A27 Bognor Road Junction	2022	0.68	2	8	0.92	90	38
	2022 + Dev.	0.68	2	8	0.90	8	32
	Difference	0	0	0	-0.02	-2	-6
	2022 + Cumu.	0.68	2	8	0.91	9	36
	Difference	0	0	0	-0.01	0	-2
LINSIG							
A27 Whyke Junction	2022	1.28	184	467	1.46	326	643
	2022 + Dev.	1.34	214	535	1.50	339	678
	Difference	+0.06	+30	+68	+0.04	+13	+35
	2022 + Cumu.	1.43	259	623	1.62	377	775
	Difference	+0.15	+75	+156	+0.16	+51	+132

8.8 It can be seen from the above that:

- The Vinnetrow Road junction with the B2166 operates at a similar level with and without the addition of the Pagham South traffic, but becomes over capacity in the PM peak hour in 2022 with the addition of all the promoted sites.
- It can be seen that the change to the Vinnetrow Road entry onto the A27 has increased traffic flows through the B2166 junction with the B2145, and as such the junction will reach capacity in the AM peak hour with and without the development traffic. However, the junction operates within capacity in the PM peak hour.
- The A27 Bognor Road junction is shown to operate within capacity with the addition of all the promoted sites in 2022.
- The signalised A27 Whyke junction is shown to be operating over capacity in all 2022 scenarios i.e. with and without development traffic.

8.9 The modelling reports for the 2031 assessments (**Table 8.2**) are contained in **Appendix 9** for reference.

Table 8.2 – Junction modelling results 2031

Junction	Test Scenario	AM Peak (0800-0900)			PM Peak (1700-1800)		
		RFC (%)	Queue (Veh)	Delay (s)	RFC (%)	Queue (Veh)	Delay (s)
ARCADY							
B2166 j/w Vinnetrow Road	2031	0.80	4	13	1.04	23	128
	2031 + Dev.	0.86	6	18	1.11	40	203
	Difference	+0.06	+2	+5	+0.07	+17	+75
	2031 + Cumu.	0.95	14	41	1.36	95	506
	Difference	+0.15	+10	+28	+0.32	+72	+378
B2166 j/w B2145	2031	1.10	78	167	0.88	7	20
	2031 + Dev.	1.15	114	252	0.78	4	13
	Difference	+0.05	+36	+85	-0.10	-3	-7
	2031 + Cumu.	1.25	188	473	1.01	31	77
	Difference	+0.15	+110	+306	+0.13	+24	+57
A27 Bognor Road Junction	2031	1.04	172	224	1.01	58	90
	2031 + Dev.	1.06	147	196	1.01	64	99
	Difference	+0.02	-25	-28	0	+6	+9
	2031 + Cumu.	1.06	156	207	1.03	87	131
	Difference	+0.02	-16	-17	+0.02	+29	+41
LINSIG							
A27 Whyke Junction	2031	1.34	224	534	1.37	274	565
	2031 + Dev.	1.37	229	557	1.40	295	583
	Difference	+0.03	+5	+23	+0.03	+21	+18
	2031 + Cumu.	1.44	306	632	1.47	314	652
	Difference	+0.10	+82	+102	+0.10	+40	+87

8.10 It can be seen from the above that:

- The Vinnetrow Road junction with the B2166 is shown to operate over capacity with and without development traffic in the PM peak hour.
- The B2166 junction with the B2145 will operate over capacity in the AM peak hour under all scenarios, and also reaches capacity in the PM peak hour with the addition of all the promoted sites.
- The A27 Bognor Road junction is shown to operate within capacity with the addition of all the promoted sites in 2031.
- The signalised A27 Whyke junction is shown to be operating over capacity in all 2031 scenarios i.e. with and without development traffic. However it should be noted that the PM peak hour results are lower than the 2022 PM peak hour results (see **paragraph 4.15**).

8.11 The overall percentage impact of the Pagham South development traffic on these junctions in 2022 is set out in **Table 8.3** below.

Table 8.3 – Percentage impact of Pagham South

Junction	AM Peak Hour			PM Peak Hour		
	2022 Flows	Development Trips	Percentage Impact	2022 Flows	Development Trips	Percentage Impact
A27 Whyke Junction	4990	95	1.9%	4904	83	1.7%
A27 Bognor Road	4866	16	0.3%	4891	18	0.4%
B2166/B2145	2558	95	3.7%	2473	83	3.4%
B2166/Vinnetrow Road	1832	101	5.5%	1999	96	4.8%

8.12 The overall percentage impact of the cumulative development traffic on these junctions in 2022 is set out in **Table 8.4** below.

Table 8.4 – Percentage impact of cumulative development trips

Junction	AM Peak Hour			PM Peak Hour		
	2022 Flows	Development Trips	Percentage Impact	2022 Flows	Development Trips	Percentage Impact
A27 Whyke Junction	4990	251	5.0%	4904	224	4.6%
A27 Bognor Road	4866	49	1.0%	4891	53	1.1%
B2166/B2145	2558	251	9.8%	2473	224	9.1%
B2166/Vinnetrow Road	1832	269	14.7%	1999	261	13.1%

9.0 Proposed Mitigation

- 9.1 Highways England has requested that mitigation is provided on the basis of 'nil-detriment' in terms of offsetting the collective impact on the strategic road network against the base modelling set out in **Section 8.0**, as the A27 junctions currently experience, and are forecast to continue to experience severe issues with overcapacity. It is expected at this time that development will contribute to the mitigation measures required rather than provide the actual mitigation works.
- 9.2 Arun District Council and Highways England would like the mitigation schemes agreed so that an appropriate level of contribution (i.e. cost per dwelling) can be provided by developments coming forward via an agreed mechanism.
- 9.3 The junctions for discussion are:
- i. A27 Whyke junction.
 - ii. A27 Borgnor Road junction.
 - iii. B2166/Vinnetrow Road junction.
 - iv. B2166/B2145 junction.
- 9.4 The next report will set out the agreed mitigation package for these junctions, and agreed contribution mechanism.
- 9.5 It is envisaged at this time that the contribution mechanism may be based on either the number of trips during the AM peak hour, in line with the Chichester District Council SPD (July 2016), or based on a per-dwelling ratio.
- 9.6 Therefore it is appropriate to note that the following AM peak hour vehicular trips forecast to arrive and depart via these junctions, as set out in **Table 9.1** below, based on the respective Transport Assessments, as well as the level of development anticipated.

Table 9.1 – Cumulative impact on A27 (AM peak hour)

Factor	Pagham South	Hallam Land	Land North of Sefter Road (including Osborne Land)
Residential Trips	101vph	75-80vph	85vph
Dwellings	400	300	340

10.0 Summary and Conclusions

- 10.1 Highgate Transportation Limited have been appointed by Hanbury PM Ltd to carry out the transport assessment work to support their planning application for residential development and creation of a community hub on land at Pagham South, which lies to west of Pagham Road. The planning application (P/140/16/OUT) was submitted in outline with all matters reserved except for access.
- 10.2 The transport assessment work has been prepared as freestanding reports.
- 10.3 This addendum report (ATA/03), has been provided to assess the cumulative impact of the Pagham sites on the strategic highway network, and to set out the proposed strategy for addressing mitigation.
- 10.4 Agreement has been sought on methodology and parameters to be used with highway officers at WSCC and Highways England.
- 10.5 In summary, each development site proposes the following:
- i. Pagham South – up to 400 residential dwellings, a 2000sqm GFA local centre including a 500 sqm GFA convenience store, a 70 bed care home and a single form entry primary school. Vehicular access is via two new priority junctions onto Pagham Road.
 - ii. Hook Lane – up to 300 residential dwellings and an 80 bed care home. The proposal includes the option of accommodating a two form entry primary school instead of some of the housing. Vehicular access is from three new priority junctions – one onto Pagham Road and two onto Hook Lane.
 - iii. Sefter Road – up to 280 dwellings and a single form entry primary school. Vehicular access from a new priority junction onto Sefter Road.
 - iv. Sefter Road – additional 60 dwellings.
- 10.6 The junctions included within the assessments are:
- i. A27 Whyke Roundabout.
 - ii. A27 Bognor Road Roundabout.
 - iii. B2166 roundabout junction with the B2145 (to the south of (i)).
 - iv. B2166 roundabout junction with Vinnetrow Road (to the south of (ii)).
- 10.7 The revised Chichester Local Plan scheme for the A27 Whyke Roundabout junction is to create a four-armed signal controlled junction.
- 10.8 The Chichester Local Plan also contains alterations to the geometry of the Bognor Road Roundabout junction, which will include for the modification of the Vinnetrow Road arm to an exit-only, whereby existing northbound Vinnetrow Road traffic flows onto the A27 will be expected to re-route along the B2266 to the B2145 and onto the A27 at the Whyke junction.
- 10.9 This cumulative impact assessment study concludes that with all the promoted sites in place:

- i. The Vinnetrow Road junction with the B2166 will operate within capacity in 2022, but over capacity with and without development traffic in the PM peak hour in 2031.
 - ii. The B2166 junction with the B2145 will operate over capacity in the AM peak hour under all scenarios in 2022 and 2031, and also reaches capacity in the PM peak hour in 2031 with the addition of all the promoted sites.
 - iii. The A27 Bognor Road junction is shown to operate within capacity with the addition of all the promoted sites in 2022 and 2031.
 - iv. The signalised A27 Whyke junction is shown to be operating over capacity in all 2022 and 2031 scenarios i.e. with and without development traffic.
- 10.10 The impact of the Pagham South development has been shown to generally be accommodated on the network, aside from the proposed signalisation layout for the A27 Whyke junction, which has been shown to operate over capacity in the future years of both 2022 and 2031.
- 10.11 It is proposed that the traffic flows and modelling data contained in this report (ATA/03) will provide an indication of the traffic impact of the Pagham South site and the cumulative impact of the emerging development sites in Pagham on the strategic highway network. This information will be verified/revised once the Arun Transport Study Model data becomes available to inform the mitigation modelling.

Appendix 1

Base Traffic Flow Data

BOGNOR ROUNDABOUT 2031 BASELINE AM PEAK FLOWS (VEH)								
Arm		A	B	C	D	E	Totals	Con Flow
A27 North	A	0	126	30	1819	351	2326	1124
A259 Bognor Rd East	B	1	0	0	333	206	540	2509
Vinnetrow Rd	C	37	0	0	0	169	206	2934
A27 South	D	1430	472	45	0	191	2138	764
A259 Bognor Rd West	E	6	343	40	224	0	613	1985
Totals		1474	941	115	2376	917	5823	

BOGNOR ROUNDABOUT 2031 BASELINE PM PEAK FLOWS (VEH)								
Arm		A	B	C	D	E	Totals	Con Flow
A27 North	A	0	73	209	1652	141	2075	1520
A259 Bognor Rd East	B	2	0	0	370	152	524	2544
Vinnetrow Rd	C	49	5	0	130	123	307	2514
A27 South	D	1102	685	195	0	157	2139	472
A259 Bognor Rd West	E	30	288	150	197	0	665	2038
Totals		1183	1051	554	2349	573	5710	

BOGNOR ROUNDABOUT 2031 MITIGATION SE AM PEAK FLOWS (VEH)								
Arm		A	B	C	D	E	Totals	Con Flow
A27 North	A	7	3	29	1991	541	2571	1207
A259 Bognor Rd East	B	3	0	0	237	208	448	2783
Vinnetrow Rd	C	0	0	0	0	0	0	0
A27 South	D	1659	656	2	0	90	2407	761
A259 Bognor Rd West	E	1	336	39	172	2	550	2327
Totals		1670	995	70	2400	841	5796	

BOGNOR ROUNDABOUT 2031 MITIGATION SE PM PEAK FLOWS (VEH)								
Arm		A	B	C	D	E	Totals	Con Flow
A27 North	A	18	55	228	1764	184	2249	1437
A259 Bognor Rd East	B	16	0	0	438	140	594	2487
Vinnetrow Rd	C	0	0	0	0	0	0	0
A27 South	D	1424	897	31	0	78	2430	358
A259 Bognor Rd West	E	14	247	155	107	0	523	2386
Totals		1472	1199	414	2309	402	5796	

BOGNOR ROUNDABOUT 2031 MITIGATION MAX SE AM PEAK FLOWS (VEH)								
Arm		A	B	C	D	E	Totals	Con Flow
A27 North	A	7	1	29	2009	533	2579	1202
A259 Bognor Rd East	B	4	0	0	237	200	441	2799
Vinnetrow Rd	C	0	0	0	0	0	0	0
A27 South	D	1667	653	2	0	88	2410	747
A259 Bognor Rd West	E	1	328	37	179	3	548	2333
Totals		1679	982	68	2425	824	5978	

BOGNOR ROUNDABOUT 2031 MITIGATION MAX SE PM PEAK FLOWS (VEH)								
Arm		A	B	C	D	E	Totals	Con Flow
A27 North	A	18	53	233	1797	187	2288	1412
A259 Bognor Rd East	B	18	0	0	415	141	574	2529
Vinnetrow Rd	C	0	0	0	0	0	0	0
A27 South	D	1456	873	32	0	76	2437	366
A259 Bognor Rd West	E	15	245	152	108	2	522	2397
Totals		1507	1171	417	2320	406	5821	

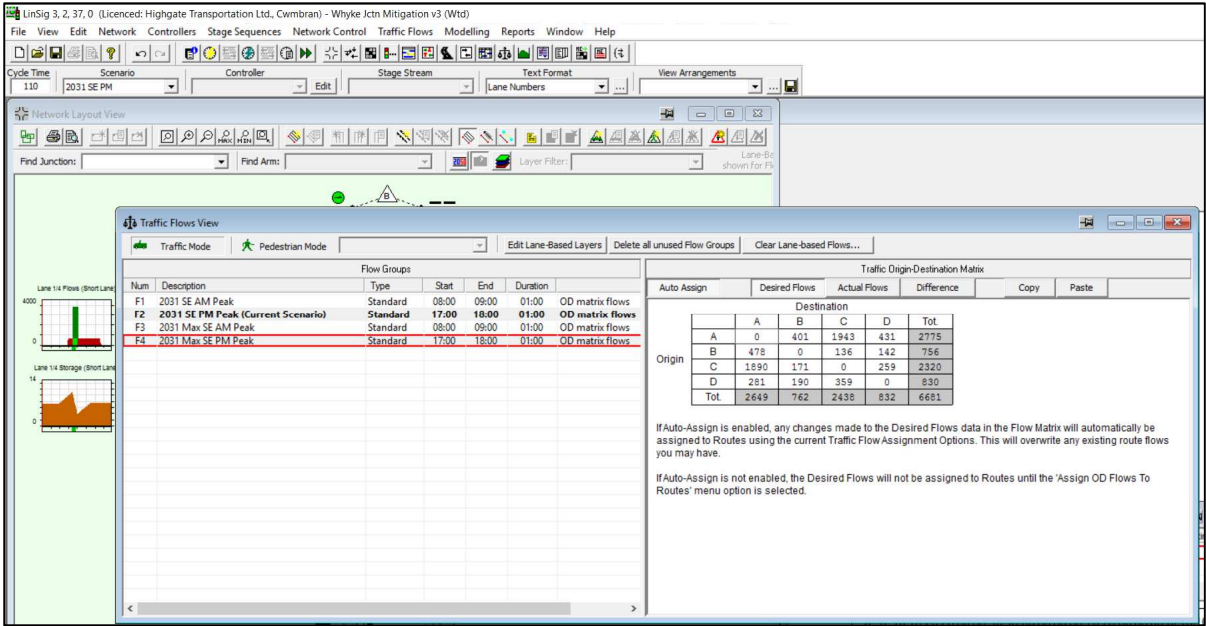
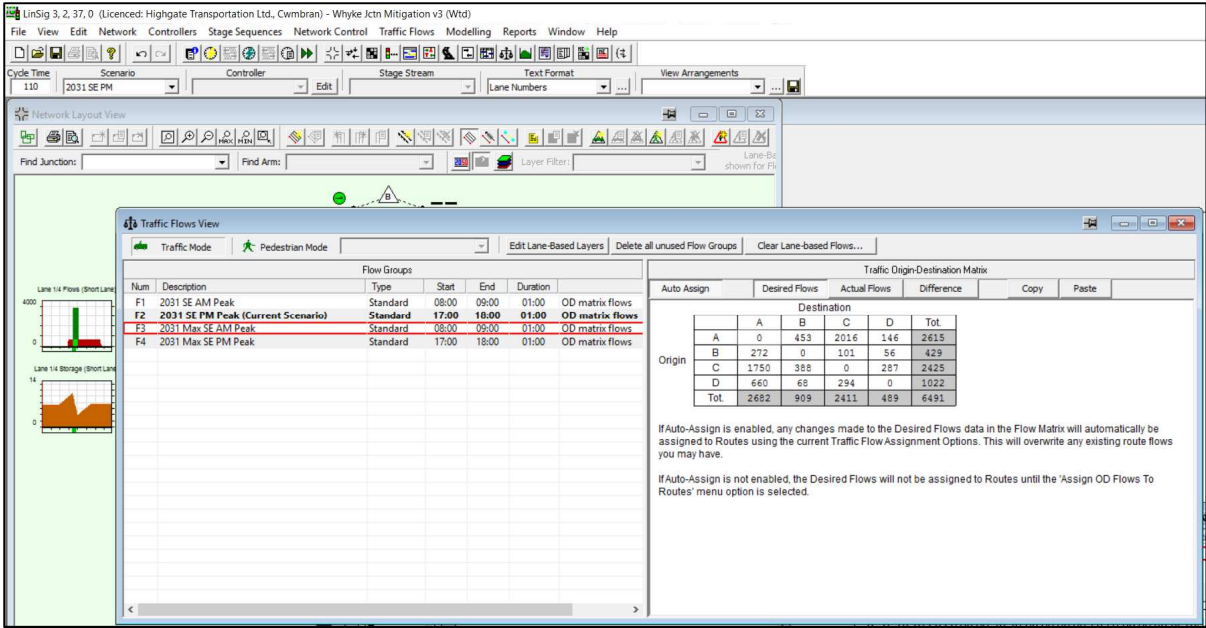
BOGNOR ROUNDABOUT 2031 MITIGATION SE AM - UPLIFT (VEH)								
Arm		A	B	C	D	E	Totals	Con Flow
A27 North	A	7	-123	-1	172	190	245	83
A259 Bognor Rd East	B	2	0	0	-96	2	-92	274
Vinnetrow Rd	C	n/a	n/a	n/a	n/a	n/a	n/a	n/a
A27 South	D	229	184	-43	0	-101	269	-3
A259 Bognor Rd West	E	-5	-7	-1	-52	2	-63	342
Totals		196	54	-45	24	-76	153	

BOGNOR ROUNDABOUT 2031 MITIGATION SE PM - UPLIFT (VEH)								
Arm		A	B	C	D	E	Totals	Con Flow
A27 North	A	18	-18	19	112	43	174	-83
A259 Bognor Rd East	B	14	0	0	68	-12	70	-57
Vinnetrow Rd	C	n/a	n/a	n/a	n/a	n/a	n/a	n/a
A27 South	D	322	212	-164	0	-79	291	-114
A259 Bognor Rd West	E	-16	-41	5	-90	0	-142	348
Totals		289	148	-140	-40	-171	86	

BOGNOR ROUNDABOUT 2031 MITIGATION MAX SE AM - UPLIFT (VEH)								
Arm		A	B	C	D	E	Totals	Con Flow
A27 North	A	7	-125	-1	190	182	253	78
A259 Bognor Rd East	B	3	0	0	-96	-6	-99	290
Vinnetrow Rd	C	n/a	n/a	n/a	n/a	n/a	n/a	n/a
A27 South	D	237	181	-43	0	-103	272	-17
A259 Bognor Rd West	E	-5	-15	-3	-45	3	-65	348
Totals		205	41	-47	49	-93	155	

BOGNOR ROUNDABOUT 2031 MITIGATION MAX SE PM - UPLIFT (VEH)								
Arm		A	B	C	D	E	Totals	Con Flow
A27 North	A	18	-20	24	145	46	213	-108
A259 Bognor Rd East	B	16	0	0	45	-11	50	-15
Vinnetrow Rd	C	n/a	n/a	n/a	n/a	n/a	n/a	n/a
A27 South	D	354	188	-163	0	-81	298	-106
A259 Bognor Rd West	E	-15	-43	2	-89	2	-143	359
Totals		324	120	-137	-29	-167	111	

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Highways England Flows 2031



Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (9) Vinnetrow Road / B2166 / Mill Lane

Approach: Vinnetrow Road

TIME	Left to B2166 (East)						S/B to Mill Lane						Right to B2166 (West)											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	12	2	0	1	0	16	0	0	1	0	0	0	0	1	0	0	5	5	0	0	0	10
0715 - 0730	1	0	11	3	2	0	0	17	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10
0730 - 0745	1	0	20	3	3	0	0	27	0	0	1	1	0	0	0	2	0	0	12	2	0	0	0	14
0745 - 0800	1	1	38	2	0	0	0	42	0	0	0	0	0	0	0	0	1	0	11	5	1	2	0	20
Hourly Total	3	2	81	10	5	1	0	102	0	0	3	1	0	0	0	4	1	0	37	13	1	2	0	54
0800 - 0815	0	0	35	4	0	0	0	39	0	0	1	0	0	0	0	1	0	0	30	7	2	0	0	39
0815 - 0830	0	0	45	1	1	0	0	47	0	0	2	0	0	0	0	2	1	0	46	5	1	1	0	54
0830 - 0845	0	0	32	2	3	1	0	38	0	0	1	2	0	0	0	3	0	0	27	4	2	0	0	33
0845 - 0900	1	0	21	4	1	0	0	27	0	0	1	0	1	0	0	2	0	0	8	4	1	0	0	13
Hourly Total	1	0	133	11	5	1	0	151	0	0	5	2	1	0	0	8	1	0	111	20	6	1	0	139
0900 - 0915	0	0	23	6	1	1	0	31	0	0	1	2	0	0	0	3	0	0	8	7	1	0	0	16
0915 - 0930	0	0	14	6	0	2	0	22	0	0	3	0	0	0	0	3	0	0	17	2	2	1	0	22
0930 - 0945	0	0	23	5	0	0	0	28	0	0	1	0	0	0	0	1	0	0	13	1	1	0	0	15
0945 - 1000	0	0	21	2	1	1	0	25	0	0	2	0	0	0	0	2	0	0	12	5	0	3	0	20
Hourly Total	0	0	81	19	2	4	0	106	0	0	7	2	0	0	0	9	0	0	50	15	4	4	0	73
Session Total	4	2	295	40	12	6	0	359	0	0	15	5	1	0	0	21	2	0	198	48	11	7	0	266
1600 - 1615	0	1	55	8	2	0	0	66	3	0	6	1	0	0	0	10	0	0	23	1	0	0	0	24
1615 - 1630	1	0	58	2	1	0	0	62	0	0	5	0	0	0	0	5	0	0	27	4	0	0	0	31
1630 - 1645	0	0	62	5	0	0	0	67	0	0	2	0	0	0	0	2	0	1	28	11	1	0	0	41
1645 - 1700	1	1	48	6	2	0	0	58	0	0	1	0	0	0	0	1	2	0	21	7	0	0	0	30
Hourly Total	2	2	223	21	5	0	0	253	3	0	14	1	0	0	0	18	2	1	99	23	1	0	0	126
1700 - 1715	0	0	74	8	1	0	0	83	0	0	3	1	0	0	0	4	0	0	31	14	0	0	0	46
1715 - 1730	0	0	47	6	2	0	0	55	0	0	2	2	0	0	0	4	0	0	28	4	0	0	0	32
1730 - 1745	1	0	62	6	1	2	1	73	0	0	6	0	0	0	0	6	0	0	20	0	0	0	0	20
1745 - 1800	1	0	65	7	1	0	0	74	0	0	6	2	0	0	0	8	0	0	27	0	0	0	0	27
Hourly Total	2	0	248	27	5	2	1	285	0	0	17	5	0	0	0	22	0	1	106	18	0	0	0	125
1800 - 1815	0	0	64	4	1	0	0	69	0	0	5	0	0	0	0	5	0	0	23	3	0	0	0	26
1815 - 1830	1	1	53	1	1	1	0	58	0	0	6	0	0	0	0	6	0	1	15	1	0	0	0	17
1830 - 1845	0	0	39	3	0	1	0	43	0	0	4	0	0	0	0	4	0	0	13	1	0	1	0	15
1845 - 1900	0	0	35	1	2	1	0	39	0	0	6	0	0	0	0	6	0	0	19	1	0	0	1	21
Hourly Total	1	1	191	9	4	3	0	209	0	0	21	0	0	0	0	21	0	1	70	6	0	1	1	79
Session Total	5	3	662	57	14	5	1	747	3	0	52	6	0	0	0	61	2	3	275	47	1	1	1	330

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (9) Vinnetrow Road / B2166 / Mill Lane

Approach: B2166 (East)

TIME	Left to Mill Lane						W/B to B2166 (West)						Right to Vinnetrow Road											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	1	1	107	34	1	0	1	145	1	0	27	8	1	0	0	37
0715 - 0730	0	0	1	1	0	0	0	2	0	0	186	41	1	0	1	229	1	0	34	5	1	0	0	41
0730 - 0745	0	0	1	0	0	0	0	1	0	2	157	46	1	0	0	206	0	1	34	10	2	0	0	47
0745 - 0800	0	0	0	1	0	0	0	1	0	1	170	36	2	1	1	211	1	0	58	7	1	1	0	68
Hourly Total	0	0	2	2	0	0	0	4	1	4	620	157	5	1	3	791	3	1	153	30	5	1	0	193
0800 - 0815	0	0	1	0	0	0	0	1	0	1	153	30	3	0	2	189	2	0	55	7	1	3	0	68
0815 - 0830	0	0	2	1	0	0	0	3	0	0	171	23	3	3	1	201	1	0	39	4	0	1	0	45
0830 - 0845	0	0	0	0	0	0	0	0	2	0	116	12	3	3	1	137	2	1	14	2	2	0	0	21
0845 - 0900	0	0	3	0	0	0	0	3	0	0	92	22	4	1	0	119	1	0	30	2	2	0	1	36
Hourly Total	0	0	6	1	0	0	0	7	2	1	532	87	13	7	4	646	6	1	138	15	5	4	1	170
0900 - 0915	0	0	1	1	0	0	0	2	0	0	103	14	3	2	1	123	0	0	44	5	0	1	0	50
0915 - 0930	0	0	0	0	0	0	0	0	0	0	86	15	3	1	1	106	0	0	23	4	1	0	0	28
0930 - 0945	0	0	1	1	0	0	0	2	0	0	88	15	2	1	0	106	0	1	26	3	2	1	0	33
0945 - 1000	0	0	0	0	0	0	0	0	0	0	82	9	4	0	1	96	0	0	32	5	0	1	0	38
Hourly Total	0	0	2	2	0	0	0	4	0	0	359	53	12	4	3	431	0	1	125	17	3	3	0	149
Session Total	0	0	10	5	0	0	0	15	3	5	1511	297	30	12	10	1868	9	3	416	62	13	8	1	512
1600 - 1615	0	0	1	1	1	0	0	3	1	0	72	25	3	0	2	103	0	1	30	5	0	1	0	37
1615 - 1630	0	0	2	0	0	0	0	2	0	0	101	25	2	2	2	132	0	0	30	1	2	0	0	33
1630 - 1645	0	0	3	0	0	0	0	3	0	0	80	17	4	0	0	101	1	0	32	2	0	0	0	35
1645 - 1700	2	0	1	0	0	0	0	3	0	0	83	16	4	1	1	105	0	0	26	4	1	0	0	31
Hourly Total	2	0	7	1	1	0	0	11	1	0	336	83	13	3	5	441	1	1	118	12	3	1	0	136
1700 - 1715	0	0	2	0	0	0	0	2	0	0	92	9	2	0	1	104	2	0	17	1	1	0	0	21
1715 - 1730	0	0	1	0	0	0	0	1	0	1	100	23	3	0	1	128	0	1	26	4	1	0	0	32
1730 - 1745	0	0	1	1	0	0	0	2	0	1	68	19	1	1	1	91	1	0	21	4	1	0	0	27
1745 - 1800	0	0	0	0	0	0	0	0	1	1	69	11	2	0	0	84	0	1	27	1	1	1	0	31
Hourly Total	0	0	4	1	0	0	0	5	1	3	329	62	8	1	3	407	3	2	91	10	4	1	0	111
1800 - 1815	0	0	0	0	0	0	0	0	2	0	90	6	1	0	1	100	0	0	21	5	1	1	0	28
1815 - 1830	0	0	0	0	0	0	0	0	2	0	75	7	0	2	1	87	0	0	12	1	0	0	0	13
1830 - 1845	1	0	0	0	0	0	0	1	0	1	58	4	0	1	0	64	0	0	26	3	1	0	0	30
1845 - 1900	0	0	1	0	0	0	0	1	0	0	59	5	0	1	1	66	1	0	28	2	0	0	0	31
Hourly Total	1	0	1	0	0	0	0	2	4	1	282	22	1	4	3	317	1	0	87	11	2	1	0	102
Session Total	3	0	12	2	1	0	0	18	6	4	947	167	22	8	11	1165	5	3	296	33	9	3	0	349

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (9) Vinnetrow Road / B2166 / Mill Lane

Approach: Mill Lane

TIME	Left to B2166 (West)						NB to Vinnetrow Road						Right to B2166 (East)											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	3	0	0	0	0	4	0	0	0	1	0	0	0	1	0	0	1	2	0	0	0	2
0715 - 0730	0	0	2	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	2
0730 - 0745	0	0	3	4	0	0	0	7	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
0745 - 0800	0	0	3	0	0	0	0	3	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2
Hourly Total	0	1	11	5	0	0	0	17	0	0	9	3	0	0	0	12	0	0	4	3	0	0	0	7
0800 - 0815	0	0	9	2	0	0	0	11	2	0	2	0	0	0	0	4	0	0	5	0	0	0	0	5
0815 - 0830	0	0	12	1	0	0	0	13	0	0	3	1	0	0	0	4	0	0	2	0	0	0	0	2
0830 - 0845	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0845 - 0900	1	0	2	0	0	0	0	3	0	0	2	1	0	0	0	3	0	0	3	0	0	0	0	3
Hourly Total	1	0	25	5	0	0	0	31	2	0	8	2	0	0	0	12	0	0	12	0	0	0	0	12
0900 - 0915	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2	0	0	2	1	0	0	0	3
0915 - 0930	0	0	4	0	0	0	0	4	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1
0930 - 0945	0	0	8	0	0	0	0	8	1	0	1	2	0	0	0	4	0	0	1	0	0	0	0	1
0945 - 1000	0	0	1	0	0	0	0	1	0	0	4	0	1	0	0	5	0	0	1	2	0	0	0	3
Hourly Total	0	0	17	0	0	0	0	17	1	0	8	4	1	0	0	14	0	0	5	3	0	0	0	8
Session Total	1	1	53	10	0	0	0	65	3	0	25	9	1	0	0	38	0	0	21	6	0	0	0	27
1600 - 1615	0	0	5	1	0	0	0	6	0	0	2	0	0	0	0	2	1	0	3	2	0	0	0	6
1615 - 1630	0	0	3	0	0	0	0	3	0	0	3	2	0	0	0	5	0	0	1	0	0	0	0	1
1630 - 1645	0	0	3	2	0	0	0	5	0	0	1	0	0	0	0	1	0	0	4	1	1	0	0	6
1645 - 1700	0	0	6	1	1	0	0	8	0	0	2	0	0	0	0	2	0	0	5	1	0	0	0	6
Hourly Total	0	0	17	4	1	0	0	22	0	0	8	2	0	0	0	10	1	0	13	4	1	0	0	19
1700 - 1715	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
1715 - 1730	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
1730 - 1745	1	0	3	2	0	0	0	6	0	0	1	0	0	0	0	1	0	0	6	1	0	0	0	7
1745 - 1800	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	1	0	10	2	0	0	0	13	0	0	4	0	0	0	0	4	1	0	9	1	0	0	0	11
1800 - 1815	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	1	1	0	0	0	2
1815 - 1830	0	0	4	0	0	0	0	4	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2
1830 - 1845	1	0	4	0	0	0	0	5	0	0	3	1	0	0	0	4	0	1	1	0	0	0	0	2
1845 - 1900	0	0	2	0	0	0	0	2	2	0	2	0	0	0	0	4	0	0	2	0	0	0	0	2
Hourly Total	1	0	10	0	0	0	0	11	2	0	16	2	0	0	0	20	0	1	6	1	0	0	0	8
Session Total	2	0	37	6	1	0	0	46	2	0	28	4	0	0	0	34	2	1	28	6	1	0	0	38

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (9) Vinnetrow Road / B2166 / Mill Lane

Approach: B2166 (West)

TIME	Left to Vinnetrow Road						E/B to B2166 (East)						Right to Mill Lane											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	8	3	0	0	0	12	1	0	32	17	0	0	1	51	0	0	1	0	0	0	0	1
0715 - 0730	0	0	9	6	0	0	0	15	0	0	55	15	1	3	1	75	0	0	1	0	0	0	0	1
0730 - 0745	0	0	18	2	2	0	0	22	0	0	77	19	8	0	1	105	0	0	3	0	0	0	0	3
0745 - 0800	0	1	25	5	0	0	0	31	0	0	85	17	0	1	0	103	0	0	2	1	0	0	0	3
Hourly Total	1	1	60	16	2	0	0	80	1	0	249	68	9	4	3	334	0	0	7	1	0	0	0	8
0800 - 0815	0	0	43	5	0	0	0	48	1	0	72	16	3	2	1	95	0	0	1	1	0	0	0	2
0815 - 0830	0	0	31	5	0	0	0	36	0	0	70	22	3	1	0	96	0	0	3	1	0	0	0	4
0830 - 0845	0	0	11	3	0	0	0	14	0	0	72	12	2	1	1	88	0	0	0	0	0	0	0	0
0845 - 0900	1	0	9	2	1	0	0	13	1	0	69	20	3	1	2	96	0	0	1	1	0	0	0	2
Hourly Total	1	0	94	15	1	0	0	111	2	0	283	70	11	5	4	375	0	0	5	3	0	0	0	8
0900 - 0915	0	0	6	1	1	0	0	8	0	2	75	17	7	1	1	103	0	0	3	0	0	0	0	3
0915 - 0930	0	0	7	0	1	1	0	9	0	0	62	27	4	2	0	95	0	0	4	0	0	0	0	4
0930 - 0945	0	0	5	2	2	0	0	9	0	0	80	19	4	2	1	106	0	0	0	1	0	0	0	1
0945 - 1000	0	0	11	4	0	0	0	15	1	0	61	22	10	0	1	95	0	0	2	0	0	0	0	2
Hourly Total	0	0	29	7	4	1	0	41	1	2	278	85	25	5	3	399	0	0	9	1	0	0	0	10
Session Total	2	1	183	38	7	1	0	232	4	2	810	223	45	14	10	1108	0	0	21	5	0	0	0	26
1600 - 1615	0	0	20	3	1	1	0	25	1	0	116	28	5	1	1	152	0	0	4	0	0	0	0	4
1615 - 1630	0	0	12	7	2	0	0	21	0	4	148	35	1	0	0	188	0	0	1	2	0	0	0	3
1630 - 1645	0	0	13	11	0	0	0	24	2	1	140	44	0	0	1	188	0	0	3	1	0	0	0	4
1645 - 1700	0	0	14	2	0	1	0	17	0	1	147	38	2	1	1	190	0	0	1	1	0	0	0	2
Hourly Total	0	0	59	23	3	2	0	87	3	6	551	145	8	2	3	718	0	0	9	4	0	0	0	13
1700 - 1715	0	1	12	2	0	1	0	16	0	5	158	24	1	0	1	189	0	0	1	0	0	0	0	1
1715 - 1730	1	0	11	3	2	0	0	17	1	1	186	24	0	2	0	214	0	1	4	1	0	0	0	6
1730 - 1745	2	0	14	1	0	1	0	18	0	1	150	24	3	1	2	181	0	0	5	0	0	0	0	5
1745 - 1800	0	0	11	0	1	0	0	12	1	1	140	21	0	1	1	165	0	0	1	1	0	0	0	2
Hourly Total	3	1	48	6	3	2	0	63	2	8	634	93	4	4	4	749	0	1	11	2	0	0	0	14
1800 - 1815	0	0	3	2	0	0	0	5	0	0	129	14	1	0	1	145	0	0	1	0	0	0	0	1
1815 - 1830	0	0	11	2	2	0	0	15	0	3	113	18	0	0	1	135	0	0	3	1	0	0	0	4
1830 - 1845	0	0	8	3	1	0	0	12	0	0	74	7	1	0	0	82	0	0	2	0	0	0	0	2
1845 - 1900	0	0	7	0	0	0	0	7	1	1	72	11	1	0	1	87	0	0	1	0	0	0	0	1
Hourly Total	0	0	29	7	3	0	0	39	1	4	388	50	3	0	3	449	0	0	7	1	0	0	0	8
Session Total	3	1	136	36	9	4	0	189	6	18	1573	288	15	6	10	1916	0	1	27	7	0	0	0	35

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (10) B2145 / B2166

Approach: B2145 (North)

TIME	S/B to B2166							Right to B2145 (West)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	16	4	0	0	1	21	0	0	29	9	5	0	0	43
0715 - 0730	0	1	30	9	1	4	1	46	0	2	28	10	6	2	1	49
0730 - 0745	0	0	36	13	3	0	1	53	0	1	35	17	3	4	2	62
0745 - 0800	0	0	51	10	0	1	0	62	0	0	43	16	4	2	1	66
Hourly Total	0	1	133	36	4	5	3	182	0	3	135	52	18	8	4	220
0800 - 0815	0	0	46	9	2	1	1	59	0	2	44	14	4	2	1	67
0815 - 0830	0	0	38	14	2	2	1	57	0	0	55	12	5	1	0	73
0830 - 0845	0	0	48	11	2	1	0	62	0	0	45	11	4	1	1	62
0845 - 0900	0	0	38	13	2	1	1	55	0	0	50	14	2	1	1	68
Hourly Total	0	0	170	47	8	5	3	233	0	2	194	51	15	5	3	270
0900 - 0915	0	0	36	9	4	2	1	52	0	0	37	11	9	0	1	58
0915 - 0930	0	0	38	17	2	2	1	60	1	0	36	17	9	0	1	64
0930 - 0945	0	0	38	15	3	2	0	58	0	0	39	19	3	1	1	63
0945 - 1000	0	0	52	19	9	2	1	83	0	1	50	15	3	1	1	71
Hourly Total	0	0	164	60	18	8	3	253	1	1	162	62	24	2	4	256

Session Total	0	1	467	143	30	18	9	668	1	6	491	165	57	15	11	746
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1600 - 1615	0	0	81	13	0	2	1	97	0	0	73	13	0	0	1	87
1615 - 1630	0	4	72	14	0	0	0	90	0	2	99	19	2	0	1	123
1630 - 1645	1	1	101	16	1	0	1	121	1	1	89	21	4	0	1	117
1645 - 1700	0	1	105	18	1	1	1	127	0	1	79	20	0	0	1	101
Hourly Total	1	6	359	61	2	3	3	435	1	4	340	73	6	0	4	428
1700 - 1715	0	4	110	10	1	1	1	127	0	5	95	21	1	1	2	125
1715 - 1730	0	1	116	9	0	2	0	128	3	1	116	13	0	0	1	134
1730 - 1745	0	0	102	12	4	2	1	121	1	0	97	14	1	0	1	114
1745 - 1800	1	1	77	10	0	1	1	91	1	0	62	14	0	0	0	77
Hourly Total	1	6	405	41	5	6	3	467	5	6	370	62	2	1	4	450
1800 - 1815	0	0	89	11	0	0	1	101	0	2	57	16	3	0	2	80
1815 - 1830	1	2	77	9	0	0	1	90	0	2	66	11	3	0	1	83
1830 - 1845	0	0	51	7	3	0	0	61	0	0	74	8	0	0	1	83
1845 - 1900	1	0	63	6	0	0	1	71	1	0	84	13	1	0	1	100
Hourly Total	2	2	280	33	3	0	3	323	1	4	281	48	7	0	5	346

Session Total	4	14	1044	135	10	9	9	1225	7	14	991	183	15	1	13	1224
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (10) B2145 / B2166

Approach: B2166

			Left to B2145 (West)							N/B to B2145 (North)						
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	31	14	1	0	0	47	0	1	82	23	2	1	1	110
0715 - 0730	0	0	58	14	1	0	0	73	0	0	128	26	2	0	1	157
0730 - 0745	0	3	47	24	1	0	0	75	0	1	137	27	0	0	0	165
0745 - 0800	0	0	58	20	0	1	0	79	1	0	134	21	3	2	1	162
Hourly Total	0	4	194	72	3	1	0	274	1	2	481	97	7	3	3	594
0800 - 0815	1	0	54	14	1	0	0	70	1	0	128	28	2	0	2	161
0815 - 0830	0	0	72	17	2	1	0	92	0	0	147	18	4	2	1	172
0830 - 0845	1	0	70	12	3	0	0	86	0	0	112	12	1	4	0	129
0845 - 0900	0	0	56	15	2	0	0	73	1	0	82	13	3	1	1	101
Hourly Total	2	0	252	58	8	1	0	321	2	0	469	71	10	7	4	563
0900 - 0915	0	0	37	11	2	0	0	50	0	0	99	11	3	2	1	116
0915 - 0930	0	0	35	10	2	1	0	48	0	0	82	12	3	1	0	98
0930 - 0945	0	1	27	12	2	0	0	42	0	0	75	7	2	1	1	86
0945 - 1000	0	0	31	8	2	1	0	42	0	1	57	1	1	1	1	62
Hourly Total	0	1	130	41	8	2	0	182	0	1	313	31	9	5	3	362

Session Total	2	5	576	171	19	4	0	777	3	3	1263	199	26	15	10	1519
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1600 - 1615	1	0	60	16	1	0	0	78	0	1	51	13	3	1	2	71
1615 - 1630	0	0	57	20	2	0	0	79	1	0	55	9	1	1	1	68
1630 - 1645	1	0	69	18	4	0	0	92	0	0	58	12	1	1	1	73
1645 - 1700	2	0	59	17	2	0	0	80	0	0	42	12	1	1	1	57
Hourly Total	4	0	245	71	9	0	0	329	1	1	206	46	6	4	5	269
1700 - 1715	0	0	85	13	1	0	0	99	0	0	60	5	4	0	1	70
1715 - 1730	0	1	69	17	2	0	0	89	0	0	61	10	0	0	1	72
1730 - 1745	0	1	44	17	0	0	0	62	0	0	43	5	0	1	0	49
1745 - 1800	0	0	54	10	0	0	0	64	2	0	42	8	2	0	1	55
Hourly Total	0	2	252	57	3	0	0	314	2	0	206	28	6	1	3	246
1800 - 1815	1	0	55	3	1	0	0	60	0	1	59	4	0	0	1	65
1815 - 1830	0	0	48	9	0	0	0	57	0	0	50	1	0	2	0	53
1830 - 1845	0	0	36	4	1	0	0	41	0	1	39	0	0	1	1	42
1845 - 1900	2	0	29	5	0	0	0	36	0	0	40	4	0	2	2	48
Hourly Total	3	0	168	21	2	0	0	194	0	2	188	9	0	5	4	208

Session Total	7	2	665	149	14	0	0	837	3	3	600	83	12	10	12	723
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (10) B2145 / B2166

Approach: B2145 (West)

TIME	Left to B2145 (North)							Right to B2166								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	2	57	22	0	1	1	83	0	1	21	20	0	0	0	42
0715 - 0730	0	3	68	15	4	0	3	93	0	0	43	15	2	0	0	60
0730 - 0745	1	1	87	12	2	0	1	104	0	0	60	9	5	0	0	74
0745 - 0800	1	0	80	11	5	0	1	98	0	0	69	11	0	0	0	80
Hourly Total	2	6	292	60	11	1	6	378	0	1	193	55	7	0	0	256
0800 - 0815	0	0	95	12	6	1	1	115	0	0	75	12	4	0	0	91
0815 - 0830	0	1	70	13	2	0	2	88	0	0	69	15	1	0	0	85
0830 - 0845	0	1	76	14	3	1	1	96	1	0	64	9	1	0	0	75
0845 - 0900	1	0	49	11	0	3	1	65	0	1	55	11	2	0	1	70
Hourly Total	1	2	290	50	11	5	5	364	1	1	263	47	8	0	1	321
0900 - 0915	0	1	74	10	1	1	1	88	0	1	31	8	2	0	0	42
0915 - 0930	0	0	64	17	4	0	1	86	0	0	46	11	3	0	0	60
0930 - 0945	0	1	63	15	2	0	1	82	0	0	31	12	1	0	0	44
0945 - 1000	0	0	68	9	3	0	1	81	1	0	29	11	2	0	0	43
Hourly Total	0	2	269	51	10	1	4	337	1	1	137	42	8	0	0	189

Session Total	3	10	851	161	32	7	15	1079	2	3	593	144	23	0	1	766
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1600 - 1615	0	0	40	9	5	0	2	56	0	0	60	16	6	0	0	82
1615 - 1630	1	1	39	15	2	1	1	60	0	0	76	29	1	0	0	106
1630 - 1645	0	1	45	11	2	0	1	60	1	1	70	34	1	0	0	107
1645 - 1700	0	0	48	11	0	0	2	61	0	0	62	27	0	1	0	90
Hourly Total	1	2	172	46	9	1	6	237	1	1	268	106	8	1	0	385
1700 - 1715	0	1	49	5	2	0	2	59	1	1	69	12	1	0	0	84
1715 - 1730	0	1	62	10	6	1	1	81	1	0	90	11	2	0	0	104
1730 - 1745	1	0	60	11	3	0	1	76	2	1	66	14	0	0	1	84
1745 - 1800	0	1	50	9	1	0	1	62	1	0	66	10	1	0	0	78
Hourly Total	1	3	221	35	12	1	5	278	5	2	291	47	4	0	1	350
1800 - 1815	1	0	62	7	0	0	1	71	0	0	59	5	1	1	0	66
1815 - 1830	0	1	47	5	2	0	0	55	0	1	46	8	1	0	0	56
1830 - 1845	0	0	52	7	1	2	1	63	0	0	35	3	1	0	0	39
1845 - 1900	0	1	75	8	1	0	2	87	0	1	29	7	0	0	0	37
Hourly Total	1	2	236	27	4	2	4	276	0	2	169	23	3	1	0	198

Session Total	3	7	629	108	25	4	15	791	6	5	728	176	15	2	1	933
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: B2145 (North)

TIME	Left to Chichester Bypass (East)						S/B to B2145 (South)						Right to Chichester Bypass (West)											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	4	1	0	0	0	6	0	0	5	5	2	0	2	14	0	0	9	0	1	0	0	10
0715 - 0730	0	0	1	2	0	0	0	3	0	0	5	8	1	0	0	15	0	0	12	1	2	1	0	16
0730 - 0745	0	0	5	2	0	2	0	9	0	0	23	4	2	0	2	31	0	0	10	5	2	0	0	17
0745 - 0800	0	0	4	1	1	0	0	6	0	0	18	4	0	0	1	23	0	1	12	7	4	2	0	26
Hourly Total	0	1	14	6	1	2	0	24	0	0	51	21	5	0	6	83	0	1	43	13	9	3	0	69
0800 - 0815	0	0	9	1	2	0	0	12	0	2	23	3	1	0	2	31	0	0	15	9	5	1	0	30
0815 - 0830	0	0	9	1	3	0	0	13	0	0	18	3	0	0	1	22	0	0	16	7	1	0	0	24
0830 - 0845	0	0	4	2	0	0	0	6	0	0	22	5	1	0	1	29	0	0	23	11	2	0	0	36
0845 - 0900	0	0	14	1	1	0	0	16	0	0	23	4	0	0	2	29	0	0	17	12	1	0	0	30
Hourly Total	0	0	36	5	6	0	0	47	0	2	86	15	2	0	6	111	0	0	71	39	9	1	0	120
0900 - 0915	0	0	14	1	0	0	0	15	0	0	16	3	1	0	2	22	0	0	24	7	4	0	0	35
0915 - 0930	0	0	3	1	0	0	0	4	0	0	15	4	1	0	2	22	1	0	26	10	4	0	0	41
0930 - 0945	0	0	0	1	0	0	0	1	0	0	11	2	0	0	1	14	0	0	24	8	1	0	0	33
0945 - 1000	0	0	5	0	0	1	0	6	0	0	21	7	2	1	2	33	0	0	34	11	1	0	0	46
Hourly Total	0	0	22	3	0	1	0	26	0	0	63	16	4	1	7	91	1	0	108	36	10	0	0	155
Session Total	0	1	72	14	7	3	0	97	0	2	200	52	11	1	19	285	1	1	222	88	28	4	0	344
1600 - 1615	0	1	17	1	0	0	0	19	0	0	52	8	0	0	2	62	0	0	27	12	2	0	0	41
1615 - 1630	0	0	17	2	0	0	0	19	1	0	58	9	0	0	1	69	0	0	20	5	0	0	0	25
1630 - 1645	0	0	16	1	1	0	0	18	1	1	65	10	0	0	2	79	0	0	26	6	0	0	0	32
1645 - 1700	0	0	17	2	0	0	0	19	0	0	52	10	0	0	2	64	0	0	18	3	2	0	0	23
Hourly Total	0	1	67	6	1	0	0	75	2	1	227	37	0	0	7	274	0	0	91	26	4	0	0	121
1700 - 1715	0	2	13	0	0	0	0	15	0	2	48	6	1	0	2	59	0	0	33	4	1	0	0	38
1715 - 1730	0	1	9	1	1	0	0	12	2	0	67	6	0	0	2	77	0	0	26	4	1	0	0	31
1730 - 1745	0	0	15	1	0	0	0	16	0	0	56	7	1	0	1	65	0	1	21	4	0	0	0	26
1745 - 1800	0	0	21	1	0	0	0	22	2	1	69	9	0	0	1	82	0	0	16	2	0	0	0	18
Hourly Total	0	3	58	3	1	0	0	65	4	3	240	28	2	0	6	283	0	1	96	14	2	0	0	113
1800 - 1815	0	0	23	0	1	0	0	24	1	1	39	9	1	0	1	52	0	0	21	3	0	0	0	24
1815 - 1830	0	1	21	1	0	0	0	23	0	0	33	3	0	0	2	38	0	0	19	5	2	0	0	26
1830 - 1845	0	0	18	1	0	0	0	19	1	1	33	3	1	0	1	40	0	0	14	1	1	0	0	16
1845 - 1900	0	0	13	0	0	0	0	13	1	0	31	2	0	0	2	36	0	0	20	0	0	0	0	20
Hourly Total	0	1	75	2	1	0	0	79	3	2	136	17	2	0	6	166	0	0	74	9	3	0	0	86
Session Total	0	5	200	11	3	0	0	219	9	6	603	82	4	0	19	723	0	1	261	49	9	0	0	320

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Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: Chichester Bypass (East)

TIME	Left to B2145 (South)					W/B to Chichester Bypass (West)					Right to B2145 (North)				
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0700 - 0715	0	0	15	11	2	0	0	28	0	4	334	75	17	8	0
0715 - 0730	0	2	16	3	3	3	0	27	0	0	341	66	13	13	2
0730 - 0745	0	1	28	7	2	2	0	40	0	6	295	71	23	9	0
0745 - 0800	0	0	21	9	1	2	0	33	0	1	266	55	16	6	0
Hourly Total	0	3	80	30	8	7	0	128	0	11	1236	267	69	36	2
0800 - 0815	0	0	28	8	3	0	0	39	0	5	232	41	22	17	1
0815 - 0830	0	0	33	6	3	0	0	42	0	3	265	40	17	11	0
0830 - 0845	0	0	26	10	3	2	0	41	0	5	245	38	32	10	1
0845 - 0900	0	0	27	8	2	0	0	37	0	3	235	47	34	16	0
Hourly Total	0	0	114	32	11	2	0	159	0	16	977	166	105	54	2
0900 - 0915	0	0	23	9	8	0	0	40	0	2	217	36	20	10	2
0915 - 0930	0	0	22	7	3	0	0	32	0	2	238	35	22	12	0
0930 - 0945	0	0	27	7	1	1	0	36	0	3	202	39	23	15	3
0945 - 1000	0	0	19	2	3	2	0	26	0	0	198	35	18	13	3
Hourly Total	0	0	91	25	15	3	0	134	0	7	856	145	83	50	8
Session Total	0	3	285	87	34	12	0	421	0	34	3069	578	257	140	12

1600 - 1615	0	0	28	6	0	0	0	34	0	2	210	60	24	9	0
1615 - 1630	0	2	41	9	1	0	0	53	0	3	201	64	15	12	1
1630 - 1645	0	0	36	14	4	0	0	54	0	5	237	77	16	12	0
1645 - 1700	0	1	37	10	0	0	0	48	0	3	226	64	12	5	0
Hourly Total	0	3	142	39	5	0	0	189	0	13	874	265	67	38	1
1700 - 1715	0	2	39	12	0	0	1	54	0	6	239	59	14	6	2
1715 - 1730	0	0	52	10	0	0	0	62	0	6	238	62	9	8	0
1730 - 1745	0	0	41	3	0	0	0	44	0	2	253	44	10	7	2
1745 - 1800	0	0	50	9	0	0	0	59	0	2	281	54	8	8	0
Hourly Total	0	2	182	34	0	0	1	219	0	16	1011	219	41	29	4
1800 - 1815	0	1	40	11	3	0	0	55	0	1	234	40	8	6	0
1815 - 1830	0	2	35	7	2	0	0	46	0	2	245	36	4	8	1
1830 - 1845	0	0	38	5	0	0	0	43	0	3	287	38	5	9	0
1845 - 1900	0	0	43	11	0	0	0	54	0	2	195	33	8	8	3
Hourly Total	0	3	156	34	5	0	0	198	0	8	961	147	25	31	4
Session Total	0	8	480	107	10	0	1	606	0	37	2846	631	133	98	9

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Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: B2145 (South)

TIME	Left to Chichester Bypass (West)						N/B to B2145 (North)						Right to Chichester Bypass (East)											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	85	17	1	1	0	104	0	1	35	8	1	0	2	47	0	1	16	13	1	1	0	32
0715 - 0730	0	0	95	21	2	0	1	119	0	2	60	11	1	0	1	75	0	2	26	8	2	0	1	39
0730 - 0745	0	0	114	19	0	0	0	133	1	1	80	15	1	0	2	100	0	1	25	6	1	0	0	33
0745 - 0800	0	0	116	14	3	2	0	135	0	0	79	19	0	0	2	100	0	0	36	7	4	1	0	48
Hourly Total	0	0	410	71	6	3	1	491	1	4	254	53	3	0	7	322	0	4	103	34	8	2	1	152
0800 - 0815	1	0	75	14	2	0	0	92	0	0	82	12	2	0	1	97	0	0	53	10	5	1	0	69
0815 - 0830	0	0	101	20	2	0	0	123	0	0	87	11	3	0	5	106	0	1	40	3	2	0	0	46
0830 - 0845	0	0	81	7	1	6	0	95	0	1	70	10	0	0	1	82	0	0	39	6	3	1	0	49
0845 - 0900	0	0	58	12	1	1	0	72	0	0	56	5	1	0	2	64	0	0	29	7	0	3	0	39
Hourly Total	1	0	315	53	6	7	0	382	0	1	295	38	6	0	9	349	0	1	161	26	10	5	0	203
0900 - 0915	0	0	80	8	1	3	0	92	0	1	44	6	0	0	2	53	0	0	40	6	2	1	0	49
0915 - 0930	0	0	68	11	3	1	0	83	0	0	62	13	2	0	1	78	0	0	22	6	2	0	0	30
0930 - 0945	0	0	55	1	1	0	0	57	0	0	69	12	0	0	2	83	0	0	11	4	2	0	0	17
0945 - 1000	0	0	46	4	0	2	0	52	0	0	63	6	4	0	2	75	0	1	11	2	3	0	0	17
Hourly Total	0	0	249	24	5	6	0	284	0	1	238	37	6	0	7	289	0	1	84	18	9	1	0	113
Session Total	1	0	974	148	17	16	1	1157	1	6	787	128	15	0	23	960	0	6	348	78	27	8	1	468
1600 - 1615	0	1	40	10	3	1	0	55	0	0	19	2	1	0	4	26	0	0	25	5	3	0	0	33
1615 - 1630	0	0	51	10	1	2	0	64	0	1	25	9	2	0	2	39	0	0	23	12	0	0	0	35
1630 - 1645	0	0	46	7	2	1	0	56	0	1	38	5	0	0	2	46	0	0	19	7	1	0	0	27
1645 - 1700	0	0	39	8	1	1	0	49	0	0	30	6	0	0	2	38	0	0	21	7	0	0	1	29
Hourly Total	0	1	176	35	7	5	0	224	0	2	112	22	3	0	10	149	0	0	88	31	4	0	1	124
1700 - 1715	0	0	50	6	4	0	0	60	0	0	25	0	1	0	2	28	0	1	30	2	1	0	0	34
1715 - 1730	0	0	54	12	0	0	0	66	0	1	41	6	0	0	2	50	0	0	32	3	5	1	1	42
1730 - 1745	0	0	28	8	2	0	0	38	0	0	42	4	1	0	1	48	0	0	29	5	1	0	0	35
1745 - 1800	0	0	41	7	3	1	0	52	0	0	36	4	0	0	2	42	0	1	27	5	0	0	0	33
Hourly Total	0	0	173	33	9	1	0	216	0	1	144	14	2	0	7	168	0	2	118	15	7	1	1	144
1800 - 1815	0	0	39	5	0	0	0	44	1	0	38	1	0	0	2	42	0	1	34	3	0	0	0	38
1815 - 1830	0	0	48	2	0	2	0	52	0	0	37	2	2	0	0	41	0	1	25	3	0	0	0	29
1830 - 1845	0	0	32	5	0	2	0	39	0	1	30	3	0	0	2	36	0	0	29	1	1	1	0	32
1845 - 1900	0	0	39	4	0	2	1	46	0	1	29	2	0	0	2	34	0	0	45	6	1	0	1	53
Hourly Total	0	0	158	16	0	6	1	181	1	2	134	8	2	0	6	153	0	2	133	13	2	1	1	152
Session Total	0	1	507	84	16	12	1	621	1	5	390	44	7	0	23	470	0	4	339	59	13	2	3	420

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Junction: (11) B2145 / Chichester Bypass

Approach: Chichester Bypass (West)

TIME	Left to B2145 (North)						E/B to Chichester Bypass (East)						Right to B2145 (South)											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	39	14	2	0	0	56	0	2	172	74	35	17	1	301	0	0	22	7	0	0	0	29
0715 - 0730	0	1	36	13	4	0	0	54	0	3	166	92	16	22	6	305	0	1	31	15	4	3	0	54
0730 - 0745	0	0	25	18	4	0	0	47	0	3	181	85	33	20	1	323	0	0	34	10	3	0	1	48
0745 - 0800	1	1	30	12	6	0	0	50	0	3	124	67	18	13	0	225	0	0	49	12	4	0	0	65
Hourly Total	1	3	130	57	16	0	0	207	0	11	643	318	102	72	8	1154	0	1	136	44	11	3	1	196
0800 - 0815	0	0	34	9	5	0	0	48	0	0	157	54	21	12	0	244	0	0	53	8	5	2	0	68
0815 - 0830	0	0	29	8	2	0	0	39	0	3	172	58	25	17	0	275	0	0	43	11	3	2	0	59
0830 - 0845	0	0	28	9	3	0	0	40	0	2	171	55	27	13	1	269	0	0	44	10	2	1	0	57
0845 - 0900	0	0	17	12	4	0	0	33	0	0	182	49	23	14	0	268	0	0	27	11	2	2	0	42
Hourly Total	0	0	108	38	14	0	0	160	0	5	682	216	96	56	1	1056	0	0	167	40	12	7	0	226
0900 - 0915	0	0	17	10	1	0	0	28	0	4	177	61	26	17	0	285	0	0	34	18	6	2	0	60
0915 - 0930	0	0	21	10	5	0	0	36	0	0	188	47	22	8	0	245	0	0	49	19	4	2	0	74
0930 - 0945	0	0	37	12	5	0	0	54	0	1	120	36	22	8	0	187	0	0	42	19	7	3	0	71
0945 - 1000	0	0	31	7	9	1	0	48	0	2	101	25	9	11	1	149	0	0	44	18	6	2	0	70
Hourly Total	0	0	106	39	20	1	0	166	0	7	566	169	79	44	1	866	0	0	169	74	23	9	0	275
Session Total	1	3	344	134	50	1	0	533	0	23	1891	703	277	172	10	3076	0	1	472	158	46	19	1	697
1600 - 1615	0	0	12	11	1	0	0	24	0	4	227	58	15	12	2	318	0	0	71	14	0	2	0	87
1615 - 1630	0	1	11	4	2	1	0	19	0	2	224	58	18	11	0	313	0	4	70	18	1	0	0	93
1630 - 1645	0	1	17	2	0	0	0	20	0	4	239	61	9	9	1	323	0	1	92	13	1	0	0	107
1645 - 1700	0	0	19	5	0	0	0	24	0	3	261	53	8	5	3	333	0	1	89	18	2	1	0	111
Hourly Total	0	2	59	22	3	1	0	87	0	13	951	230	50	37	6	1287	0	6	322	63	4	3	0	398
1700 - 1715	0	0	12	4	1	0	0	17	0	3	257	47	7	8	0	322	0	5	101	11	1	2	0	120
1715 - 1730	0	0	11	4	0	0	0	15	0	2	250	42	9	6	0	309	0	0	101	14	0	1	0	116
1730 - 1745	0	0	18	5	1	0	0	24	0	0	227	41	6	11	0	285	0	2	89	12	2	2	0	107
1745 - 1800	0	0	15	1	1	0	0	17	0	4	267	34	4	8	0	317	0	0	78	5	1	1	0	85
Hourly Total	0	0	56	14	3	0	0	73	0	9	1001	164	26	33	0	1233	0	7	369	42	4	6	0	428
1800 - 1815	0	1	10	1	0	0	0	12	0	7	278	31	7	7	0	330	0	0	77	8	1	0	1	87
1815 - 1830	0	0	19	1	0	0	0	20	0	0	288	23	3	7	0	321	0	1	74	8	0	0	0	83
1830 - 1845	0	1	27	0	0	0	0	28	0	2	252	29	6	4	1	294	0	0	59	5	1	0	0	65
1845 - 1900	0	0	14	4	1	0	0	19	0	2	241	32	4	3	0	282	0	0	55	6	1	0	0	62
Hourly Total	0	2	70	6	1	0	0	79	0	11	1059	115	20	21	1	1227	0	1	265	27	3	0	1	297
Session Total	0	4	185	42	7	1	0	239	0	33	3011	509	96	91	7	3747	0	14	956	132	11	9	1	1123

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Junction: (13) Begnor Road Roundabout

Approach: A27 (North)

First Left to Begnor Road (East)										Second Left to Vineyard Road										SB to A27 (South)										Right to Begnor Road (West)									
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL							
0700 - 0715	1	0	10	4	3	1	0	19	0	0	12	1	1	0	0	14	0	1	168	50	18	4	0	241	0	0	17	5	0	0	0	22							
0715 - 0730	0	0	8	4	1	0	0	14	0	0	13	2	0	1	0	16	0	2	176	44	8	8	0	238	0	0	21	6	2	1	0	30							
0730 - 0745	0	0	7	0	1	0	0	8	0	0	12	1	0	0	0	13	0	1	177	42	17	6	0	243	0	0	20	6	3	0	0	29							
0745 - 0800	0	0	14	2	2	1	0	19	0	0	14	2	0	0	0	16	0	0	142	34	7	9	0	192	0	0	22	7	0	0	0	29							
Hourly Total	1	0	39	10	7	2	1	60	0	0	51	6	1	1	0	59	0	4	663	170	50	27	0	914	0	0	80	24	5	1	0	110							
0800 - 0815	0	0	9	5	4	0	1	19	0	0	16	1	0	0	0	17	0	1	124	25	17	12	0	179	0	1	19	5	0	0	0	25							
0815 - 0830	0	1	19	4	2	0	0	26	0	1	17	1	0	0	0	19	0	1	166	19	14	5	0	205	0	0	18	7	0	2	0	27							
0830 - 0845	0	0	13	5	5	1	0	32	0	1	14	2	0	0	0	17	0	2	141	28	22	10	0	203	0	0	21	4	1	0	0	26							
0845 - 0900	0	0	9	2	1	0	0	13	0	0	17	1	0	0	0	18	0	2	156	30	23	10	0	221	0	2	21	7	0	0	0	30							
Hourly Total	0	1	50	16	12	6	1	86	0	2	64	5	0	0	0	71	0	6	587	102	76	37	0	808	0	3	79	23	1	2	0	108							
0900 - 0915	0	0	21	4	1	2	1	29	0	0	9	2	0	0	0	11	0	1	124	29	19	9	1	183	0	0	22	4	1	0	1	28							
0915 - 0930	0	0	13	2	0	1	1	17	0	0	12	1	0	0	0	14	0	1	120	21	14	9	0	165	0	0	15	8	0	0	0	23							
0930 - 0945	0	0	10	2	1	1	0	14	0	0	9	1	0	0	0	10	0	2	114	22	12	11	0	161	0	0	21	5	0	0	0	26							
0945 - 1000	0	0	12	2	3	0	0	20	0	0	5	2	0	0	0	7	0	0	121	18	13	9	0	161	0	0	13	5	1	0	0	19							
Hourly Total	0	0	56	10	5	7	2	80	0	0	35	6	0	1	0	42	0	4	479	90	58	38	1	670	0	0	71	22	2	0	1	96							
Session Total	1	1	145	36	24	15	8	230	0	2	150	17	1	2	0	172	0	14	1738	362	184	102	1	2392	0	3	230	69	8	3	1	314							
1600 - 1615	0	0	13	0	0	0	0	14	0	1	12	4	0	0	0	17	0	1	138	35	14	8	0	196	0	1	19	1	0	0	0	21							
1615 - 1630	0	2	19	3	3	2	0	29	0	0	13	2	0	0	0	15	0	3	138	37	6	11	0	195	0	1	25	2	1	0	0	29							
1630 - 1645	0	0	5	0	1	0	0	6	0	0	20	5	0	0	0	23	0	5	146	49	14	9	0	223	0	0	18	2	0	0	0	21							
1645 - 1700	0	0	8	1	1	0	0	10	0	0	19	4	0	0	0	25	0	3	150	38	5	4	0	200	0	1	18	7	0	0	0	26							
Hourly Total	0	2	46	4	4	0	0	59	0	1	64	15	0	0	0	80	0	12	572	159	39	32	0	814	0	3	80	12	1	0	0	97							
1700 - 1715	0	0	5	1	0	0	0	6	0	0	2	19	4	0	0	25	0	2	149	31	7	5	0	193	0	0	24	2	0	0	0	28							
1715 - 1730	0	1	8	0	1	0	0	10	0	0	12	6	0	0	0	20	0	2	150	23	4	6	1	198	0	0	25	2	1	0	0	20							
1730 - 1745	0	0	11	0	0	0	0	11	0	0	17	6	0	1	0	25	0	2	165	39	6	7	0	219	0	2	21	0	2	0	0	25							
Hourly Total	0	2	36	5	2	5	0	50	0	2	62	22	1	2	1	90	0	6	612	120	23	26	1	788	0	4	86	5	3	1	1	100							
1800 - 1815	0	0	19	1	0	0	0	20	0	0	18	8	0	1	0	27	0	2	167	26	9	7	0	211	0	0	18	2	0	0	0	20							
1815 - 1830	0	0	16	3	3	1	0	23	0	1	20	3	0	2	0	26	0	3	176	25	2	6	0	212	0	0	16	2	2	0	0	21							
1830 - 1845	0	0	27	6	1	0	0	34	0	0	17	2	0	2	0	21	0	2	206	32	2	8	0	250	0	0	21	2	0	0	0	23							
1845 - 1900	0	0	20	4	1	0	0	25	0	0	11	2	0	0	0	13	0	0	151	26	6	5	1	189	0	0	19	1	1	1	1	23							
Hourly Total	0	0	82	14	5	1	0	102	0	1	66	15	0	5	0	87	0	7	700	109	19	26	1	862	0	0	74	7	3	1	2	87							
Session Total	0	4	163	23	11	10	0	211	0	4	192	52	1	7	1	257	0	25	1884	388	81	84	2	2464	0	7	240	24	7	3	3	284							

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Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: Bognor Road (East)

First Left to Vinelwood Road										Second Left to A27 (South)										WB to Bognor Road (West)										Right to A27 (North)									
TIME	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL							
0700 - 0715	0	0	1	0	0	0	0	1	0	3	165	28	0	5	0	201	0	0	0	43	7	0	0	1	51	0	0	16	6	1	1	26							
0715 - 0730	0	0	3	2	0	0	0	6	0	0	172	29	6	6	2	215	0	0	1	44	12	2	0	59	0	4	8	8	4	2	1	27							
0730 - 0745	0	0	1	2	0	0	0	3	0	5	140	29	8	2	0	184	0	0	0	44	15	0	0	61	0	1	15	6	1	2	2	27							
0745 - 0800	0	0	4	1	1	0	0	6	0	0	149	28	8	1	0	186	0	0	58	10	3	0	1	72	0	0	7	3	2	3	0	15							
Hourly Total	0	0	9	5	1	1	0	16	0	8	626	114	22	14	2	786	0	1	189	44	5	0	4	243	0	5	46	23	8	5	95	46							
0800 - 0815	0	0	4	0	0	0	0	4	0	4	134	23	7	5	1	174	0	2	66	12	0	0	2	61	0	0	16	6	5	1	1	29							
0815 - 0830	0	0	5	1	1	0	0	7	0	2	117	18	3	4	0	144	0	0	48	9	0	2	2	61	0	0	11	6	0	2	0	19							
0830 - 0845	0	0	6	2	1	0	0	9	0	3	121	21	10	3	2	160	0	0	55	11	1	0	0	67	0	0	12	6	2	3	0	23							
0845 - 0900	0	0	2	0	2	0	0	4	0	2	103	21	13	5	0	144	1	2	45	8	0	0	0	56	0	0	0	12	2	6	0	20							
Hourly Total	0	0	17	3	4	0	0	24	0	11	475	83	33	17	3	622	1	4	214	40	1	2	4	266	0	0	51	20	13	6	1	91							
0900 - 0915	0	0	5	0	1	1	0	7	0	1	77	14	9	1	1	103	0	0	61	10	0	0	1	72	0	0	17	12	0	5	0	34							
0915 - 0930	0	0	3	1	2	0	0	6	0	1	153	23	11	3	0	191	0	1	35	7	0	0	0	43	0	0	11	2	0	8	0	21							
0930 - 0945	0	0	3	0	0	0	0	3	0	2	107	20	11	6	3	149	0	0	51	9	0	0	0	63	0	0	5	1	0	6	0	12							
0945 - 1000	0	0	3	0	0	0	0	3	0	0	103	16	7	4	2	132	0	2	34	9	2	0	1	48	0	1	11	7	2	0	0	21							
Hourly Total	0	0	14	1	3	1	0	19	0	4	440	73	38	14	6	575	0	3	181	35	2	0	5	226	0	1	44	22	2	19	0	68							
Session Total	0	0	40	9	8	2	0	59	0	23	1541	270	93	45	11	1983	1	8	584	119	8	2	13	735	0	6	141	65	23	33	6	274							
1600 - 1615	0	0	16	0	0	1	0	17	0	0	84	31	10	0	0	125	0	0	32	7	0	0	2	41	0	0	28	4	4	0	0	36							
1615 - 1630	0	0	13	1	0	0	0	14	0	2	95	33	9	1	1	131	0	0	33	7	3	0	3	46	0	0	26	6	1	0	0	35							
1630 - 1645	0	0	10	3	1	0	0	14	0	2	116	38	4	2	0	162	0	0	30	7	0	1	1	39	0	0	22	1	1	2	1	30							
1645 - 1700	0	0	3	5	0	0	0	8	0	2	93	32	8	1	0	136	0	2	29	7	0	0	0	1	39	0	1	21	5	3	0	30							
Hourly Total	0	0	42	9	1	1	0	53	0	6	378	134	31	4	1	554	0	2	124	26	3	1	7	165	0	1	96	16	9	2	1	125							
1700 - 1715	0	0	5	0	0	0	0	5	0	4	125	46	5	0	3	172	0	2	45	4	2	0	3	56	0	1	26	2	1	0	1	31							
1715 - 1730	0	0	13	6	1	0	0	20	0	2	142	35	5	1	0	168	0	1	45	4	0	1	1	52	0	0	31	1	0	1	0	33							
1730 - 1745	0	0	9	2	0	0	0	11	0	2	114	40	4	2	1	171	0	0	40	4	1	0	1	46	0	1	22	0	3	0	1	25							
1745 - 1800	0	0	12	1	0	0	0	13	0	0	144	20	4	2	1	171	0	0	40	4	1	0	1	46	0	1	22	0	3	0	1	27							
1800 - 1815	0	0	8	3	0	0	0	11	0	1	146	18	0	0	0	165	0	2	32	0	0	0	0	35	0	2	23	0	0	0	0	25							
Hourly Total	0	0	42	12	1	0	0	55	0	7	529	119	14	3	4	676	0	5	162	12	3	1	6	189	0	4	102	3	4	1	2	116							
1800 - 1815	0	0	6	0	0	0	0	6	0	0	97	21	1	0	0	119	0	0	30	5	1	0	4	40	0	0	19	6	1	0	1	27							
1815 - 1830	0	0	2	1	0	0	0	3	0	0	103	22	2	0	0	127	0	0	27	2	2	0	2	33	0	0	16	2	1	0	0	19							
1830 - 1845	0	0	5	2	0	0	0	7	0	0	113	15	2	1	0	133	0	0	26	0	0	0	1	27	0	0	12	2	2	0	0	16							
1845 - 1900	0	0	8	0	0	0	1	9	0	1	87	12	2	2	2	106	0	1	31	3	1	1	3	40	0	1	11	2	2	0	0	16							
Hourly Total	0	0	21	3	0	1	1	26	0	3	400	70	7	3	2	485	0	1	114	10	4	1	10	140	0	1	58	12	6	0	1	78							
Session Total	0	0	105	24	2	2	1	134	0	16	1307	323	52	10	7	1715	0	8	400	90	10	3	23	494	0	6	256	31	19	3	4	319							

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Produced by Road Data Services Ltd

Junction: (12) Begnor Road Roundabout

Approach: Vinnetrow Road

TIME	First Left to A27 (South)					Second Left to Begnor Road (West)					Right to A27 (North)					Last Right to Begnor Road (East)					TOTAL	
	P/CYCLE	M/CYCLE	CAR	LGW	OGV2	P/CYCLE	M/CYCLE	CAR	LGW	OGV2	P/CYCLE	M/CYCLE	CAR	LGW	OGV2	P/CYCLE	M/CYCLE	CAR	LGW	OGV2		
0700 - 0715	0	0	7	2	0	0	9	0	21	3	0	0	11	6	0	0	17	0	6	4	0	10
0715 - 0730	0	0	2	1	0	0	3	0	26	2	0	0	5	4	1	0	10	0	2	2	0	4
0730 - 0745	0	0	6	5	0	1	12	0	21	2	0	0	7	4	0	0	11	0	4	1	0	5
0745 - 0800	0	0	5	1	0	0	6	0	1	38	3	0	1	5	2	0	8	0	4	1	0	6
Hourly Total	0	0	20	9	0	1	30	0	106	10	0	1	28	16	1	0	46	0	16	8	0	25
0800 - 0815	0	0	5	2	0	1	8	0	40	4	0	0	8	2	0	0	12	0	5	2	0	9
0815 - 0830	0	0	11	1	0	0	12	0	33	2	0	0	6	1	0	1	8	0	4	1	0	6
0830 - 0845	0	0	3	0	0	0	3	0	29	7	0	0	4	3	0	0	9	0	4	1	1	6
0845 - 0900	0	0	2	4	1	1	7	0	17	0	0	0	8	3	2	0	13	0	5	0	1	8
Hourly Total	0	0	21	7	1	1	30	0	119	14	0	0	26	9	2	0	42	0	18	4	3	29
0900 - 0915	0	0	10	1	0	0	12	0	33	2	0	0	16	3	0	1	20	0	6	2	0	8
0915 - 0930	0	0	7	0	0	0	7	0	22	4	0	0	4	1	0	0	5	0	2	0	0	2
0930 - 0945	0	1	7	0	1	0	9	0	17	3	0	0	3	1	0	0	4	0	3	1	0	4
0945 - 1000	0	0	7	1	0	0	8	0	26	1	0	0	6	1	1	0	8	0	5	1	0	7
Hourly Total	0	1	31	2	2	0	36	0	90	11	0	0	29	6	1	1	37	0	16	4	1	21
Session Total	0	1	72	18	3	2	96	0	315	35	0	3	83	31	4	4	125	0	50	16	4	75
1600 - 1615	0	0	12	2	0	0	14	0	9	2	0	0	12	1	0	0	13	0	11	1	0	12
1615 - 1630	0	0	10	2	0	0	12	0	16	2	0	0	21	1	0	0	22	0	14	1	0	17
1630 - 1645	0	0	6	2	0	0	8	0	18	0	0	0	17	4	0	0	22	0	9	3	0	12
1645 - 1700	0	0	1	0	0	0	3	0	15	1	0	0	16	1	0	0	22	0	11	0	0	12
Hourly Total	0	0	30	7	0	0	37	0	58	5	0	0	65	7	0	1	73	0	45	6	1	53
1700 - 1715	0	0	7	4	0	0	11	0	19	0	0	0	13	4	0	0	11	0	10	0	0	10
1715 - 1730	0	0	7	1	0	0	8	0	12	0	0	0	13	4	0	0	17	0	10	2	0	12
1730 - 1745	0	0	5	1	0	0	6	0	7	0	0	0	14	4	0	0	18	0	13	0	0	13
1745 - 1800	0	0	1	0	0	0	2	0	17	0	0	0	8	0	2	0	10	0	4	0	0	4
Hourly Total	0	0	20	7	0	0	27	1	52	0	0	0	46	8	2	0	56	0	37	2	0	39
1800 - 1815	0	0	10	1	0	0	11	0	16	2	0	0	10	1	0	2	13	0	4	1	0	5
1815 - 1830	0	0	5	1	0	1	7	0	18	0	0	0	11	2	0	0	13	0	6	2	0	8
1830 - 1845	0	1	6	0	1	0	8	0	9	0	0	0	14	0	1	0	15	0	10	0	0	11
1845 - 1900	0	0	9	2	0	0	11	0	19	0	0	0	11	2	0	0	13	0	6	2	0	8
Hourly Total	0	1	30	4	1	1	37	0	62	2	0	0	46	5	1	2	54	0	26	5	1	32
Session Total	0	1	80	18	1	1	101	1	172	7	0	0	157	20	3	3	183	0	108	13	2	124

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Produced by Road Data Services Ltd

Junction: (12) Begnor Road Roundabout

Approach: A27 (South)

Left to Begnor Road (West)																	N/B to A27 (North)							Right to Begnor Road (East)							Last Right to Vineyrow Road						
TIME	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL					
0700 - 0715	0	0	3	1	0	0	0	4	0	4	131	59	26	14	0	234	0	0	53	27	8	3	1	92	0	0	4	4	2	1	0	8					
0715 - 0730	0	0	2	4	0	0	0	6	0	4	142	63	14	14	1	238	0	1	47	35	4	5	2	94	0	0	4	2	0	1	0	7					
0730 - 0745	0	0	4	3	2	0	0	9	0	2	142	59	23	18	1	245	0	2	56	29	9	6	1	103	0	0	6	2	2	0	0	10					
0745 - 0800	0	0	7	4	2	0	0	13	0	1	104	43	16	9	0	173	0	1	46	25	5	3	0	80	0	1	7	2	1	0	0	11					
Hourly Total	0	0	16	12	4	2	0	34	0	11	519	224	79	55	2	890	0	4	202	116	26	17	4	369	0	1	21	7	5	2	0	36					
0800 - 0815	0	0	14	3	1	2	0	20	0	0	140	42	15	7	0	204	0	0	51	20	6	4	0	81	0	0	11	2	2	0	0	15					
0815 - 0830	0	0	15	3	0	0	0	18	0	0	145	42	20	11	1	219	0	0	59	15	10	6	0	90	0	4	8	2	0	1	0	15					
0830 - 0845	0	0	10	5	0	0	0	15	0	0	139	45	18	9	0	211	0	0	54	11	11	4	0	80	0	0	7	2	1	0	0	10					
0845 - 0900	0	0	16	7	2	0	0	25	0	0	140	35	15	11	1	202	0	0	68	13	6	6	0	93	0	0	7	0	0	0	0	7					
Hourly Total	0	0	55	18	3	2	0	78	0	0	564	164	68	38	2	836	0	2	232	59	33	20	0	344	0	4	33	6	3	1	0	47					
0900 - 0915	0	0	11	6	0	1	0	18	0	2	124	39	19	10	0	194	0	2	59	20	9	5	0	95	0	0	34	3	0	0	0	40					
0915 - 0930	0	0	9	3	5	0	0	17	0	0	134	35	13	4	0	186	0	0	55	16	5	3	0	79	0	0	3	2	0	1	0	6					
0930 - 0945	0	0	12	1	1	0	0	14	0	0	67	20	16	5	0	108	0	1	40	17	10	2	0	70	0	0	5	1	0	0	0	7					
0945 - 1000	0	0	7	1	1	0	0	9	0	3	53	13	5	7	0	81	0	0	47	13	4	4	0	68	0	0	6	1	0	1	0	8					
Hourly Total	0	0	39	11	7	1	0	58	0	5	378	107	53	26	0	569	0	3	201	66	28	14	0	312	0	0	48	7	1	5	0	61					
Session Total	0	0	110	41	14	5	0	170	0	16	1461	495	200	119	4	2295	0	7	635	241	87	51	4	1025	0	5	102	20	9	8	0	144					
1600 - 1615	0	0	12	5	0	1	0	18	0	3	146	36	11	10	0	206	0	1	91	20	8	1	2	123	0	1	12	1	1	0	0	15					
1615 - 1630	0	0	12	6	2	2	0	22	0	0	152	38	11	6	0	207	0	2	90	28	6	3	0	129	0	0	11	2	1	0	0	14					
1630 - 1645	0	0	6	0	0	0	0	12	0	4	160	42	9	5	1	221	0	2	103	17	2	2	0	126	0	0	15	2	0	0	0	17					
1645 - 1700	0	0	7	2	0	0	0	9	0	0	156	38	6	2	2	204	0	3	120	19	2	1	2	147	0	0	11	3	1	0	0	15					
Hourly Total	0	0	37	19	2	3	0	61	0	7	614	154	37	23	3	838	0	6	404	84	18	7	4	525	0	1	49	8	3	0	0	61					
1700 - 1715	0	0	11	2	2	0	0	16	0	3	165	24	4	4	0	200	0	2	107	20	2	4	0	135	0	1	14	0	0	0	0	15					
1715 - 1730	0	1	9	3	0	0	0	13	0	0	158	26	10	6	0	200	0	0	106	18	3	1	0	128	0	0	13	3	1	0	0	17					
1730 - 1745	0	0	10	1	0	3	0	14	0	0	150	26	5	6	0	187	0	0	105	16	3	3	0	127	0	0	13	0	0	0	0	14					
1745 - 1800	0	0	7	2	0	0	0	9	0	3	198	29	5	6	0	241	0	0	94	7	0	0	0	104	0	1	11	2	0	0	0	14					
Hourly Total	0	1	37	8	2	4	0	52	0	6	671	105	24	22	0	828	0	5	412	61	8	8	1	495	0	2	51	5	1	1	0	60					
1800 - 1815	0	1	12	0	0	0	0	13	0	6	210	21	5	7	0	249	0	1	103	10	3	1	0	118	0	0	11	1	0	1	0	13					
1815 - 1830	0	0	12	3	0	0	0	15	0	1	189	11	3	4	0	208	0	0	115	12	0	1	0	128	0	1	9	1	0	2	0	13					
1830 - 1845	0	0	10	3	0	0	0	13	0	0	178	17	4	5	0	204	0	2	103	11	4	0	1	121	0	0	9	2	0	0	0	11					
1845 - 1900	0	0	14	2	0	0	0	16	0	1	201	21	3	0	0	226	0	1	77	14	2	3	0	97	0	0	6	2	0	0	0	8					
Hourly Total	0	1	48	8	0	0	0	57	0	8	778	70	15	16	0	887	0	4	388	47	9	5	1	464	0	1	35	6	0	3	0	45					
Session Total	0	2	122	35	4	7	0	170	0	21	2063	329	76	61	3	2553	0	17	1214	192	35	20	6	1484	0	4	135	19	4	4	0	166					

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Junction: (12) Bognor Road Roundabout

Approach: Bognor Road (West)

Left to A27 (North)										EB to Bognor Road (East)										Right to Vinelrow Road										Last Right to A27 (South)									
TIME	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGW	OGV1	OGV2	BUS	TOTAL							
0700 - 0715	0	0	21	14	4	2	0	39	0	0	37	20	4	0	3	64	0	0	2	0	0	0	0	2	0	2	17	2	1	0	22	0							
0715 - 0730	0	0	17	12	4	0	0	35	0	0	46	10	1	0	3	60	0	0	0	1	1	0	0	0	2	0	0	3	1	0	17	0							
0730 - 0745	0	0	27	10	3	0	0	40	0	0	55	14	1	0	2	72	0	0	6	1	0	0	0	0	7	0	1	4	5	3	1	0							
0745 - 0800	0	0	15	9	4	0	0	28	0	0	94	16	5	0	0	116	0	0	9	1	0	0	0	0	10	0	0	16	2	1	0	0							
Hourly Total	0	0	80	45	15	2	0	142	0	0	232	60	11	0	9	312	0	0	18	3	0	0	0	0	21	0	3	57	12	8	2	0							
0800 - 0815	0	0	10	10	3	0	0	23	0	1	102	31	4	0	1	139	0	0	18	1	0	0	0	0	19	0	4	0	2	4	0	21	0						
0815 - 0830	0	1	12	11	3	0	0	27	0	0	87	14	6	0	2	109	0	0	9	1	0	0	0	0	10	0	0	0	21	5	1	0	28						
0830 - 0845	0	0	12	7	1	1	0	21	0	0	62	15	4	0	0	101	0	0	7	1	0	0	0	0	8	0	0	14	2	1	0	17	0						
0845 - 0900	0	0	11	12	4	0	0	27	0	1	61	19	5	0	2	88	0	0	0	2	1	0	0	0	3	0	0	22	3	0	0	25	0						
Hourly Total	0	1	45	40	11	1	0	98	0	2	332	79	19	0	5	437	0	0	35	4	0	0	0	0	40	0	1	71	12	6	1	0	91	0					
0900 - 0915	0	0	14	13	1	0	0	28	0	0	42	29	6	1	2	80	0	0	2	2	0	0	0	0	4	0	0	24	2	0	1	29	0						
0915 - 0930	0	0	15	9	3	1	0	28	0	0	65	20	1	0	1	87	0	0	4	1	0	0	0	0	5	0	0	15	2	1	0	19	0						
0930 - 0945	0	0	4	3	2	1	0	10	0	0	64	17	6	2	1	90	0	0	10	1	0	0	0	0	11	0	0	15	5	1	0	21	0						
0945 - 1000	0	0	5	1	3	0	0	9	0	0	84	18	6	0	0	108	0	0	0	7	1	0	0	0	8	0	0	11	3	0	1	0	15	0					
Hourly Total	0	0	38	26	9	2	0	75	0	0	255	84	19	3	4	365	0	0	23	5	0	0	0	0	28	0	0	65	12	2	4	1	84	0					
Session Total	0	1	163	111	35	5	0	315	0	2	819	223	49	3	18	1114	0	0	77	12	0	0	0	0	89	0	4	193	36	16	7	1	257	0					
1600 - 1615	0	1	13	5	0	0	0	19	0	2	115	28	1	0	1	147	0	0	0	18	2	0	0	0	20	0	0	14	2	1	0	0	17	0					
1615 - 1630	0	1	13	3	0	0	0	17	0	2	104	23	0	1	2	132	0	0	13	1	0	0	0	0	16	0	0	13	2	0	0	21	0						
1630 - 1645	0	0	14	2	0	1	0	16	0	2	120	23	0	0	0	141	0	0	10	1	0	0	0	0	15	0	1	12	2	0	0	16	0						
1645 - 1700	0	0	11	5	1	0	0	17	0	1	121	8	2	0	3	135	0	0	16	2	1	0	0	0	19	0	0	17	7	2	0	0	26	0					
Hourly Total	0	2	51	16	1	1	0	71	0	7	463	62	3	1	6	562	0	0	63	6	1	0	0	0	70	0	1	61	13	4	1	0	80	0					
1700 - 1715	0	0	19	4	0	0	0	23	0	3	136	27	1	0	1	168	0	1	18	3	0	0	0	0	22	0	1	11	2	1	0	16	0						
1715 - 1730	0	0	10	1	0	0	0	11	0	3	142	15	0	0	3	163	0	0	17	1	0	0	0	0	18	0	0	17	1	0	0	18	0						
1730 - 1745	0	0	16	4	0	0	0	20	0	2	143	18	1	0	0	164	0	0	17	1	0	0	0	0	18	0	0	18	3	1	0	22	0						
1745 - 1800	0	0	10	0	0	0	0	10	0	0	138	15	0	0	2	155	0	0	19	1	0	0	0	0	20	0	0	17	2	0	0	19	0						
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1800 - 1815	0	0	29	1	0	0	0	30	0	0	132	12	0	0	2	146	0	0	15	1	0	0	0	0	16	0	2	9	2	0	0	13	0						
1815 - 1830	0	0	14	3	0	0	0	17	0	3	101	16	2	0	0	125	0	1	13	1	0	0	0	0	15	0	2	2	0	0	0	18	0						
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1845 - 1900	0	0	13	0	0	0	0	13	0	0	81	6	2	0	0	89	0	0	12	0	0	0	0	0	12	0	0	12	2	2	1	0	17	0					
Hourly Total	0	0	66	4	1	0	0	71	0	4	400	41	4	0	7	456	0	1	49	3	0	0	0	0	53	0	2	48	7	4	1	0	62	0					
Session Total	0	2	172	29	2	1	0	205	0	19	1422	198	9	1	19	1668	0	2	163	15	1	0	0	0	201	0	4	172	28	10	3	0	217	0					

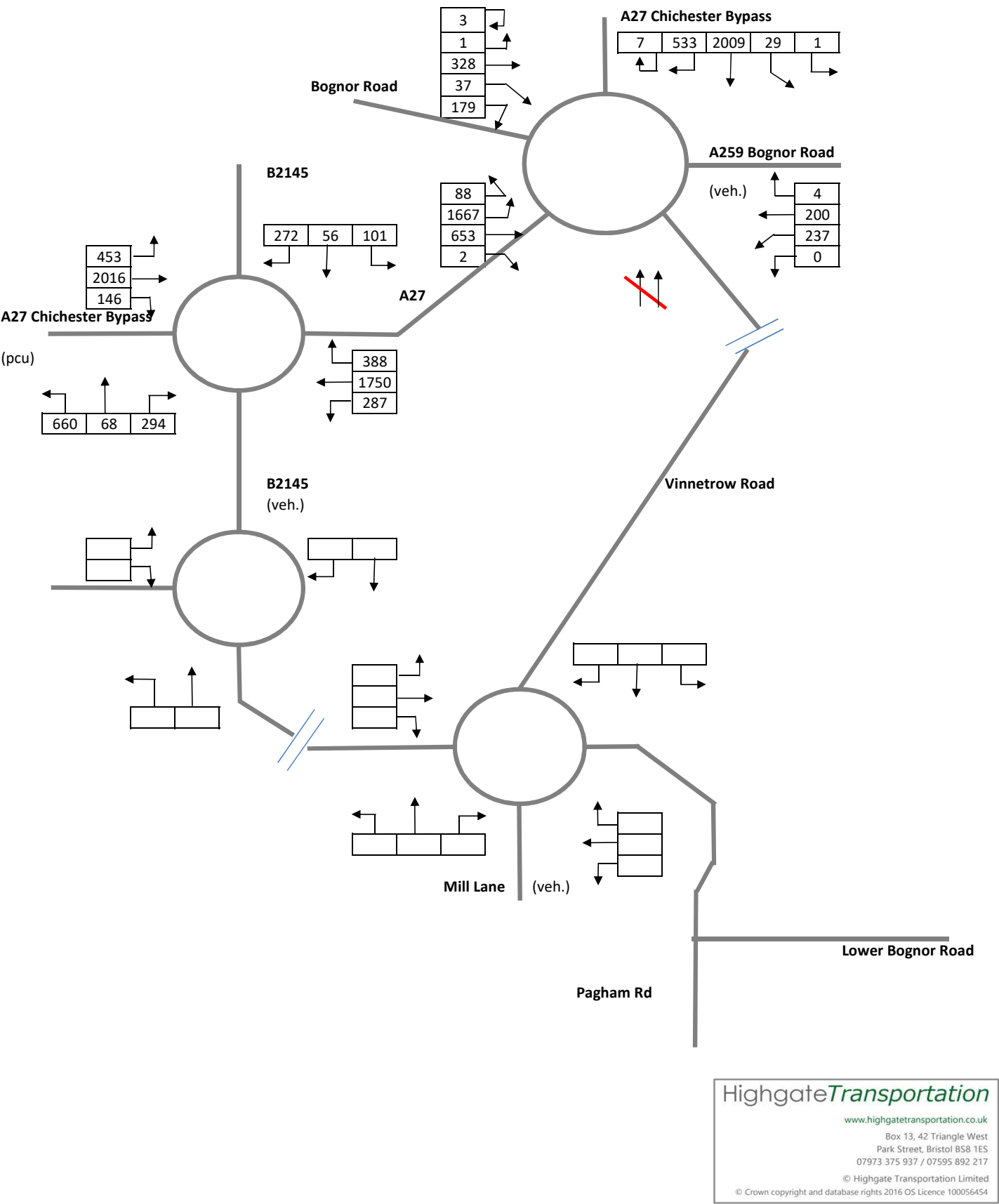
Appendix 2

Turning Movement Diagrams (Base Data)

Pagham South

2031 Base Flows - Highways England SE Max

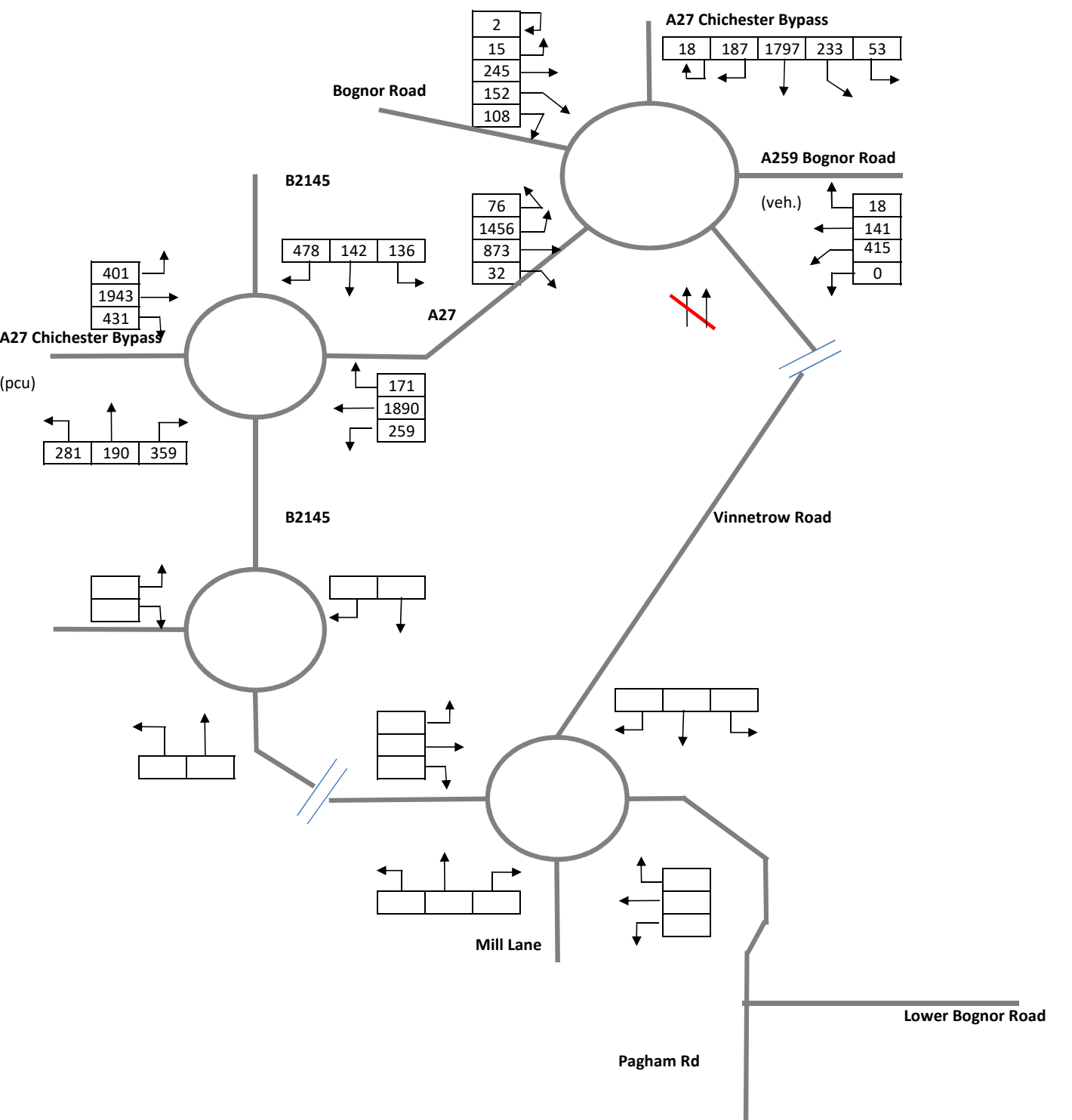
AM Peak Hour 0800-0900



Pagham South

2031 Base Flows - Highways England SE Max

PM Peak Hour 1700-1800



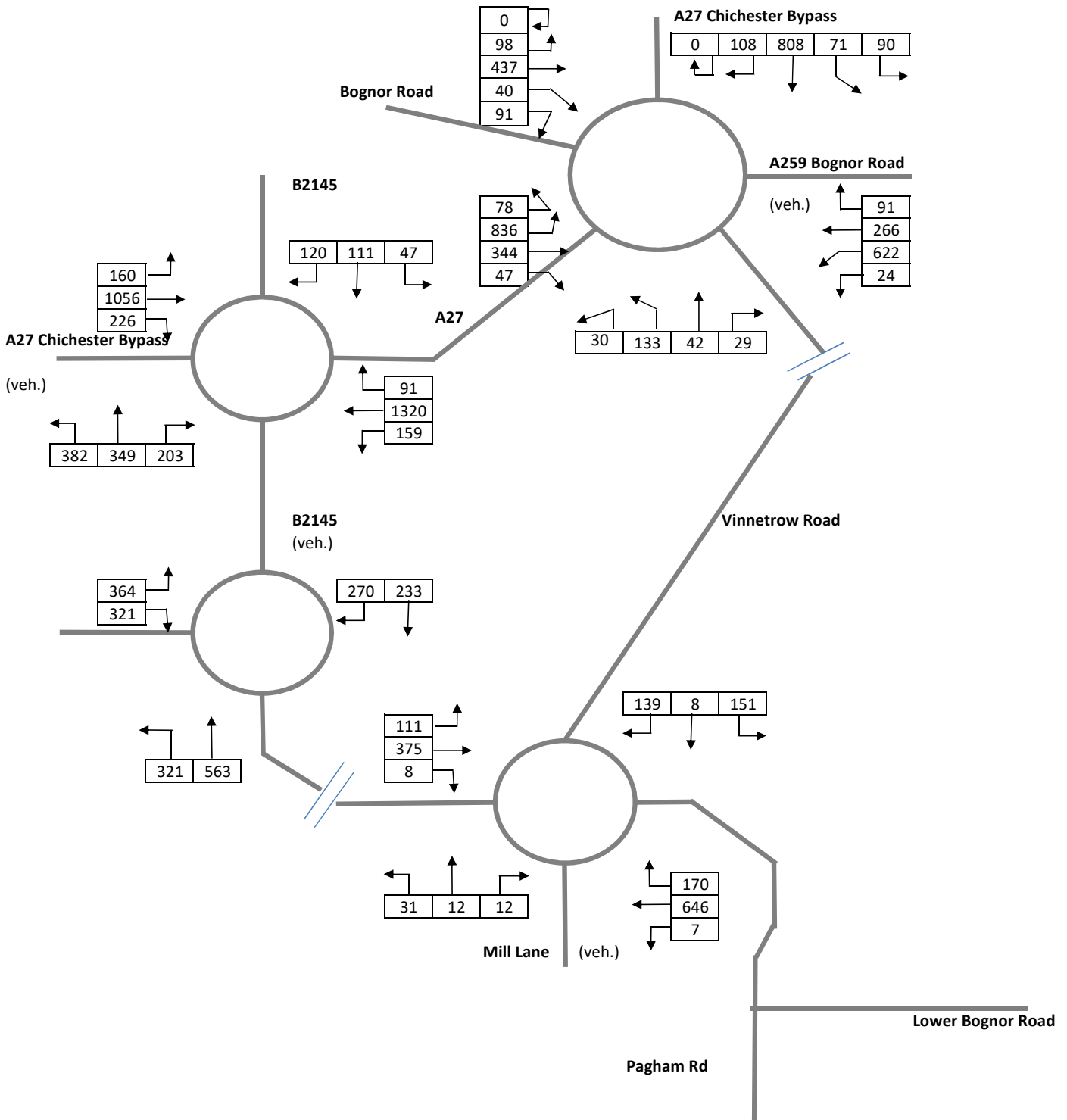
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Pagham South

2016 Base Flows - Survey Data

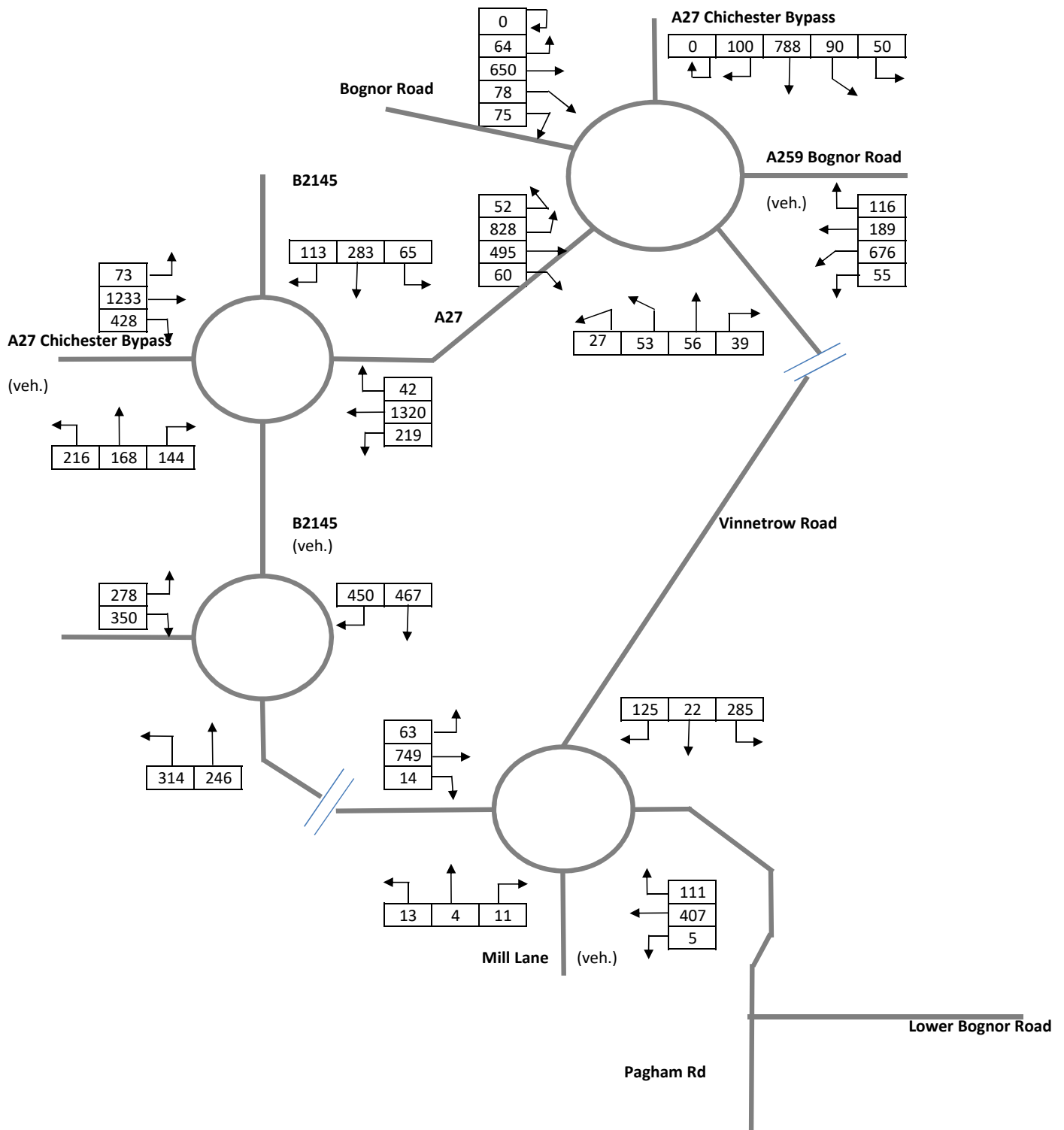
AM Peak Hour 0800-0900



Pagham South

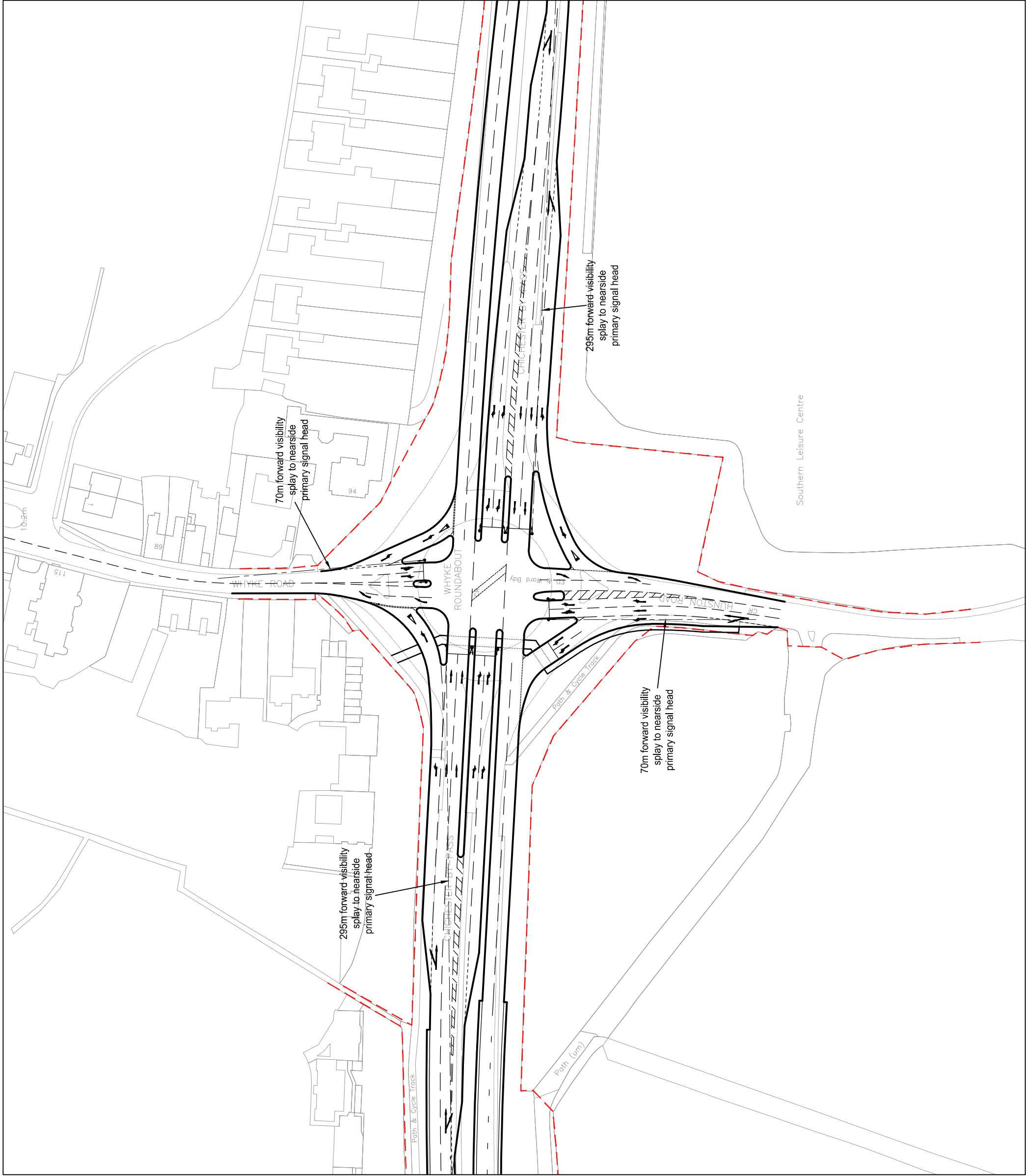
2016 Base Flows - Survey Data

PM Peak Hour 1700-1800



Appendix 3

Chichester Local Plan A27 Schemes



- NOTES
1.

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2.

If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used. DO NOT SCALE.

KEY

Highway Boundary

Rev	Description	Date	Initial	Checked
-----	-------------	------	---------	---------



140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

Client Turner and Townsend

Project Chichester Free School
 Carmelite Convent

Title Possible Highways
 Improvements at
 Whyke Roundabout

Status	Drawn By	Checked by
INFORMATION	CIL	SRD
Project No	Scale @ A3	Date Created
JNY8558	1:1000	22.07.16

Drawing Number	Rev
JNY8558—12	

Appendix 4

TEMPRO Data

1616 Pagham South
ATA/03

Chichester Rural Principal Road 2016-2031

AM

TEMPro main form

Results

Select data type

☒ Growth factors
☐ Future year minus base year
☐ Base year data
☐ Future year data

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver Combined Modes

Area Description	Name	Origin	All Purposes	Destination
Level				
Authority	Chichester	1.1241		1.1185

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Chichester

3: Select area type:

☐ Urban
☒ Rural
☐ All

4: Select road type:

☐ Motorway
☐ Trunk
☒ Principal
☐ Minor
☐ All

5: Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Chichester	1.1974

PM

TEMPro main form

Results

Select data type

☒ Growth factors
☐ Future year minus base year
☐ Base year data
☐ Future year data

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver Combined Modes

Area Description	Name	Origin	All Purposes	Destination
Level				
Authority	Chichester	1.1201		1.1241

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Chichester

3: Select area type:

☐ Urban
☒ Rural
☐ All

4: Select road type:

☐ Motorway
☐ Trunk
☒ Principal
☐ Minor
☐ All

5: Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Chichester	1.1383

1616 Pagham South
ATA/03

Chichester Urban Trunk Road 2016-2022

AM

TEMPro main form

Results

Select data type

☒ Growth factors
☐ Future year minus base year
☐ Base year data
☐ Future year data

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver Combined Modes

Area Description	Name	Origin	All Purposes	Destination
Level	Chichester	1.0601		1.0522
Authority				

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Chichester

3: Select area type:

☒ Urban
☐ Rural
☐ All

4: Select road type:

☐ Motorway
☒ Trunk
☐ Principal
☐ Minor
☐ All

5: Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Chichester	1.0908

PM

TEMPro main form

Results

Select data type

☒ Growth factors
☐ Future year minus base year
☐ Base year data
☐ Future year data

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver Combined Modes

Area Description	Name	Origin	All Purposes	Destination
Level	Chichester	1.0532		1.0577
Authority				

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Chichester

3: Select area type:

☒ Urban
☐ Rural
☐ All

4: Select road type:

☐ Motorway
☒ Trunk
☐ Principal
☐ Minor
☐ All

5: Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Chichester	1.0895

1616 Pagham South
ATA/03

Chichester Rural Principal Road 2016-2022

AM

TEMPro main form

Results

Select data type

☒ Growth factors
☐ Future year minus base year
☐ Base year data
☐ Future year data

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver Combined Modes

Area Description	Name	Origin	All Purposes	Destination
Level	Chichester	1.0601		1.0522
Authority				

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Chichester

3: Select area type:

☐ Urban
☒ Rural
☐ All

4: Select road type:

☐ Motorway
☐ Trunk
☒ Principal
☐ Minor
☐ All

5: Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Chichester	1.0954

PM

TEMPro main form

Results

Select data type

☒ Growth factors
☐ Future year minus base year
☐ Base year data
☐ Future year data

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver Combined Modes

Area Description	Name	Origin	All Purposes	Destination
Level	Chichester	1.0522		1.0577
Authority				

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Chichester

3: Select area type:

☐ Urban
☒ Rural
☐ All

4: Select road type:

☐ Motorway
☐ Trunk
☒ Principal
☐ Minor
☐ All

5: Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Chichester	1.0942

Appendix 5

Future Year Traffic Flow Diagrams

Pagham South

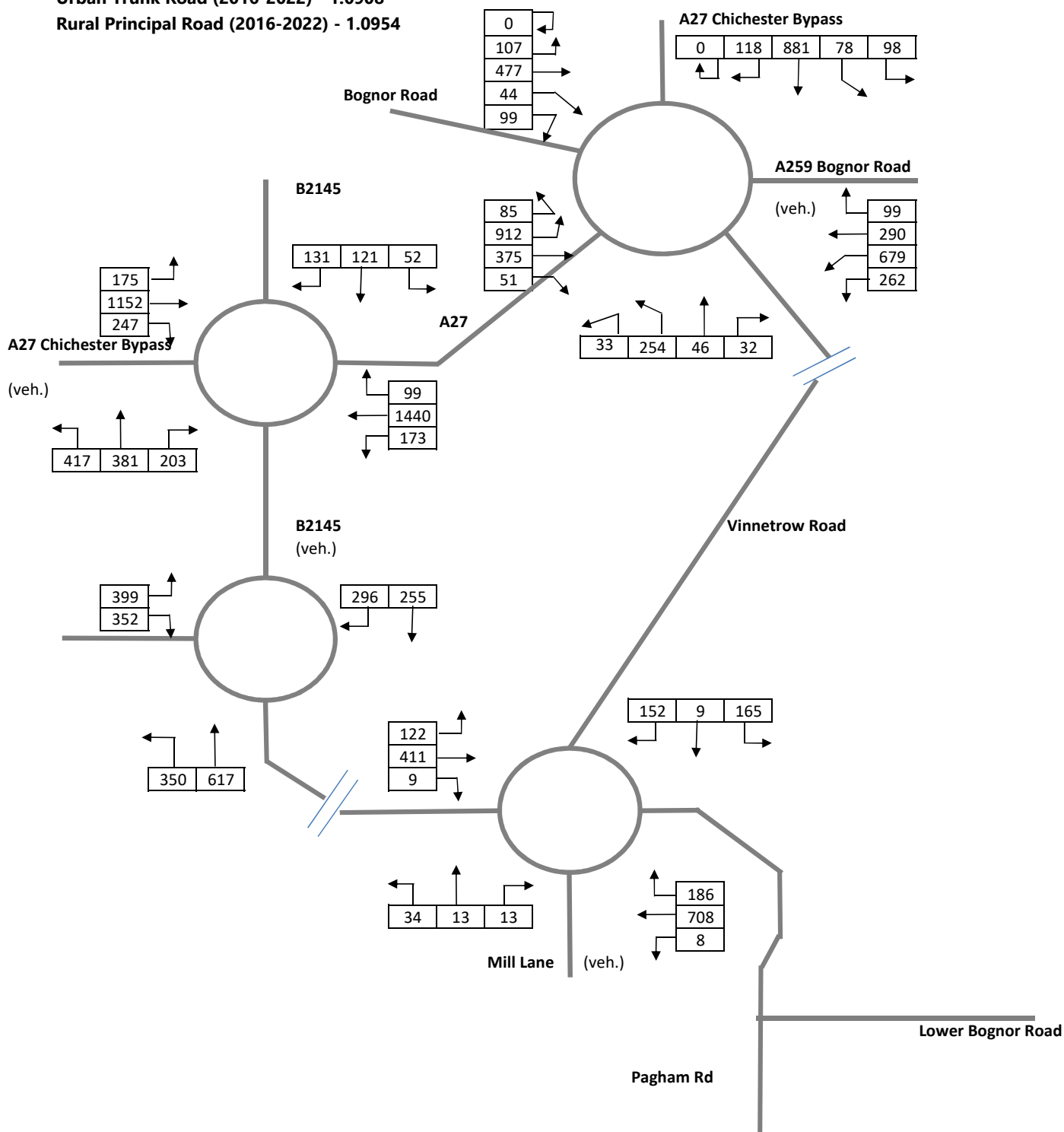
Future Year Flows - 2022

AM Peak Hour 0800-0900

Growth Rates:

Urban Trunk Road (2016-2022) - 1.0908

Rural Principal Road (2016-2022) - 1.0954



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Pagham South

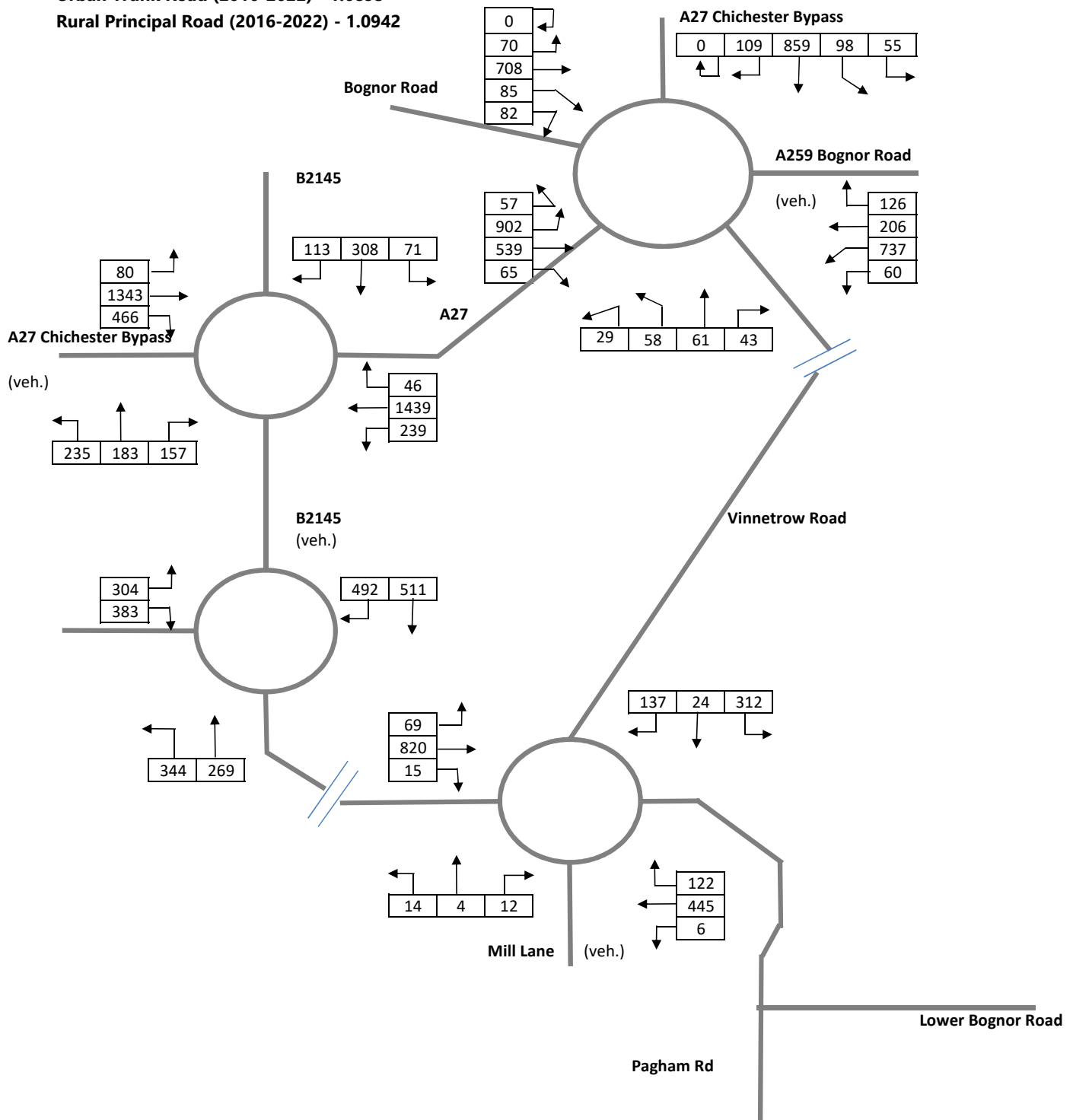
Future Year Flows - 2022

PM Peak Hour 1700-1800

Growth Rates:

Urban Trunk Road (2016-2022) - 1.0895

Rural Principal Road (2016-2022) - 1.0942



Pagham South

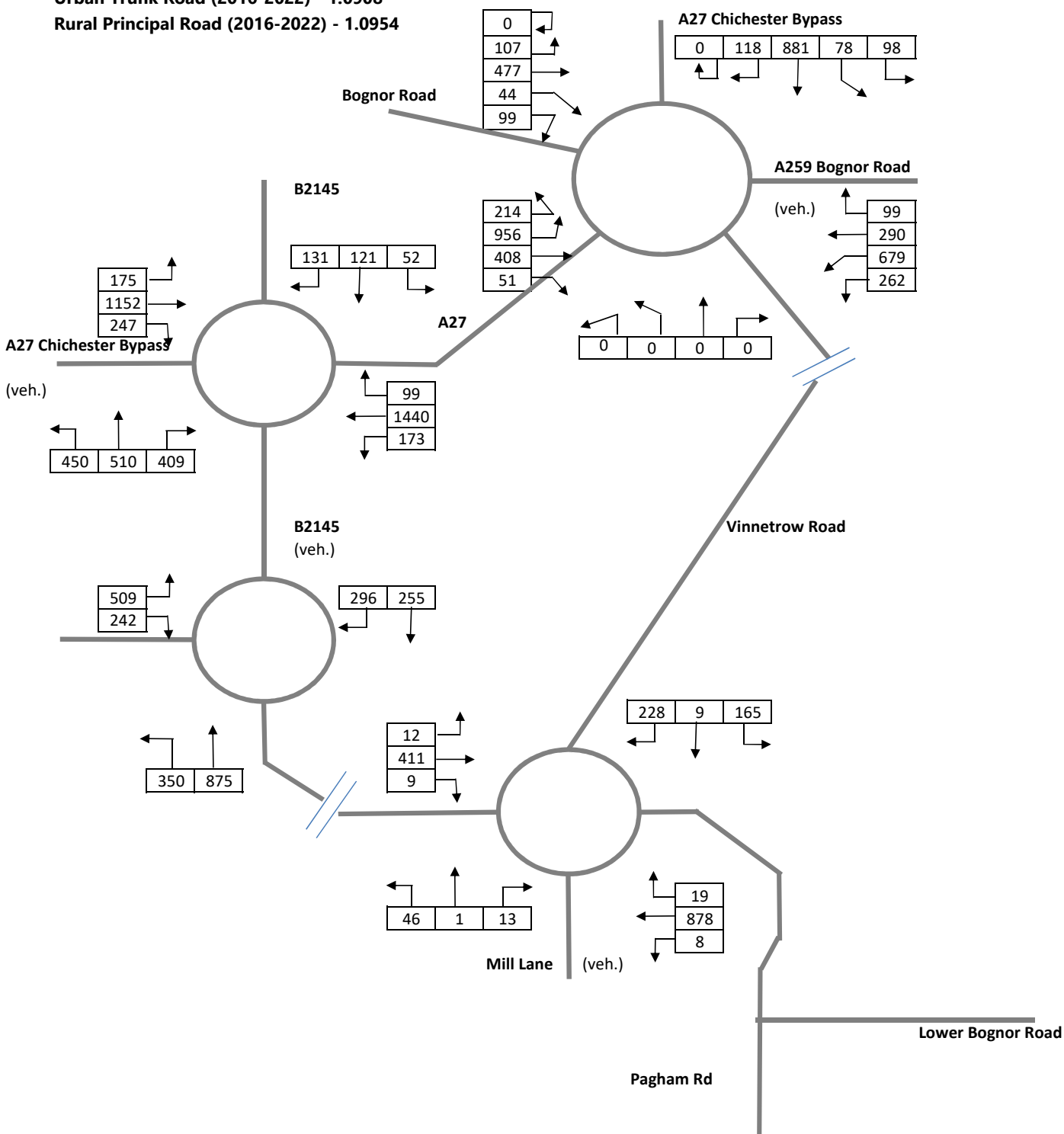
Adjusted Future Year Flows - 2022

AM Peak Hour 0800-0900

Growth Rates:

Urban Trunk Road (2016-2022) - 1.0908

Rural Principal Road (2016-2022) - 1.0954



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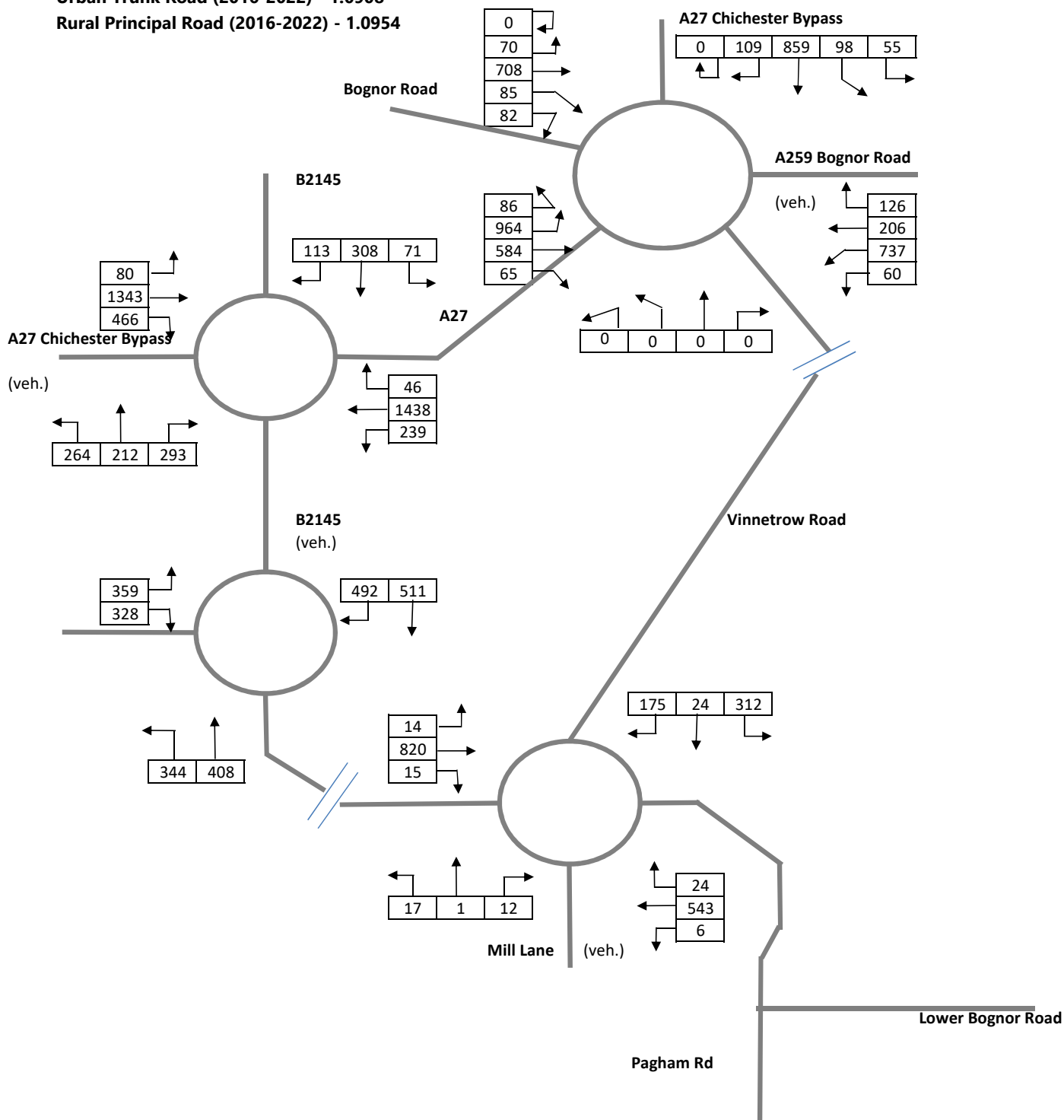
Adjusted Future Year Flows - 2022

AM Peak Hour 0800-0900

Growth Rates:

Urban Trunk Road (2016-2022) - 1.0908

Rural Principal Road (2016-2022) - 1.0954



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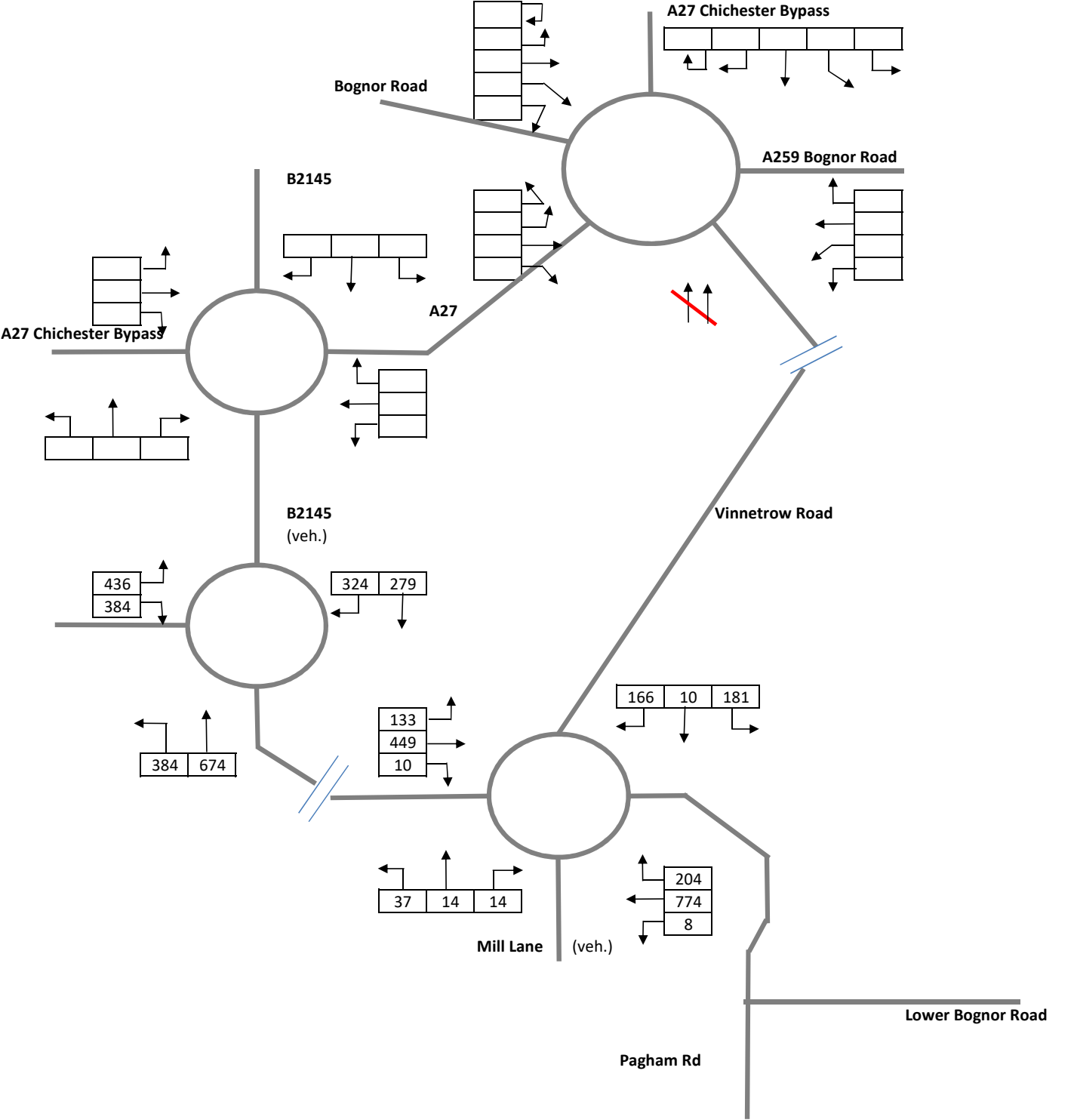
Pagham South

Future Year Flows - 2031 (from surveyed data)

AM Peak Hour 0800-0900

Growth Rate:

Rural Principal Road (2016-2031) - 1.1974



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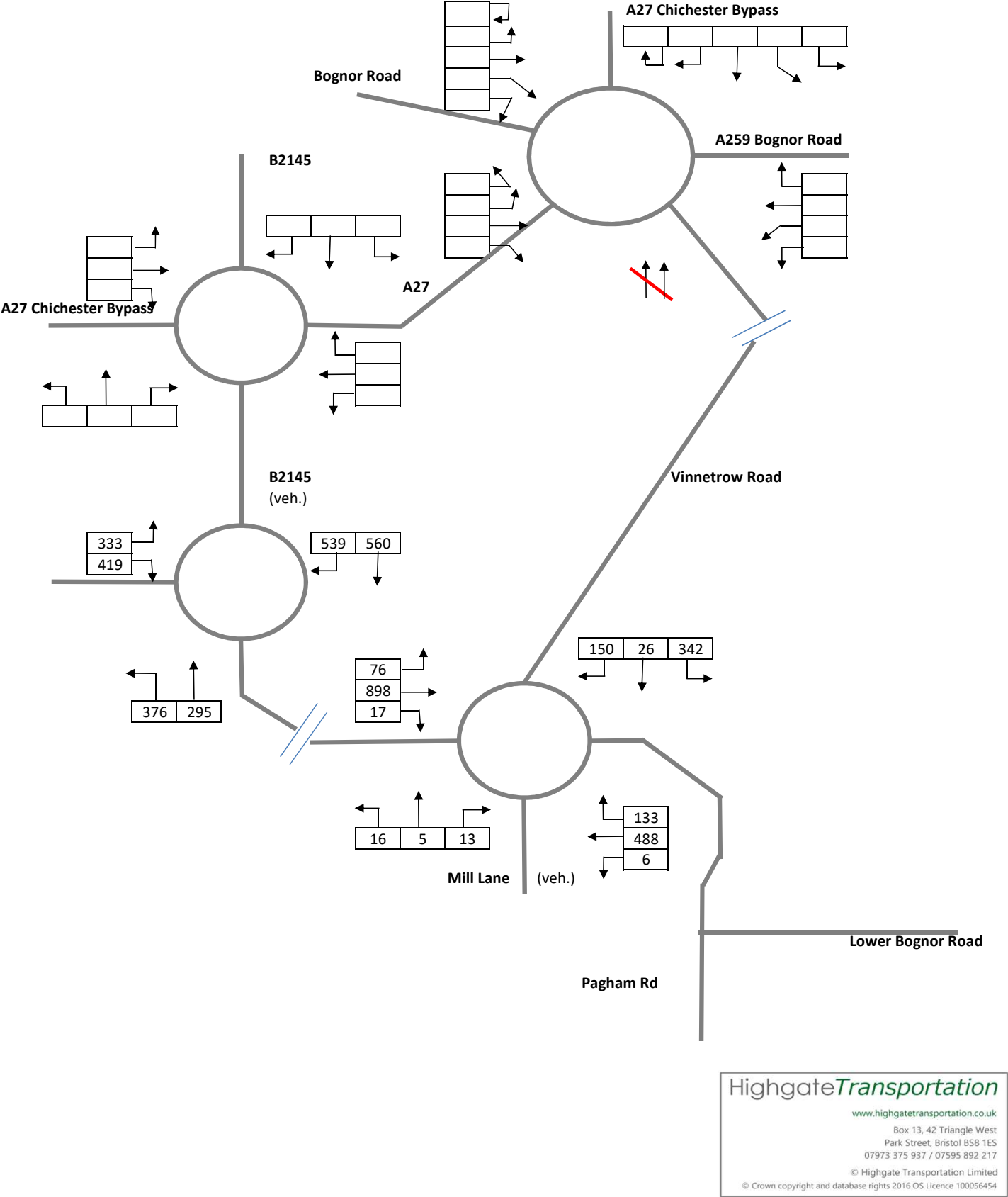
Pagham South

Future Year Flows - 2031 (from surveyed data)

PM Peak Hour 1700-1800

Growth Rate:

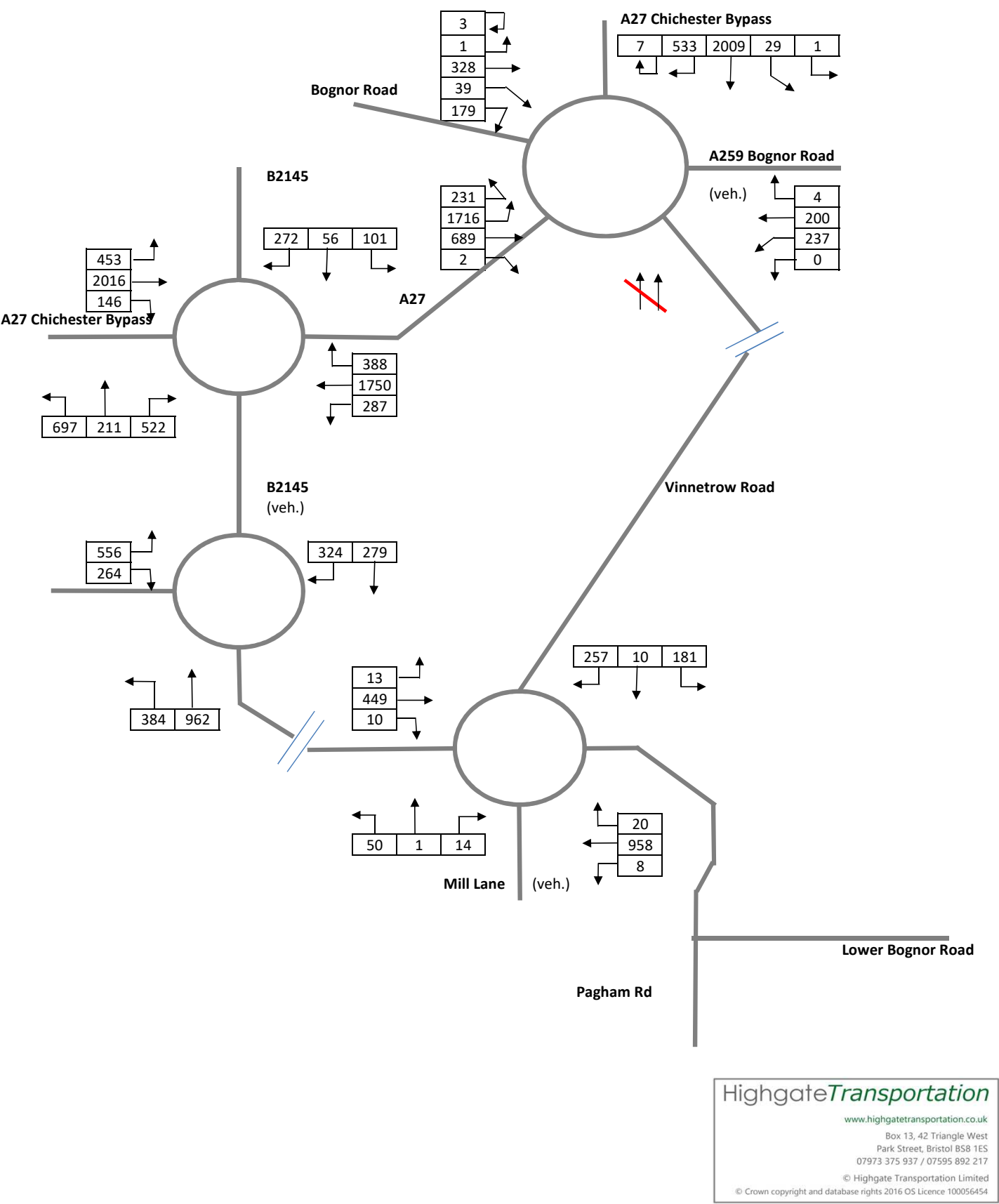
Rural Principal Road (2016-2031) - 1.1983



Pagham South

Adjusted Future Year Flows - 2031

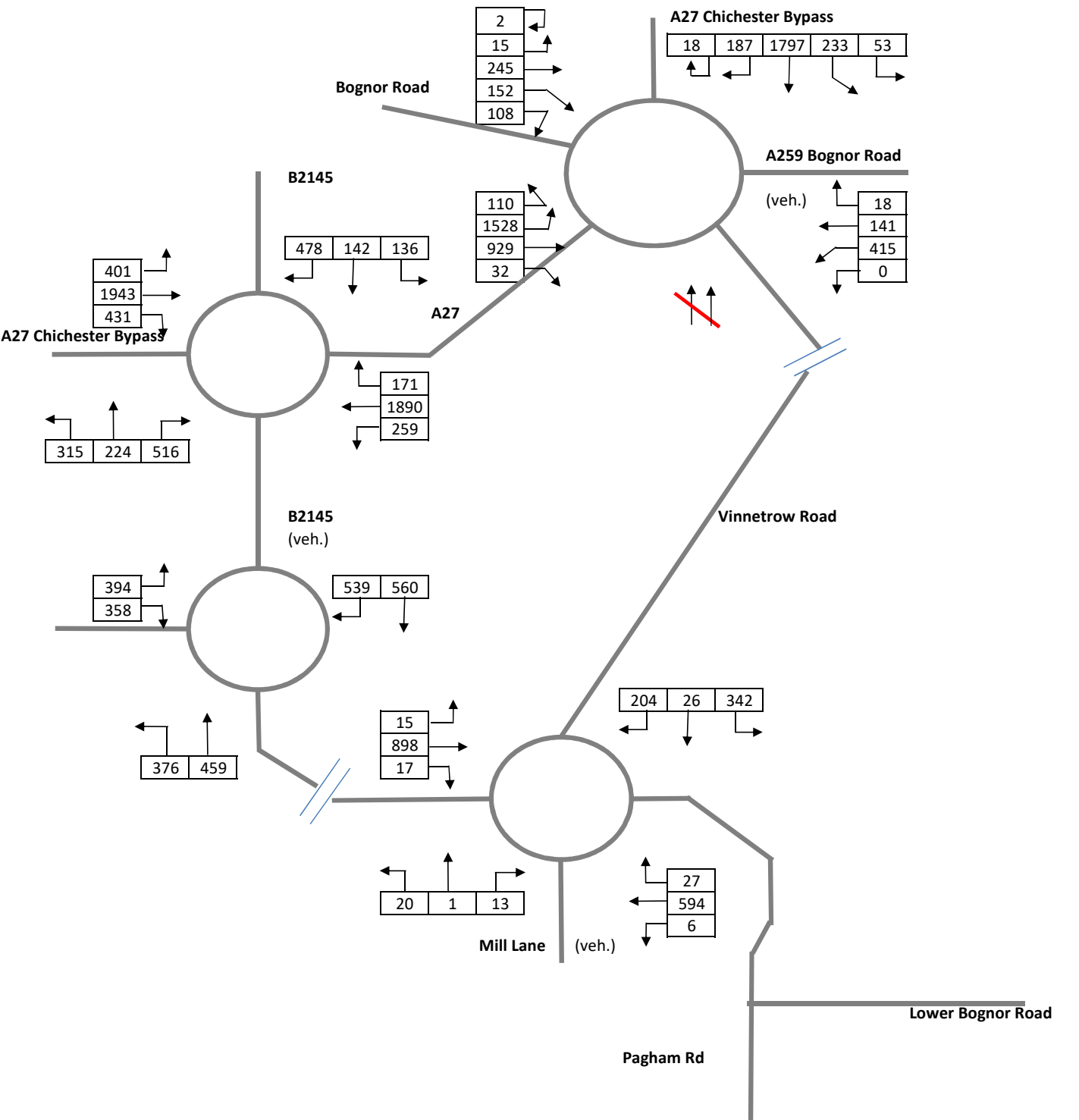
AM Peak Hour 0800-0900



Pagham South

Adjusted Future Year Flows - 2031

PM Peak Hour 1700-1800



Appendix 6

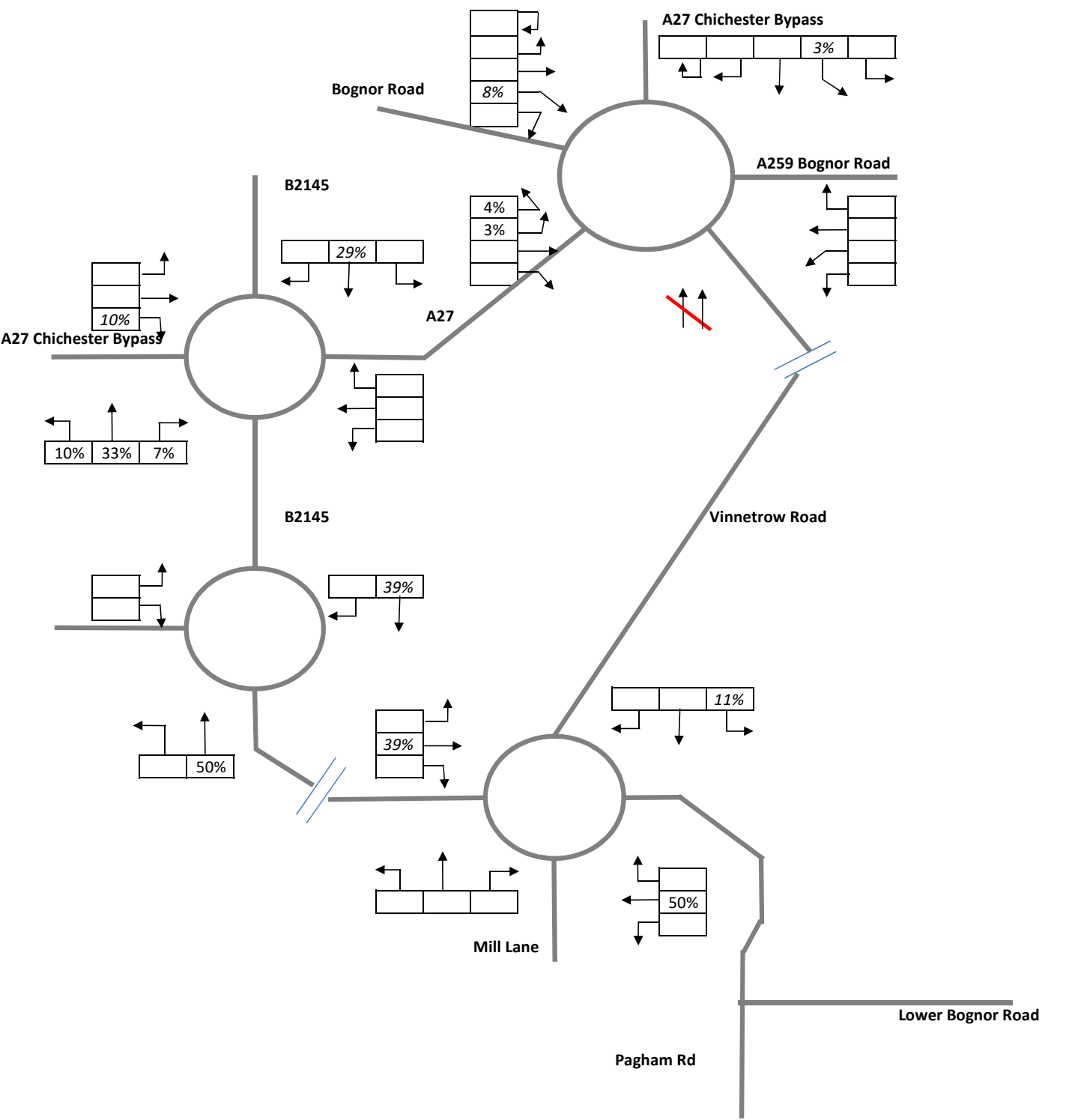
Development Traffic Distribution Diagrams

Pagham South

Distribution - Pagham South

Peak Hours

Arrival / Departure



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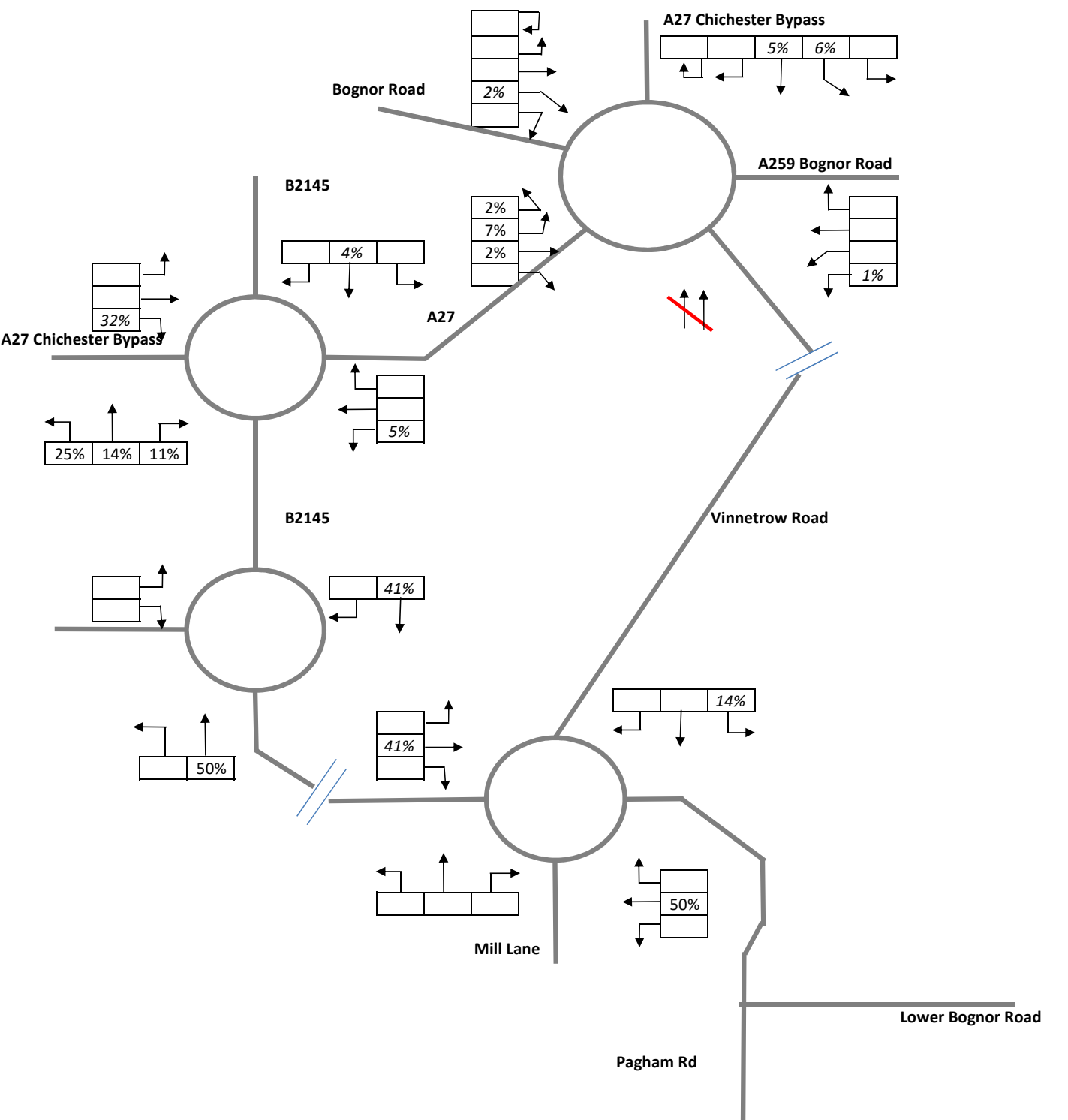
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Distribution - Hallam Land

Peak Hours

Arrival / Departure



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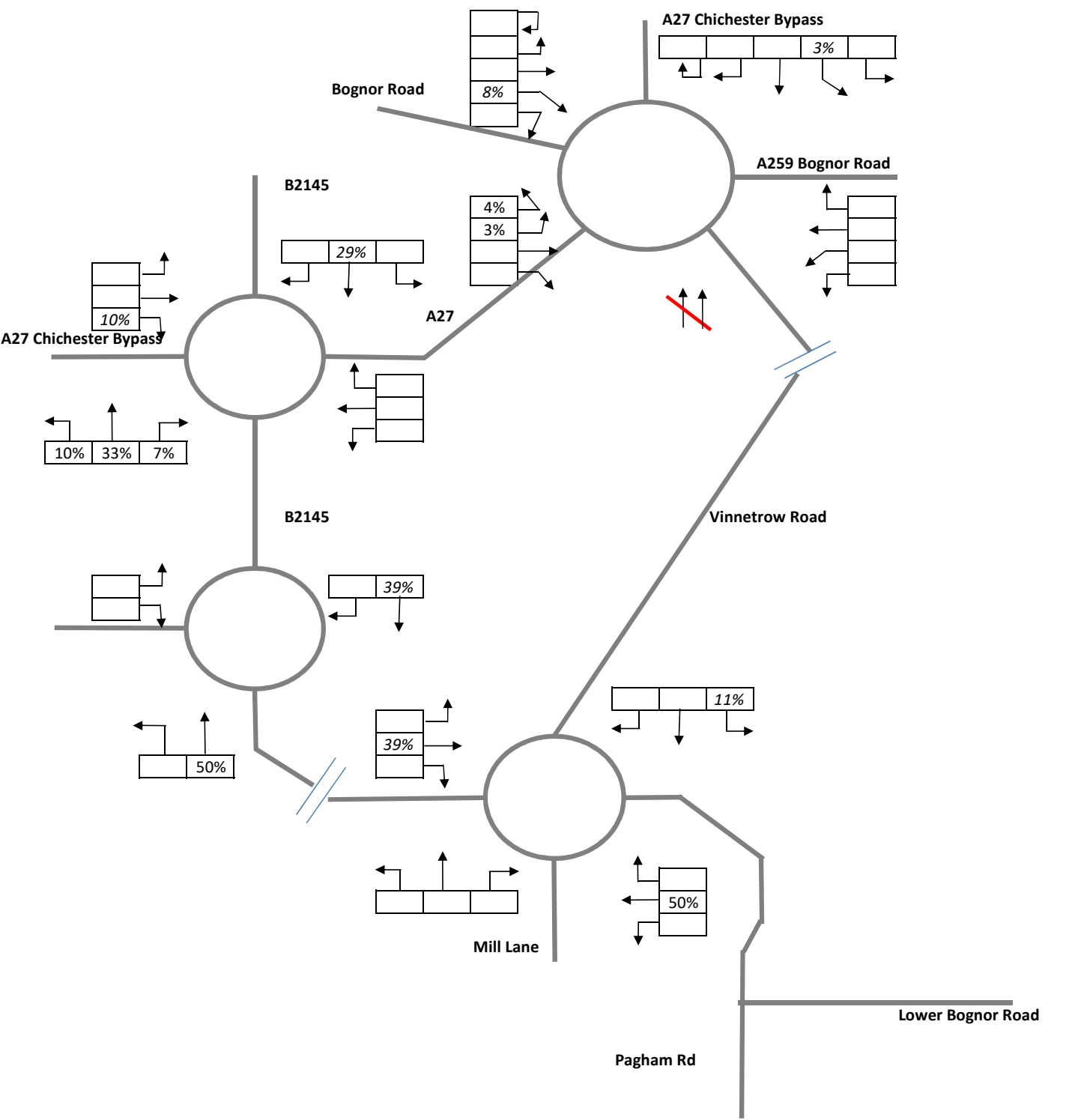
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Distribution - Land North of Sefter Road

Peak Hours

Arrival / Departure



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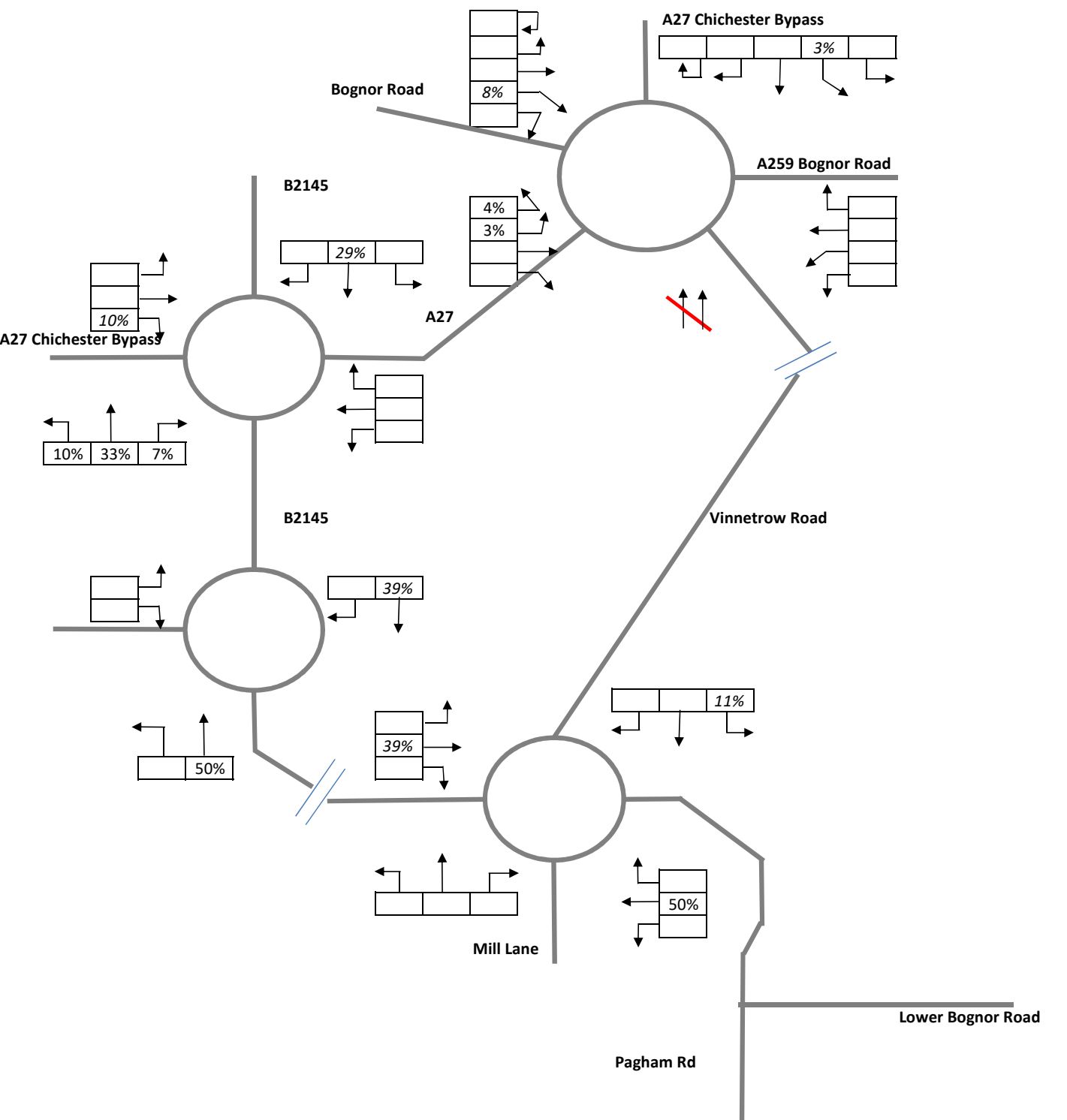
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Distribution - Committed Development

Peak Hours

Arrival / Departure



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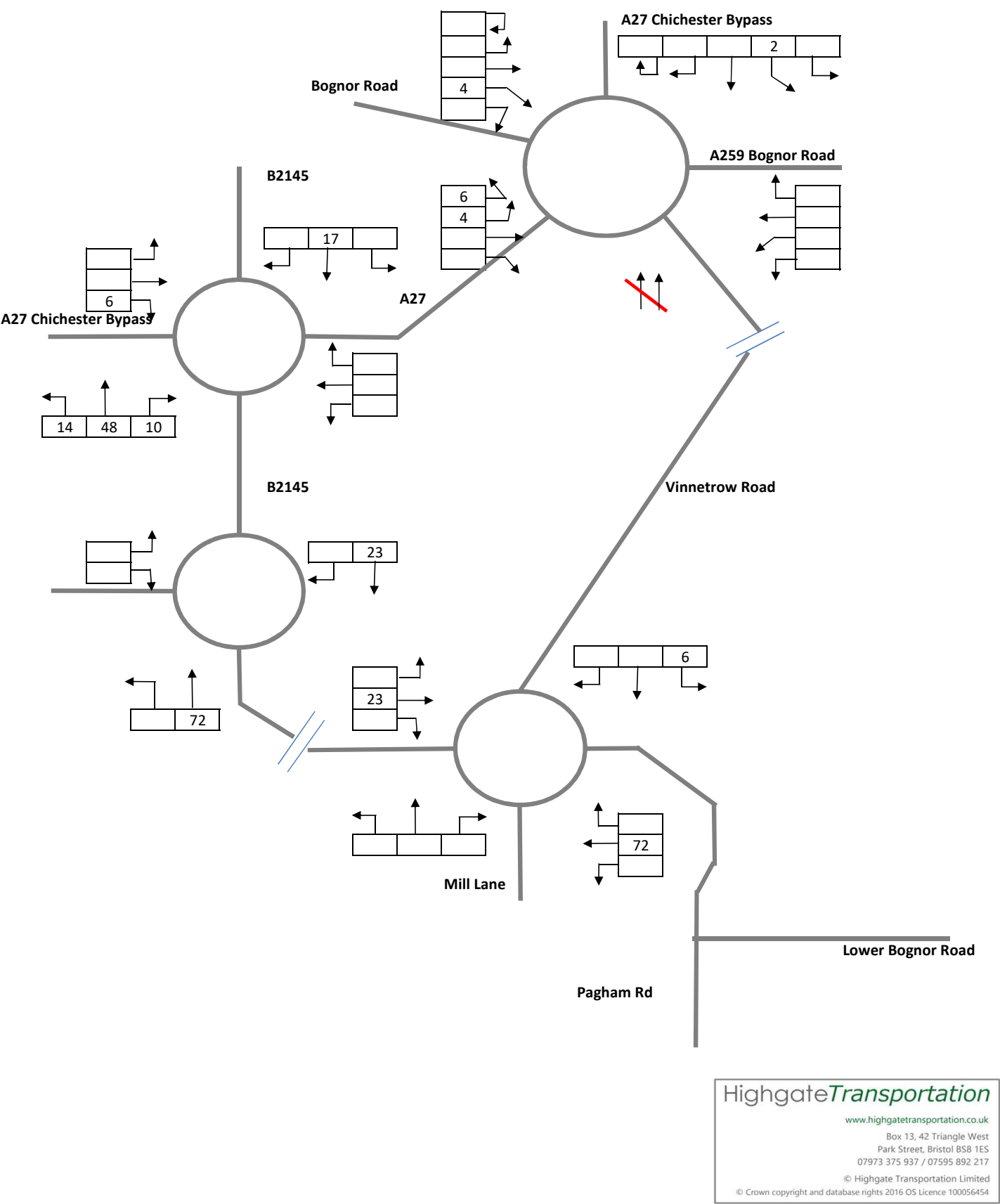
Appendix 7

Development Traffic Flow Diagrams

Pagham South

Pagham South Development Trips

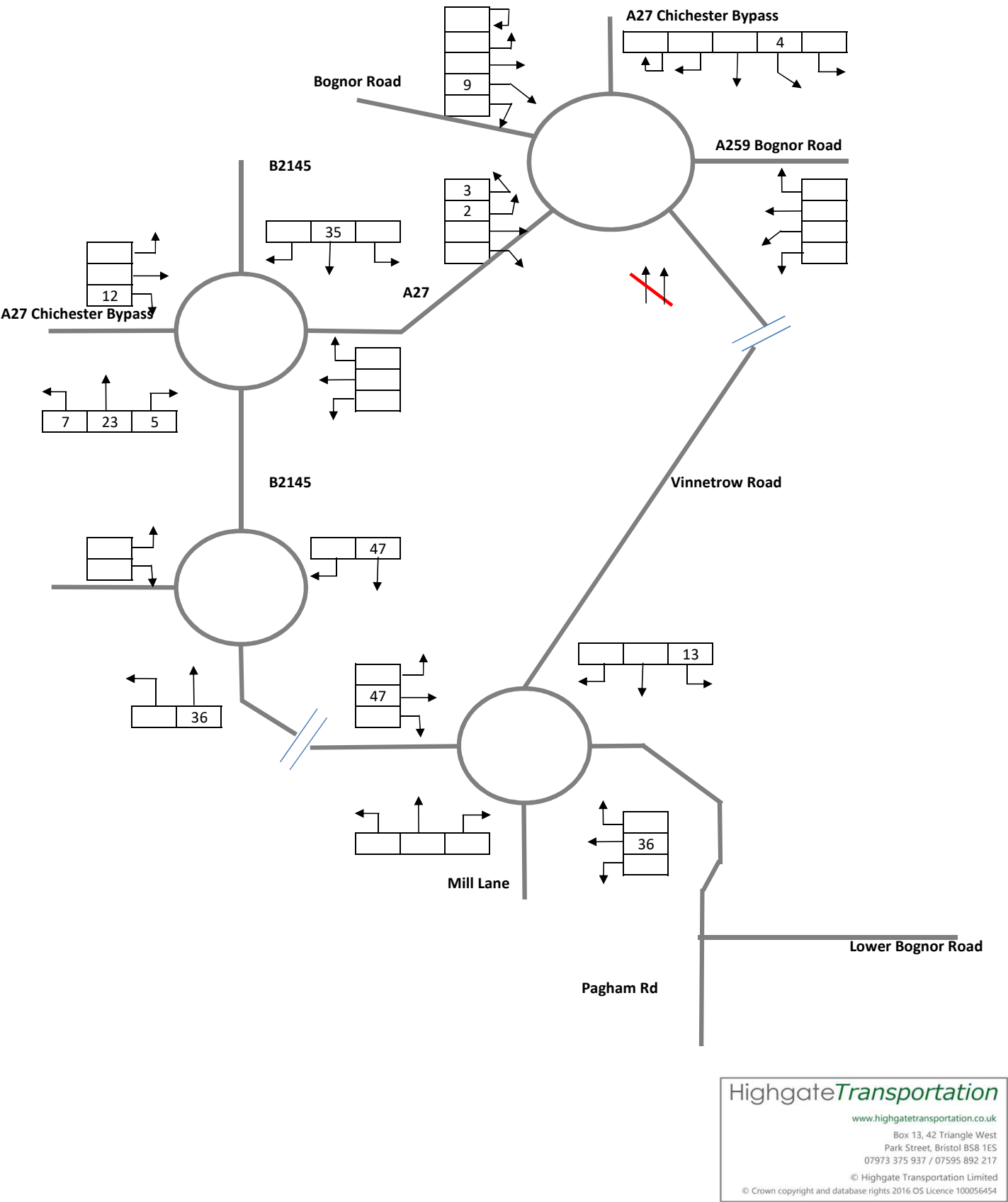
AM Peak Hour 0800-0900



Pagham South

Pagham South Development Trips

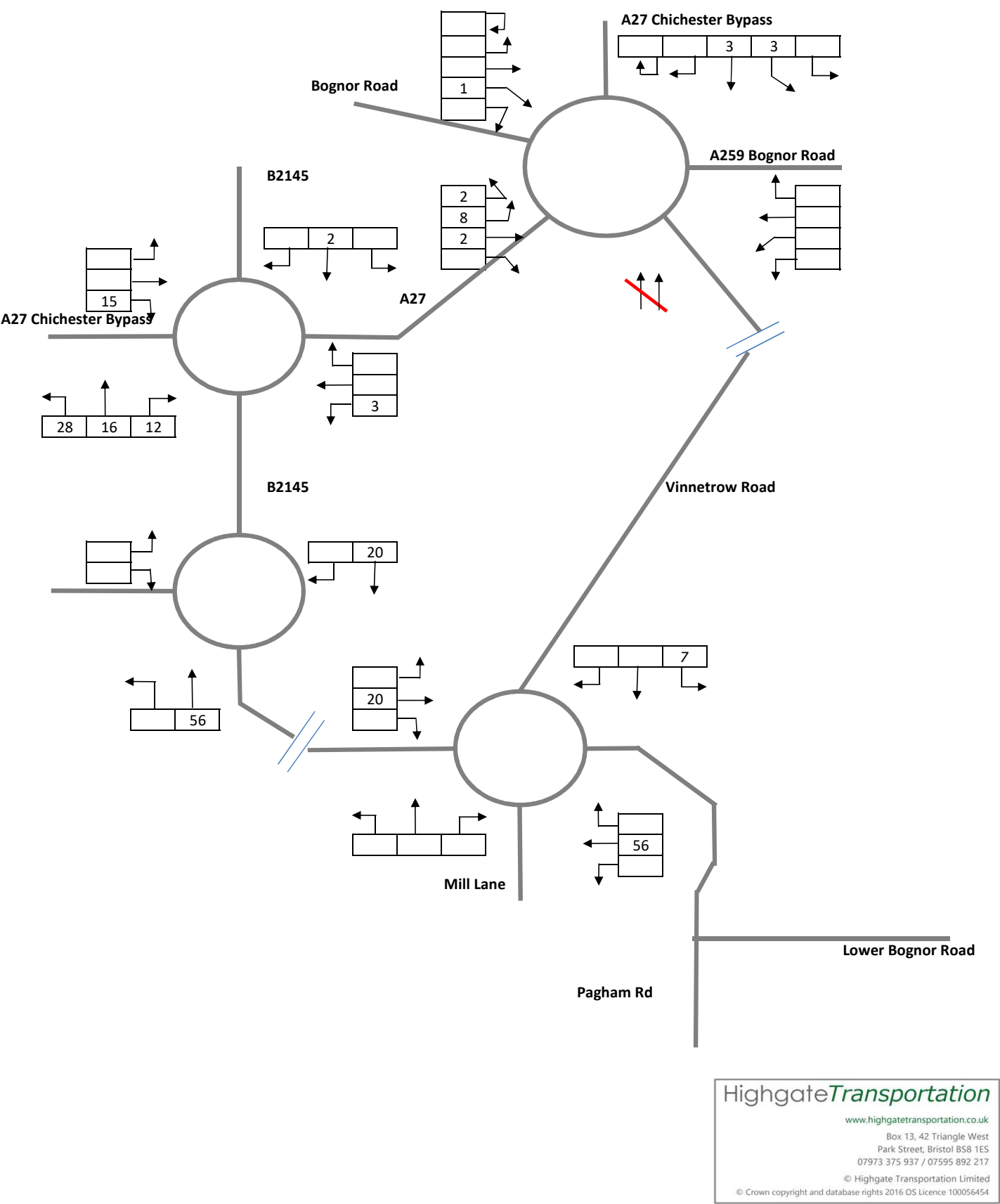
PM Peak Hour 1700-1800



Pagham South

Hallam Land Development Trips

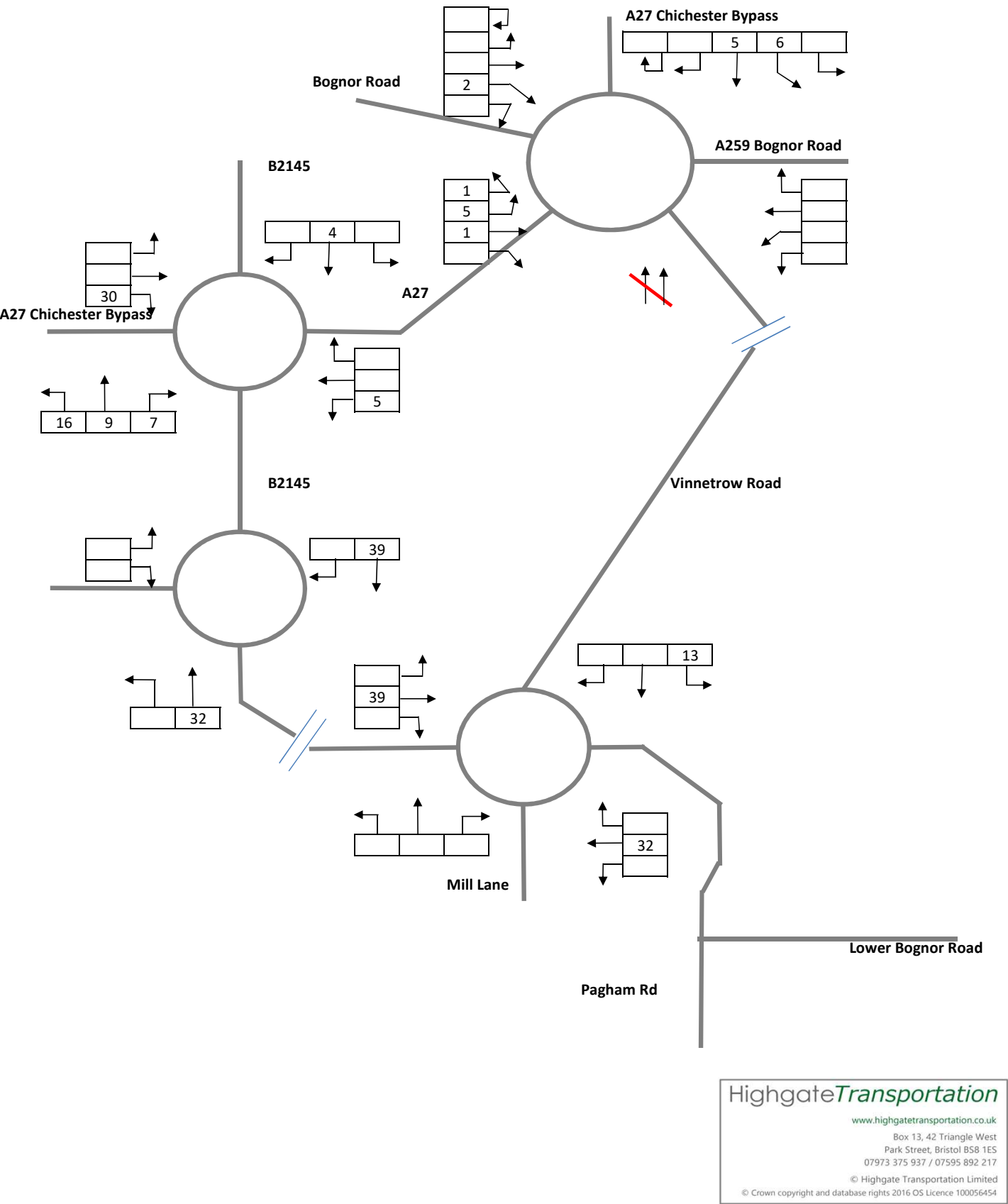
AM Peak Hour 0800-0900



Pagham South

Hallam Land Development Trips

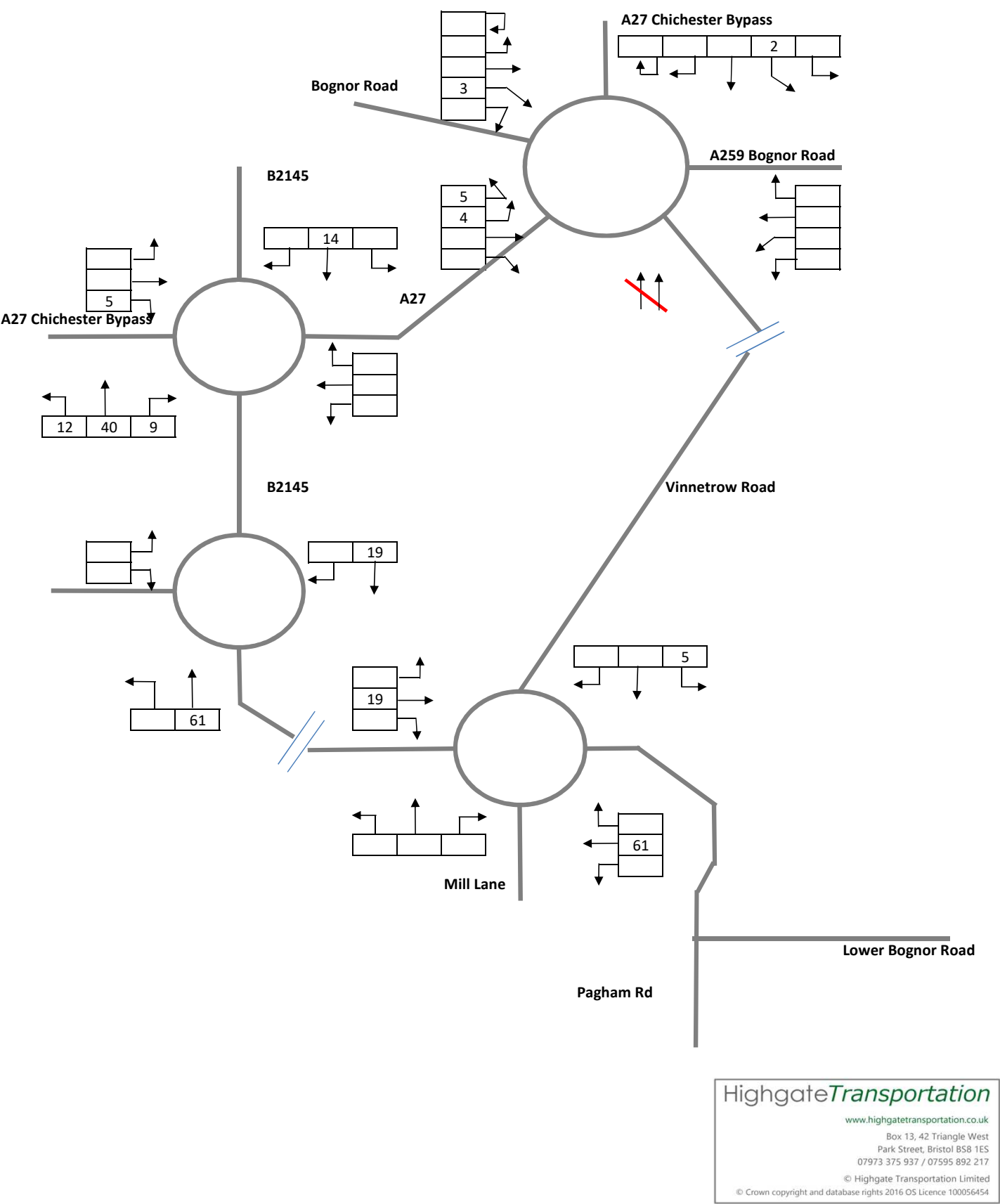
PM Peak Hour 1700-1800



Pagham South

Land North of Sefter Road Development Trips (including Osborne Land)

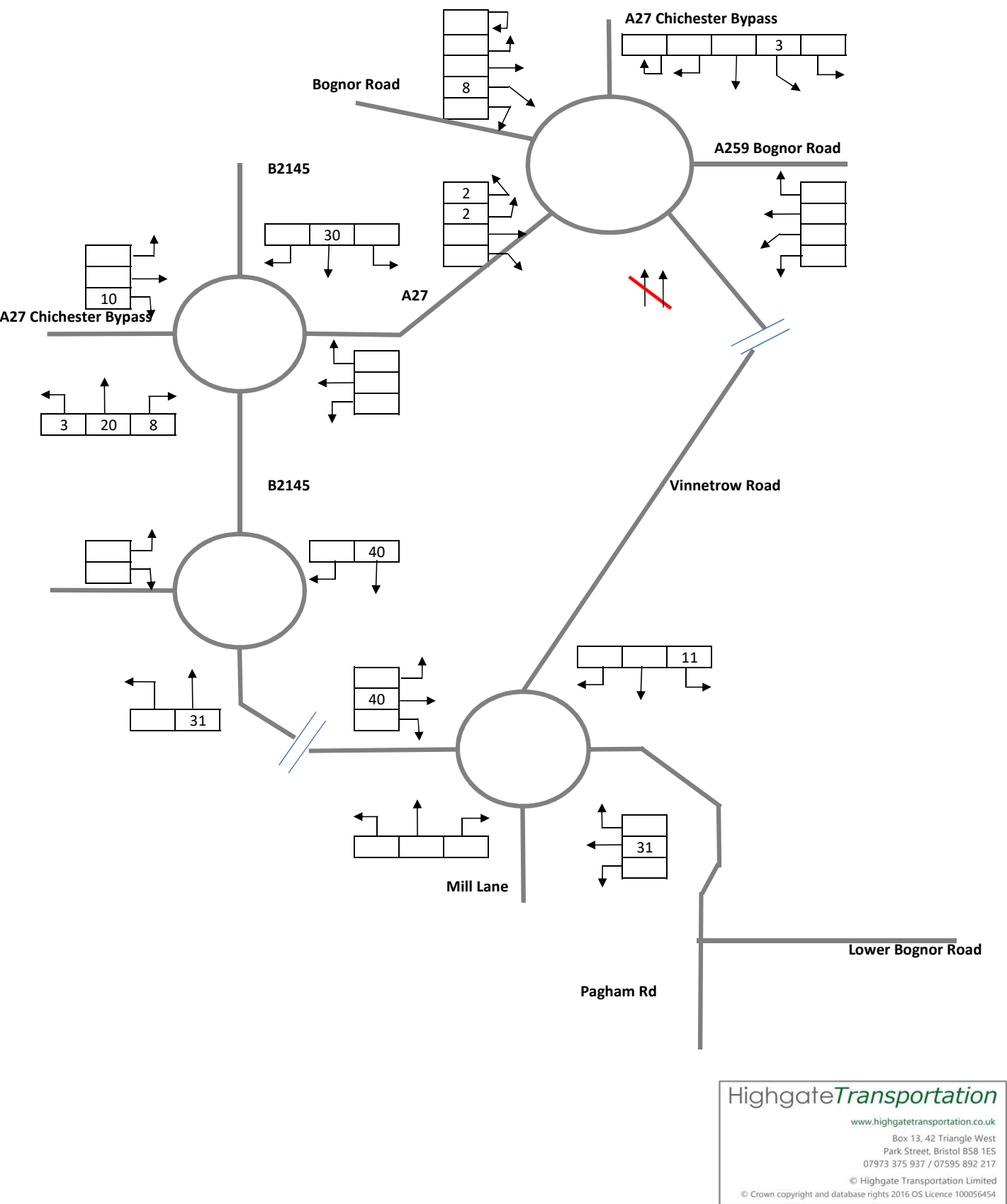
AM Peak Hour 0800-0900



Pagham South

Land North of Seftor Road Development Trips (including Osborne Land)

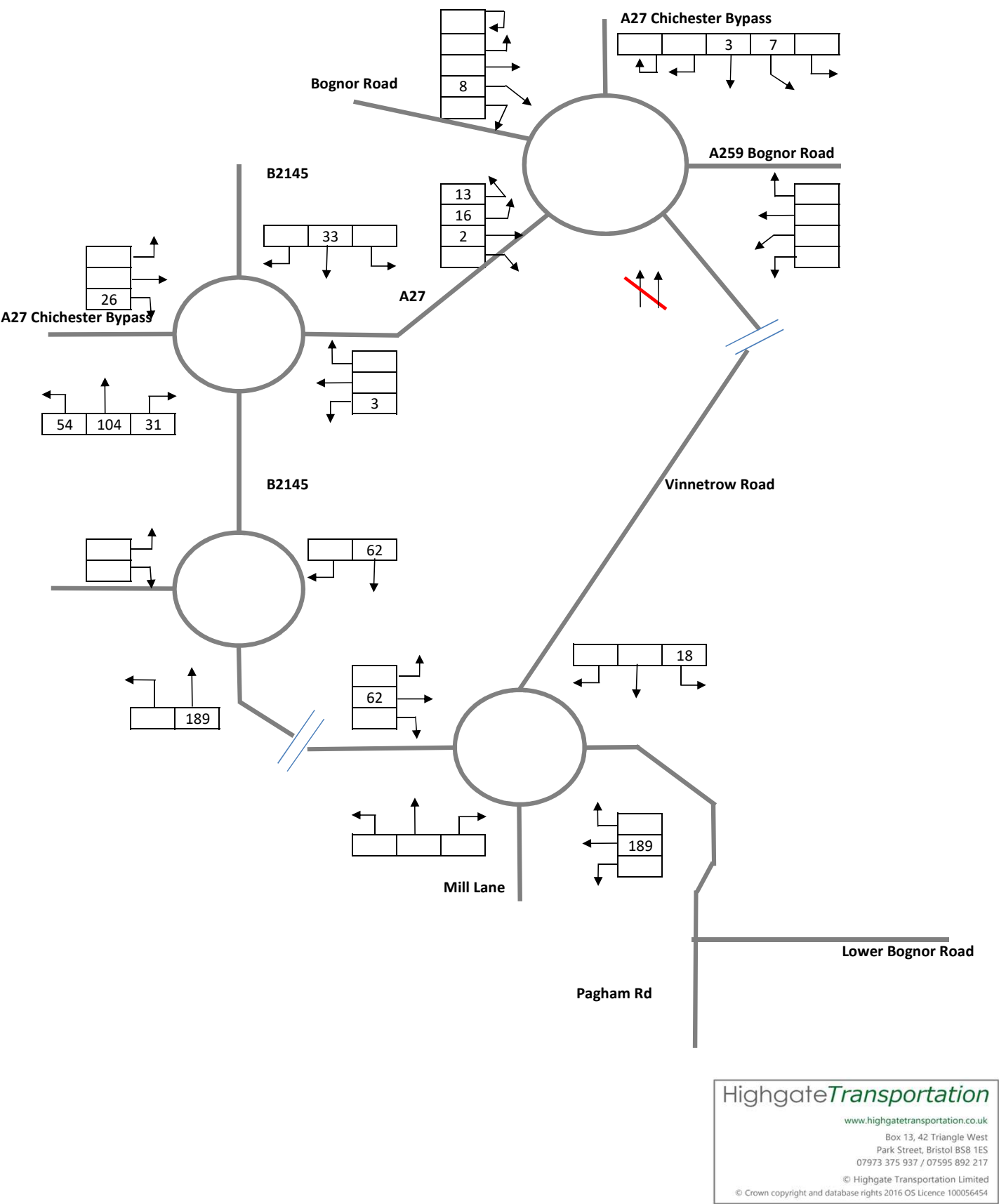
PM Peak Hour 1700-1800



Pagham South

Cumulative Development Traffic Flows (4 Sites)

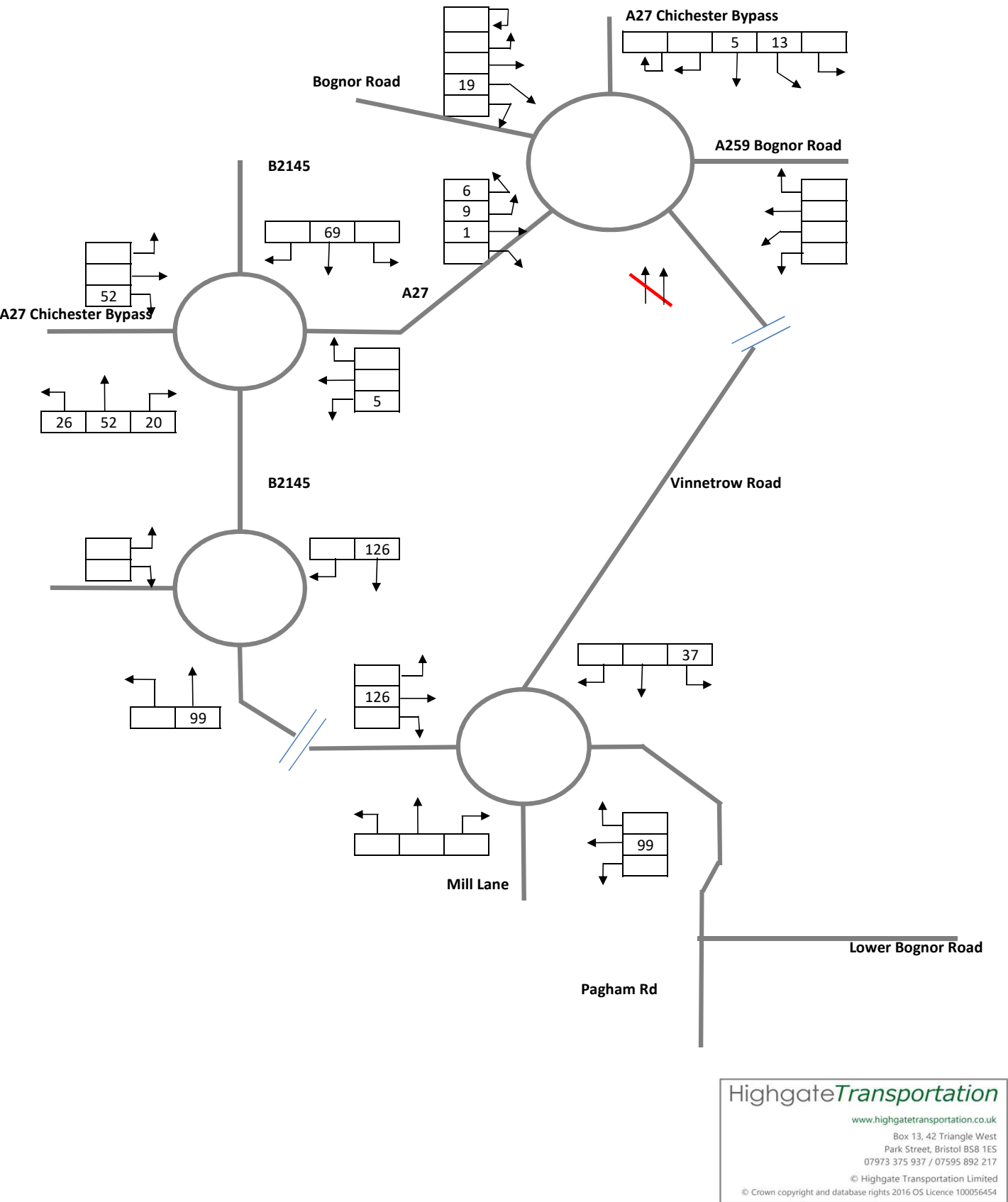
AM Peak Hour 0800-0900



Pagham South

Cumulative Development Traffic Flows (4 Sites)

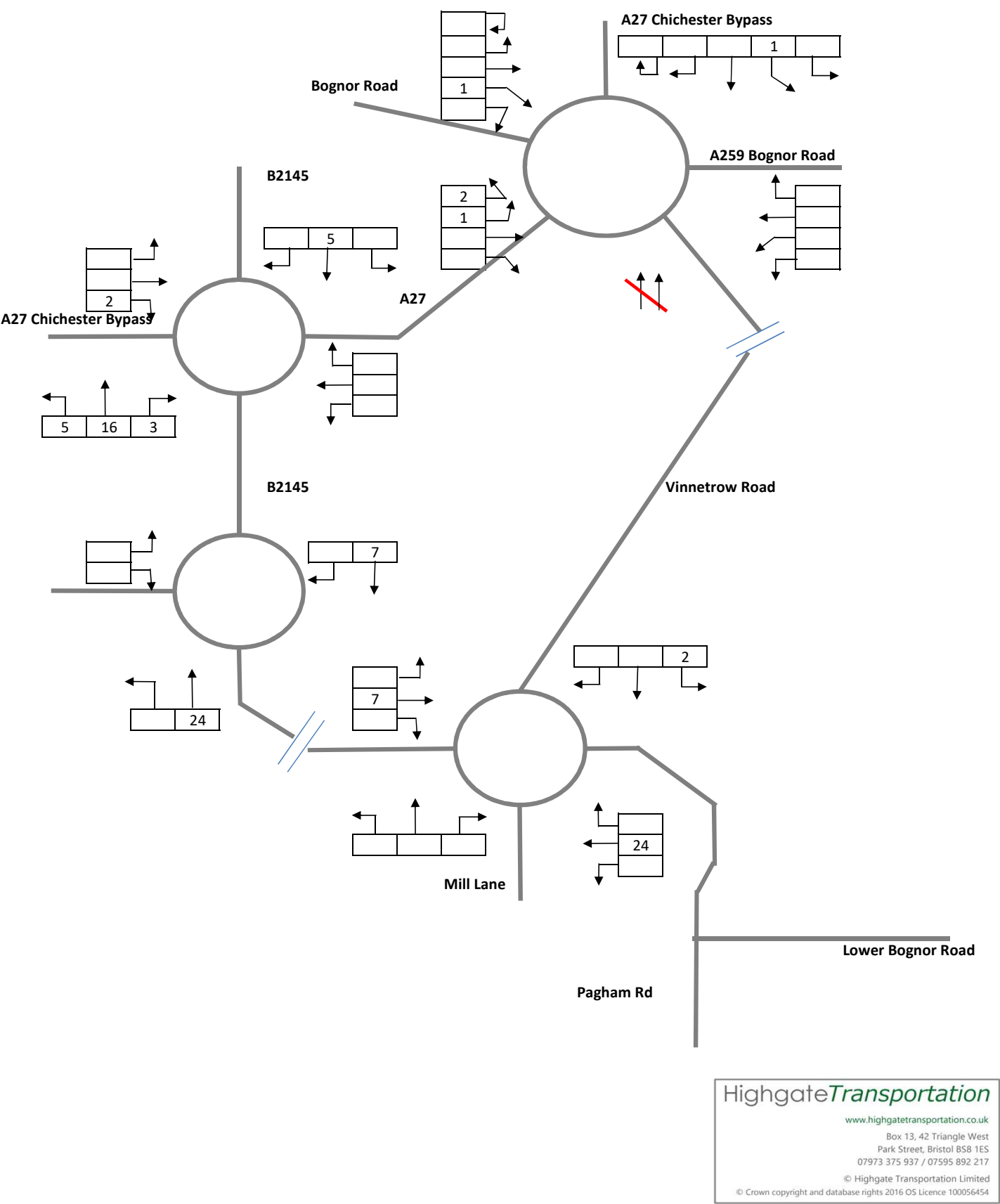
PM Peak Hour 1700-1800



Pagham South

Committed Development Trips

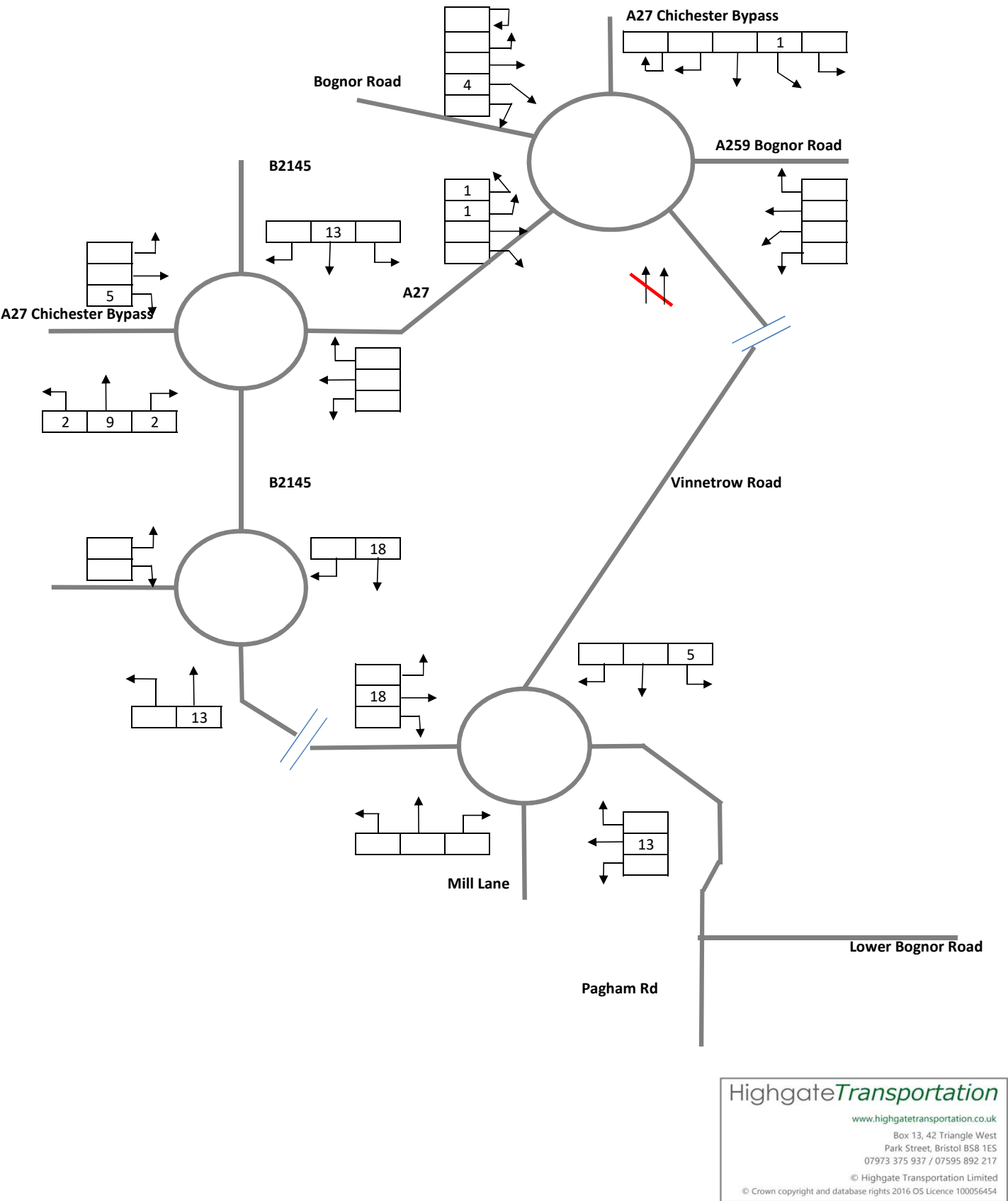
AM Peak Hour 0800-0900



Pagham South

Committed Development Trips

PM Peak Hour 1700-1800



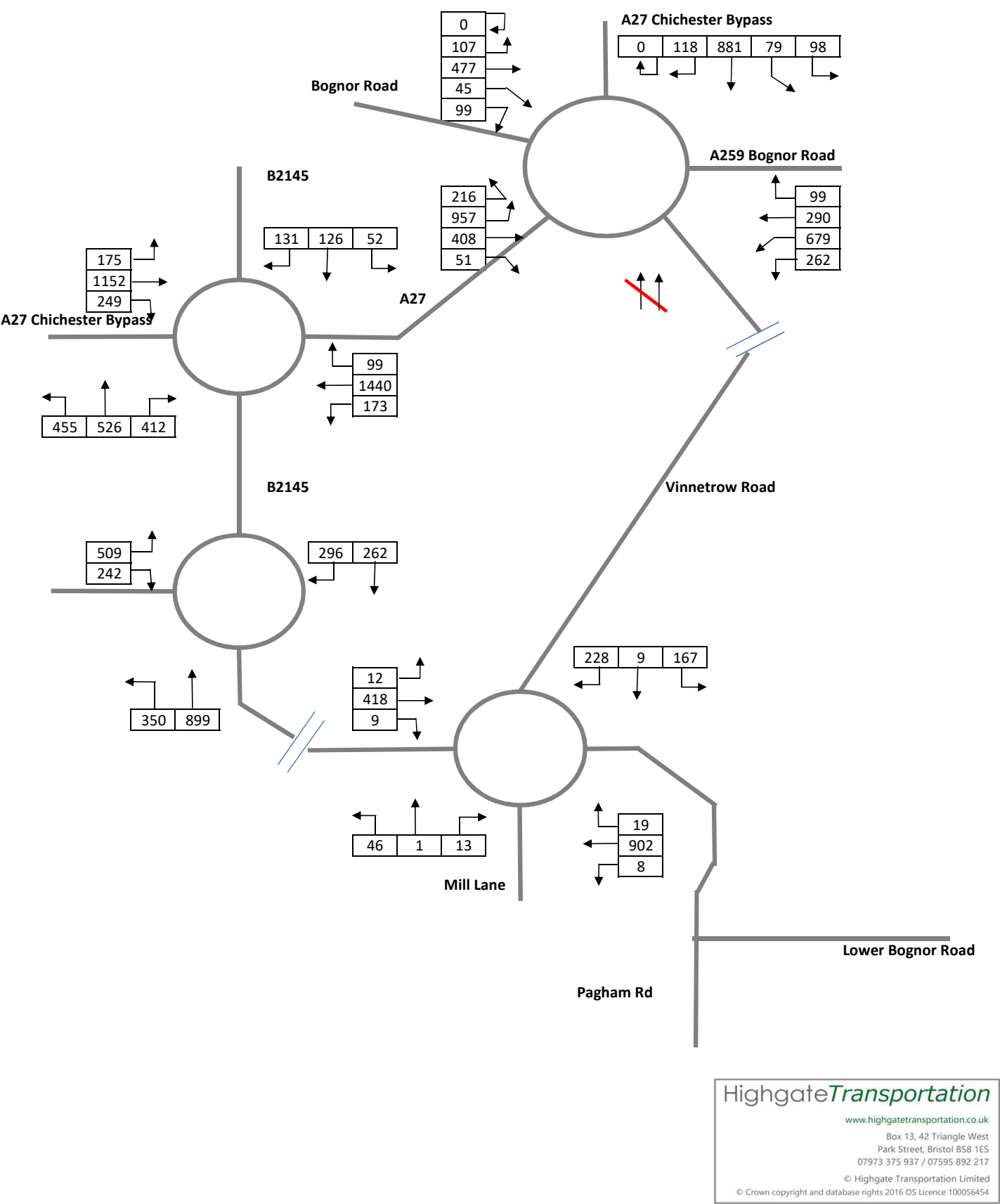
Appendix 8

Additional Future Year Traffic Flow Diagrams

Pagham South

2022 - Base plus Committed Development

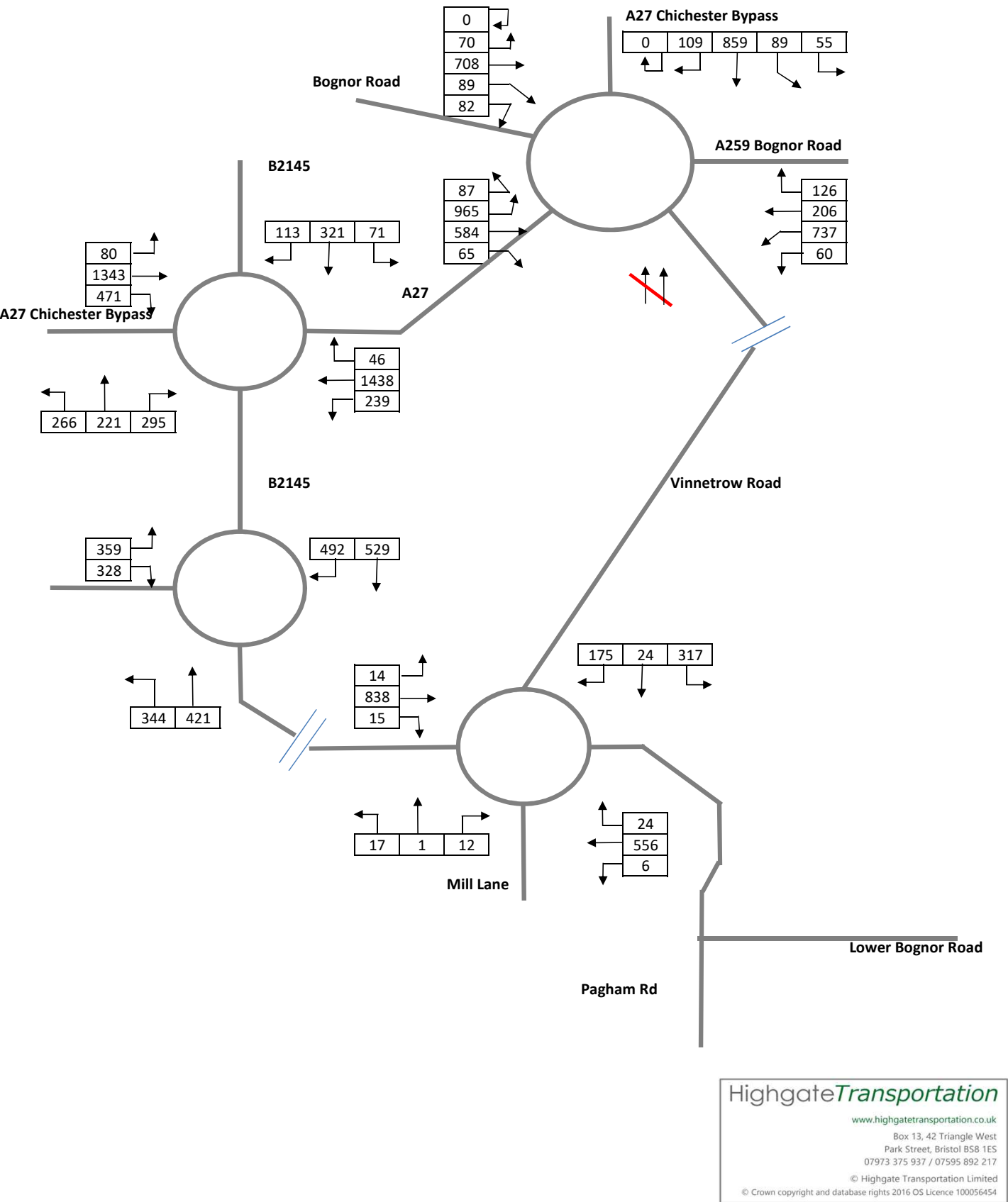
AM Peak Hour 0800-0900



Pagham South

2022 - Base plus Committed Development

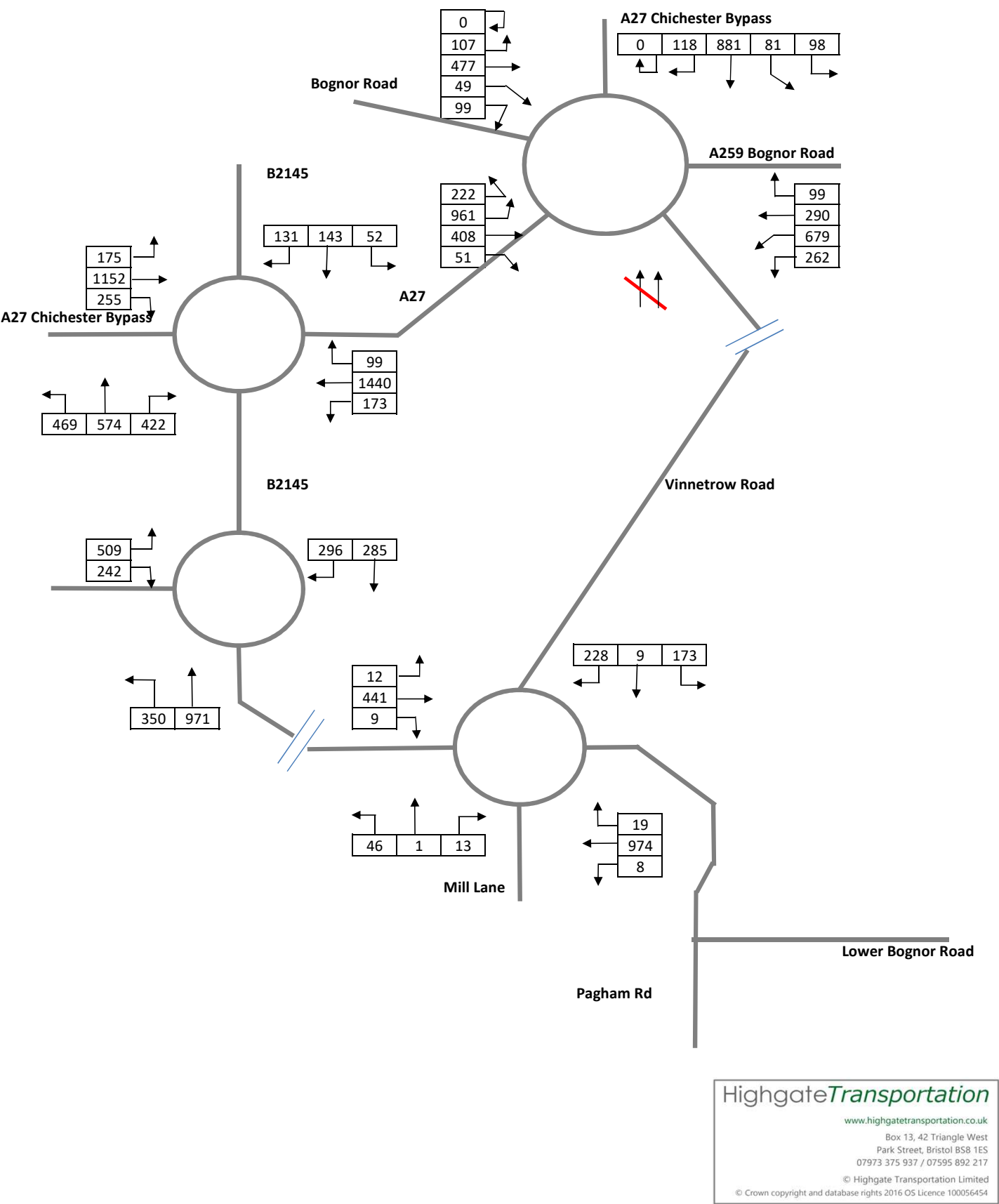
PM Peak Hour 1700-1800



Pagham South

2022 - Base plus Committed Development plus Pagham South

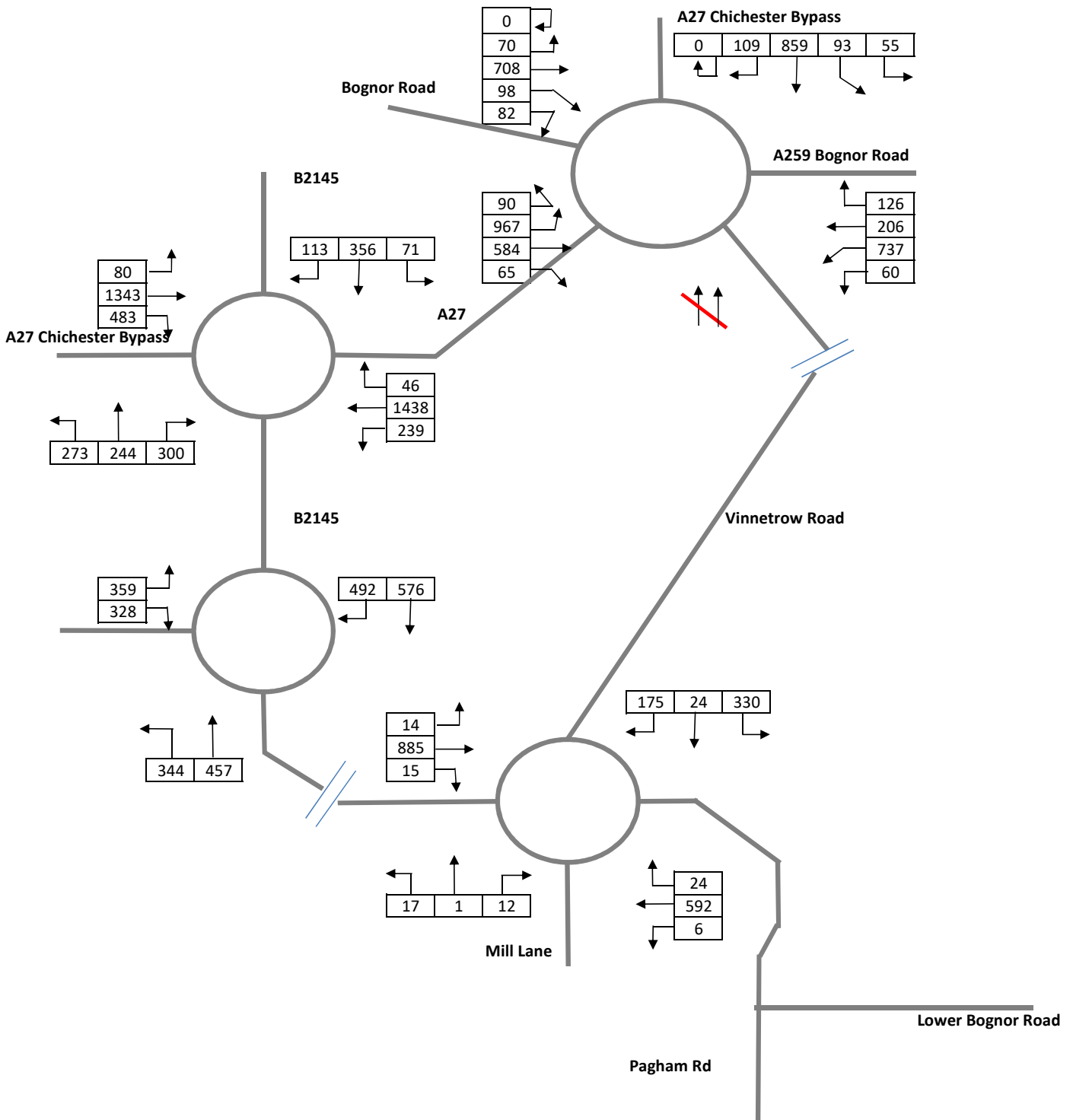
AM Peak Hour 0800-0900



Pagham South

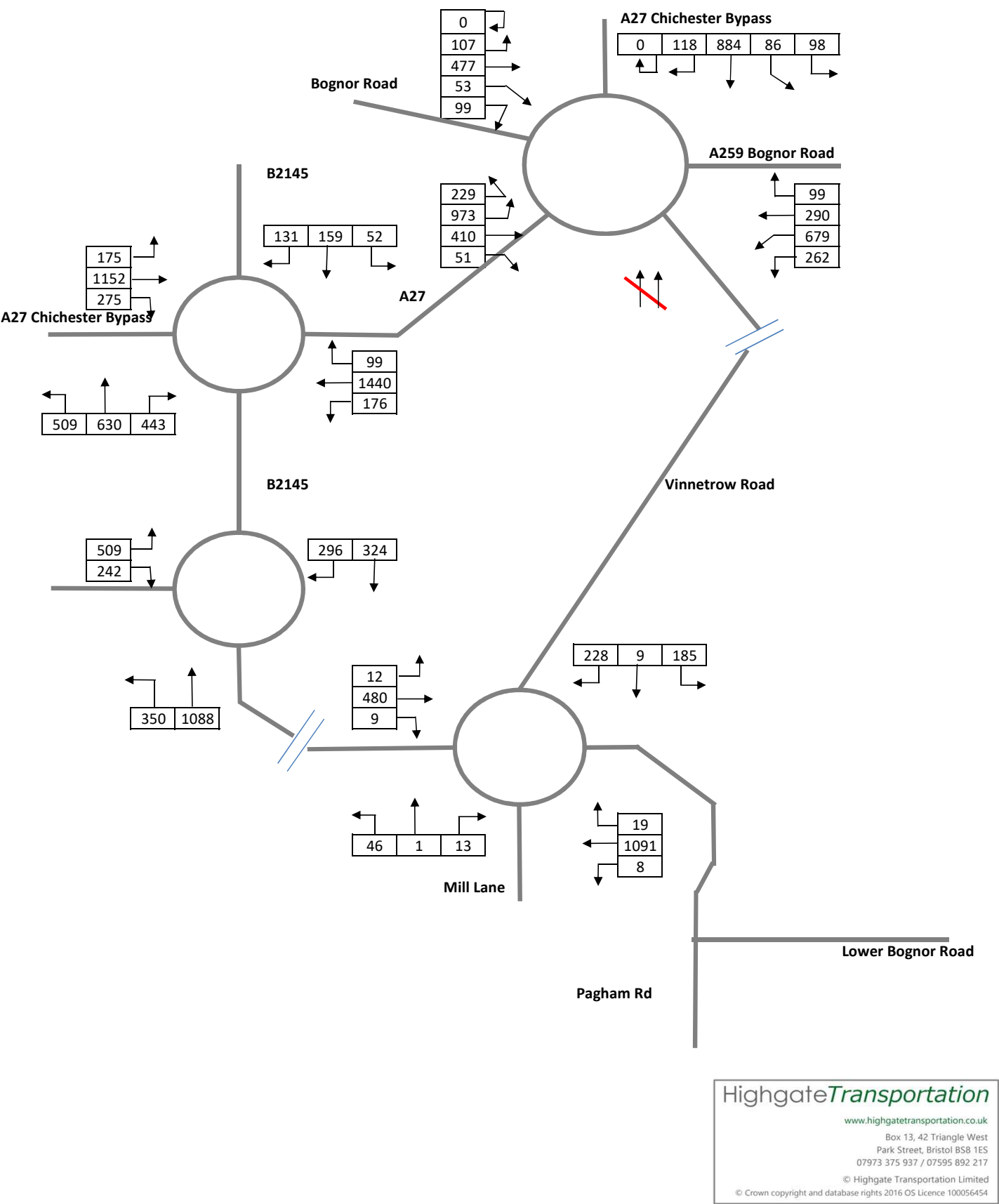
2022 - Base plus Committed Development plus Pagham South

PM Peak Hour 1700-1800



Pagham South

2022 - Base plus Committed Development plus Cumulative
AM Peak Hour 0800-0900



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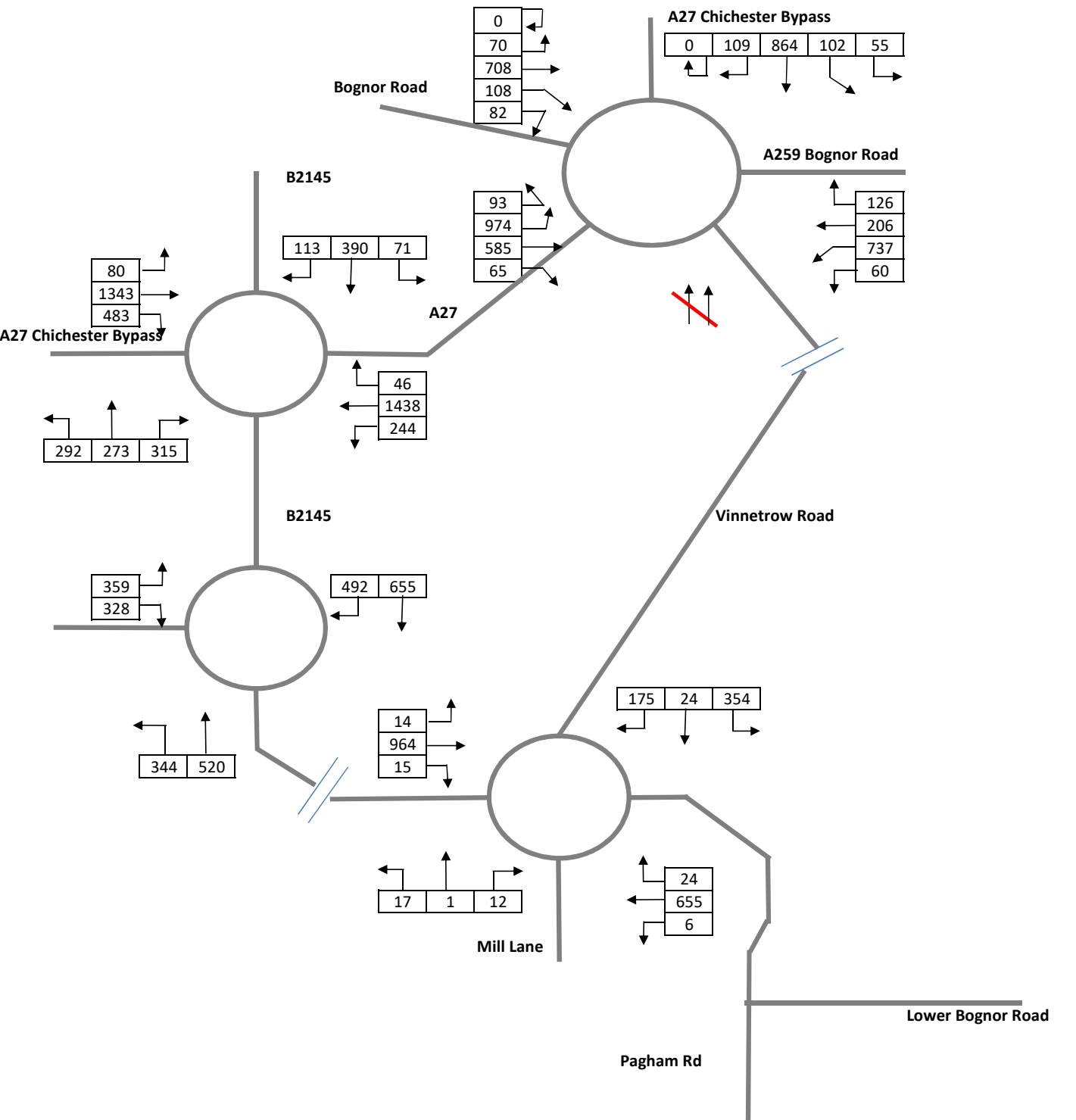
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Pagham South

2022 - Base plus Committed Development plus Cumulative

PM Peak Hour 1700-1800



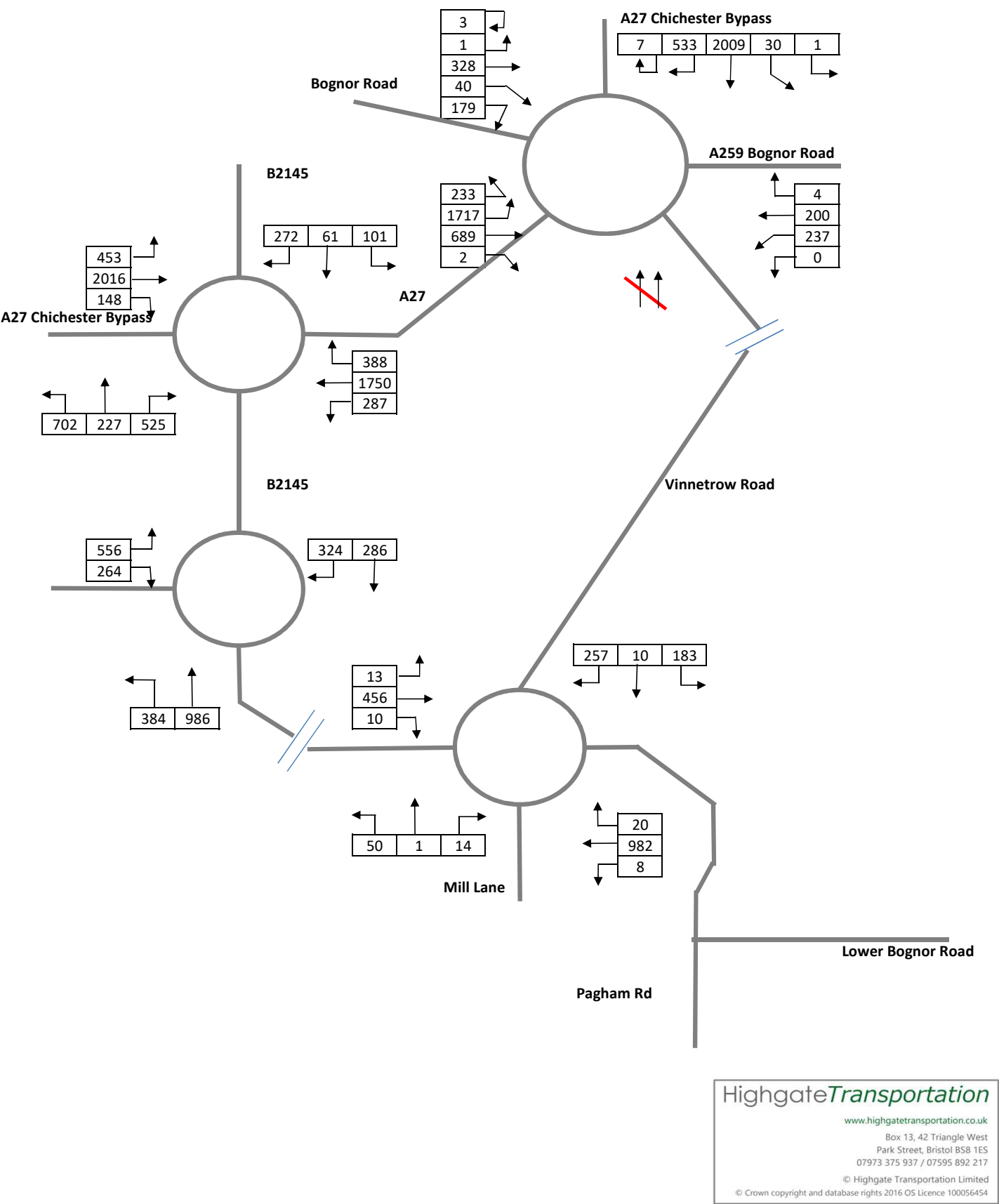
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Pagham South

2031 - Base plus Committed Development

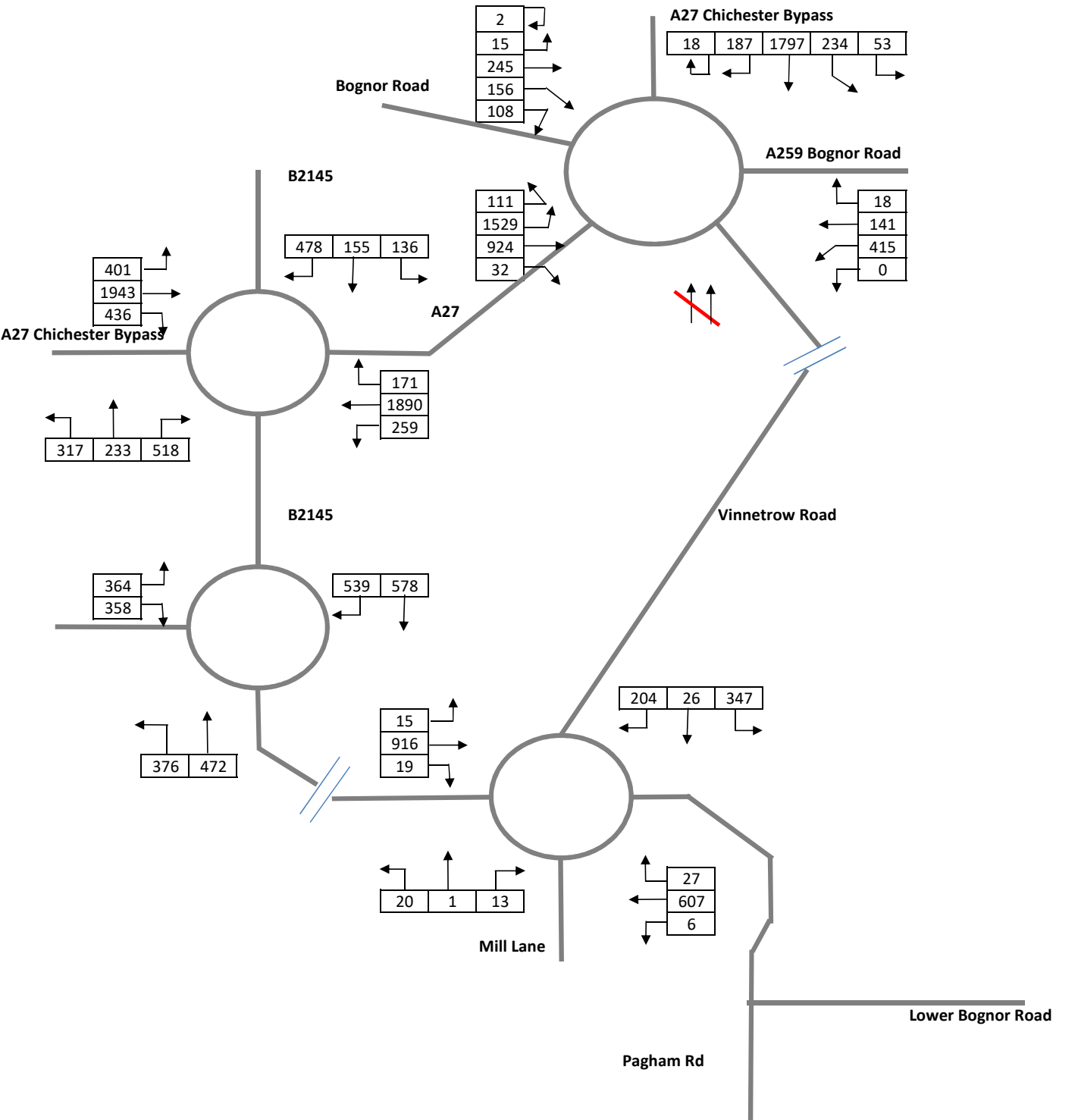
AM Peak Hour 0800-0900



Pagham South

2031 - Base plus Committed Development

PM Peak Hour 1700-1800



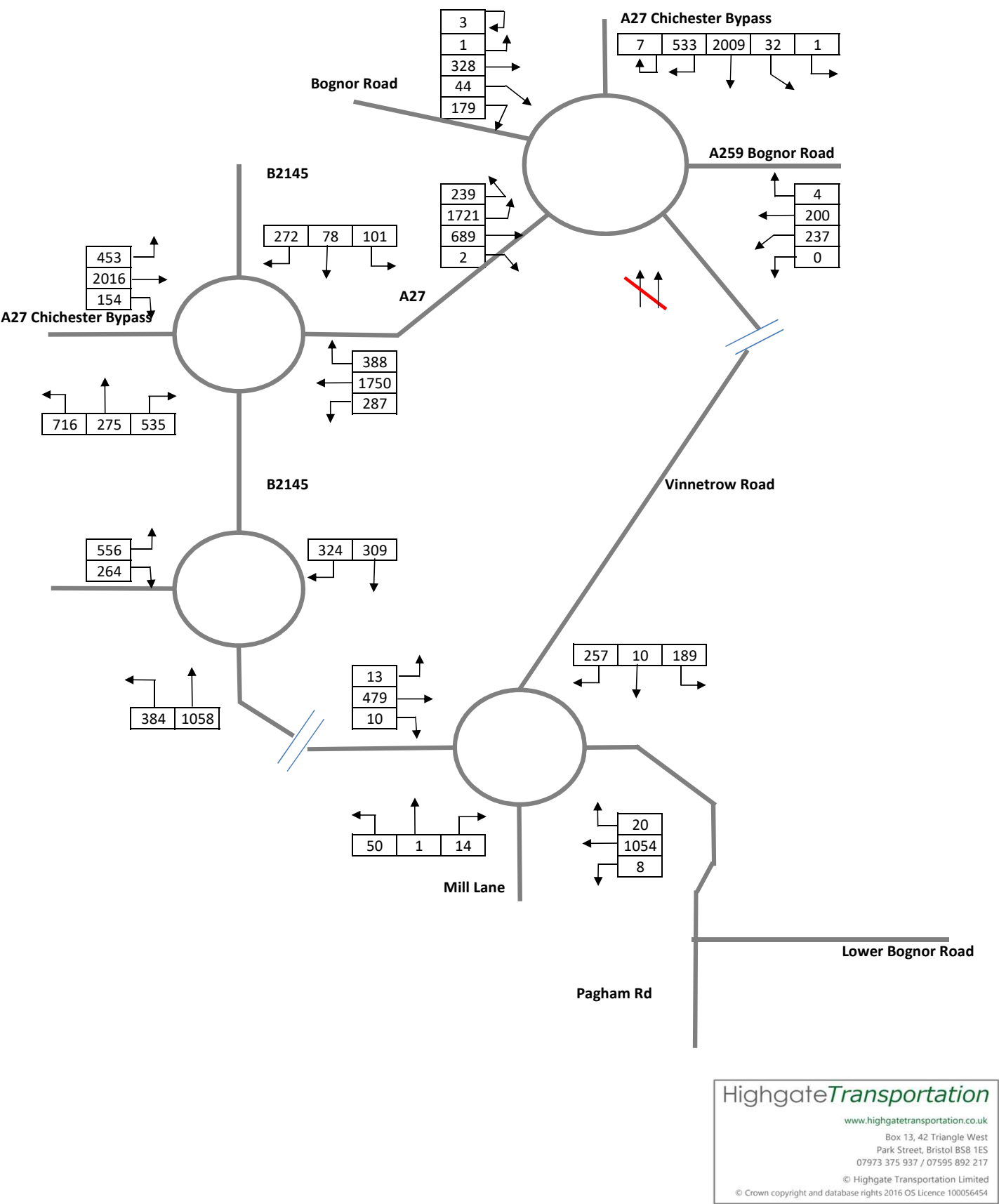
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Pagham South

2031 - Base plus Committed Development plus Pagham South

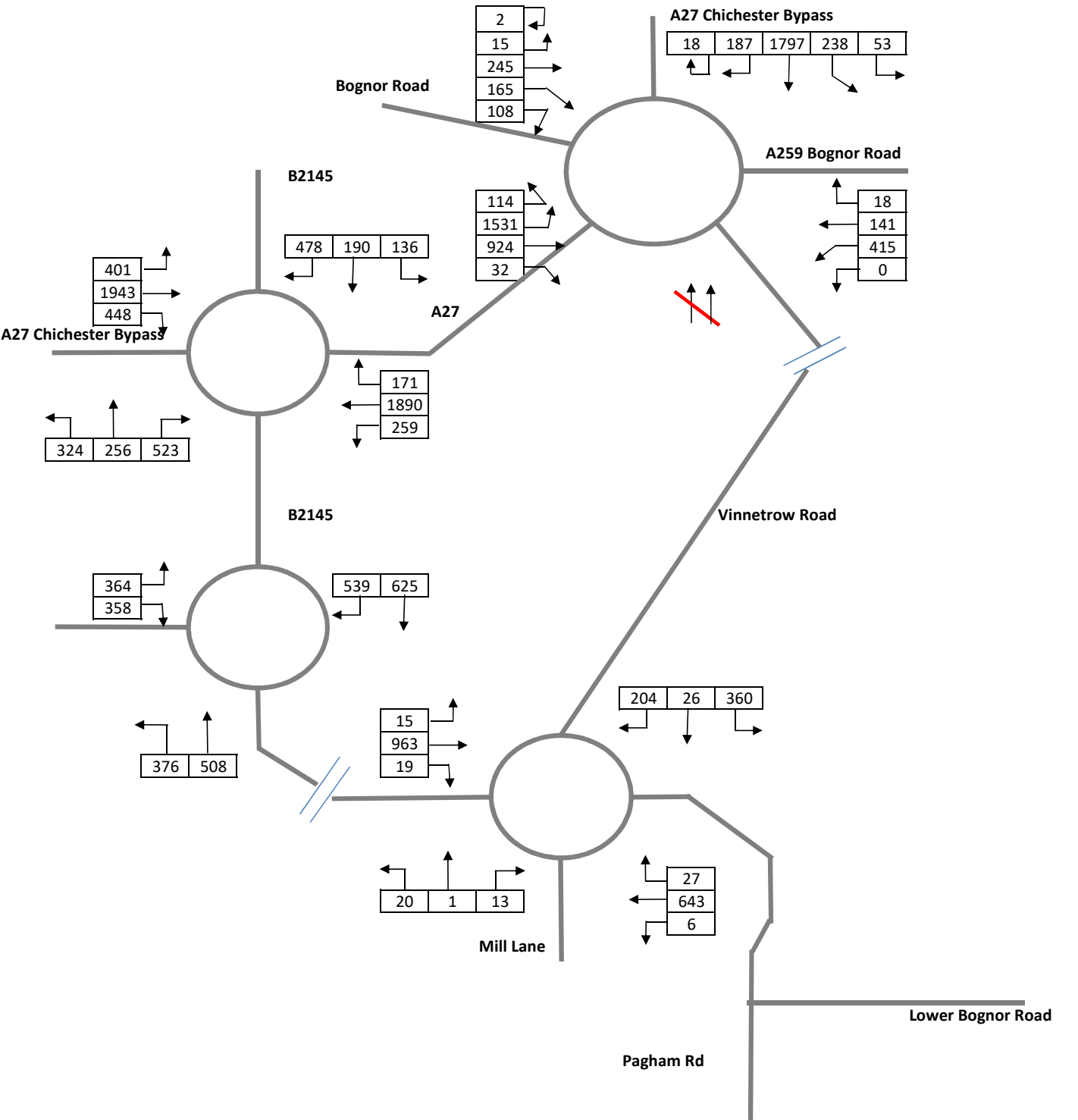
AM Peak Hour 0800-0900



Pagham South

2031 - Base plus Committed Development plus Pagham South

PM Peak Hour 1700-1800



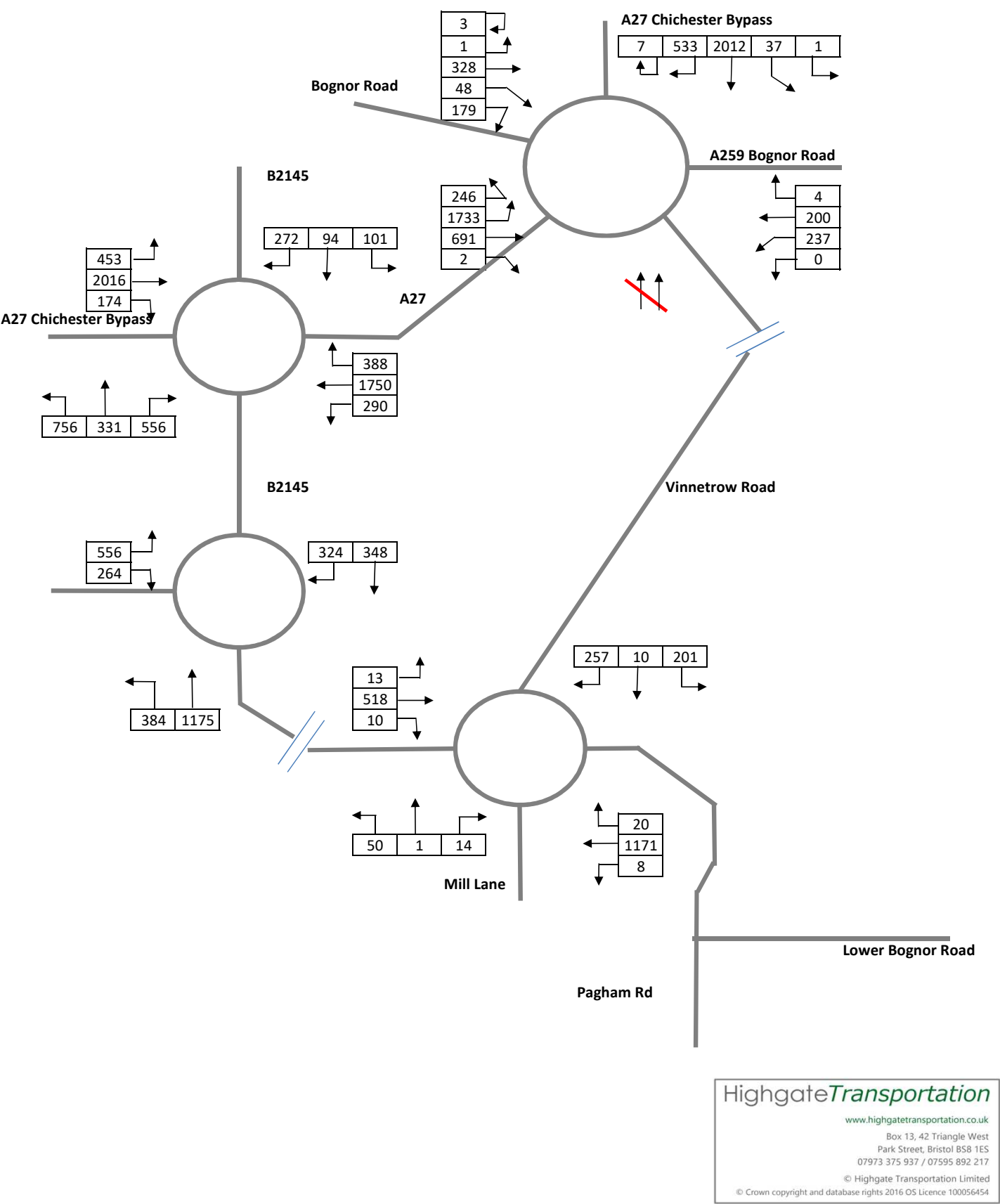
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Pagham South

2031 - Base plus Committed Development plus Cumulative

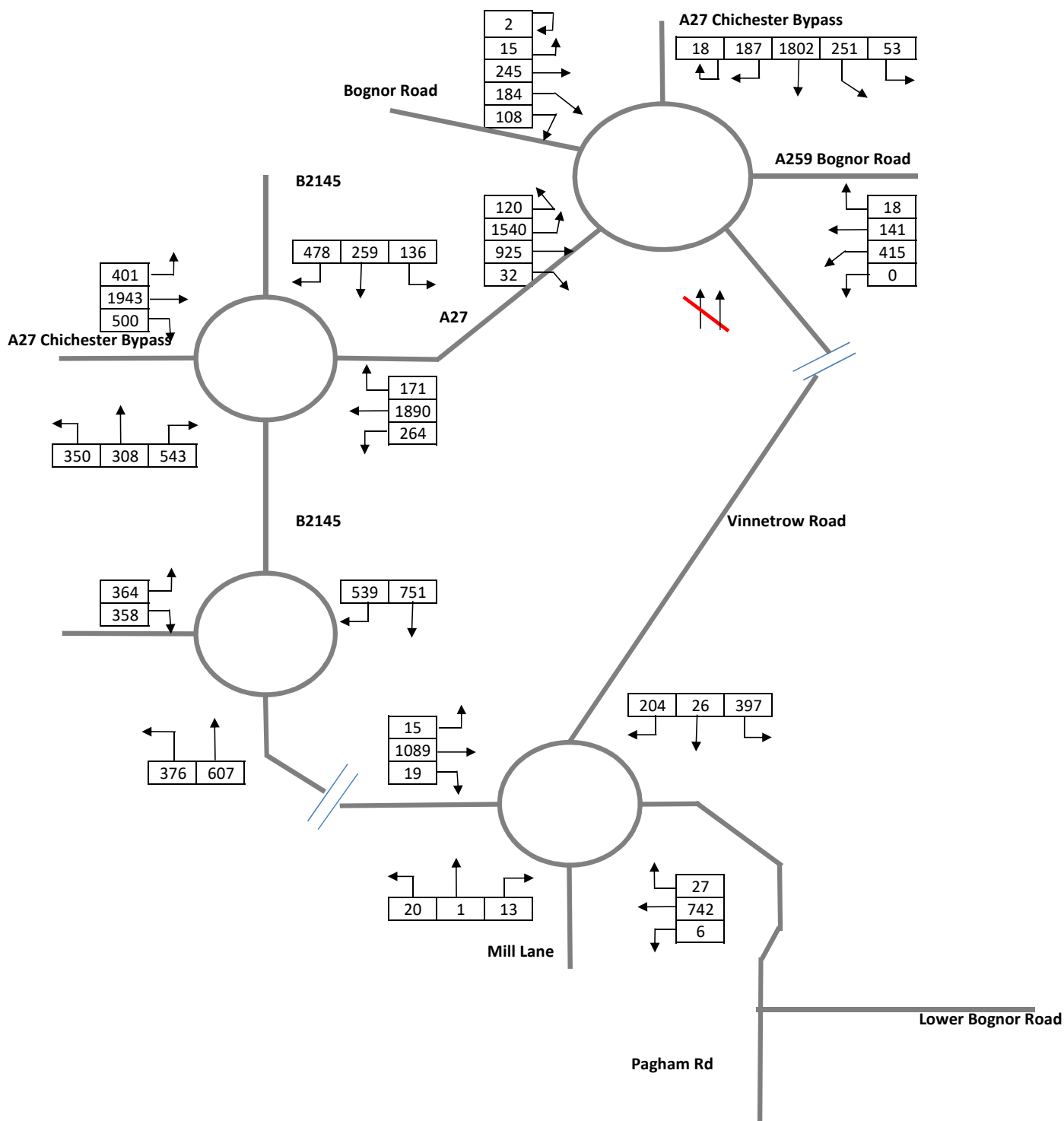
AM Peak Hour 0800-0900



Pagham South

2031 - Base plus Committed Development plus Cumulative

PM Peak Hour 1700-1800



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Appendix 9

Modelling Outputs – 2022 & 2031

Junctions 9														
ARCADY 9 - Roundabout Module														
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017														
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk														
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: 1616 Vinnetrow Road B2166.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA03 Modelling

Report generation date: 01/02/2017 14:52:06

»2022 Base+Comm, AM
 »2022 Base+Comm, PM
 »2022 Base+Comm+Pagham S, AM
 »2022 Base+Comm+Pagham S, PM
 »2022 Base+Comm+Cumul, AM
 »2022 Base+Comm+Cumul, PM
 »2031 Base+Comm, AM
 »2031 Base+Comm, PM
 »2031 Base+Comm+Pagham S, AM
 »2031 Base+Comm+Pagham S, PM
 »2031 Base+Comm+Cumul, AM
 »2031 Base+Comm+Cumul, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base+Comm													
Arm 1	1.0	8.03	0.50	A	7.79	A	25 % [Arm 2]	3.3	23.71	0.78	C	13.23	B	5 % [Arm 1]
Arm 2	2.6	9.37	0.73	A				0.8	4.35	0.43	A			
Arm 3	0.1	6.72	0.11	A				0.0	4.14	0.04	A			
Arm 4	0.6	4.40	0.37	A				3.7	13.77	0.79	B			
	2022 Base+Comm+Pagham S													
Arm 1	1.0	8.42	0.51	A	9.18	A	17 % [Arm 2]	8.2	54.19	0.92	F	19.90	C	-4 % [Arm 1]
Arm 2	3.5	11.78	0.78	B				0.9	4.78	0.48	A			
Arm 3	0.1	7.39	0.12	A				0.0	4.41	0.04	A			
Arm 4	0.6	4.55	0.39	A				3.0	10.98	0.75	B			
	2022 Base+Comm+Cumul													
Arm 1	1.2	9.22	0.54	A	13.78	B	6 % [Arm 2]	23.2	132.01	1.04	F	40.34	E	-10 % [Arm 1]
Arm 2	6.5	19.88	0.88	C				1.1	5.21	0.52	A			
Arm 3	0.2	8.79	0.14	A				0.0	4.62	0.04	A			
Arm 4	0.7	4.81	0.42	A				4.4	14.86	0.82	B			
	2031 Base+Comm													
Arm 1	1.3	9.65	0.57	A	10.15	B	14 % [Arm 2]	23.4	128.32	1.04	F	40.46	E	-10 % [Arm 1]
Arm 2	3.9	13.16	0.80	B				1.0	5.02	0.50	A			
Arm 3	0.2	7.90	0.14	A				0.0	4.58	0.05	A			
Arm 4	0.7	4.66	0.41	A				3.6	12.59	0.79	B			
	2031 Base+Comm+Pagham S													
Arm 1	1.4	10.21	0.59	B	12.99	B	8 % [Arm 2]	39.8	203.43	1.11	F	60.29	F	-13 % [Arm 1]
Arm 2	5.8	18.28	0.86	C				1.1	5.25	0.52	A			
Arm 3	0.2	8.82	0.15	A				0.0	4.68	0.05	A			

Arm 4	0.7	4.82	0.43	A				4.5	15.29	0.83	C			
2031 Base+Comm+Cumul														
Arm 1	1.6	11.41	0.62	B	25.32	D	-2 % [Arm 2]	94.9	505.70	1.36	F	139.76	F	-21 % [Arm 1]
Arm 2	14.1	40.88	0.95	E				1.4	5.98	0.59	A			
Arm 3	0.2	10.75	0.18	B				0.1	4.97	0.05	A			
Arm 4	0.8	5.12	0.46	A				10.6	32.92	0.93	D			

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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	B2166 jw Vinnetrow Road
Location	
Site number	
Date	10/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	1616
Enumerator	FB
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base+Comm	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base+Comm	PM	ONE HOUR	16:45	18:15	15
D3	2022 Base+Comm+Pagham S	AM	ONE HOUR	07:45	09:15	15
D4	2022 Base+Comm+Pagham S	PM	ONE HOUR	16:45	18:15	15
D5	2022 Base+Comm+Cumul	AM	ONE HOUR	07:45	09:15	15
D6	2022 Base+Comm+Cumul	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base+Comm	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base+Comm	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base+Comm+Pagham S	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base+Comm+Pagham S	PM	ONE HOUR	16:45	18:15	15
D11	2031 Base+Comm+Cumul	AM	ONE HOUR	07:45	09:15	15
D12	2031 Base+Comm+Cumul	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base+Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	7.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	25	Arm 2

Arms

Arms

Arm	Name	Description
1	Vinnetrow Road	
2	B2166 E	
3	Mill Lane	
4	B2166 W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	6.00	5.0	30.0	30.0	35.0	
2	4.00	6.00	12.0	30.0	30.0	30.0	
3	3.00	7.00	8.0	20.0	30.0	30.0	
4	3.50	6.00	6.0	20.0	30.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.559	1219
2	0.649	1633
3	0.591	1375
4	0.593	1385

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base+Comm	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	404	100.000
2		✓	929	100.000
3		✓	60	100.000
4		✓	439	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	167	9	228
	2	19	0	8	902
	3	1	13	0	46
	4	12	418	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	4	11	5
	2	5	0	0	3
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.50	8.03	1.0	2.6	A
2	0.73	9.37	2.6	7.5	A
3	0.11	6.72	0.1	0.5	A
4	0.37	4.40	0.6	2.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	304	330	980	0.311	302	0.4	5.302	A
2	699	184	1464	0.478	696	0.9	4.667	A
3	45	860	849	0.053	45	0.1	4.477	A
4	331	25	1307	0.253	329	0.3	3.675	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	363	395	943	0.385	362	0.6	6.193	A
2	835	221	1439	0.580	833	1.4	5.921	A
3	54	1031	745	0.072	54	0.1	5.211	A
4	395	30	1305	0.303	394	0.4	3.952	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	445	484	893	0.498	443	1.0	7.973	A
2	1023	270	1407	0.727	1018	2.6	9.143	A
3	66	1259	605	0.109	66	0.1	6.679	A
4	483	36	1301	0.372	483	0.6	4.398	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	445	484	893	0.498	445	1.0	8.028	A
2	1023	271	1406	0.727	1023	2.6	9.371	A
3	66	1265	601	0.110	66	0.1	6.723	A
4	483	36	1301	0.372	483	0.6	4.404	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	363	396	942	0.385	365	0.6	6.246	A
2	835	222	1439	0.581	840	1.4	6.060	A
3	54	1039	740	0.073	54	0.1	5.250	A
4	395	30	1304	0.303	395	0.4	3.963	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	304	332	979	0.311	305	0.5	5.350	A
2	699	186	1463	0.478	701	0.9	4.739	A
3	45	867	845	0.053	45	0.1	4.503	A
4	331	25	1307	0.253	331	0.3	3.690	A

Queue Variation Results for each time segment**07:45 - 08:00**

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2	0.91	0.55	1.00	1.40	1.45			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.34	0.00	0.00	0.34	0.34			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.62	0.11	0.86	1.37	1.44			N/A	N/A
2	1.36	0.06	0.74	3.12	4.59			N/A	N/A
3	0.08	0.03	0.26	0.47	0.50			N/A	N/A
4	0.43	0.00	0.00	0.43	0.43			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.97	0.03	0.26	0.97	0.97			N/A	N/A
2	2.57	0.03	0.28	2.57	7.55			N/A	N/A
3	0.12	0.03	0.26	0.47	0.49			N/A	N/A
4	0.59	0.03	0.25	0.59	0.59			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.98	0.03	0.28	0.98	2.61			N/A	N/A
2	2.62	0.03	0.27	2.62	2.62			N/A	N/A

3	0.12	0.03	0.25	0.45	0.48			N/A	N/A
4	0.59	0.03	0.29	1.15	2.63			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.63	0.11	0.85	1.37	1.44			N/A	N/A
2	1.41	0.07	0.96	2.96	4.16			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.44	0.00	0.00	0.44	0.44			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.45	0.04	0.38	1.21	1.36			N/A	N/A
2	0.93	0.04	0.44	2.08	3.26			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.34	0.00	0.00	0.34	0.34			N/A	N/A

2022 Base+Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	13.23	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base+Comm	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	473	100.000
2		✓	577	100.000
3		✓	30	100.000
4		✓	910	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	314	24	135
	2	123	0	5	449
	3	4	12	0	14
	4	68	827	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.78	23.71	3.3	16.6	C
2	0.43	4.35	0.8	2.4	A
3	0.04	4.14	0.0	0.5	A
4	0.79	13.77	3.7	17.5	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	356	639	838	0.425	353	0.7	7.378	A
2	434	130	1501	0.289	433	0.4	3.365	A
3	23	530	1054	0.021	22	0.0	3.490	A
4	685	104	1291	0.531	681	1.1	5.858	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	425	765	767	0.554	423	1.2	10.401	B
2	519	156	1485	0.349	518	0.5	3.721	A
3	27	635	990	0.027	27	0.0	3.736	A
4	818	125	1279	0.640	816	1.7	7.734	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	521	933	674	0.773	513	3.1	21.512	C
2	635	189	1464	0.434	634	0.8	4.334	A
3	33	775	905	0.037	33	0.0	4.130	A
4	1002	153	1262	0.794	994	3.6	13.107	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	521	940	670	0.777	520	3.3	23.715	C
2	635	191	1463	0.434	635	0.8	4.351	A
3	33	778	903	0.037	33	0.0	4.138	A
4	1002	153	1262	0.794	1001	3.7	13.772	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	425	775	762	0.558	433	1.3	11.192	B
2	519	159	1483	0.350	520	0.5	3.743	A
3	27	639	988	0.027	27	0.0	3.749	A
4	818	125	1278	0.640	826	1.8	8.082	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	356	645	835	0.427	358	0.8	7.591	A

2	434	132	1500	0.290	435	0.4	3.380	A
3	23	533	1051	0.021	23	0.0	3.500	A
4	685	105	1291	0.531	688	1.1	6.000	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.73	0.55	1.00	1.40	1.45			N/A	N/A
2	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.12	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.21	0.07	0.85	2.53	3.50			N/A	N/A
2	0.53	0.53	1.00	1.40	1.45			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.74	0.06	0.76	4.35	6.51			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.09	0.03	0.34	6.44	16.59			N/A	N/A
2	0.76	0.03	0.25	0.76	0.76			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	3.61	0.03	0.31	4.73	17.53			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.29	0.03	0.30	3.40	15.04			N/A	N/A
2	0.76	0.03	0.28	0.76	2.35			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.73	0.03	0.28	3.73	9.73			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.29	0.05	0.46	3.22	5.01			N/A	N/A
2	0.54	0.54	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.82	0.05	0.60	4.72	7.26			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.03	0.33	1.73	3.47			N/A	N/A
2	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.15	0.04	0.37	2.89	5.25			N/A	N/A

2022 Base+Comm+Pagham S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	9.18	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	17	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base+Comm+Pagham S	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	410	100.000
2		✓	1001	100.000
3		✓	60	100.000
4		✓	462	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	173	9	228
	2	19	0	8	974
	3	1	13	0	46
	4	12	441	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	4	11	5
	2	5	0	0	3
	3	0	0	0	0

	4	1	5	0	0
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Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.51	8.42	1.0	2.6	A
2	0.78	11.78	3.5	15.2	B
3	0.12	7.39	0.1	0.5	A
4	0.39	4.55	0.6	2.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	309	347	970	0.318	307	0.5	5.413	A
2	754	184	1464	0.515	749	1.0	5.011	A
3	45	914	816	0.055	45	0.1	4.667	A
4	348	25	1307	0.266	346	0.4	3.742	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	369	416	932	0.396	368	0.6	6.378	A
2	900	221	1439	0.625	898	1.6	6.613	A
3	54	1095	706	0.076	54	0.1	5.524	A
4	415	30	1304	0.318	415	0.5	4.045	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	451	509	879	0.513	450	1.0	8.350	A
2	1102	270	1407	0.783	1095	3.4	11.287	B
3	66	1336	558	0.118	66	0.1	7.313	A
4	509	36	1301	0.391	508	0.6	4.538	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	451	510	879	0.514	451	1.0	8.417	A
2	1102	271	1406	0.784	1102	3.5	11.780	B
3	66	1344	553	0.119	66	0.1	7.388	A
4	509	36	1301	0.391	509	0.6	4.545	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	369	417	931	0.396	370	0.7	6.435	A
2	900	222	1439	0.626	907	1.7	6.865	A
3	54	1106	699	0.077	54	0.1	5.586	A
4	415	30	1304	0.318	416	0.5	4.057	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
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1	309	349	969	0.319	309	0.5	5.464	A
2	754	186	1463	0.515	756	1.1	5.114	A
3	45	922	811	0.056	45	0.1	4.700	A
4	348	25	1307	0.266	348	0.4	3.757	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	1.05	0.55	1.00	1.40	1.45			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.36	0.00	0.00	0.36	0.36			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.65	0.12	0.87	1.37	1.44			N/A	N/A
2	1.64	0.05	0.63	4.10	6.26			N/A	N/A
3	0.08	0.03	0.25	0.45	0.48			N/A	N/A
4	0.46	0.00	0.00	0.46	0.46			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.04	0.03	0.26	1.04	1.04			N/A	N/A
2	3.42	0.03	0.30	3.42	15.20			N/A	N/A
3	0.13	0.03	0.26	0.47	0.49			N/A	N/A
4	0.64	0.03	0.25	0.64	0.64			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.05	0.03	0.27	1.05	2.60			N/A	N/A
2	3.52	0.03	0.28	3.52	6.90			N/A	N/A
3	0.13	0.03	0.25	0.45	0.48			N/A	N/A
4	0.64	0.03	0.28	0.94	2.62			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.66	0.11	0.85	1.37	1.44			N/A	N/A
2	1.70	0.06	0.74	4.25	6.37			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.47	0.00	0.00	0.47	0.47			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.47	0.04	0.41	1.24	1.37			N/A	N/A
2	1.07	0.04	0.38	2.72	4.72			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.36	0.00	0.00	0.36	0.36			N/A	N/A

2022 Base+Comm+Pagham S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetro Road	Standard Roundabout	19.90	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base+Comm+Pagham S	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	529	100.000
2		✓	622	100.000
3		✓	30	100.000
4		✓	914	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1	2	3	4
	1	0	330	24	175
	2	24	0	6	592
	3	1	12	0	17
	4	14	885	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1	2	3	4
	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0

	4	7	2	0	0
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Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.92	54.19	8.2	41.9	F
2	0.48	4.78	0.9	1.8	A
3	0.04	4.41	0.0	0.5	A
4	0.75	10.98	3.0	11.5	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	398	682	815	0.489	395	0.9	8.492	A
2	468	160	1485	0.315	466	0.5	3.528	A
3	23	592	1016	0.022	22	0.0	3.621	A
4	688	28	1341	0.513	684	1.0	5.447	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	476	818	739	0.643	472	1.7	13.339	B
2	559	191	1465	0.382	559	0.6	3.968	A
3	27	709	946	0.029	27	0.0	3.918	A
4	822	33	1338	0.614	820	1.6	6.922	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	582	999	638	0.913	562	6.8	39.943	E
2	685	228	1442	0.475	684	0.9	4.740	A
3	33	863	853	0.039	33	0.0	4.392	A
4	1006	41	1333	0.755	1001	2.9	10.656	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	582	1004	635	0.917	577	8.2	54.189	F
2	685	234	1438	0.476	685	0.9	4.776	A
3	33	869	849	0.039	33	0.0	4.411	A
4	1006	41	1333	0.755	1006	3.0	10.984	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	476	825	735	0.647	501	1.9	16.865	C
2	559	202	1458	0.383	560	0.6	4.014	A
3	27	720	939	0.029	27	0.0	3.946	A
4	822	33	1338	0.614	827	1.6	7.130	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
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1	398	689	811	0.491	402	1.0	8.874	A
2	468	163	1483	0.316	469	0.5	3.553	A
3	23	597	1014	0.022	23	0.0	3.635	A
4	688	28	1341	0.513	690	1.1	5.555	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.94	0.55	1.00	1.41	1.46			N/A	N/A
2	0.46	0.00	0.00	0.46	0.46			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.04	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.74	0.06	0.75	4.35	6.52			N/A	N/A
2	0.61	0.10	0.84	1.37	1.43			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.56	0.06	0.79	3.75	5.50			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	6.81	0.07	1.25	19.36	30.01			N/A	N/A
2	0.90	0.03	0.26	0.90	0.90			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	2.94	0.03	0.29	2.94	11.50			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	8.17	0.05	0.58	23.58	41.86			N/A	N/A
2	0.90	0.03	0.27	0.90	1.77			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.01	0.03	0.27	3.01	4.29			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.92	0.04	0.38	5.00	9.57			N/A	N/A
2	0.63	0.55	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.62	0.06	0.85	3.87	5.68			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.98	0.03	0.29	1.07	4.56			N/A	N/A
2	0.46	0.00	0.00	0.46	0.46			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.07	0.04	0.42	2.65	4.29			N/A	N/A

2022 Base+Comm+Cumul, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	13.78	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Base+Comm+Cumul	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	422	100.000
2		✓	1118	100.000
3		✓	60	100.000
4		✓	501	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	185	9	228
	2	19	0	8	1091
	3	1	13	0	46
	4	12	480	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	4	11	5
	2	5	0	0	3
	3	0	0	0	0

	4	1	5	0	0
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Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.54	9.22	1.2	2.7	A
2	0.88	19.88	6.5	32.9	C
3	0.14	8.79	0.2	0.5	A
4	0.42	4.81	0.7	2.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	318	376	954	0.333	316	0.5	5.625	A
2	842	184	1464	0.575	836	1.3	5.691	A
3	45	1001	763	0.059	45	0.1	5.011	A
4	377	25	1307	0.289	376	0.4	3.858	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	379	451	912	0.416	379	0.7	6.735	A
2	1005	221	1440	0.698	1001	2.2	8.147	A
3	54	1199	642	0.084	54	0.1	6.118	A
4	450	30	1304	0.345	450	0.5	4.212	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	465	552	856	0.543	463	1.2	9.121	A
2	1231	270	1407	0.875	1216	6.1	17.562	C
3	66	1457	484	0.136	66	0.2	8.595	A
4	552	36	1301	0.424	551	0.7	4.797	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	465	553	855	0.543	465	1.2	9.215	A
2	1231	271	1406	0.875	1229	6.5	19.878	C
3	66	1471	476	0.139	66	0.2	8.790	A
4	552	36	1300	0.424	552	0.7	4.807	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	379	452	911	0.416	381	0.7	6.812	A
2	1005	222	1439	0.699	1021	2.4	8.947	A
3	54	1220	629	0.086	54	0.1	6.261	A
4	450	30	1304	0.345	451	0.5	4.226	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
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1	318	378	953	0.334	319	0.5	5.684	A
2	842	186	1463	0.575	846	1.4	5.874	A
3	45	1012	757	0.060	45	0.1	5.061	A
4	377	25	1307	0.289	378	0.4	3.875	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.49	0.00	0.00	0.49	0.49			N/A	N/A
2	1.33	0.57	1.20	1.65	1.83			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.40	0.00	0.00	0.40	0.40			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.70	0.12	0.86	1.38	1.44			N/A	N/A
2	2.25	0.05	0.53	6.06	9.68			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.52	0.52	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.16	0.03	0.26	1.16	1.16			N/A	N/A
2	6.05	0.04	0.39	15.31	32.92			N/A	N/A
3	0.16	0.03	0.26	0.47	0.49			N/A	N/A
4	0.73	0.03	0.25	0.73	0.73			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.18	0.03	0.27	1.18	2.66			N/A	N/A
2	6.47	0.03	0.32	8.16	31.23			N/A	N/A
3	0.16	0.03	0.25	0.45	0.48			N/A	N/A
4	0.73	0.03	0.28	0.73	2.42			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.72	0.10	0.84	1.39	1.46			N/A	N/A
2	2.39	0.04	0.45	6.59	11.23			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.53	0.53	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.51	0.04	0.44	1.28	1.39			N/A	N/A
2	1.38	0.03	0.33	2.98	7.04			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.41	0.00	0.00	0.41	0.41			N/A	N/A

2022 Base+Comm+Cumul, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	40.34	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-10	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Base+Comm+Cumul	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	553	100.000
2		✓	685	100.000
3		✓	30	100.000
4		✓	993	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	354	24	175
	2	24	0	6	655
	3	1	12	0	17
	4	14	964	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0

	4	7	2	0	0
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Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	1.04	132.01	23.2	64.4	F
2	0.52	5.21	1.1	1.5	A
3	0.04	4.62	0.0	0.5	A
4	0.82	14.86	4.4	21.9	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	416	741	782	0.533	412	1.1	9.627	A
2	516	159	1485	0.347	514	0.5	3.697	A
3	23	639	988	0.023	22	0.0	3.728	A
4	748	28	1341	0.558	743	1.2	5.969	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	497	888	699	0.711	492	2.3	17.002	C
2	616	191	1466	0.420	615	0.7	4.229	A
3	27	765	912	0.030	27	0.0	4.069	A
4	893	33	1338	0.667	890	2.0	7.985	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	609	1082	591	1.031	560	14.6	72.067	F
2	754	218	1448	0.521	753	1.1	5.164	A
3	33	923	816	0.040	33	0.0	4.599	A
4	1093	41	1333	0.820	1084	4.2	13.975	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	609	1090	586	1.039	575	23.2	132.005	F
2	754	223	1445	0.522	754	1.1	5.211	A
3	33	929	812	0.041	33	0.0	4.620	A
4	1093	41	1333	0.820	1093	4.4	14.863	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	497	900	693	0.718	579	2.8	47.617	E
2	616	222	1446	0.426	617	0.7	4.352	A
3	27	795	894	0.030	27	0.0	4.153	A
4	893	33	1338	0.667	902	2.1	8.430	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
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1	416	749	777	0.536	423	1.2	10.341	B
2	516	164	1483	0.348	517	0.5	3.731	A
3	23	646	984	0.023	23	0.0	3.743	A
4	748	28	1341	0.558	751	1.3	6.134	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.11	0.25	1.08	1.58	1.84			N/A	N/A
2	0.53	0.53	1.00	1.40	1.45			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.24	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.31	0.06	0.77	6.13	9.46			N/A	N/A
2	0.72	0.10	0.85	1.39	1.45			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.96	0.05	0.72	5.04	7.73			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	14.63	1.15	10.38	31.66	40.54			N/A	N/A
2	1.07	0.03	0.26	1.07	1.07			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	4.21	0.03	0.33	7.10	21.88			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	23.16	1.34	16.72	50.37	64.42			N/A	N/A
2	1.08	0.03	0.27	1.08	1.08			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	4.37	0.03	0.29	4.37	13.87			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.81	0.04	0.37	7.19	14.87			N/A	N/A
2	0.75	0.50	0.97	1.39	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	2.06	0.05	0.49	5.52	8.78			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.18	0.03	0.28	1.18	3.73			N/A	N/A
2	0.54	0.06	0.61	1.32	1.41			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.28	0.04	0.36	3.22	6.16			N/A	N/A

2031 Base+Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	10.15	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base+Comm	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	450	100.000
2		✓	1010	100.000
3		✓	65	100.000
4		✓	479	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	183	10	257
	2	20	0	8	982
	3	1	14	0	50
	4	13	456	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	4	11	5
	2	5	0	0	3
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.57	9.65	1.3	2.6	A
2	0.80	13.16	3.9	18.5	B
3	0.14	7.90	0.2	0.5	A
4	0.41	4.66	0.7	2.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	339	360	963	0.352	337	0.5	5.730	A
2	760	207	1448	0.525	756	1.1	5.168	A
3	49	942	799	0.061	49	0.1	4.799	A
4	361	26	1307	0.276	359	0.4	3.792	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	405	431	923	0.438	404	0.8	6.919	A
2	908	248	1421	0.639	905	1.7	6.946	A
3	58	1129	685	0.085	58	0.1	5.748	A
4	431	31	1304	0.330	430	0.5	4.120	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	495	528	869	0.570	493	1.3	9.533	A
2	1112	304	1385	0.803	1104	3.8	12.460	B
3	72	1377	533	0.134	71	0.2	7.795	A
4	527	38	1300	0.406	527	0.7	4.652	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	495	528	868	0.571	495	1.3	9.645	A
2	1112	305	1384	0.804	1112	3.9	13.159	B
3	72	1386	527	0.136	72	0.2	7.896	A
4	527	39	1299	0.406	527	0.7	4.662	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	405	432	922	0.439	407	0.8	7.011	A
2	908	250	1420	0.639	917	1.8	7.270	A
3	58	1141	677	0.086	59	0.1	5.827	A
4	431	32	1303	0.330	431	0.5	4.132	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	339	362	962	0.352	340	0.5	5.799	A

2	760	209	1447	0.525	763	1.1	5.285	A
3	49	951	793	0.062	49	0.1	4.839	A
4	361	26	1306	0.276	361	0.4	3.811	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.54	0.54	1.00	1.40	1.45			N/A	N/A
2	1.09	0.55	1.00	1.40	1.45			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.38	0.00	0.00	0.38	0.38			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.77	0.11	0.87	1.41	1.48			N/A	N/A
2	1.73	0.05	0.59	4.46	6.84			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.49	0.00	0.00	0.49	0.49			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.30	0.03	0.27	1.30	1.30			N/A	N/A
2	3.82	0.03	0.31	4.95	18.52			N/A	N/A
3	0.15	0.03	0.26	0.47	0.49			N/A	N/A
4	0.68	0.03	0.25	0.68	0.68			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.31	0.03	0.27	1.31	2.60			N/A	N/A
2	3.95	0.03	0.28	3.95	10.24			N/A	N/A
3	0.16	0.03	0.25	0.45	0.48			N/A	N/A
4	0.68	0.03	0.28	0.75	2.57			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.79	0.10	0.85	1.21	1.21			N/A	N/A
2	1.81	0.05	0.61	4.69	7.21			N/A	N/A
3	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4	0.50	0.00	0.00	0.50	0.50			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.55	0.05	0.47	1.33	1.44			N/A	N/A
2	1.12	0.04	0.37	2.82	5.20			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.38	0.00	0.00	0.38	0.38			N/A	N/A

2031 Base+Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	40.46	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-10	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base+Comm	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	577	100.000
2		✓	640	100.000
3		✓	34	100.000
4		✓	950	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	347	26	204
	2	27	0	6	607
	3	1	13	0	20
	4	15	916	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	1.04	128.32	23.4	65.8	F
2	0.50	5.02	1.0	1.5	A
3	0.05	4.58	0.0	0.5	A
4	0.79	12.59	3.6	16.0	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	434	709	800	0.543	430	1.2	9.600	A
2	482	186	1469	0.328	480	0.5	3.635	A
3	26	627	996	0.026	25	0.0	3.710	A
4	715	31	1339	0.534	711	1.1	5.688	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	519	850	722	0.719	514	2.4	16.919	C
2	575	222	1446	0.398	575	0.7	4.128	A
3	31	751	921	0.033	31	0.0	4.043	A
4	854	37	1335	0.639	852	1.7	7.403	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	635	1037	617	1.030	585	15.0	70.544	F
2	705	254	1426	0.494	703	1.0	4.977	A
3	37	904	828	0.045	37	0.0	4.552	A
4	1046	45	1331	0.786	1039	3.5	12.065	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	635	1043	613	1.036	601	23.4	128.325	F
2	705	261	1421	0.496	705	1.0	5.022	A
3	37	911	824	0.045	37	0.0	4.576	A
4	1046	45	1331	0.786	1046	3.6	12.586	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	519	859	716	0.724	601	2.9	46.850	E
2	575	257	1424	0.404	577	0.7	4.254	A
3	31	784	901	0.034	31	0.0	4.133	A
4	854	37	1335	0.640	861	1.8	7.698	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	434	716	796	0.545	441	1.2	10.315	B

2	482	190	1466	0.329	483	0.5	3.666	A
3	26	634	992	0.026	26	0.0	3.728	A
4	715	31	1339	0.534	718	1.2	5.821	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.16	0.26	1.11	1.66	1.89			N/A	N/A
2	0.49	0.00	0.00	0.49	0.49			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.13	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.40	0.06	0.81	6.39	9.82			N/A	N/A
2	0.66	0.11	0.85	1.37	1.44			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.74	0.06	0.75	4.35	6.51			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	14.95	1.16	10.59	32.41	41.51			N/A	N/A
2	0.97	0.03	0.26	0.97	0.97			N/A	N/A
3	0.05	0.03	0.25	0.46	0.48			N/A	N/A
4	3.47	0.03	0.30	3.72	16.01			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	23.43	1.27	16.79	51.30	65.76			N/A	N/A
2	0.98	0.03	0.27	0.98	1.49			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	3.56	0.03	0.28	3.56	7.65			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.90	0.04	0.37	7.46	15.37			N/A	N/A
2	0.68	0.55	1.00	1.40	1.45			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	1.81	0.05	0.69	4.65	7.03			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.23	0.03	0.28	1.23	4.00			N/A	N/A
2	0.49	0.04	0.45	1.27	1.39			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.16	0.04	0.39	2.94	5.17			N/A	N/A

2031 Base+Comm+Pagham S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	12.99	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	8	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base+Comm+Pagham S	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	456	100.000
2		✓	1082	100.000
3		✓	65	100.000
4		✓	502	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	189	10	257
	2	20	0	8	1054
	3	1	14	0	50
	4	13	479	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	4	11	5
	2	5	0	0	3
	3	0	0	0	0

	4	1	5	0	0
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Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.59	10.21	1.4	2.8	B
2	0.86	18.28	5.8	29.8	C
3	0.15	8.82	0.2	0.5	A
4	0.43	4.82	0.7	2.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	343	377	953	0.360	341	0.6	5.860	A
2	815	207	1448	0.562	810	1.3	5.592	A
3	49	996	766	0.064	49	0.1	5.017	A
4	378	26	1306	0.289	376	0.4	3.864	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	410	452	911	0.450	409	0.8	7.149	A
2	973	248	1421	0.684	969	2.1	7.908	A
3	58	1193	646	0.090	58	0.1	6.126	A
4	451	31	1303	0.346	451	0.5	4.220	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	502	553	855	0.587	500	1.4	10.071	B
2	1191	304	1385	0.860	1178	5.5	16.439	C
3	72	1451	488	0.147	71	0.2	8.637	A
4	553	38	1299	0.425	552	0.7	4.810	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	502	554	854	0.588	502	1.4	10.211	B
2	1191	305	1384	0.861	1190	5.8	18.277	C
3	72	1464	480	0.149	72	0.2	8.821	A
4	553	39	1299	0.425	553	0.7	4.821	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	410	453	911	0.450	412	0.8	7.257	A
2	973	250	1420	0.685	987	2.2	8.574	A
3	58	1212	634	0.092	59	0.1	6.263	A
4	451	32	1303	0.346	452	0.5	4.233	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
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1	343	379	952	0.361	344	0.6	5.934	A
2	815	209	1447	0.563	818	1.3	5.759	A
3	49	1006	760	0.064	49	0.1	5.068	A
4	378	26	1306	0.289	378	0.4	3.881	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.56	0.55	1.00	1.40	1.45			N/A	N/A
2	1.27	0.56	1.12	1.47	1.74			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.40	0.00	0.00	0.40	0.40			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.81	0.10	0.87	1.20	1.20			N/A	N/A
2	2.11	0.05	0.53	5.66	8.93			N/A	N/A
3	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4	0.53	0.53	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.39	0.03	0.27	1.39	1.39			N/A	N/A
2	5.46	0.04	0.37	12.78	29.82			N/A	N/A
3	0.17	0.03	0.26	0.47	0.49			N/A	N/A
4	0.73	0.03	0.25	0.73	0.73			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.41	0.03	0.27	1.41	2.77			N/A	N/A
2	5.78	0.03	0.31	5.78	25.85			N/A	N/A
3	0.17	0.03	0.25	0.45	0.48			N/A	N/A
4	0.74	0.03	0.28	0.74	2.41			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.83	0.09	0.85	1.50	1.53			N/A	N/A
2	2.24	0.05	0.46	6.12	10.25			N/A	N/A
3	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4	0.53	0.53	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.57	0.05	0.46	1.36	1.48			N/A	N/A
2	1.31	0.03	0.34	2.96	6.67			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.41	0.00	0.00	0.41	0.41			N/A	N/A

2031 Base+Comm+Pagham S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	60.29	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	Arm 1

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)
D10	2031 Base+Comm+Pagham S	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	590	100.000
2		✓	676	100.000
3		✓	34	100.000
4		✓	997	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	360	26	204
	2	27	0	6	643
	3	1	13	0	20
	4	15	963	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0

	4	7	2	0	0
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Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	1.11	203.43	39.8	81.5	F
2	0.52	5.25	1.1	1.5	A
3	0.05	4.68	0.0	0.5	A
4	0.83	15.29	4.5	22.8	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	444	744	781	0.569	439	1.3	10.390	B
2	509	185	1469	0.346	507	0.5	3.734	A
3	26	654	979	0.026	25	0.0	3.773	A
4	751	31	1339	0.561	746	1.3	6.015	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	530	892	698	0.760	524	2.9	19.961	C
2	608	221	1446	0.420	607	0.7	4.286	A
3	31	783	901	0.034	31	0.0	4.133	A
4	896	37	1336	0.671	893	2.0	8.086	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	650	1086	589	1.103	571	22.6	98.191	F
2	744	243	1432	0.520	743	1.1	5.211	A
3	37	934	810	0.046	37	0.0	4.661	A
4	1098	45	1331	0.825	1088	4.3	14.325	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	650	1095	584	1.112	580	39.8	203.434	F
2	744	247	1430	0.521	744	1.1	5.250	A
3	37	938	807	0.046	37	0.0	4.678	A
4	1098	45	1331	0.825	1097	4.5	15.294	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	530	904	691	0.767	670	4.9	126.448	F
2	608	279	1410	0.431	609	0.8	4.500	A
3	31	835	870	0.035	31	0.0	4.287	A
4	896	37	1335	0.671	906	2.1	8.560	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
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1	444	752	776	0.572	458	1.4	11.793	B
2	509	193	1464	0.348	510	0.5	3.775	A
3	26	664	974	0.026	26	0.0	3.797	A
4	751	31	1339	0.561	754	1.3	6.184	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.29	0.13	1.13	2.05	2.73			N/A	N/A
2	0.53	0.53	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.26	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.90	0.06	0.95	7.85	12.07			N/A	N/A
2	0.72	0.10	0.85	1.38	1.45			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.99	0.05	0.72	5.16	7.89			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	22.55	4.62	19.12	41.24	49.57			N/A	N/A
2	1.07	0.03	0.26	1.07	1.07			N/A	N/A
3	0.05	0.03	0.25	0.46	0.48			N/A	N/A
4	4.33	0.03	0.33	7.74	22.83			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	39.83	11.07	35.32	69.10	81.46			N/A	N/A
2	1.08	0.03	0.27	1.08	1.08			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	4.51	0.03	0.29	4.51	15.09			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.86	0.05	0.50	13.89	23.78			N/A	N/A
2	0.76	0.51	0.98	1.40	1.45			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	2.10	0.05	0.49	5.65	9.05			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.38	0.03	0.27	1.38	3.17			N/A	N/A
2	0.54	0.06	0.61	1.32	1.41			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.29	0.04	0.36	3.24	6.29			N/A	N/A

2031 Base+Comm+Cumul, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetro Road	Standard Roundabout	25.32	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	Arm 2

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)
D11	2031 Base+Comm+Cumul	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	468	100.000
2		✓	1199	100.000
3		✓	65	100.000
4		✓	541	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	201	10	257
	2	20	0	8	1171
	3	1	14	0	50
	4	13	518	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	4	11	5
	2	5	0	0	3
	3	0	0	0	0

	4	1	5	0	0
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Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.62	11.41	1.6	3.3	B
2	0.95	40.88	14.1	71.1	E
3	0.18	10.75	0.2	0.5	B
4	0.46	5.12	0.8	1.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	352	406	937	0.376	350	0.6	6.108	A
2	903	207	1448	0.623	896	1.6	6.445	A
3	49	1082	713	0.069	49	0.1	5.413	A
4	407	26	1306	0.312	405	0.5	3.988	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	421	487	892	0.472	420	0.9	7.602	A
2	1078	248	1421	0.758	1072	3.0	10.157	B
3	58	1296	583	0.100	58	0.1	6.859	A
4	486	31	1303	0.373	486	0.6	4.401	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	515	596	831	0.620	512	1.6	11.202	B
2	1320	303	1385	0.953	1286	11.7	29.309	D
3	72	1558	422	0.169	71	0.2	10.244	B
4	596	38	1300	0.458	595	0.8	5.100	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	515	597	830	0.621	515	1.6	11.410	B
2	1320	305	1384	0.954	1310	14.1	40.879	E
3	72	1584	406	0.176	72	0.2	10.750	B
4	596	38	1299	0.458	596	0.8	5.116	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	421	488	891	0.472	424	0.9	7.745	A
2	1078	251	1420	0.759	1121	3.3	13.641	B
3	58	1346	552	0.106	59	0.1	7.301	A
4	486	32	1303	0.373	487	0.6	4.421	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
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1	352	409	936	0.377	354	0.6	6.198	A
2	903	209	1447	0.624	909	1.7	6.769	A
3	49	1097	704	0.069	49	0.1	5.497	A
4	407	26	1306	0.312	408	0.5	4.011	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.60	0.55	1.00	1.40	1.45			N/A	N/A
2	1.62	0.56	1.02	2.18	2.68			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.45	0.00	0.00	0.45	0.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.88	0.09	0.89	1.22	1.67			N/A	N/A
2	3.00	0.05	0.69	8.34	13.36			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4	0.59	0.11	0.85	1.37	1.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.58	0.03	0.27	1.58	3.08			N/A	N/A
2	11.66	0.09	2.83	33.25	50.70			N/A	N/A
3	0.20	0.03	0.26	0.47	0.49			N/A	N/A
4	0.84	0.03	0.26	0.84	0.84			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.61	0.03	0.27	1.61	3.32			N/A	N/A
2	14.11	0.06	1.37	41.42	71.07			N/A	N/A
3	0.21	0.03	0.25	0.46	0.48			N/A	N/A
4	0.84	0.03	0.27	0.84	1.94			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.91	0.08	0.85	1.50	1.87			N/A	N/A
2	3.31	0.04	0.41	9.05	16.93			N/A	N/A
3	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4	0.60	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.61	0.04	0.45	1.46	1.51			N/A	N/A
2	1.69	0.03	0.31	2.45	8.37			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.46	0.00	0.00	0.46	0.46			N/A	N/A

2031 Base+Comm+Cumul, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	139.76	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-21	Arm 1

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)
D12	2031 Base+Comm+Cumul	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	627	100.000
2		✓	775	100.000
3		✓	34	100.000
4		✓	1123	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	397	26	204
	2	27	0	6	742
	3	1	13	0	20
	4	15	1089	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	3	0	0
	2	4	0	0	3
	3	0	0	0	0

	4	7	2	0	0
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Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	1.36	505.70	94.9	137.6	F
2	0.59	5.98	1.4	1.8	A
3	0.05	4.97	0.1	0.5	A
4	0.93	32.92	10.6	57.8	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	472	837	728	0.648	465	1.8	13.358	B
2	583	185	1469	0.397	581	0.7	4.041	A
3	26	728	934	0.027	25	0.0	3.960	A
4	845	31	1339	0.631	839	1.7	7.102	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	564	1003	635	0.887	548	5.8	35.896	E
2	697	218	1448	0.481	696	0.9	4.776	A
3	31	868	849	0.036	31	0.0	4.397	A
4	1010	37	1336	0.756	1004	3.0	10.703	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	690	1209	520	1.328	516	49.4	210.530	F
2	853	210	1453	0.587	851	1.4	5.959	A
3	37	1013	761	0.049	37	0.1	4.973	A
4	1236	45	1331	0.929	1211	9.3	25.885	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	690	1229	509	1.357	508	94.9	490.117	F
2	853	207	1455	0.586	853	1.4	5.982	A
3	37	1012	761	0.049	37	0.1	4.972	A
4	1236	45	1331	0.929	1231	10.6	32.924	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	564	1037	616	0.914	610	83.3	505.697	F
2	697	241	1434	0.486	699	1.0	4.909	A
3	31	892	835	0.037	31	0.0	4.474	A
4	1010	37	1335	0.756	1039	3.3	13.212	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
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1	472	850	721	0.655	712	23.3	274.047	F
2	583	276	1412	0.413	584	0.7	4.355	A
3	26	812	885	0.029	26	0.0	4.190	A
4	845	31	1339	0.631	851	1.7	7.473	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.77	0.05	0.46	4.70	7.61			N/A	N/A
2	0.65	0.55	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.68	0.61	1.15	2.01	2.55			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	5.77	0.09	1.81	15.53	22.72			N/A	N/A
2	0.92	0.09	0.88	1.45	1.82			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	2.96	0.06	0.87	8.08	12.61			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	49.43	24.69	47.00	71.56	79.78			N/A	N/A
2	1.40	0.03	0.26	1.40	1.40			N/A	N/A
3	0.05	0.03	0.26	0.46	0.49			N/A	N/A
4	9.27	0.06	1.39	27.09	44.62			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	94.91	58.32	92.35	126.55	137.56			N/A	N/A
2	1.41	0.03	0.26	1.41	1.41			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	10.59	0.04	0.43	28.53	57.82			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	83.34	47.34	80.51	115.06	126.38			N/A	N/A
2	0.96	0.22	0.99	1.02	1.52			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.25	0.04	0.43	9.00	16.44			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	23.27	3.61	19.02	44.77	54.73			N/A	N/A
2	0.71	0.08	0.78	1.40	1.48			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.75	0.03	0.32	3.26	9.10			N/A	N/A

Junctions 9													
ARCADY 9 - Roundabout Module													
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Filename: 1616 B2145 B2166.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA03 Modelling

Report generation date: 01/02/2017 14:20:29

»2022 Base+Comm, AM
 »2022 Base+Comm, PM
 »2022 Base+Comm+Pagham S, AM
 »2022 Base+Comm+Pagham S, PM
 »2022 Base+Comm+Cumul, AM
 »2022 Base+Comm+Cumul, PM
 »2031 Base+Comm, AM
 »2031 Base+Comm, PM
 »2031 Base+Comm+Pagham S, AM
 »2031 Base+Comm+Pagham S, PM
 »2031 Base+Comm+Cumul, AM
 »2031 Base+Comm+Cumul, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base+Comm													
Arm 1	0.8	4.44	0.43	A	32.40	D	-4 % [Arm 2]	3.6	11.84	0.79	B	8.79	A	16 % [Arm 1]
Arm 2	21.3	57.26	0.99	F				1.9	8.22	0.66	A			
Arm 3	2.9	13.04	0.75	B				1.0	4.95	0.51	A			
	2022 Base+Comm+Pagham S													
Arm 1	0.8	4.58	0.45	A	56.54	F	-9 % [Arm 2]	4.5	14.23	0.82	B	10.14	B	11 % [Arm 1]
Arm 2	45.4	104.54	1.04	F				2.2	9.04	0.69	A			
Arm 3	3.3	14.70	0.77	B				1.1	5.15	0.52	A			
	2022 Base+Comm+Cumul													
Arm 1	0.9	4.84	0.48	A	118.38	F	-15 % [Arm 2]	7.0	21.19	0.89	C	13.90	B	5 % [Arm 1]
Arm 2	104.3	223.47	1.13	F				2.8	10.95	0.74	B			
Arm 3	3.7	16.52	0.79	C				1.2	5.55	0.54	A			
	2031 Base+Comm													
Arm 1	0.9	4.88	0.48	A	87.25	F	-13 % [Arm 2]	6.5	20.02	0.88	C	13.40	B	6 % [Arm 1]
Arm 2	78.0	167.23	1.10	F				2.9	11.47	0.75	B			
Arm 3	4.5	18.68	0.83	C				1.2	5.54	0.55	A			
	2031 Base+Comm+Pagham S													
Arm 1	1.0	5.02	0.49	A	130.33	F	-16 % [Arm 2]	2.1	7.91	0.68	A	9.15	A	13 % [Arm 2]
Arm 2	113.5	251.70	1.15	F				3.5	13.16	0.78	B			
Arm 3	4.9	20.69	0.84	C				1.3	5.80	0.56	A			
	2031 Base+Comm+Cumul													
Arm 1	1.1	5.37	0.52	A	246.06	F	-22 % [Arm 2]	31.1	76.88	1.01	F	41.23	E	-6 % [Arm 1]
Arm 2	188.1	473.57	1.25	F				5.8	20.13	0.86	C			
Arm 3	5.4	22.77	0.85	C				1.5	6.64	0.59	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	B2145 j/w B2166
Location	
Site number	
Date	05/12/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	1616
Enumerator	FB
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base+Comm	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base+Comm	PM	ONE HOUR	16:45	18:15	15
D3	2022 Base+Comm+Pagham S	AM	ONE HOUR	07:45	09:15	15
D4	2022 Base+Comm+Pagham S	PM	ONE HOUR	16:45	18:15	15
D5	2022 Base+Comm+Cumul	AM	ONE HOUR	07:45	09:15	15
D6	2022 Base+Comm+Cumul	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base+Comm	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base+Comm	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base+Comm+Pagham S	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base+Comm+Pagham S	PM	ONE HOUR	16:45	18:15	15
D11	2031 Base+Comm+Cumul	AM	ONE HOUR	07:45	09:15	15
D12	2031 Base+Comm+Cumul	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base+Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	32.40	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Arm 2

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.30	7.10	11.4	46.0	15.0	8.0	
2	3.20	7.80	16.0	24.0	15.0	37.0	
3	4.10	7.70	9.0	65.0	15.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.703	1719
2	0.654	1668
3	0.740	1898

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base+Comm	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)

1		✓	558	100.000
2		✓	1249	100.000
3		✓	751	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	262	296
	2	899	0	350
	3	509	242	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	6	8
	2	3	0	3
	3	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.43	4.44	0.8	2.5	A
2	0.99	57.26	21.3	86.8	F
3	0.75	13.04	2.9	11.2	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	420	181	1483	0.283	419	0.4	3.377	A
2	940	222	1467	0.641	933	1.7	6.660	A
3	565	672	1320	0.428	562	0.7	4.733	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	502	217	1459	0.344	501	0.5	3.756	A
2	1123	266	1437	0.781	1116	3.4	10.992	B
3	675	803	1225	0.551	673	1.2	6.505	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	614	264	1427	0.431	613	0.7	4.422	A
2	1375	325	1396	0.985	1325	16.0	36.388	E
3	827	954	1116	0.741	821	2.7	11.961	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	614	266	1426	0.431	614	0.8	4.437	A
2	1375	326	1396	0.985	1354	21.3	57.262	F
3	827	974	1101	0.751	826	2.9	13.044	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	502	220	1457	0.344	503	0.5	3.776	A
2	1123	267	1437	0.782	1193	3.8	18.511	C
3	675	859	1185	0.570	681	1.3	7.238	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	420	183	1482	0.283	421	0.4	3.392	A
2	940	223	1466	0.641	948	1.8	7.052	A
3	565	683	1312	0.431	568	0.8	4.850	A

Queue Variation Results for each time segment**07:45 - 08:00**

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.39	0.00	0.00	0.39	0.39			N/A	N/A
2	1.75	0.51	1.10	2.66	3.09			N/A	N/A
3	0.74	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.52	0.52	1.00	1.40	1.45			N/A	N/A
2	3.39	0.05	0.79	9.47	15.12			N/A	N/A
3	1.21	0.06	0.70	2.70	3.86			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.03	0.25	0.75	0.75			N/A	N/A
2	15.98	0.23	7.68	41.45	57.86			N/A	N/A
3	2.72	0.03	0.29	2.72	11.18			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.03	0.28	0.75	2.48			N/A	N/A
2	21.31	0.15	7.53	59.23	86.80			N/A	N/A
3	2.91	0.03	0.28	2.91	7.51			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.53	0.53	1.00	1.40	1.45			N/A	N/A
2	3.82	0.04	0.41	10.41	19.84			N/A	N/A
3	1.35	0.07	0.90	2.89	4.02			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.40	0.00	0.00	0.40	0.40			N/A	N/A
2	1.82	0.03	0.30	2.02	8.51			N/A	N/A
3	0.76	0.04	0.38	1.79	2.95			N/A	N/A

2022 Base+Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	8.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base+Comm	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1021	100.000
2		✓	765	100.000
3		✓	687	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	529	492
	2	421	0	344
	3	359	328	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	3	2
	2	3	0	1
	3	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.79	11.84	3.6	15.8	B
2	0.66	8.22	1.9	2.6	A
3	0.51	4.95	1.0	1.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	769	246	1506	0.510	765	1.0	4.830	A
2	576	368	1393	0.413	573	0.7	4.376	A
3	517	315	1592	0.325	515	0.5	3.337	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	918	295	1473	0.623	915	1.6	6.432	A
2	688	441	1345	0.511	686	1.0	5.451	A
3	618	378	1547	0.399	617	0.7	3.868	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1124	360	1427	0.788	1117	3.5	11.320	B
2	842	538	1282	0.657	839	1.9	8.063	A
3	756	462	1485	0.509	755	1.0	4.919	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1124	361	1427	0.788	1124	3.6	11.837	B
2	842	542	1280	0.658	842	1.9	8.218	A
3	756	463	1484	0.510	756	1.0	4.947	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	918	296	1472	0.623	926	1.7	6.677	A
2	688	446	1342	0.512	691	1.1	5.555	A
3	618	380	1545	0.400	619	0.7	3.894	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	769	247	1506	0.511	771	1.1	4.920	A
2	576	372	1391	0.414	577	0.7	4.432	A
3	517	318	1591	0.325	518	0.5	3.360	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.03	0.55	1.00	1.40	1.45			N/A	N/A
2	0.70	0.55	1.00	1.40	1.45			N/A	N/A

3	0.48	0.00	0.00	0.48	0.48			N/A	N/A
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17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.62	0.05	0.57	4.11	6.33			N/A	N/A
2	1.03	0.07	0.83	1.90	2.64			N/A	N/A
3	0.66	0.09	0.82	1.37	1.44			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.51	0.03	0.30	3.51	15.78			N/A	N/A
2	1.87	0.03	0.27	1.87	2.44			N/A	N/A
3	1.03	0.03	0.26	1.03	1.03			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.61	0.03	0.28	3.61	7.41			N/A	N/A
2	1.90	0.03	0.27	1.90	1.90			N/A	N/A
3	1.03	0.03	0.27	1.03	1.47			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.69	0.06	0.72	4.21	6.33			N/A	N/A
2	1.06	0.10	0.97	1.76	2.18			N/A	N/A
3	0.67	0.37	0.96	1.39	1.45			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.05	0.04	0.38	2.66	4.68			N/A	N/A
2	0.71	0.05	0.50	1.24	1.78			N/A	N/A
3	0.48	0.04	0.43	1.26	1.38			N/A	N/A

2022 Base+Comm+Pagham S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	56.54	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base+Comm+Pagham S	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	581	100.000
2		✓	1321	100.000
3		✓	751	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	285	296
	2	971	0	350
	3	509	242	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	6	8
	2	3	0	3
	3	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.45	4.58	0.8	2.2	A
2	1.04	104.54	45.4	112.8	F
3	0.77	14.70	3.3	14.2	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	437	181	1484	0.295	436	0.4	3.429	A
2	995	222	1467	0.678	986	2.1	7.367	A
3	565	725	1282	0.441	562	0.8	4.984	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	522	217	1460	0.358	522	0.6	3.836	A
2	1188	266	1437	0.826	1178	4.4	13.427	B
3	675	866	1179	0.572	673	1.3	7.080	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	640	264	1428	0.448	639	0.8	4.558	A
2	1454	325	1396	1.042	1360	28.0	54.084	F
3	827	1000	1083	0.764	820	3.0	13.368	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	640	266	1426	0.449	640	0.8	4.576	A
2	1454	326	1396	1.042	1385	45.4	104.538	F
3	827	1018	1069	0.773	826	3.3	14.700	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	522	220	1458	0.358	523	0.6	3.858	A
2	1188	267	1437	0.827	1347	5.7	57.805	F
3	675	990	1090	0.620	682	1.7	8.956	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	437	183	1482	0.295	438	0.4	3.448	A
2	995	223	1466	0.678	1008	2.2	8.089	A
3	565	741	1270	0.445	569	0.8	5.159	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2	2.05	0.26	1.24	3.63	4.54			N/A	N/A
3	0.78	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.55	0.08	0.77	1.35	1.43			N/A	N/A
2	4.39	0.06	1.22	12.27	19.04			N/A	N/A
3	1.32	0.06	0.70	2.99	4.45			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.80	0.03	0.25	0.80	0.80			N/A	N/A
2	28.03	3.02	21.84	57.36	71.59			N/A	N/A
3	3.05	0.03	0.30	3.35	14.16			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.81	0.03	0.27	0.81	2.23			N/A	N/A
2	45.42	6.06	36.48	91.19	112.82			N/A	N/A
3	3.26	0.03	0.28	3.26	10.01			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.56	0.55	1.00	1.40	1.45			N/A	N/A
2	5.66	0.05	0.47	16.10	28.93			N/A	N/A
3	1.67	0.08	1.08	3.71	5.14			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.42	0.00	0.00	0.42	0.42			N/A	N/A
2	2.16	0.03	0.29	2.16	9.11			N/A	N/A
3	0.81	0.04	0.36	1.91	3.51			N/A	N/A

2022 Base+Comm+Pagham S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	10.14	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	11	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base+Comm+Pagham S	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1068	100.000
2		✓	801	100.000
3		✓	687	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	576	492
	2	457	0	344
	3	359	328	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	3	2
	2	3	0	1
	3	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.82	14.23	4.5	22.4	B
2	0.69	9.04	2.2	4.6	A
3	0.52	5.15	1.1	1.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	804	246	1506	0.534	800	1.1	5.063	A
2	603	368	1393	0.433	600	0.8	4.525	A
3	517	342	1573	0.329	515	0.5	3.399	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	960	295	1473	0.652	957	1.8	6.947	A
2	720	441	1345	0.535	719	1.1	5.732	A
3	618	410	1523	0.405	617	0.7	3.969	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1176	360	1427	0.824	1166	4.3	13.304	B
2	882	537	1282	0.688	878	2.1	8.817	A
3	756	501	1457	0.519	755	1.1	5.118	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1176	361	1426	0.824	1175	4.5	14.226	B
2	882	541	1279	0.689	882	2.2	9.043	A
3	756	503	1455	0.520	756	1.1	5.152	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	960	296	1472	0.652	970	1.9	7.321	A
2	720	447	1341	0.537	724	1.2	5.873	A
3	618	413	1521	0.406	619	0.7	4.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	804	247	1505	0.534	807	1.2	5.178	A
2	603	372	1390	0.434	605	0.8	4.593	A
3	517	345	1571	0.329	518	0.5	3.424	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.13	0.55	1.00	1.40	1.45			N/A	N/A
2	0.76	0.55	1.00	1.40	1.45			N/A	N/A
3	0.49	0.00	0.00	0.49	0.49			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.83	0.05	0.50	4.82	7.58			N/A	N/A
2	1.14	0.06	0.80	2.33	3.23			N/A	N/A
3	0.68	0.09	0.81	1.37	1.44			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.33	0.03	0.32	7.12	22.38			N/A	N/A
2	2.14	0.03	0.28	2.14	4.59			N/A	N/A
3	1.07	0.03	0.26	1.07	1.07			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.50	0.03	0.29	4.50	14.24			N/A	N/A
2	2.18	0.03	0.27	2.18	2.18			N/A	N/A
3	1.08	0.03	0.27	1.08	1.41			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.92	0.05	0.50	5.06	8.01			N/A	N/A
2	1.18	0.08	0.97	2.13	2.87			N/A	N/A
3	0.69	0.33	0.96	1.39	1.45			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.16	0.04	0.35	2.84	5.60			N/A	N/A
2	0.77	0.05	0.46	1.59	2.27			N/A	N/A
3	0.49	0.05	0.45	1.28	1.39			N/A	N/A

2022 Base+Comm+Cumul, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	118.38	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-15	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Base+Comm+Cumul	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	620	100.000
2		✓	1438	100.000
3		✓	751	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	324	296
	2	1088	0	350
	3	509	242	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	6	8
	2	3	0	3
	3	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.48	4.84	0.9	1.8	A
2	1.13	223.47	104.3	171.4	F
3	0.79	16.52	3.7	17.8	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	467	181	1485	0.314	465	0.5	3.524	A
2	1083	222	1467	0.738	1072	2.7	8.875	A
3	565	811	1219	0.464	562	0.9	5.448	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	557	217	1461	0.382	557	0.6	3.980	A
2	1293	266	1437	0.899	1274	7.3	20.110	C
3	675	964	1108	0.609	672	1.5	8.211	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	683	264	1429	0.478	681	0.9	4.810	A
2	1583	325	1396	1.134	1384	57.1	94.049	F
3	827	1047	1048	0.789	819	3.5	15.232	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	683	266	1427	0.478	683	0.9	4.835	A
2	1583	326	1396	1.134	1394	104.3	214.518	F
3	827	1055	1042	0.793	826	3.7	16.516	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	557	220	1458	0.382	559	0.6	4.005	A
2	1293	267	1437	0.900	1423	71.8	223.472	F
3	675	1077	1027	0.658	682	2.0	10.635	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	467	183	1483	0.315	467	0.5	3.548	A
2	1083	223	1466	0.738	1357	3.2	75.454	F
3	565	1027	1063	0.532	569	1.2	7.332	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	2.71	0.14	1.40	5.82	7.76			N/A	N/A
3	0.85	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.61	0.10	0.83	1.37	1.43			N/A	N/A
2	7.33	0.12	2.81	19.35	27.71			N/A	N/A
3	1.52	0.06	0.77	3.66	5.36			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.91	0.03	0.26	0.91	0.91			N/A	N/A
2	57.10	22.74	53.05	89.84	102.64			N/A	N/A
3	3.47	0.03	0.32	5.53	17.76			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.91	0.03	0.27	0.91	1.78			N/A	N/A
2	104.32	51.13	99.45	153.32	171.43			N/A	N/A
3	3.66	0.03	0.29	3.66	12.50			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.62	0.55	1.00	1.40	1.45			N/A	N/A
2	71.76	39.66	69.09	100.09	110.29			N/A	N/A
3	1.98	0.06	0.98	4.88	7.13			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	3.15	0.03	0.30	3.15	13.22			N/A	N/A
3	1.16	0.04	0.40	2.92	4.98			N/A	N/A

2022 Base+Comm+Cumul, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	13.90	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Base+Comm+Cumul	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1147	100.000
2		✓	864	100.000
3		✓	687	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	655	492
	2	520	0	344
	3	359	328	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	3	2
	2	3	0	1
	3	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.89	21.19	7.0	35.8	C
2	0.74	10.95	2.8	10.1	B
3	0.54	5.55	1.2	1.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	864	246	1506	0.574	858	1.3	5.515	A
2	650	368	1392	0.467	647	0.9	4.812	A
3	517	389	1538	0.336	515	0.5	3.511	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1031	294	1472	0.700	1027	2.3	8.024	A
2	777	441	1344	0.578	775	1.3	6.298	A
3	618	466	1482	0.417	617	0.7	4.158	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1263	360	1427	0.885	1246	6.5	18.385	C
2	951	534	1283	0.741	946	2.7	10.492	B
3	756	569	1407	0.538	755	1.1	5.507	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1263	361	1426	0.886	1261	7.0	21.186	C
2	951	541	1279	0.744	951	2.8	10.947	B
3	756	572	1404	0.539	756	1.2	5.555	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1031	296	1471	0.701	1050	2.4	8.892	A
2	777	450	1338	0.580	782	1.4	6.544	A
3	618	471	1479	0.418	619	0.7	4.197	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	864	247	1505	0.574	868	1.4	5.687	A
2	650	372	1389	0.468	653	0.9	4.902	A
3	517	393	1536	0.337	518	0.5	3.539	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.33	0.57	1.20	1.66	1.84			N/A	N/A
2	0.87	0.55	1.00	1.40	1.45			N/A	N/A
3	0.50	0.50	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.27	0.05	0.49	6.18	9.97			N/A	N/A
2	1.35	0.06	0.72	3.09	4.57			N/A	N/A
3	0.71	0.09	0.81	1.39	1.46			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	6.55	0.04	0.41	17.40	35.48			N/A	N/A
2	2.74	0.03	0.29	2.74	10.10			N/A	N/A
3	1.15	0.03	0.26	1.15	1.15			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	7.05	0.03	0.33	10.75	35.82			N/A	N/A
2	2.83	0.03	0.27	2.83	4.52			N/A	N/A
3	1.16	0.03	0.27	1.16	1.35			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.41	0.04	0.44	6.64	11.47			N/A	N/A
2	1.41	0.06	0.87	3.10	4.46			N/A	N/A
3	0.72	0.26	0.95	1.39	1.45			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.37	0.03	0.32	2.82	7.04			N/A	N/A
2	0.89	0.04	0.41	2.07	3.42			N/A	N/A
3	0.51	0.05	0.48	1.29	1.40			N/A	N/A

2031 Base+Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	87.25	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base+Comm	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	610	100.000
2		✓	1370	100.000
3		✓	820	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	286	324
	2	986	0	384
	3	556	264	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	6	8
	2	3	0	3
	3	6	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.48	4.88	0.9	1.8	A
2	1.10	167.23	78.0	144.3	F
3	0.83	18.68	4.5	22.5	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	459	198	1472	0.312	457	0.5	3.542	A
2	1031	243	1453	0.710	1022	2.4	8.184	A
3	617	735	1274	0.485	614	0.9	5.421	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	548	236	1446	0.379	548	0.6	4.006	A
2	1232	291	1420	0.867	1218	5.7	16.793	C
3	737	877	1172	0.629	734	1.7	8.175	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	672	287	1411	0.476	670	0.9	4.851	A
2	1508	356	1375	1.097	1356	43.8	76.610	F
3	903	976	1099	0.821	893	4.2	16.659	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	672	290	1409	0.477	672	0.9	4.879	A
2	1508	357	1375	1.097	1372	78.0	167.228	F
3	903	987	1092	0.827	902	4.5	18.683	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	548	240	1443	0.380	550	0.6	4.034	A
2	1232	292	1419	0.868	1401	35.5	148.334	F
3	737	1009	1076	0.685	746	2.3	11.189	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	459	200	1470	0.312	460	0.5	3.564	A
2	1031	244	1452	0.710	1163	2.6	18.985	C
3	617	837	1200	0.514	622	1.1	6.275	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2	2.37	0.17	1.31	4.75	6.16			N/A	N/A

3	0.93	0.55	1.00	1.40	1.45			N/A	N/A
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08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.61	0.10	0.83	1.37	1.43			N/A	N/A
2	5.75	0.08	1.55	15.75	23.48			N/A	N/A
3	1.66	0.05	0.66	4.15	6.31			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.90	0.03	0.26	0.90	0.90			N/A	N/A
2	43.76	12.86	39.11	74.94	87.95			N/A	N/A
3	4.17	0.03	0.34	8.53	22.49			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.91	0.03	0.27	0.91	1.85			N/A	N/A
2	77.96	29.24	72.06	125.49	144.27			N/A	N/A
3	4.48	0.03	0.30	4.48	18.82			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.62	0.55	1.00	1.40	1.45			N/A	N/A
2	35.53	11.48	32.07	59.07	68.73			N/A	N/A
3	2.25	0.07	1.06	5.68	8.33			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	2.56	0.03	0.29	2.56	9.93			N/A	N/A
3	1.07	0.03	0.35	2.59	5.20			N/A	N/A

2031 Base+Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	13.40	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base+Comm	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1117	100.000
2		✓	848	100.000
3		✓	722	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	578	539
	2	472	0	376
	3	364	358	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	3	2
	2	3	0	1
	3	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.88	20.02	6.5	33.1	C
2	0.75	11.47	2.9	11.0	B
3	0.55	5.54	1.2	1.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	841	268	1491	0.564	836	1.3	5.453	A
2	638	403	1370	0.466	635	0.9	4.876	A
3	544	353	1566	0.347	541	0.5	3.505	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1004	321	1454	0.691	1001	2.2	7.873	A
2	762	483	1318	0.578	760	1.3	6.435	A
3	649	423	1515	0.428	648	0.7	4.148	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1230	393	1405	0.876	1214	6.1	17.622	C
2	934	586	1251	0.747	928	2.8	10.953	B
3	795	516	1447	0.549	793	1.2	5.491	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1230	394	1404	0.876	1228	6.5	20.019	C
2	934	593	1246	0.749	933	2.9	11.470	B
3	795	519	1445	0.550	795	1.2	5.541	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1004	323	1453	0.691	1021	2.3	8.632	A
2	762	493	1312	0.581	768	1.4	6.698	A
3	649	428	1512	0.429	651	0.8	4.191	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	841	270	1490	0.564	845	1.3	5.616	A
2	638	408	1367	0.467	641	0.9	4.968	A
3	544	357	1564	0.348	544	0.5	3.536	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.28	0.56	1.14	1.56	1.78			N/A	N/A
2	0.86	0.55	1.00	1.40	1.45			N/A	N/A

3	0.53	0.53	1.00	1.40	1.45			N/A	N/A
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17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.17	0.05	0.49	5.87	9.45			N/A	N/A
2	1.35	0.06	0.71	3.11	4.60			N/A	N/A
3	0.74	0.09	0.82	1.41	1.49			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	6.08	0.04	0.39	15.49	33.09			N/A	N/A
2	2.81	0.03	0.29	2.81	10.97			N/A	N/A
3	1.20	0.03	0.26	1.20	1.20			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	6.51	0.03	0.32	8.44	31.63			N/A	N/A
2	2.91	0.03	0.28	2.91	5.25			N/A	N/A
3	1.21	0.03	0.27	1.21	1.21			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.30	0.04	0.44	6.32	10.79			N/A	N/A
2	1.41	0.06	0.84	3.18	4.59			N/A	N/A
3	0.76	0.27	0.95	1.39	1.45			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.31	0.03	0.33	2.80	6.74			N/A	N/A
2	0.88	0.04	0.40	2.07	3.48			N/A	N/A
3	0.54	0.05	0.55	1.31	1.41			N/A	N/A

2031 Base+Comm+Pagham S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	130.33	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-16	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base+Comm+Pagham S	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	633	100.000
2		✓	1442	100.000
3		✓	820	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	309
	2	1058	0
	3	556	264

Vehicle Mix

Heavy Vehicle Percentages

	To		
	1	2	3
From	1	0	6
	2	3	0
	3	7	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.49	5.02	1.0	1.6	A
2	1.15	251.70	113.5	180.6	F
3	0.84	20.69	4.9	25.1	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	477	197	1475	0.323	475	0.5	3.592	A
2	1086	243	1460	0.743	1074	2.8	9.084	A
3	617	788	1235	0.500	613	1.0	5.754	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	569	236	1449	0.393	568	0.6	4.083	A
2	1296	291	1427	0.908	1276	7.9	21.362	C
3	737	936	1128	0.653	734	1.8	9.051	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	697	287	1416	0.492	696	1.0	4.990	A
2	1588	356	1382	1.148	1372	61.8	101.442	F
3	903	1007	1077	0.838	892	4.6	18.409	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	697	290	1414	0.493	697	1.0	5.022	A
2	1588	357	1382	1.149	1381	113.5	234.066	F
3	903	1013	1072	0.842	901	4.9	20.690	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	569	241	1447	0.393	570	0.7	4.113	A
2	1296	292	1427	0.909	1414	84.0	251.704	F
3	737	1038	1055	0.699	747	2.4	12.077	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	477	200	1473	0.323	477	0.5	3.617	A
2	1086	244	1460	0.744	1408	3.5	105.028	F
3	617	1033	1058	0.583	621	1.4	8.315	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.47	0.00	0.00	0.47	0.47			N/A	N/A
2	2.78	0.13	1.37	6.13	8.26			N/A	N/A
3	0.99	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.64	0.10	0.84	1.37	1.43			N/A	N/A
2	7.86	0.14	3.29	20.49	29.01			N/A	N/A
3	1.83	0.06	0.72	4.68	7.05			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.96	0.03	0.26	0.96	0.96			N/A	N/A
2	61.76	26.57	57.93	94.85	107.59			N/A	N/A
3	4.61	0.04	0.36	10.73	25.09			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.97	0.03	0.27	0.97	1.61			N/A	N/A
2	113.51	59.38	108.97	162.73	180.64			N/A	N/A
3	4.95	0.03	0.31	4.97	22.49			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.65	0.55	1.00	1.40	1.45			N/A	N/A
2	84.04	49.67	81.47	113.99	124.57			N/A	N/A
3	2.41	0.05	0.73	6.50	10.12			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.48	0.04	0.41	1.25	1.37			N/A	N/A
2	3.55	0.03	0.30	3.62	16.16			N/A	N/A
3	1.43	0.04	0.38	3.72	6.82			N/A	N/A

2031 Base+Comm+Pagham S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	9.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	13	Arm 2

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)
D10	2031 Base+Comm+Pagham S	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	864	100.000
2		✓	884	100.000
3		✓	722	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	325	539
	2	508	0	376
	3	364	358	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	3	2
	2	3	0	1
	3	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.68	7.91	2.1	3.2	A
2	0.78	13.16	3.5	15.6	B
3	0.56	5.80	1.3	1.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	650	268	1493	0.436	647	0.8	4.242	A
2	666	404	1369	0.486	662	0.9	5.063	A
3	544	380	1546	0.351	541	0.5	3.574	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	777	321	1456	0.533	775	1.1	5.274	A
2	795	484	1317	0.603	792	1.5	6.834	A
3	649	455	1491	0.435	648	0.8	4.264	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	951	393	1407	0.676	948	2.0	7.784	A
2	973	591	1247	0.781	966	3.4	12.494	B
3	795	555	1419	0.560	793	1.3	5.736	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	951	394	1406	0.677	951	2.1	7.913	A
2	973	593	1245	0.782	973	3.5	13.156	B
3	795	559	1416	0.562	795	1.3	5.799	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	777	323	1455	0.534	780	1.2	5.361	A
2	795	487	1315	0.604	802	1.6	7.124	A
3	649	461	1487	0.436	651	0.8	4.314	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	650	270	1492	0.436	652	0.8	4.295	A
2	666	407	1367	0.487	668	1.0	5.164	A
3	544	384	1544	0.352	544	0.5	3.604	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.77	0.55	1.00	1.40	1.45			N/A	N/A
2	0.94	0.55	1.00	1.40	1.45			N/A	N/A
3	0.54	0.54	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.13	0.06	0.80	2.31	3.19			N/A	N/A
2	1.49	0.05	0.64	3.68	5.51			N/A	N/A
3	0.76	0.08	0.82	1.17	1.17			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.04	0.03	0.27	2.04	2.98			N/A	N/A
2	3.35	0.03	0.30	3.72	15.62			N/A	N/A
3	1.26	0.03	0.26	1.26	1.26			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.06	0.03	0.27	2.06	2.06			N/A	N/A
2	3.46	0.03	0.28	3.46	8.67			N/A	N/A
3	1.27	0.03	0.27	1.27	1.27			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.16	0.09	1.00	1.95	2.66			N/A	N/A
2	1.56	0.05	0.66	3.84	5.77			N/A	N/A
3	0.78	0.23	0.94	1.39	1.45			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.78	0.05	0.50	1.51	1.99			N/A	N/A
2	0.96	0.04	0.37	2.37	4.22			N/A	N/A
3	0.55	0.05	0.56	1.31	1.41			N/A	N/A

2031 Base+Comm+Cumul, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	246.06	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-22	Arm 2

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)
D11	2031 Base+Comm+Cumul	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	672	100.000
2		✓	1559	100.000
3		✓	820	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	348
	2	1175	0
	3	556	264

Vehicle Mix

Heavy Vehicle Percentages

	To		
	1	2	3
From	1	0	6
	2	3	0
	3	6	3

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.52	5.37	1.1	1.5	A
2	1.25	473.57	188.1	200.0	F
3	0.85	22.77	5.4	27.5	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	506	197	1474	0.343	504	0.5	3.705	A
2	1174	243	1453	0.808	1158	3.9	11.656	B
3	617	873	1174	0.526	613	1.1	6.364	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	604	236	1447	0.417	603	0.7	4.262	A
2	1402	291	1420	0.987	1351	16.5	37.292	E
3	737	1018	1069	0.690	733	2.1	10.582	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	740	287	1413	0.524	738	1.1	5.325	A
2	1716	356	1375	1.248	1372	102.6	164.693	F
3	903	1034	1057	0.854	891	5.1	20.326	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	740	290	1411	0.524	740	1.1	5.366	A
2	1716	357	1375	1.249	1375	188.1	382.655	F
3	903	1036	1056	0.855	901	5.4	22.771	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	604	241	1444	0.418	606	0.7	4.301	A
2	1402	292	1419	0.988	1412	185.5	473.568	F
3	737	1064	1036	0.712	749	2.6	12.992	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	506	200	1472	0.344	507	0.5	3.732	A
2	1174	244	1452	0.808	1444	117.9	379.158	F
3	617	1088	1018	0.606	621	1.6	9.163	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.52	0.52	1.00	1.40	1.45			N/A	N/A
2	3.93	0.04	0.42	10.74	20.38			N/A	N/A
3	1.09	0.55	1.03	1.09	1.09			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.71	0.10	0.84	1.38	1.45			N/A	N/A
2	16.53	0.36	9.28	40.79	55.34			N/A	N/A
3	2.14	0.06	0.92	5.49	8.18			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.09	0.03	0.26	1.09	1.09			N/A	N/A
2	102.58	56.57	98.92	143.68	158.40			N/A	N/A
3	5.08	0.04	0.38	12.87	27.52			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.10	0.03	0.27	1.10	1.18			N/A	N/A
2	188.08	>199	>199	>199	>199			N/A	N/A
3	5.43	0.03	0.31	6.87	26.23			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.73	0.33	0.96	1.39	1.45			N/A	N/A
2	185.52	>199	>199	>199	>199			N/A	N/A
3	2.58	0.05	0.48	7.12	11.81			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.53	0.05	0.56	1.31	1.41			N/A	N/A
2	117.90	>199	>199	>199	>199			N/A	N/A
3	1.58	0.04	0.37	4.00	7.82			N/A	N/A

2031 Base+Comm+Cumul, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	41.23	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	Arm 1

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)
D12	2031 Base+Comm+Cumul	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1290	100.000
2		✓	983	100.000
3		✓	722	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	751	539
	2	607	0	376
	3	364	358	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	3	2
	2	3	0	1
	3	7	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	1.01	76.88	31.1	98.8	F
2	0.86	20.13	5.8	28.7	C
3	0.59	6.64	1.5	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	971	268	1490	0.652	964	1.8	6.753	A
2	740	403	1369	0.541	735	1.2	5.644	A
3	544	454	1492	0.364	541	0.6	3.775	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1160	321	1453	0.798	1152	3.7	11.662	B
2	884	481	1317	0.671	880	2.0	8.175	A
3	649	544	1427	0.455	648	0.8	4.617	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1420	393	1404	1.012	1351	21.0	43.757	E
2	1082	565	1263	0.857	1069	5.3	17.475	C
3	795	660	1342	0.593	793	1.4	6.528	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1420	394	1403	1.012	1380	31.1	76.877	F
2	1082	577	1255	0.862	1080	5.8	20.126	C
3	795	667	1336	0.595	795	1.5	6.644	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	1160	323	1452	0.799	1267	4.3	28.299	D
2	884	529	1286	0.687	898	2.3	9.578	A
3	649	554	1419	0.457	651	0.9	4.704	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	971	270	1489	0.652	981	1.9	7.217	A
2	740	410	1364	0.543	744	1.2	5.848	A
3	544	460	1488	0.365	545	0.6	3.820	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.83	0.34	1.12	2.93	3.69			N/A	N/A
2	1.16	0.55	1.04	1.35	1.35			N/A	N/A
3	0.57	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.72	0.06	0.88	10.44	16.64			N/A	N/A
2	1.98	0.05	0.56	5.25	8.23			N/A	N/A
3	0.83	0.08	0.82	1.15	1.64			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	21.01	0.92	13.69	48.72	64.02			N/A	N/A
2	5.28	0.04	0.37	12.64	28.74			N/A	N/A
3	1.43	0.03	0.26	1.43	1.43			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	31.08	1.01	19.45	74.29	98.77			N/A	N/A
2	5.75	0.03	0.31	6.67	27.16			N/A	N/A
3	1.45	0.03	0.27	1.45	1.45			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.33	0.04	0.42	11.85	22.61			N/A	N/A
2	2.26	0.05	0.49	6.16	9.94			N/A	N/A
3	0.85	0.16	0.93	1.07	1.07			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.92	0.03	0.29	1.92	8.39			N/A	N/A
2	1.20	0.03	0.33	2.64	6.08			N/A	N/A
3	0.58	0.05	0.55	1.33	1.43			N/A	N/A

Junctions 9										
ARCADY 9 - Roundabout Module										
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Filename: Bognor Bridge Rd_PB Scheme_no EMP.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA03 Modelling

Report generation date: 01/02/2017 13:27:35

- »A27 Bognor RBT - 2022 Base+Comm, AM
- »A27 Bognor RBT - 2022 Base+Comm+Pagham S, AM
- »A27 Bognor RBT - 2022 Base+Comm+Cumul, AM
- »A27 Bognor RBT - 2022 Base+Comm, PM
- »A27 Bognor RBT - 2022 Base+Comm+Pagham S, PM
- »A27 Bognor RBT - 2022 Base+Comm+Cumul, PM
- »A27 Bognor RBT - 2031 Base+Comm, AM
- »A27 Bognor RBT - 2031 Base+Comm+Pagham S, AM
- »A27 Bognor RBT - 2031 Base+Comm+Cumul, AM
- »A27 Bognor RBT - 2031 Base+Comm, PM
- »A27 Bognor RBT - 2031 Base+Comm+Pagham S, PM
- »A27 Bognor RBT - 2031 Base+Comm+Cumul, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction LOS	Queue (Veh)	Delay (s)	RFC	LOS	Junction LOS
	A27 Bognor RBT - 2022 Base+Comm									
1 - A27 North	0.8	2.60	0.46	A	A	1.0	3.38	0.51	A	B
2 - A259 Bognor Rd East	2.1	5.77	0.68	A		1.4	4.43	0.58	A	
4 - A27 South	1.4	3.17	0.59	A		1.6	3.37	0.61	A	
5 - A259 Bognor Road West	1.6	7.80	0.61	A		9.6	38.28	0.92	E	
	A27 Bognor RBT - 2022 Base+Comm+Pagham S									
1 - A27 North	0.9	2.61	0.46	A	A	1.0	3.28	0.50	A	A
2 - A259 Bognor Rd East	2.1	5.81	0.68	A		1.4	4.48	0.58	A	
4 - A27 South	1.5	3.20	0.59	A		1.5	3.25	0.61	A	
5 - A259 Bognor Road West	1.6	7.91	0.62	A		8.0	31.53	0.90	D	
	A27 Bognor RBT - 2022 Base+Comm+Cumul									
1 - A27 North	0.9	2.63	0.46	A	A	1.0	3.34	0.51	A	A
2 - A259 Bognor Rd East	2.2	5.88	0.68	A		1.4	4.57	0.59	A	
4 - A27 South	1.5	3.26	0.60	A		1.6	3.28	0.61	A	
5 - A259 Bognor Road West	1.6	8.11	0.62	A		9.1	35.61	0.91	E	
	A27 Bognor RBT - 2031 Base+Comm									
1 - A27 North	124.6	166.02	1.04	F	F	57.7	90.08	1.01	F	E
2 - A259 Bognor Rd East	1.2	9.68	0.54	A		1.0	6.21	0.50	A	
4 - A27 South	172.1	224.57	1.06	F		9.1	12.97	0.90	B	
5 - A259 Bognor Road West	2.3	15.31	0.70	C		4.0	28.06	0.81	D	
	A27 Bognor RBT - 2031 Base+Comm+Pagham S									
1 - A27 North	147.4	195.99	1.06	F	F	64.2	99.19	1.01	F	E
2 - A259 Bognor Rd East	0.7	6.02	0.42	A		1.0	6.25	0.50	A	
4 - A27 South	72.8	96.95	1.01	F		9.3	13.18	0.91	B	
5 - A259 Bognor Road West	3.1	20.44	0.76	C		4.3	30.35	0.82	D	
	A27 Bognor RBT - 2031 Base+Comm+Cumul									
1 - A27 North	156.2	207.20	1.06	F	F	87.0	130.74	1.03	F	F
2 - A259 Bognor Rd East	0.7	6.04	0.43	A		1.0	6.33	0.50	A	
4 - A27 South	86.8	113.35	1.02	F		9.8	13.89	0.91	B	
5 - A259 Bognor Road West	3.2	20.92	0.77	C		5.5	37.64	0.86	E	

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. Junction LOS and Junction Delay are demand-weighted averages.

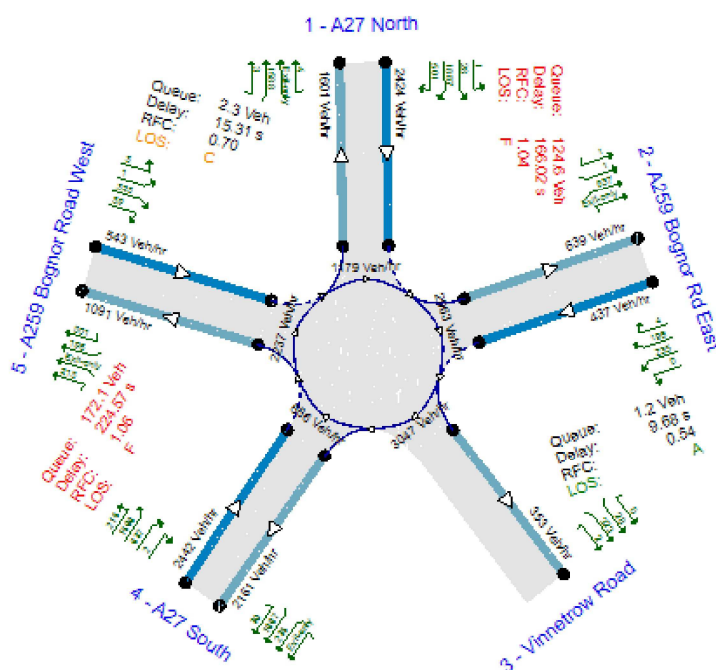
File summary

File Description

Title	A27 Bognor RBT
Location	Chichester
Site number	
Date	30/03/2015
Version	HTp/01
Status	
Identifier	
Client	
Jobnumber	1616
Enumerator	UKNAW004
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022 Base+Comm	AM	FLAT	08:00	09:00	60	15	✓
D2	2022 Base+Comm+Pagham S	AM	FLAT	08:00	09:00	60	15	✓
D3	2022 Base+Comm+Cumul	AM	FLAT	08:00	09:00	60	15	✓
D4	2022 Base+Comm	PM	FLAT	17:00	18:00	60	15	✓

D5	2022 Base+Comm+Pagham S	PM	FLAT	17:00	18:00	60	15	✓
D6	2022 Base+Comm+Cumul	PM	FLAT	17:00	18:00	60	15	✓
D7	2031 Base+Comm	AM	FLAT	08:00	09:00	60	15	✓
D8	2031 Base+Comm+Pagham S	AM	FLAT	08:00	09:00	60	15	✓
D9	2031 Base+Comm+Cumul	AM	FLAT	08:00	09:00	60	15	✓
D10	2031 Base+Comm	PM	FLAT	17:00	18:00	60	15	✓
D11	2031 Base+Comm+Pagham S	PM	FLAT	17:00	18:00	60	15	✓
D12	2031 Base+Comm+Cumul	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A27 Bognor RBT	✓	100.000	100.000

A27 Bognor RBT - 2022 Base+Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	4.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 North	
2	A259 Bognor Rd East	
3	Vinnetrow Road	
4	A27 South	
5	A259 Bognor Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 North	8.80	12.37	112.7	43.7	84.0	32.0	
2 - A259 Bognor Rd East	7.00	11.18	63.0	30.5	84.0	44.0	
3 - Vinnetrow Road							✓
4 - A27 South	9.36	11.09	44.0	44.2	84.0	25.0	
5 - A259 Bognor Road West	4.02	8.11	55.7	27.5	84.0	37.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A27 North	0.760	3720
2 - A259 Bognor Rd East	0.654	3065
3 - Vinnetrow Road		
4 - A27 South	0.726	3447
5 - A259 Bognor Road West	0.534	2197

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022 Base+Comm	AM	FLAT	08:00	09:00	60	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)

✓	✓	✓	HV Percentages	2.00
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Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1176	100.000
2 - A259 Bognor Rd East		FLAT	✓	1330	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1632	100.000
5 - A259 Bognor Road West		FLAT	✓	728	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	98	79	881	118
	2 - A259 Bognor Rd East	99	0	262	679	290
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	957	408	51	0	216
	5 - A259 Bognor Road West	107	477	45	99	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	0.46	2.60	0.8	A	1176	1176
2 - A259 Bognor Rd East	0.68	5.77	2.1	A	1330	1330
3 - Vinnetrow Road						
4 - A27 South	0.59	3.17	1.4	A	1632	1632
5 - A259 Bognor Road West	0.61	7.80	1.6	A	728	728

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1176	294	1073	2566	0.458	1173	1158	0.0	0.8	2.577	A
2 - A259 Bognor Rd East	1330	333	1269	1957	0.680	1322	977	0.0	2.1	5.599	A
3 - Vinnetrow Road			2156				435				
4 - A27 South	1632	408	504	2768	0.590	1626	1651	0.0	1.4	3.139	A
5 - A259 Bognor Road West	728	182	1509	1192	0.611	722	621	0.0	1.5	7.560	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1176	294	1080	2561	0.459	1176	1163	0.8	0.8	2.598	A
2 - A259 Bognor Rd East	1330	333	1273	1954	0.681	1330	983	2.1	2.1	5.769	A
3 - Vinnetrow Road			2166				437				
4 - A27 South	1632	408	507	2766	0.590	1632	1659	1.4	1.4	3.174	A

5 - A259 Bognor Road West	728	182	1515	1189	0.612	728	624	1.5	1.6	7.801	A
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08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1176	294	1080	2561	0.459	1176	1163	0.8	0.8	2.599	A
2 - A259 Bognor Rd East	1330	333	1273	1954	0.681	1330	983	2.1	2.1	5.772	A
3 - Vinnetrow Road			2166				437				
4 - A27 South	1632	408	507	2766	0.590	1632	1659	1.4	1.4	3.174	A
5 - A259 Bognor Road West	728	182	1515	1189	0.612	728	624	1.6	1.6	7.804	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1176	294	1080	2561	0.459	1176	1163	0.8	0.8	2.599	A
2 - A259 Bognor Rd East	1330	333	1273	1954	0.681	1330	983	2.1	2.1	5.772	A
3 - Vinnetrow Road			2166				437				
4 - A27 South	1632	408	507	2766	0.590	1632	1659	1.4	1.4	3.174	A
5 - A259 Bognor Road West	728	182	1515	1189	0.612	728	624	1.6	1.6	7.804	A

A27 Bognor RBT - 2022 Base+Comm+Pagham S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	4.47	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 period length (min)	Time segment length (min)	Run automatically
D2	2022 Base+Comm+Pagham S	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1178	100.000
2 - A259 Bognor Rd East		FLAT	✓	1330	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1642	100.000
5 - A259 Bognor Road West		FLAT	✓	732	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
From		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
	1 - A27 North	0	98	81	881	118
	2 - A259 Bognor Rd East	99	0	262	679	290
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	961	408	51	0	222
	5 - A259 Bognor Road West	107	477	49	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West

From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrov Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	0.46	2.61	0.9	A	1178	1178
2 - A259 Bognor Rd East	0.68	5.81	2.1	A	1330	1330
3 - Vinnetrov Road						
4 - A27 South	0.59	3.20	1.5	A	1642	1642
5 - A259 Bognor Road West	0.62	7.91	1.6	A	732	732

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1178	295	1077	2563	0.460	1175	1162	0.0	0.8	2.586	A
2 - A259 Bognor Rd East	1330	333	1274	1953	0.681	1322	977	0.0	2.1	5.634	A
3 - Vinnetrov Road			2156				441				
4 - A27 South	1642	411	504	2768	0.593	1636	1651	0.0	1.4	3.166	A
5 - A259 Bognor Road West	732	183	1513	1190	0.615	726	627	0.0	1.6	7.655	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1178	295	1084	2558	0.461	1178	1167	0.8	0.9	2.608	A
2 - A259 Bognor Rd East	1330	333	1279	1950	0.682	1330	983	2.1	2.1	5.806	A
3 - Vinnetrov Road			2166				443				
4 - A27 South	1642	411	507	2766	0.594	1642	1659	1.4	1.5	3.202	A
5 - A259 Bognor Road West	732	183	1519	1187	0.617	732	630	1.6	1.6	7.906	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1178	295	1084	2558	0.461	1178	1167	0.9	0.9	2.608	A
2 - A259 Bognor Rd East	1330	333	1279	1950	0.682	1330	983	2.1	2.1	5.808	A
3 - Vinnetrov Road			2166				443				
4 - A27 South	1642	411	507	2766	0.594	1642	1659	1.5	1.5	3.202	A
5 - A259 Bognor Road West	732	183	1519	1187	0.617	732	630	1.6	1.6	7.909	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1178	295	1084	2558	0.461	1178	1167	0.9	0.9	2.608	A
2 - A259 Bognor Rd East	1330	333	1279	1950	0.682	1330	983	2.1	2.1	5.808	A
3 - Vinnetrov Road			2166				443				
4 - A27 South	1642	411	507	2766	0.594	1642	1659	1.5	1.5	3.202	A
5 - A259 Bognor Road West	732	183	1519	1187	0.617	732	630	1.6	1.6	7.909	A

A27 Bognor RBT - 2022 Base+Comm+Cumul, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	4.55	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 period length (min)	Time segment length (min)	Run automatically
D3	2022 Base+Comm+Cumul	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1186	100.000
2 - A259 Bognor Rd East		FLAT	✓	1330	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1663	100.000
5 - A259 Bognor Road West		FLAT	✓	736	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	98	86	884	118
	2 - A259 Bognor Rd East	99	0	262	679	290
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	973	410	51	0	229
	5 - A259 Bognor Road West	107	477	53	99	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

4 - A27 South	10	10	10	10	10
5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	0.46	2.63	0.9	A	1186	1186
2 - A259 Bognor Rd East	0.68	5.88	2.2	A	1330	1330
3 - Vinnetrow Road						
4 - A27 South	0.60	3.26	1.5	A	1663	1663
5 - A259 Bognor Road West	0.62	8.11	1.6	A	736	736

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1186	297	1083	2559	0.464	1183	1174	0.0	0.9	2.609	A
2 - A259 Bognor Rd East	1330	333	1286	1945	0.684	1322	979	0.0	2.1	5.701	A
3 - Vinnetrow Road			2158				449				
4 - A27 South	1663	416	504	2768	0.601	1657	1654	0.0	1.5	3.224	A
5 - A259 Bognor Road West	736	184	1527	1183	0.622	730	634	0.0	1.6	7.839	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1186	297	1090	2553	0.464	1186	1179	0.9	0.9	2.632	A
2 - A259 Bognor Rd East	1330	333	1291	1942	0.685	1330	985	2.1	2.1	5.880	A
3 - Vinnetrow Road			2169				452				
4 - A27 South	1663	416	507	2766	0.601	1663	1662	1.5	1.5	3.263	A
5 - A259 Bognor Road West	736	184	1533	1180	0.624	736	637	1.6	1.6	8.109	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1186	297	1090	2553	0.465	1186	1179	0.9	0.9	2.632	A
2 - A259 Bognor Rd East	1330	333	1291	1942	0.685	1330	985	2.1	2.2	5.883	A
3 - Vinnetrow Road			2169				452				
4 - A27 South	1663	416	507	2766	0.601	1663	1662	1.5	1.5	3.263	A
5 - A259 Bognor Road West	736	184	1533	1180	0.624	736	637	1.6	1.6	8.114	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1186	297	1090	2553	0.465	1186	1179	0.9	0.9	2.632	A
2 - A259 Bognor Rd East	1330	333	1291	1942	0.685	1330	985	2.2	2.2	5.883	A
3 - Vinnetrow Road			2169				452				
4 - A27 South	1663	416	507	2766	0.601	1663	1662	1.5	1.5	3.263	A
5 - A259 Bognor Road West	736	184	1533	1180	0.624	736	637	1.6	1.6	8.114	A

A27 Bognor RBT - 2022 Base+Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	10.39	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2022 Base+Comm	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1112	100.000
2 - A259 Bognor Rd East		FLAT	✓	1129	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1701	100.000
5 - A259 Bognor Road West		FLAT	✓	949	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	55	89	859	109
	2 - A259 Bognor Rd East	126	60	0	737	206
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	965	584	65	0	87
	5 - A259 Bognor Road West	70	708	89	82	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

4 - A27 South	10	10	10	10	10
5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	0.51	3.38	1.0	A	1112	1112
2 - A259 Bognor Rd East	0.58	4.43	1.4	A	1129	1129
3 - Vinnetrow Road						
4 - A27 South	0.61	3.37	1.6	A	1701	1701
5 - A259 Bognor Road West	0.92	38.28	9.6	E	949	949

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1112	278	1557	2198	0.506	1108	1155	0.0	1.0	3.290	A
2 - A259 Bognor Rd East	1129	282	1283	1947	0.580	1124	1382	0.0	1.4	4.345	A
3 - Vinnetrow Road			2167				240				
4 - A27 South	1701	425	499	2772	0.614	1695	1669	0.0	1.6	3.324	A
5 - A259 Bognor Road West	949	237	1793	1041	0.912	919	400	0.0	7.5	25.304	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1112	278	1584	2178	0.511	1112	1161	1.0	1.0	3.375	A
2 - A259 Bognor Rd East	1129	282	1292	1941	0.582	1129	1403	1.4	1.4	4.432	A
3 - Vinnetrow Road			2178				243				
4 - A27 South	1701	425	501	2770	0.614	1701	1677	1.6	1.6	3.366	A
5 - A259 Bognor Road West	949	237	1800	1037	0.915	944	402	7.5	8.7	35.460	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1112	278	1586	2176	0.511	1112	1161	1.0	1.0	3.381	A
2 - A259 Bognor Rd East	1129	282	1293	1941	0.582	1129	1405	1.4	1.4	4.434	A
3 - Vinnetrow Road			2179				243				
4 - A27 South	1701	425	501	2770	0.614	1701	1678	1.6	1.6	3.366	A
5 - A259 Bognor Road West	949	237	1800	1037	0.915	947	402	8.7	9.3	37.381	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1112	278	1587	2176	0.511	1112	1161	1.0	1.0	3.383	A
2 - A259 Bognor Rd East	1129	282	1293	1941	0.582	1129	1406	1.4	1.4	4.434	A
3 - Vinnetrow Road			2179				243				
4 - A27 South	1701	425	501	2770	0.614	1701	1678	1.6	1.6	3.366	A
5 - A259 Bognor Road West	949	237	1800	1037	0.915	948	402	9.3	9.6	38.278	E

A27 Bognor RBT - 2022 Base+Comm+Pagham S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	9.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2022 Base+Comm+Pagham S	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1116	100.000
2 - A259 Bognor Rd East		FLAT	✓	1129	100.000
3 - Vinnetrov Road					
4 - A27 South		FLAT	✓	1706	100.000
5 - A259 Bognor Road West		FLAT	✓	958	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrov Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	55	93	859	109
	2 - A259 Bognor Rd East	126	0	60	737	206
	3 - Vinnetrov Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	967	584	65	0	90
	5 - A259 Bognor Road West	70	708	98	82	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrov Road	4 - A27 South	5 - A259 Bognor Road West

From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	0.50	3.28	1.0	A	1116	1116
2 - A259 Bognor Rd East	0.58	4.48	1.4	A	1129	1129
3 - Vinnetrow Road						
4 - A27 South	0.61	3.25	1.5	A	1706	1706
5 - A259 Bognor Road West	0.90	31.53	8.0	D	958	958

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1116	279	1510	2234	0.500	1112	1157	0.0	1.0	3.199	A
2 - A259 Bognor Rd East	1129	282	1297	1938	0.583	1123	1325	0.0	1.4	4.391	A
3 - Vinnetrow Road			2108				312				
4 - A27 South	1706	427	439	2815	0.606	1700	1669	0.0	1.5	3.211	A
5 - A259 Bognor Road West	958	240	1736	1071	0.894	931	403	0.0	6.7	22.605	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1116	279	1534	2216	0.504	1116	1163	1.0	1.0	3.272	A
2 - A259 Bognor Rd East	1129	282	1305	1932	0.584	1129	1345	1.4	1.4	4.480	A
3 - Vinnetrow Road			2119				316				
4 - A27 South	1706	427	441	2814	0.606	1706	1678	1.5	1.5	3.249	A
5 - A259 Bognor Road West	958	240	1742	1068	0.897	955	405	6.7	7.5	29.994	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1116	279	1536	2214	0.504	1116	1163	1.0	1.0	3.276	A
2 - A259 Bognor Rd East	1129	282	1306	1932	0.584	1129	1346	1.4	1.4	4.481	A
3 - Vinnetrow Road			2119				316				
4 - A27 South	1706	427	441	2814	0.606	1706	1678	1.5	1.5	3.249	A
5 - A259 Bognor Road West	958	240	1742	1068	0.897	957	405	7.5	7.8	31.072	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1116	279	1536	2214	0.504	1116	1163	1.0	1.0	3.277	A
2 - A259 Bognor Rd East	1129	282	1306	1932	0.584	1129	1346	1.4	1.4	4.482	A
3 - Vinnetrow Road			2119				316				
4 - A27 South	1706	427	441	2814	0.606	1706	1678	1.5	1.5	3.249	A
5 - A259 Bognor Road West	958	240	1742	1068	0.897	957	405	7.8	8.0	31.533	D

A27 Bognor RBT - 2022 Base+Comm+Cumul, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	9.92	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 period length (min)	Time segment length (min)	Run automatically
D6	2022 Base+Comm+Cumul	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1130	100.000
2 - A259 Bognor Rd East		FLAT	✓	1129	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1717	100.000
5 - A259 Bognor Road West		FLAT	✓	968	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	55	102	864	109
	2 - A259 Bognor Rd East	126	0	60	737	206
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	974	585	65	0	93
	5 - A259 Bognor Road West	70	708	108	82	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

4 - A27 South	10	10	10	10	10
5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	0.51	3.34	1.0	A	1130	1130
2 - A259 Bognor Rd East	0.59	4.57	1.4	A	1129	1129
3 - Vinnetrow Road						
4 - A27 South	0.61	3.28	1.6	A	1717	1717
5 - A259 Bognor Road West	0.91	35.61	9.1	E	968	968

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1130	283	1519	2228	0.507	1126	1164	0.0	1.0	3.256	A
2 - A259 Bognor Rd East	1129	282	1320	1923	0.587	1123	1324	0.0	1.4	4.473	A
3 - Vinnetrow Road			2113				331				
4 - A27 South	1717	429	439	2815	0.610	1711	1674	0.0	1.5	3.241	A
5 - A259 Bognor Road West	968	242	1744	1067	0.907	939	406	0.0	7.3	24.218	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1130	283	1544	2208	0.512	1130	1170	1.0	1.0	3.338	A
2 - A259 Bognor Rd East	1129	282	1329	1917	0.589	1129	1345	1.4	1.4	4.568	A
3 - Vinnetrow Road			2124				335				
4 - A27 South	1717	429	441	2814	0.610	1717	1683	1.5	1.6	3.281	A
5 - A259 Bognor Road West	968	242	1750	1064	0.910	964	408	7.3	8.4	33.314	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1130	283	1546	2206	0.512	1130	1170	1.0	1.0	3.343	A
2 - A259 Bognor Rd East	1129	282	1330	1917	0.589	1129	1347	1.4	1.4	4.570	A
3 - Vinnetrow Road			2124				335				
4 - A27 South	1717	429	441	2814	0.610	1717	1683	1.6	1.6	3.281	A
5 - A259 Bognor Road West	968	242	1750	1064	0.910	966	408	8.4	8.9	34.892	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	1130	283	1547	2206	0.512	1130	1170	1.0	1.0	3.345	A
2 - A259 Bognor Rd East	1129	282	1330	1916	0.589	1129	1347	1.4	1.4	4.571	A
3 - Vinnetrow Road			2124				335				
4 - A27 South	1717	429	441	2814	0.610	1717	1683	1.6	1.6	3.281	A
5 - A259 Bognor Road West	968	242	1750	1064	0.910	967	408	8.9	9.1	35.607	E

A27 Bognor RBT - 2031 Base+Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	166.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 Base+Comm	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	2580	100.000
2 - A259 Bognor Rd East		FLAT	✓	441	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	2641	100.000
5 - A259 Bognor Road West		FLAT	✓	551	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	7	1	30	2009	533
	2 - A259 Bognor Rd East	4	0	0	237	200
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	1717	689	2	0	233
	5 - A259 Bognor Road West	3	1	328	40	179

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

4 - A27 South	10	10	10	10	10
5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	1.04	166.02	124.6	F	2580	2580
2 - A259 Bognor Rd East	0.54	9.68	1.2	A	441	441
3 - Vinnetrow Road						
4 - A27 South	1.06	224.57	172.1	F	2641	2641
5 - A259 Bognor Road West	0.70	15.31	2.3	C	551	551

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2580	645	1179	2486	1.038	2424	1601	0.0	39.0	36.404	E
2 - A259 Bognor Rd East	441	110	2963	847	0.520	437	639	0.0	1.1	8.680	A
3 - Vinnetrow Road			3047				353				
4 - A27 South	2641	660	886	2491	1.060	2442	2161	0.0	49.8	43.522	E
5 - A259 Bognor Road West	551	138	2237	804	0.685	543	1091	0.0	2.1	13.389	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2580	645	1195	2473	1.043	2462	1623	39.0	68.5	85.380	F
2 - A259 Bognor Rd East	441	110	3009	817	0.539	441	648	1.1	1.1	9.541	A
3 - Vinnetrow Road			3092				358				
4 - A27 South	2641	660	898	2482	1.064	2476	2194	49.8	91.0	108.525	F
5 - A259 Bognor Road West	551	138	2268	787	0.700	550	1106	2.1	2.2	15.121	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2580	645	1196	2472	1.044	2467	1625	68.5	96.8	126.031	F
2 - A259 Bognor Rd East	441	110	3015	814	0.542	441	649	1.1	1.2	9.645	A
3 - Vinnetrow Road			3097				358				
4 - A27 South	2641	660	899	2481	1.064	2478	2198	91.0	131.7	166.507	F
5 - A259 Bognor Road West	551	138	2270	786	0.701	551	1107	2.2	2.3	15.269	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2580	645	1197	2472	1.044	2469	1626	96.8	124.6	166.018	F
2 - A259 Bognor Rd East	441	110	3017	813	0.543	441	649	1.2	1.2	9.681	A
3 - Vinnetrow Road			3099				359				
4 - A27 South	2641	660	900	2481	1.065	2479	2199	131.7	172.1	224.567	F
5 - A259 Bognor Road West	551	138	2271	786	0.701	551	1108	2.3	2.3	15.312	C

A27 Bognor RBT - 2031 Base+Comm+Pagham S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	124.75	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 Base+Comm+Pagham S	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	2582	100.000
2 - A259 Bognor Rd East		FLAT	✓	441	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	2651	100.000
5 - A259 Bognor Road West		FLAT	✓	555	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	7	1	32	2009	533
	2 - A259 Bognor Rd East	4	0	0	237	200
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	1721	689	2	0	239
	5 - A259 Bognor Road West	1	328	44	179	3

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West

From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	1.06	195.99	147.4	F	2582	2582
2 - A259 Bognor Rd East	0.42	6.02	0.7	A	441	441
3 - Vinnetrow Road						
4 - A27 South	1.01	96.95	72.8	F	2651	2651
5 - A259 Bognor Road West	0.76	20.44	3.1	C	555	555

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2582	646	1204	2466	1.047	2410	1656	0.0	42.9	39.284	E
2 - A259 Bognor Rd East	441	110	2633	1064	0.415	438	981	0.0	0.7	5.732	A
3 - Vinnetrow Road			2996				75				
4 - A27 South	2651	663	710	2619	1.012	2533	2287	0.0	29.5	28.586	D
5 - A259 Bognor Road West	555	139	2315	762	0.728	545	928	0.0	2.5	15.914	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2582	646	1227	2449	1.054	2441	1690	42.9	78.1	95.817	F
2 - A259 Bognor Rd East	441	110	2668	1041	0.424	441	1000	0.7	0.7	5.996	A
3 - Vinnetrow Road			3032				76				
4 - A27 South	2651	663	717	2613	1.015	2586	2315	29.5	45.9	59.111	F
5 - A259 Bognor Road West	555	139	2363	737	0.754	554	940	2.5	2.9	19.429	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2582	646	1230	2447	1.055	2443	1696	78.1	112.8	145.821	F
2 - A259 Bognor Rd East	441	110	2670	1039	0.424	441	1003	0.7	0.7	6.014	A
3 - Vinnetrow Road			3035				76				
4 - A27 South	2651	663	718	2613	1.015	2595	2317	45.9	59.9	79.025	F
5 - A259 Bognor Road West	555	139	2371	732	0.758	555	941	2.9	3.0	20.126	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2582	646	1231	2446	1.056	2444	1699	112.8	147.4	195.991	F
2 - A259 Bognor Rd East	441	110	2671	1039	0.424	441	1004	0.7	0.7	6.018	A
3 - Vinnetrow Road			3035				76				
4 - A27 South	2651	663	718	2613	1.015	2599	2317	59.9	72.8	96.951	F
5 - A259 Bognor Road West	555	139	2376	730	0.760	555	942	3.0	3.1	20.438	C

A27 Bognor RBT - 2031 Base+Comm+Cumul, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	136.36	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031 Base+Comm+Cumul	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	2590	100.000
2 - A259 Bognor Rd East		FLAT	✓	441	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	2672	100.000
5 - A259 Bognor Road West		FLAT	✓	559	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	7	1	37	2012	533
	2 - A259 Bognor Rd East	4	0	0	237	200
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	1733	691	2	0	246
	5 - A259 Bognor Road West	1	328	48	179	3

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

4 - A27 South	10	10	10	10	10
5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	1.06	207.20	156.2	F	2590	2590
2 - A259 Bognor Rd East	0.43	6.04	0.7	A	441	441
3 - Vinnetrow Road						
4 - A27 South	1.02	113.35	86.8	F	2672	2672
5 - A259 Bognor Road West	0.77	20.92	3.2	C	559	559

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2590	648	1207	2464	1.051	2411	1660	0.0	44.8	40.606	E
2 - A259 Bognor Rd East	441	110	2637	1061	0.416	438	980	0.0	0.7	5.757	A
3 - Vinnetrow Road			2992				83				
4 - A27 South	2672	668	708	2620	1.020	2542	2284	0.0	32.6	30.583	D
5 - A259 Bognor Road West	559	140	2318	761	0.735	549	932	0.0	2.6	16.282	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2590	648	1229	2448	1.058	2440	1693	44.8	82.3	100.216	F
2 - A259 Bognor Rd East	441	110	2671	1039	0.424	441	999	0.7	0.7	6.015	A
3 - Vinnetrow Road			3027				85				
4 - A27 South	2672	668	716	2614	1.022	2593	2311	32.6	52.3	65.625	F
5 - A259 Bognor Road West	559	140	2365	736	0.760	557	944	2.6	3.0	19.936	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2590	648	1232	2445	1.059	2442	1699	82.3	119.3	153.589	F
2 - A259 Bognor Rd East	441	110	2673	1038	0.425	441	1001	0.7	0.7	6.032	A
3 - Vinnetrow Road			3029				85				
4 - A27 South	2672	668	716	2614	1.022	2601	2313	52.3	70.1	90.314	F
5 - A259 Bognor Road West	559	140	2372	732	0.764	559	945	3.0	3.1	20.624	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2590	648	1233	2444	1.060	2442	1701	119.3	156.2	207.202	F
2 - A259 Bognor Rd East	441	110	2673	1037	0.425	441	1002	0.7	0.7	6.036	A
3 - Vinnetrow Road			3030				85				
4 - A27 South	2672	668	716	2614	1.022	2605	2313	70.1	86.8	113.347	F
5 - A259 Bognor Road West	559	140	2376	730	0.766	559	945	3.1	3.2	20.916	C

A27 Bognor RBT - 2031 Base+Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	43.14	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031 Base+Comm	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	2289	100.000
2 - A259 Bognor Rd East		FLAT	✓	574	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	2596	100.000
5 - A259 Bognor Road West		FLAT	✓	526	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	18	53	234	1797	187
	2 - A259 Bognor Rd East	18	0	0	415	141
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	1529	924	32	0	111
	5 - A259 Bognor Road West	15	245	156	108	2

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

4 - A27 South	10	10	10	10	10
5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	1.01	90.08	57.7	F	2289	2289
2 - A259 Bognor Rd East	0.50	6.21	1.0	A	574	574
3 - Vinnetrow Road						
4 - A27 South	0.90	12.97	9.1	B	2596	2596
5 - A259 Bognor Road West	0.81	28.06	4.0	D	526	526

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2289	572	1442	2286	1.002	2194	1559	0.0	23.9	27.781	D
2 - A259 Bognor Rd East	574	144	2434	1194	0.481	570	1202	0.0	0.9	5.739	A
3 - Vinnetrow Road			2596				408				
4 - A27 South	2596	649	356	2875	0.903	2563	2240	0.0	8.2	10.620	B
5 - A259 Bognor Road West	526	132	2489	670	0.786	513	431	0.0	3.3	21.483	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2289	572	1464	2269	1.009	2236	1578	23.9	37.1	56.174	F
2 - A259 Bognor Rd East	574	144	2481	1163	0.494	574	1219	0.9	1.0	6.107	A
3 - Vinnetrow Road			2639				416				
4 - A27 South	2596	649	361	2872	0.904	2594	2278	8.2	8.8	12.716	B
5 - A259 Bognor Road West	526	132	2518	654	0.805	524	437	3.3	3.8	27.090	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2289	572	1466	2267	1.010	2245	1579	37.1	48.0	74.334	F
2 - A259 Bognor Rd East	574	144	2491	1157	0.496	574	1220	1.0	1.0	6.178	A
3 - Vinnetrow Road			2648				417				
4 - A27 South	2596	649	362	2871	0.904	2595	2286	8.8	9.0	12.896	B
5 - A259 Bognor Road West	526	132	2520	653	0.806	525	437	3.8	3.9	27.823	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2289	572	1467	2267	1.010	2250	1579	48.0	57.7	90.077	F
2 - A259 Bognor Rd East	574	144	2496	1153	0.498	574	1221	1.0	1.0	6.211	A
3 - Vinnetrow Road			2652				418				
4 - A27 South	2596	649	362	2871	0.904	2596	2289	9.0	9.1	12.969	B
5 - A259 Bognor Road West	526	132	2520	653	0.806	526	438	3.9	4.0	28.059	D

A27 Bognor RBT - 2031 Base+Comm+Pagham S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	46.90	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2031 Base+Comm+Pagham S	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	2293	100.000
2 - A259 Bognor Rd East		FLAT	✓	574	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	2601	100.000
5 - A259 Bognor Road West		FLAT	✓	535	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
From		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
	1 - A27 North	18	53	238	1797	187
	2 - A259 Bognor Rd East	18	0	0	415	141
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	1531	924	32	0	114
	5 - A259 Bognor Road West	15	245	165	108	2

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West

From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	10	10	10	10	10
	5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	1.01	99.19	64.2	F	2293	2293
2 - A259 Bognor Rd East	0.50	6.25	1.0	A	574	574
3 - Vinnetrow Road						
4 - A27 South	0.91	13.18	9.3	B	2601	2601
5 - A259 Bognor Road West	0.82	30.35	4.3	D	535	535

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2293	573	1450	2280	1.006	2192	1561	0.0	25.1	28.864	D
2 - A259 Bognor Rd East	574	144	2441	1189	0.483	570	1201	0.0	0.9	5.784	A
3 - Vinnetrow Road			2592				420				
4 - A27 South	2601	650	356	2875	0.905	2568	2236	0.0	8.3	10.742	B
5 - A259 Bognor Road West	535	134	2490	669	0.800	521	433	0.0	3.5	22.587	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2293	573	1473	2262	1.014	2234	1580	25.1	40.0	59.742	F
2 - A259 Bognor Rd East	574	144	2488	1159	0.495	574	1219	0.9	1.0	6.152	A
3 - Vinnetrow Road			2634				428				
4 - A27 South	2601	650	361	2872	0.906	2599	2273	8.3	8.9	12.913	B
5 - A259 Bognor Road West	535	134	2520	653	0.820	533	439	3.5	4.1	29.092	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2293	573	1475	2261	1.014	2242	1581	40.0	52.6	80.577	F
2 - A259 Bognor Rd East	574	144	2497	1153	0.498	574	1220	1.0	1.0	6.220	A
3 - Vinnetrow Road			2642				430				
4 - A27 South	2601	650	361	2871	0.906	2600	2280	8.9	9.1	13.102	B
5 - A259 Bognor Road West	535	134	2522	652	0.821	534	440	4.1	4.3	30.044	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2293	573	1475	2260	1.015	2247	1581	52.6	64.2	99.191	F
2 - A259 Bognor Rd East	574	144	2502	1150	0.499	574	1221	1.0	1.0	6.252	A
3 - Vinnetrow Road			2645				430				
4 - A27 South	2601	650	362	2871	0.906	2601	2284	9.1	9.3	13.179	B
5 - A259 Bognor Road West	535	134	2522	652	0.821	535	440	4.3	4.3	30.351	D

A27 Bognor RBT - 2031 Base+Comm+Cumul, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A259 Bognor Rd East - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A27 South - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A259 Bognor Road West - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	59.94	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2031 Base+Comm+Cumul	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	2311	100.000
2 - A259 Bognor Rd East		FLAT	✓	574	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	2617	100.000
5 - A259 Bognor Road West		FLAT	✓	554	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	18	53	251	1802	187
	2 - A259 Bognor Rd East	18	0	0	415	141
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	1540	925	32	0	120
	5 - A259 Bognor Road West	15	245	184	108	2

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	10	10	10	10	10
	2 - A259 Bognor Rd East	10	10	10	10	10
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

4 - A27 South	10	10	10	10	10
5 - A259 Bognor Road West	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A27 North	1.03	130.74	87.0	F	2311	2311
2 - A259 Bognor Rd East	0.50	6.33	1.0	A	574	574
3 - Vinnetrow Road						
4 - A27 South	0.91	13.89	9.8	B	2617	2617
5 - A259 Bognor Road West	0.86	37.64	5.5	E	554	554

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2311	578	1467	2267	1.019	2193	1569	0.0	29.6	32.413	D
2 - A259 Bognor Rd East	574	144	2459	1178	0.487	570	1200	0.0	0.9	5.892	A
3 - Vinnetrow Road			2581				448				
4 - A27 South	2617	654	354	2877	0.910	2582	2227	0.0	8.8	11.149	B
5 - A259 Bognor Road West	554	139	2499	664	0.834	537	438	0.0	4.2	25.667	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2311	578	1492	2248	1.028	2229	1589	29.6	50.0	71.657	F
2 - A259 Bognor Rd East	574	144	2502	1149	0.499	574	1219	0.9	1.0	6.253	A
3 - Vinnetrow Road			2619				457				
4 - A27 South	2617	654	359	2873	0.911	2614	2260	8.8	9.4	13.579	B
5 - A259 Bognor Road West	554	139	2530	648	0.855	551	443	4.2	5.1	35.145	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2311	578	1494	2246	1.029	2235	1590	50.0	68.9	101.889	F
2 - A259 Bognor Rd East	574	144	2510	1144	0.502	574	1220	1.0	1.0	6.309	A
3 - Vinnetrow Road			2625				458				
4 - A27 South	2617	654	359	2873	0.911	2616	2266	9.4	9.7	13.799	B
5 - A259 Bognor Road West	554	139	2531	647	0.857	553	444	5.1	5.4	36.975	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1 - A27 North	2311	578	1495	2245	1.029	2238	1590	68.9	87.0	130.739	F
2 - A259 Bognor Rd East	574	144	2513	1142	0.502	574	1221	1.0	1.0	6.332	A
3 - Vinnetrow Road			2628				459				
4 - A27 South	2617	654	360	2873	0.911	2616	2268	9.7	9.8	13.887	B
5 - A259 Bognor Road West	554	139	2532	647	0.857	553	444	5.4	5.5	37.643	E

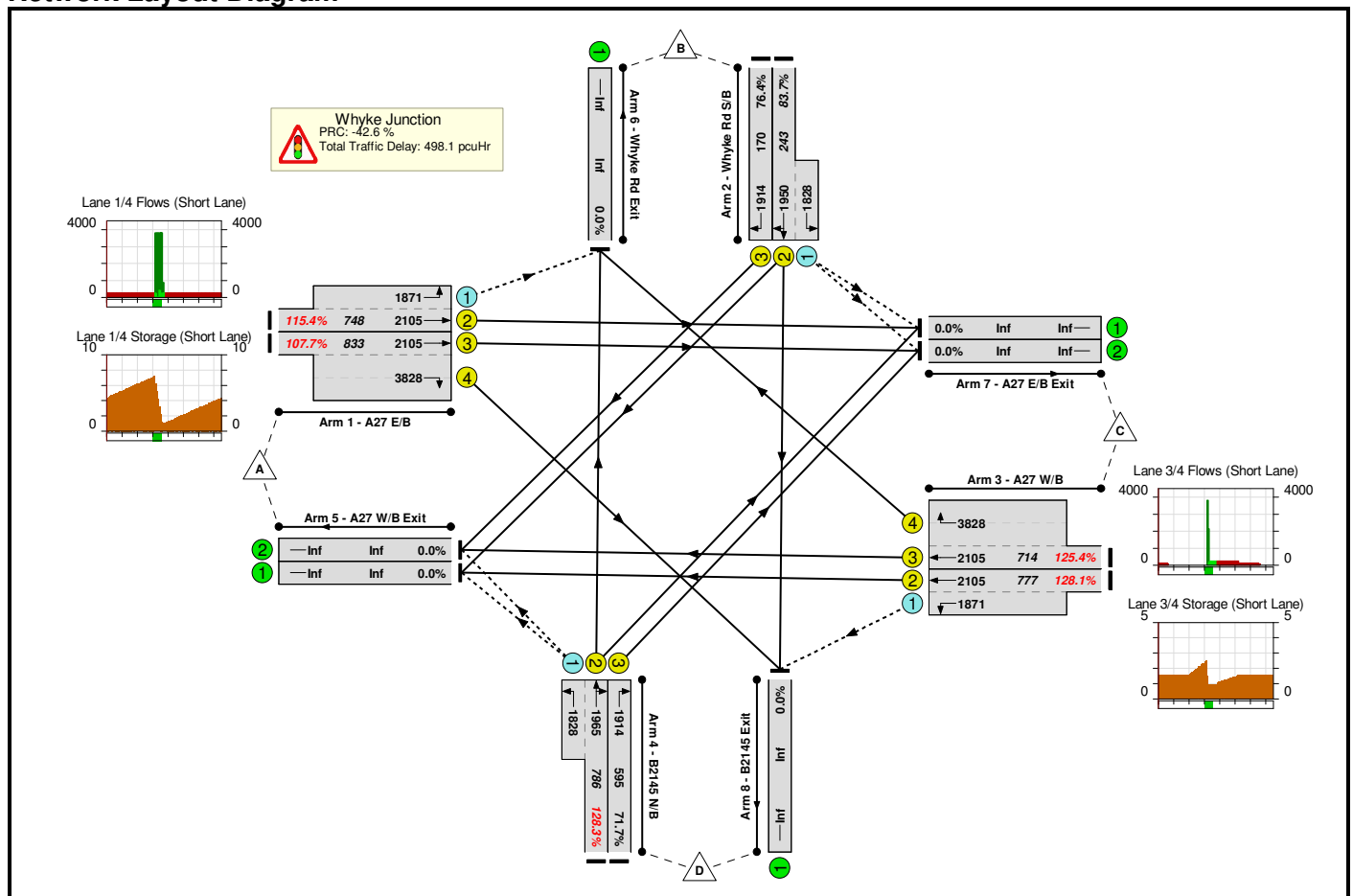
Basic Results Summary

User and Project Details

Project:	Pagham South
Title:	Cumulative Assessment of Strategic Road Network & Surrounding Js
Location:	Chichester
File name:	Whyke Jctn Mitigation v3 (Wtd).lsg3x
Author:	F.Bennett
Company:	Highgate Transportation Ltd
Address:	42 Triangle West, Park Street, Bristol
Notes:	Base Model Provided by Highways England

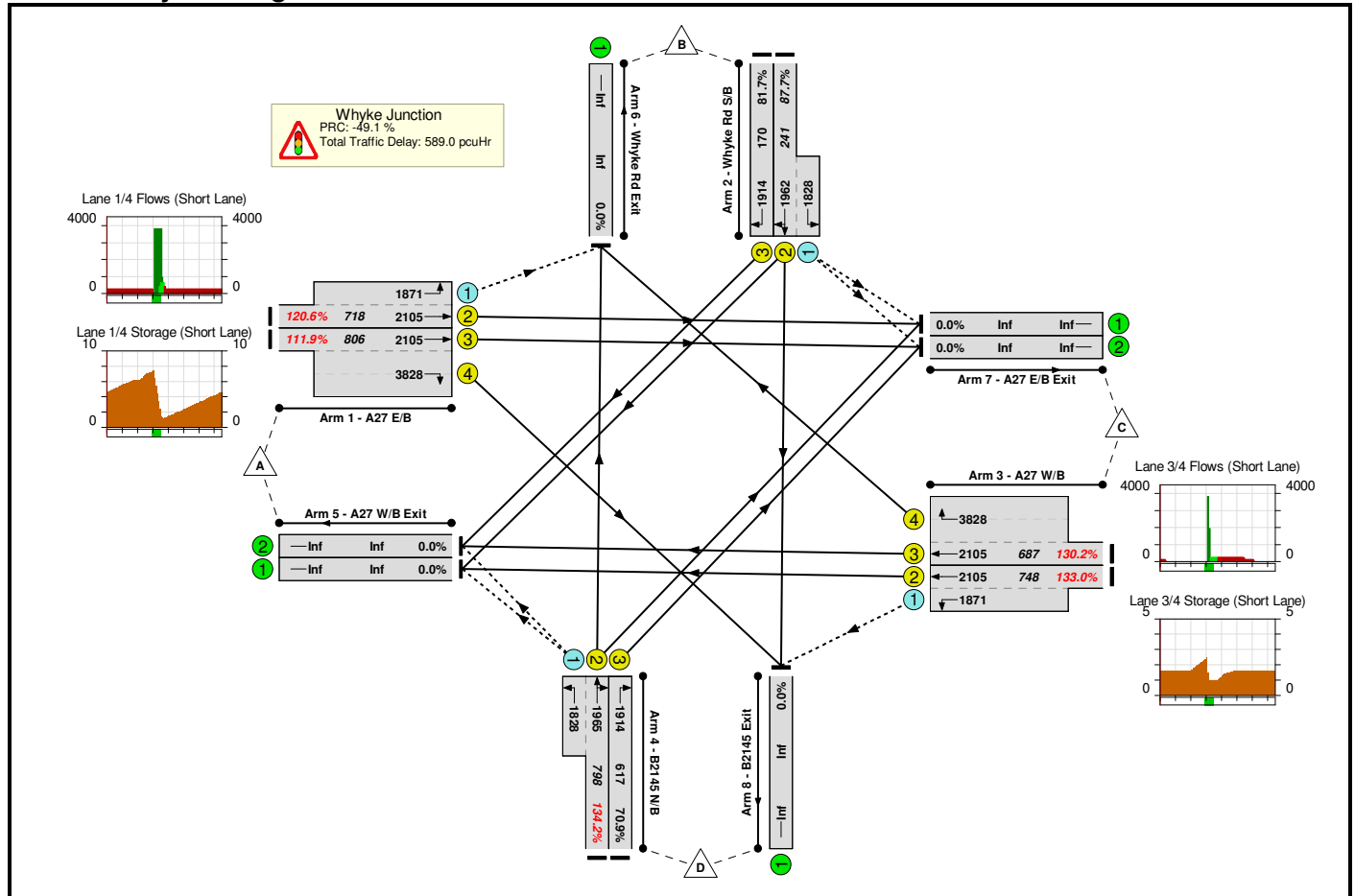
Scenario 1: '2022 Base+Committed AM' (FG3: '2022 Base+Comm AM', Plan 1: 'Single Stage')

Network Layout Diagram

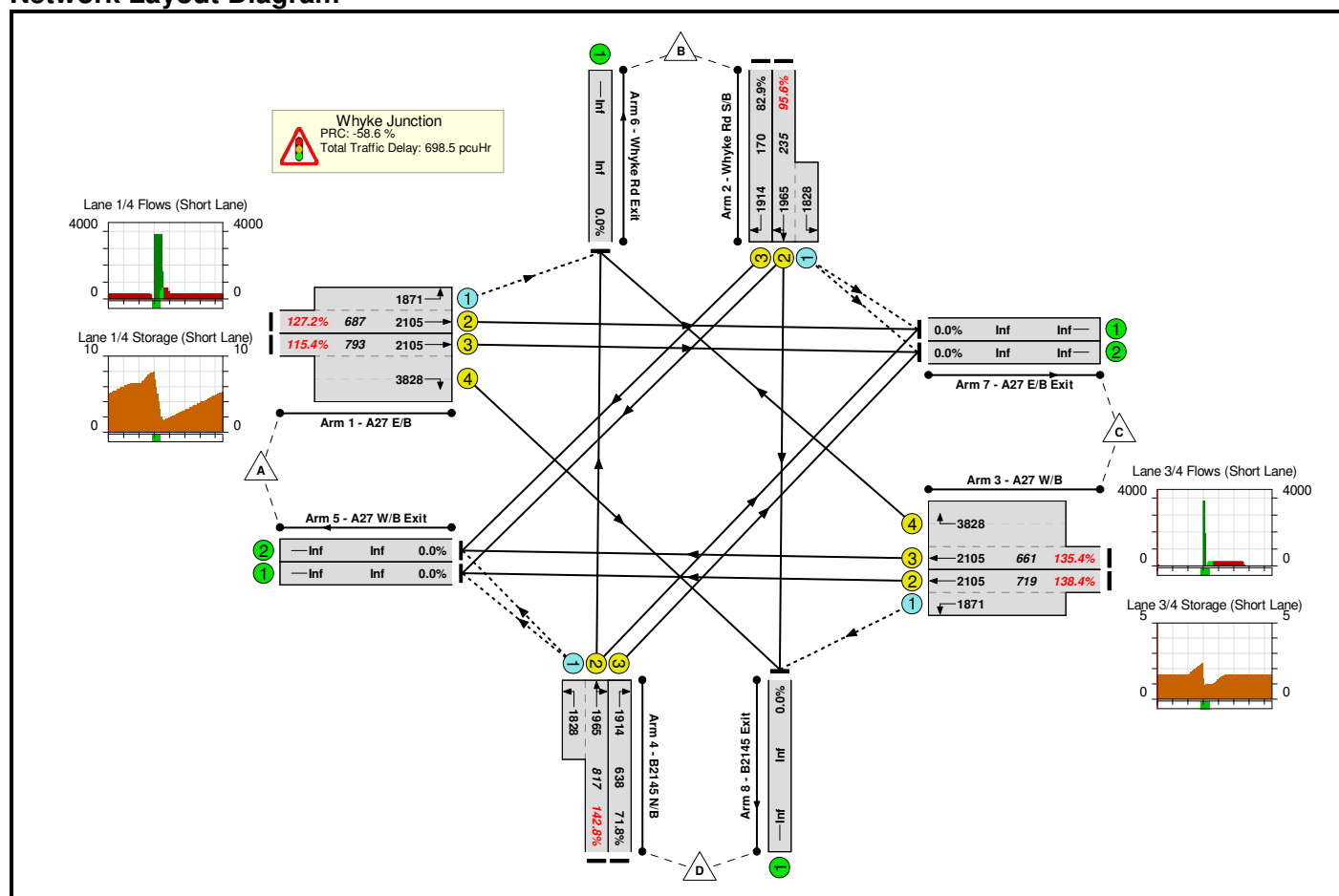


Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	128.3%	-	-	498.1
Whyke Junction	-	-	128.3%	-	-	498.1
1/2+1/1	A27 E/B Left Ahead	U+O	115.4%	82.4	297.4	71.4
1/3+1/4	A27 E/B Ahead Right	U	107.7%	56.3	195.8	48.8
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	83.7%	5.8	70.6	4.0
2/3	Whyke Rd S/B Right	U	76.4%	4.6	81.8	3.0
3/2+3/1	A27 W/B Ahead Left	U+O	128.1%	145.3	458.6	126.7
3/3+3/4	A27 W/B Ahead Right	U	125.4%	120.7	437.2	108.7
4/2+4/1	B2145 N/B Left Ahead Right	U+O	128.3%	183.7	467.6	131.1
4/3	B2145 N/B Right	U	71.7%	10.6	38.0	4.5
C1 - Whyke		PRC for Signalled Lanes (%):	-42.6	Total Delay for Signalled Lanes (pcuHr):	498.14	Cycle Time (s):
		PRC Over All Lanes (%):	-42.6	Total Delay Over All Lanes(pcuHr):	498.14	90

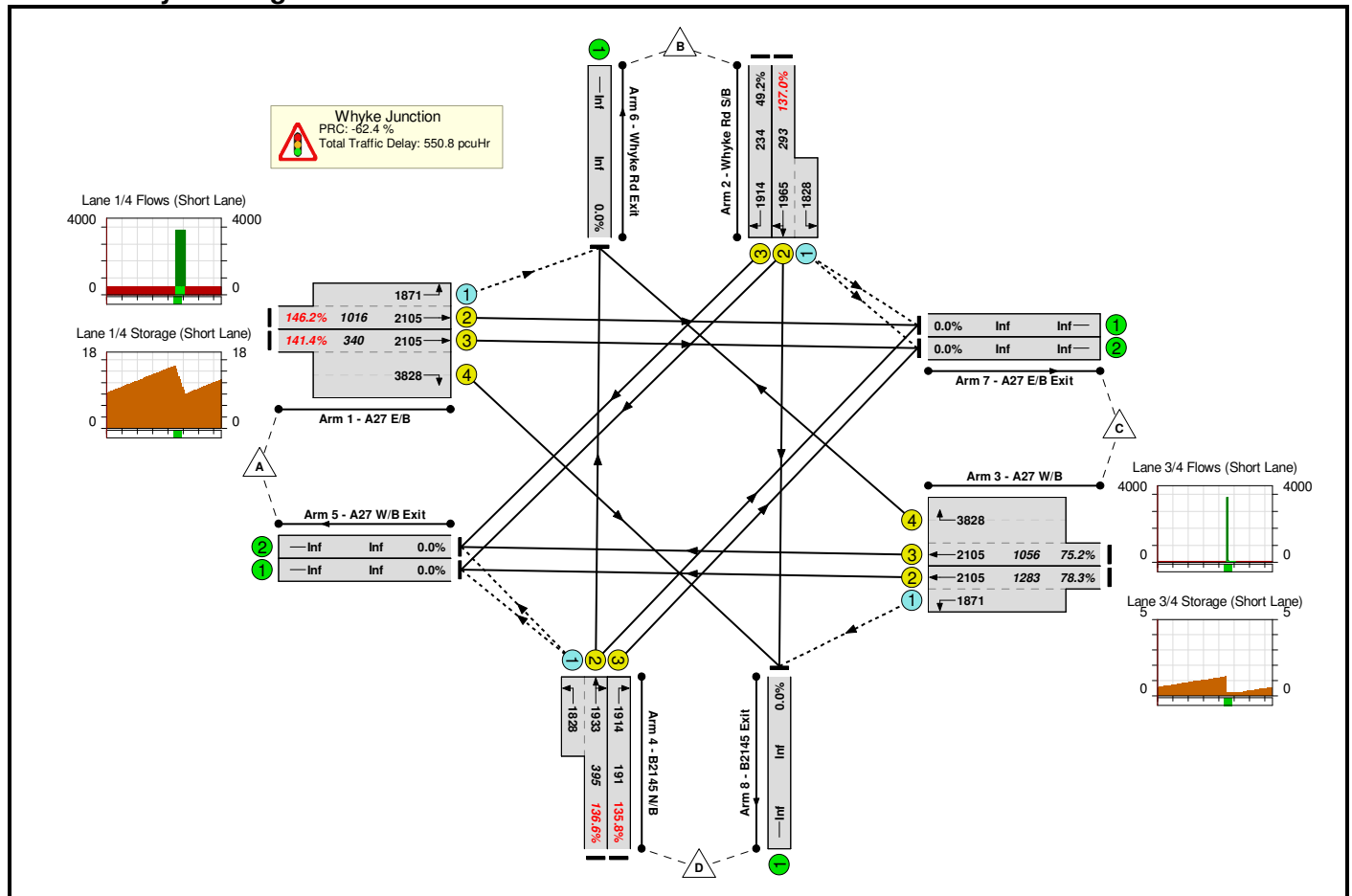
Scenario 2: '2022 Base+Comm+Pagham S AM' (FG4: '2022 Base+Comm+Pagham S AM', Plan 1: 'Single Stage')**Network Layout Diagram**

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	134.2%	-	-	589.0
Whyke Junction	-	-	134.2%	-	-	589.0
1/2+1/1	A27 E/B Left Ahead	U+O	120.6%	99.9	366.4	88.1
1/3+1/4	A27 E/B Ahead Right	U	111.9%	71.9	255.4	64.0
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	87.7%	6.7	81.1	4.8
2/3	Whyke Rd S/B Right	U	81.7%	5.4	91.6	3.5
3/2+3/1	A27 W/B Ahead Left	U+O	133.0%	161.6	514.4	142.2
3/3+3/4	A27 W/B Ahead Right	U	130.2%	134.3	494.3	122.9
4/2+4/1	B2145 N/B Left Ahead Right	U+O	134.2%	213.5	534.8	159.1
4/3	B2145 N/B Right	U	70.9%	10.8	36.7	4.5
C1 - Whyke		PRC for Signalled Lanes (%):	-49.1	Total Delay for Signalled Lanes (pcuHr):	589.05	Cycle Time (s): 90
		PRC Over All Lanes (%):	-49.1	Total Delay Over All Lanes(pcuHr):	589.05	

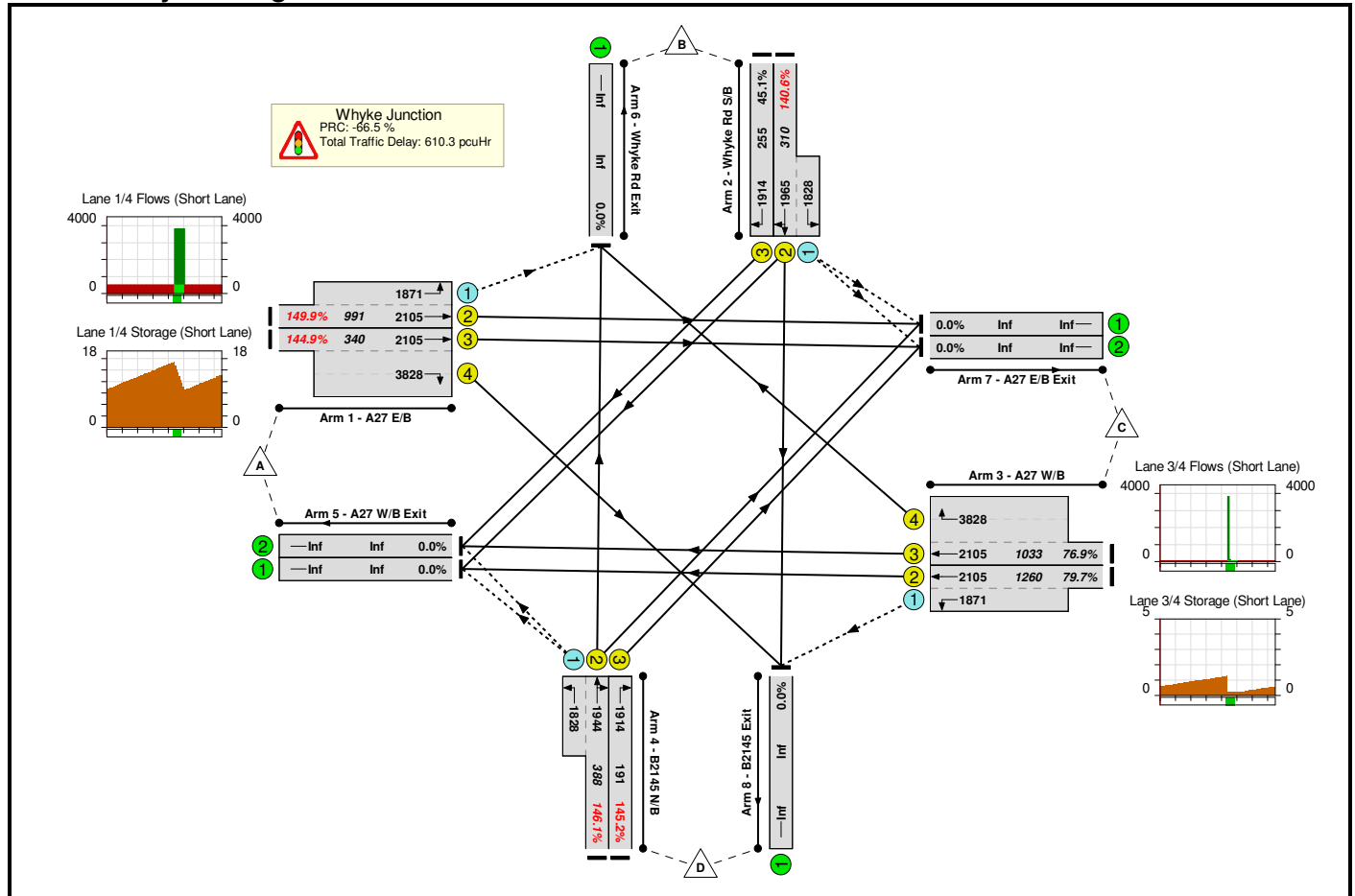
Scenario 3: '2022 Base+Comm+Cumul AM' (FG5: '2022 Base+Comm+Cumul AM', Plan 1: 'Single Stage')**Network Layout Diagram**

Network Results

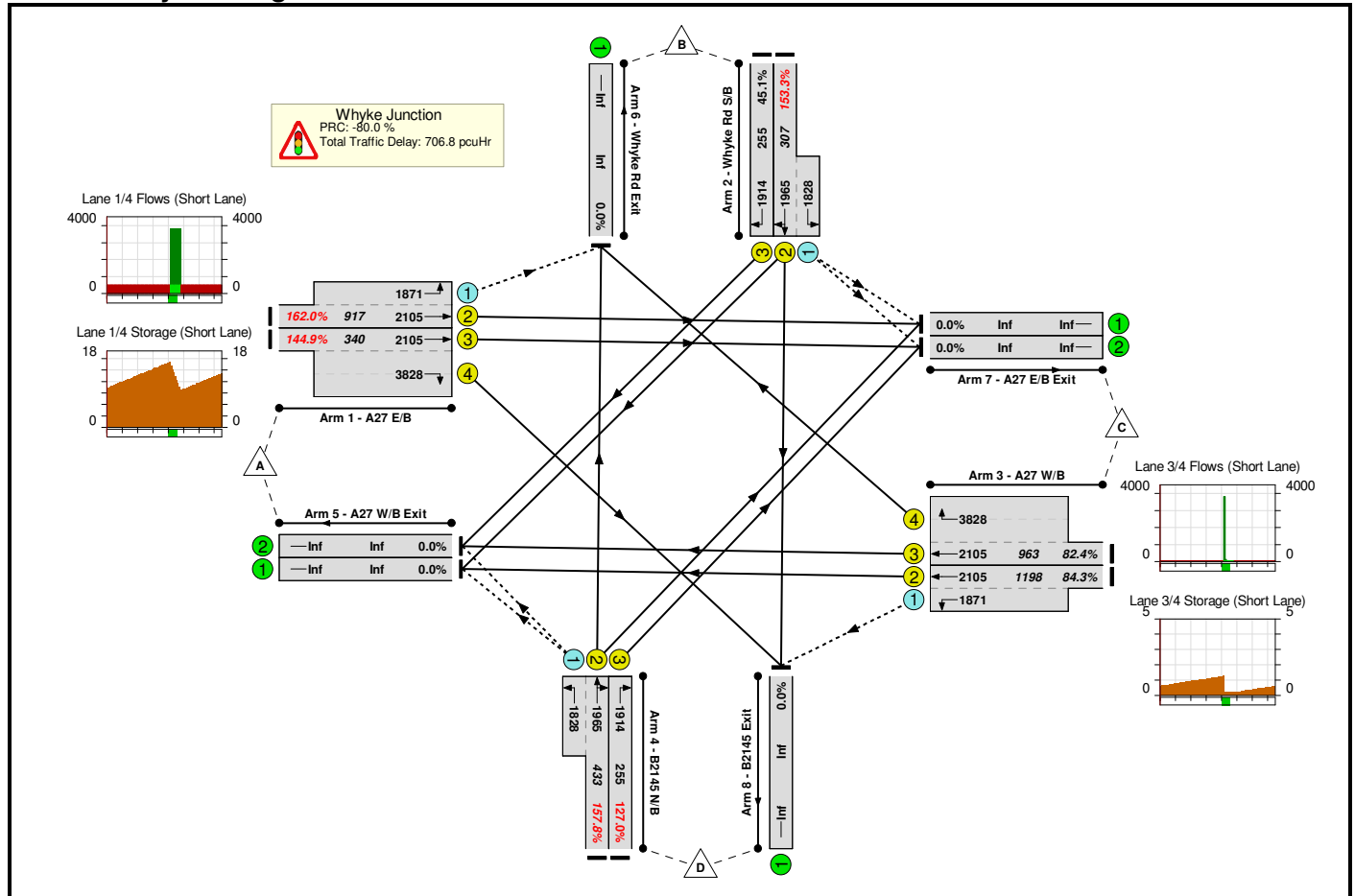
Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	142.8%	-	-	698.5
Whyke Junction	-	-	142.8%	-	-	698.5
1/2+1/1	A27 E/B Left Ahead	U+O	127.2%	121.2	447.1	108.4
1/3+1/4	A27 E/B Ahead Right	U	115.4%	85.7	305.6	77.7
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	95.6%	9.5	116.7	7.3
2/3	Whyke Rd S/B Right	U	82.9%	5.6	94.3	3.7
3/2+3/1	A27 W/B Ahead Left	U+O	138.4%	177.7	570.7	157.7
3/3+3/4	A27 W/B Ahead Right	U	135.4%	147.9	551.8	137.2
4/2+4/1	B2145 N/B Left Ahead Right	U+O	142.8%	258.8	622.9	201.9
4/3	B2145 N/B Right	U	71.8%	11.2	36.2	4.6
C1 - Whyke		PRC for Signalled Lanes (%):	-58.6	Total Delay for Signalled Lanes (pcuHr):	698.52	Cycle Time (s): 90
		PRC Over All Lanes (%):	-58.6	Total Delay Over All Lanes(pcuHr):	698.52	

Scenario 4: '2022 Base+Committed PM' (FG6: '2022 Base+Comm PM', Plan 1: 'Single Stage')**Network Layout Diagram**

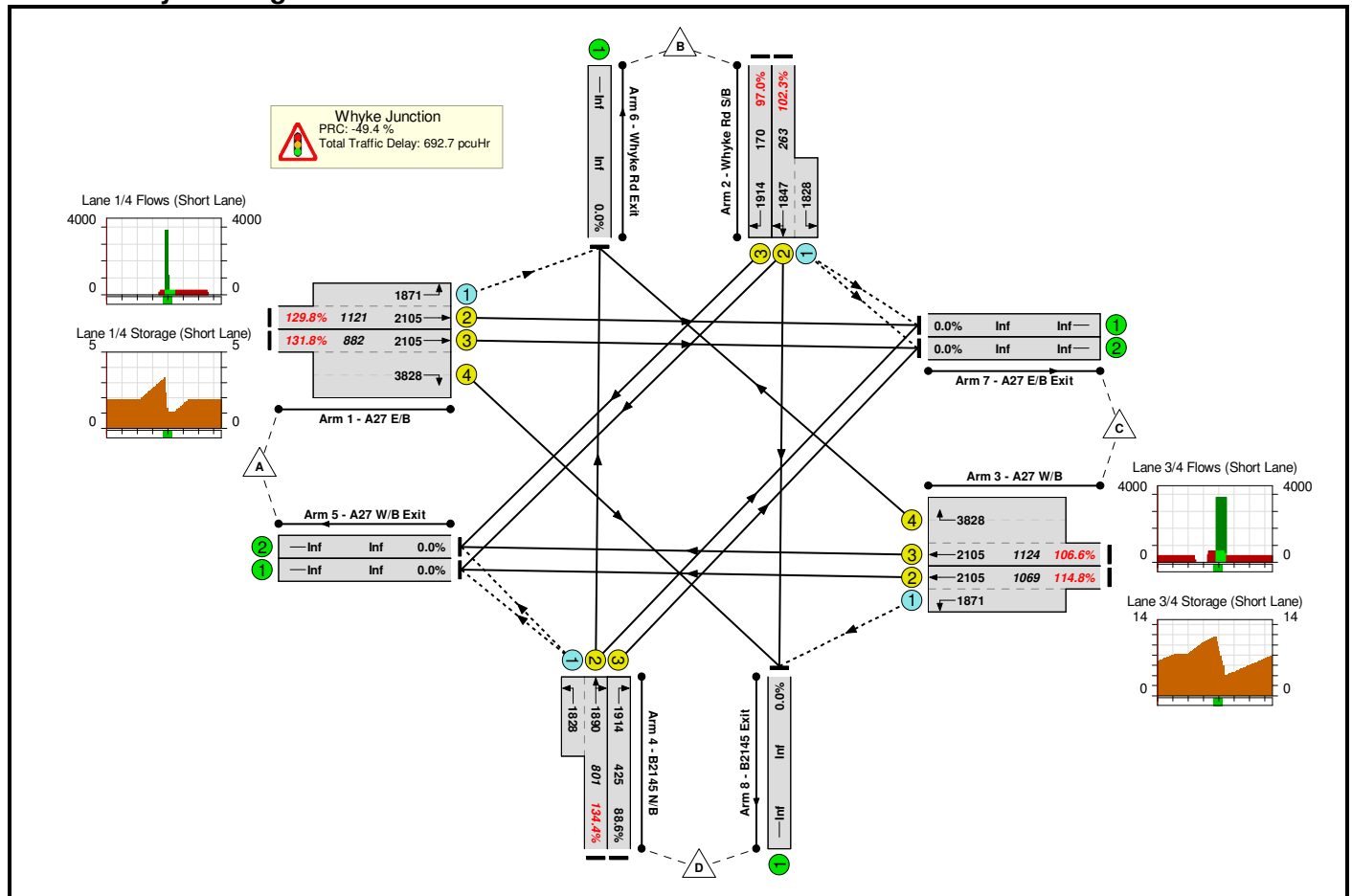
Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	146.2%	-	-	550.8
Whyke Junction	-	-	146.2%	-	-	550.8
1/2+1/1	A27 E/B Left Ahead	U+O	146.2%	326.0	643.2	265.3
1/3+1/4	A27 E/B Ahead Right	U	141.4%	79.8	616.0	82.3
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	137.0%	69.8	569.6	63.5
2/3	Whyke Rd S/B Right	U	49.2%	3.2	51.9	1.7
3/2+3/1	A27 W/B Ahead Left	U+O	78.3%	17.3	21.2	5.9
3/3+3/4	A27 W/B Ahead Right	U	75.2%	16.4	26.9	5.9
4/2+4/1	B2145 N/B Left Ahead Right	U+O	136.6%	88.9	558.0	83.7
4/3	B2145 N/B Right	U	135.8%	45.8	588.4	42.5
C1 - Whyke		PRC for Signalled Lanes (%):	-62.4	Total Delay for Signalled Lanes (pcuHr):	550.80	Cycle Time (s): 90
		PRC Over All Lanes (%):	-62.4	Total Delay Over All Lanes(pcuHr):	550.80	

Scenario 5: '2022 Base+Comm+Pagham S PM' (FG7: '2022 Base+Comm+Pagham S PM', Plan 1: 'Single Stage')**Network Layout Diagram**

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	149.9%	-	-	610.3
Whyke Junction	-	-	149.9%	-	-	610.3
1/2+1/1	A27 E/B Left Ahead	U+O	149.9%	338.7	676.2	278.9
1/3+1/4	A27 E/B Ahead Right	U	144.9%	86.0	648.5	88.8
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	140.6%	80.3	605.7	73.4
2/3	Whyke Rd S/B Right	U	45.1%	3.0	48.7	1.6
3/2+3/1	A27 W/B Ahead Left	U+O	79.7%	17.9	22.4	6.2
3/3+3/4	A27 W/B Ahead Right	U	76.9%	17.0	28.3	6.2
4/2+4/1	B2145 N/B Left Ahead Right	U+O	146.1%	118.1	652.4	102.8
4/3	B2145 N/B Right	U	145.2%	55.9	678.0	52.4
C1 - Whyke		PRC for Signalled Lanes (%):	-66.5	Total Delay for Signalled Lanes (pcuHr):	610.27	Cycle Time (s): 90
		PRC Over All Lanes (%):	-66.5	Total Delay Over All Lanes(pcuHr):	610.27	

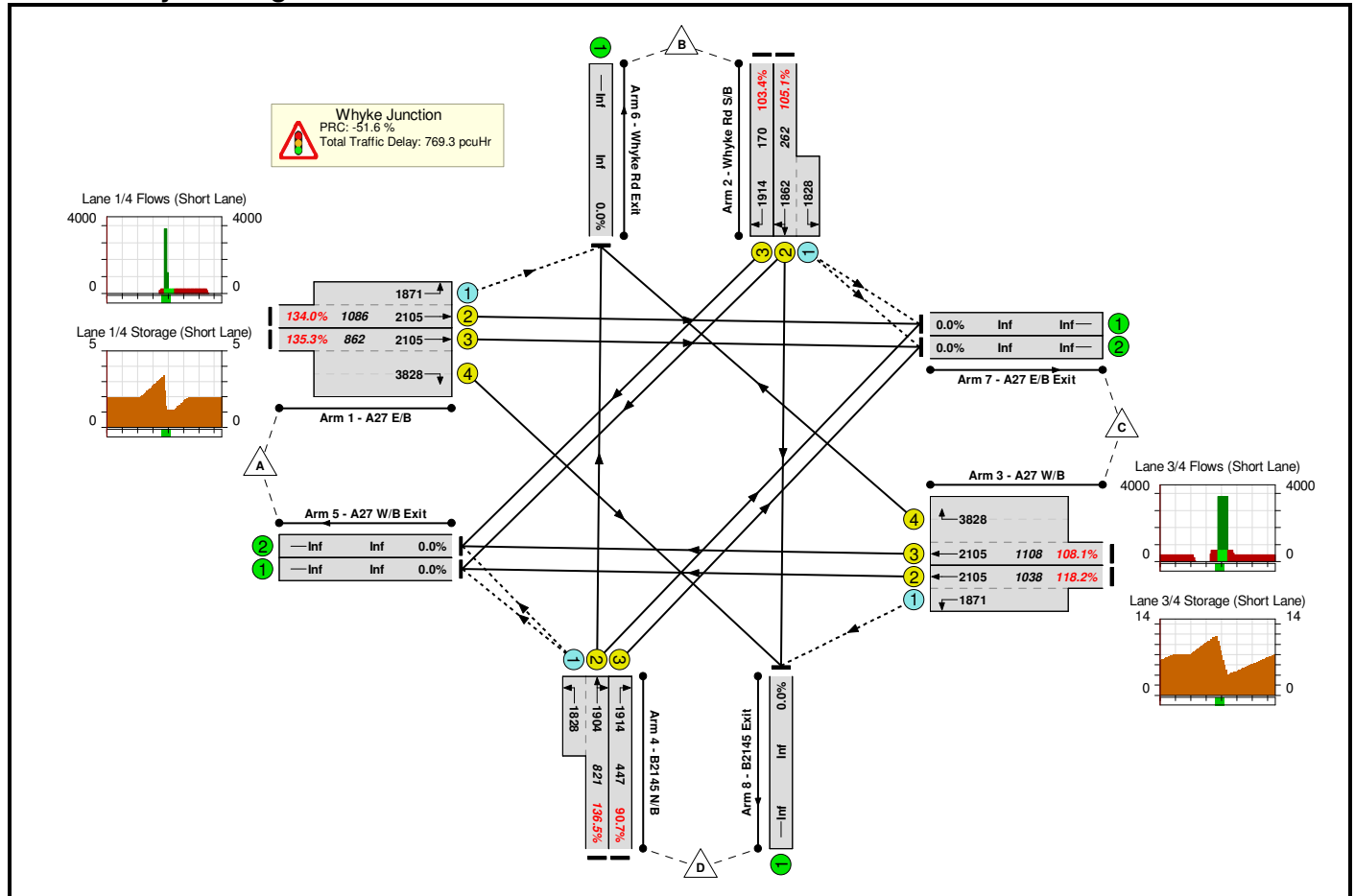
Scenario 6: '2022 Base+Comm+Cumul PM' (FG8: '2022 Base+Comm+Cumul PM', Plan 1: 'Single Stage')**Network Layout Diagram**

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	162.0%	-	-	706.8
Whyke Junction	-	-	162.0%	-	-	706.8
1/2+1/1	A27 E/B Left Ahead	U+O	162.0%	376.9	775.4	319.9
1/3+1/4	A27 E/B Ahead Right	U	144.9%	86.0	649.4	88.9
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	153.3%	109.3	719.6	93.9
2/3	Whyke Rd S/B Right	U	45.1%	3.0	48.7	1.6
3/2+3/1	A27 W/B Ahead Left	U+O	84.3%	19.6	26.6	7.5
3/3+3/4	A27 W/B Ahead Right	U	82.4%	18.7	33.7	7.4
4/2+4/1	B2145 N/B Left Ahead Right	U+O	157.8%	173.3	757.8	144.0
4/3	B2145 N/B Right	U	127.0%	47.9	484.8	43.6
C1 - Whyke		PRC for Signalled Lanes (%):	-80.0	Total Delay for Signalled Lanes (pcuHr):	706.80	Cycle Time (s): 90
		PRC Over All Lanes (%):	-80.0	Total Delay Over All Lanes(pcuHr):	706.80	

Scenario 7: '2031 Base+Committed AM' (FG9: '2031 Base+Comm AM', Plan 1: 'Single Stage')**Network Layout Diagram**

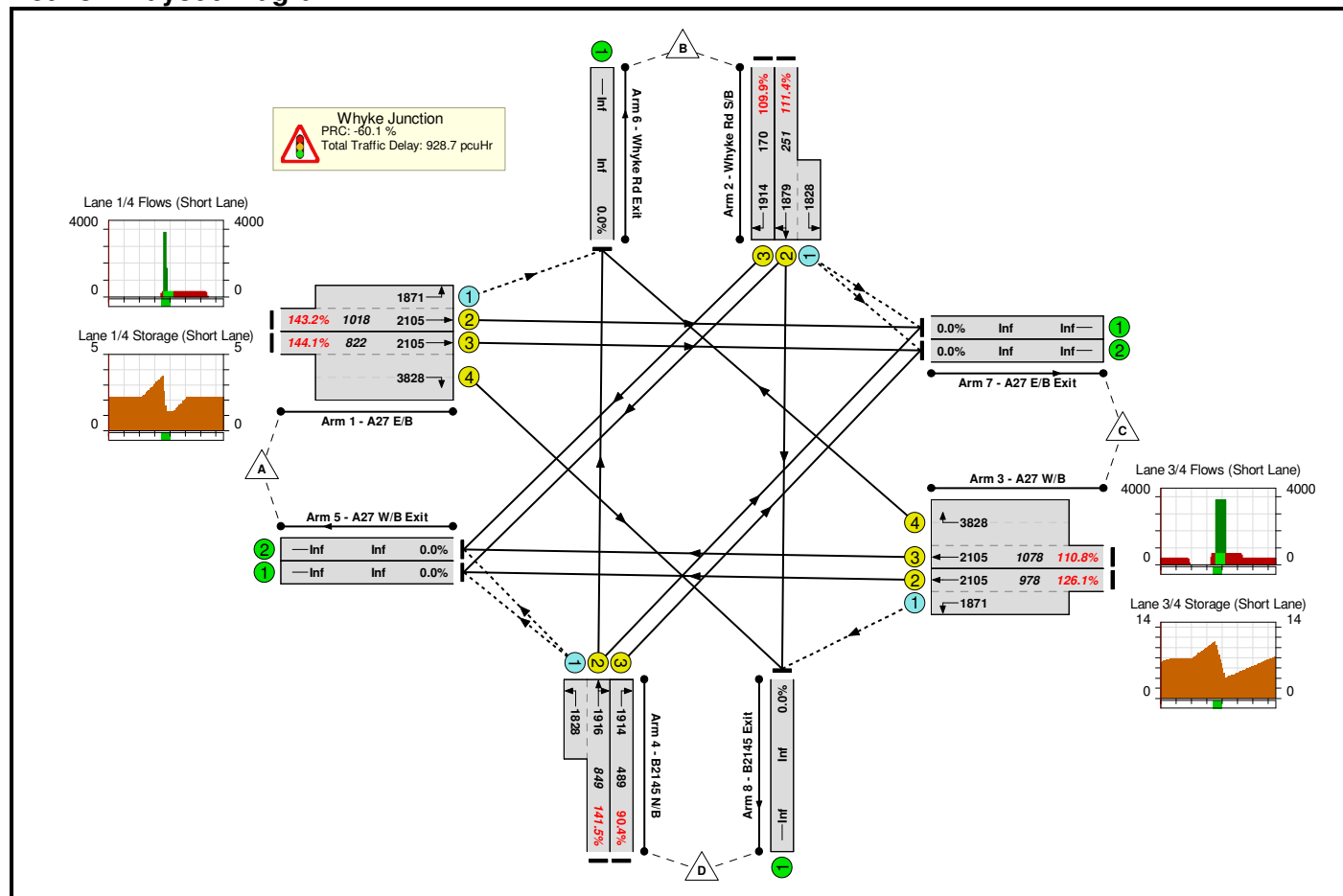
Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	134.4%	-	-	692.7
Whyke Junction	-	-	134.4%	-	-	692.7
1/2+1/1	A27 E/B Left Ahead	U+O	129.8%	224.1	470.4	190.1
1/3+1/4	A27 E/B Ahead Right	U	131.8%	179.7	506.4	163.4
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	102.3%	14.2	161.9	12.1
2/3	Whyke Rd S/B Right	U	97.0%	9.3	155.8	7.1
3/2+3/1	A27 W/B Ahead Left	U+O	114.8%	122.2	281.3	95.9
3/3+3/4	A27 W/B Ahead Right	U	106.6%	69.4	172.4	57.4
4/2+4/1	B2145 N/B Left Ahead Right	U+O	134.4%	214.4	533.8	159.7
4/3	B2145 N/B Right	U	88.6%	12.5	66.5	7.0
C1 - Whyke		PRC for Signalled Lanes (%):	-49.4	Total Delay for Signalled Lanes (pcuHr):	692.72	Cycle Time (s):
		PRC Over All Lanes (%):	-49.4	Total Delay Over All Lanes(pcuHr):	692.72	90

Scenario 8: '2031 Base+Comm+Pagham S AM' (FG10: '2031 Base+Comm+Pagham S AM', Plan 1: 'Single Stage')**Network Layout Diagram**

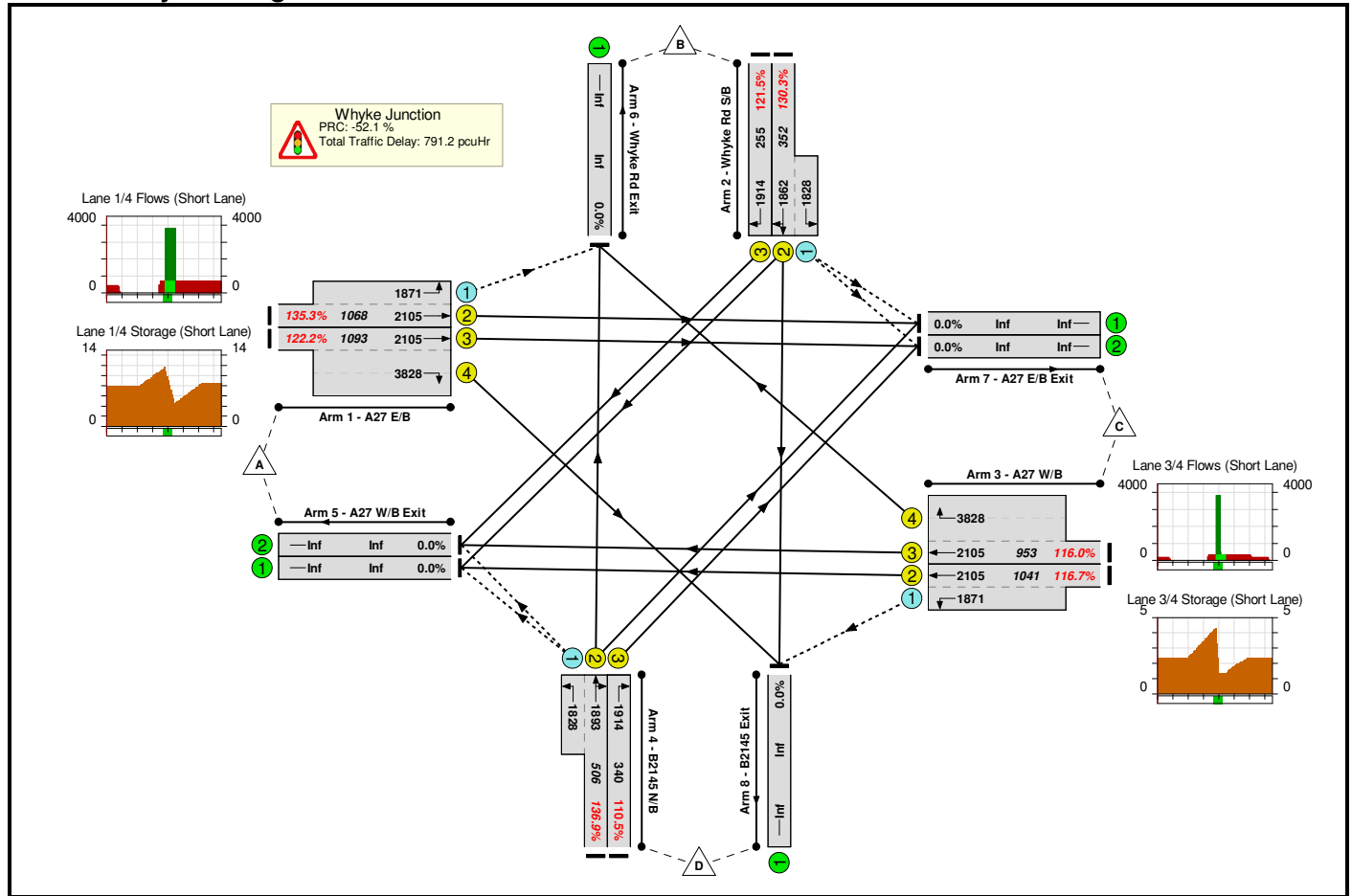
Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	136.5%	-	-	769.3
Whyke Junction	-	-	136.5%	-	-	769.3
1/2+1/1	A27 E/B Left Ahead	U+O	134.0%	243.2	517.3	209.2
1/3+1/4	A27 E/B Ahead Right	U	135.3%	192.3	545.1	176.7
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	105.1%	16.9	192.9	14.7
2/3	Whyke Rd S/B Right	U	103.4%	12.8	213.9	10.5
3/2+3/1	A27 W/B Ahead Left	U+O	118.2%	139.7	328.4	111.9
3/3+3/4	A27 W/B Ahead Right	U	108.1%	78.2	195.2	65.0
4/2+4/1	B2145 N/B Left Ahead Right	U+O	136.5%	229.4	557.0	173.4
4/3	B2145 N/B Right	U	90.7%	13.9	69.7	7.8
C1 - Whyke		PRC for Signalled Lanes (%):	-51.6	Total Delay for Signalled Lanes (pcuHr):	769.29	Cycle Time (s):
		PRC Over All Lanes (%):	-51.6	Total Delay Over All Lanes(pcuHr):	769.29	90

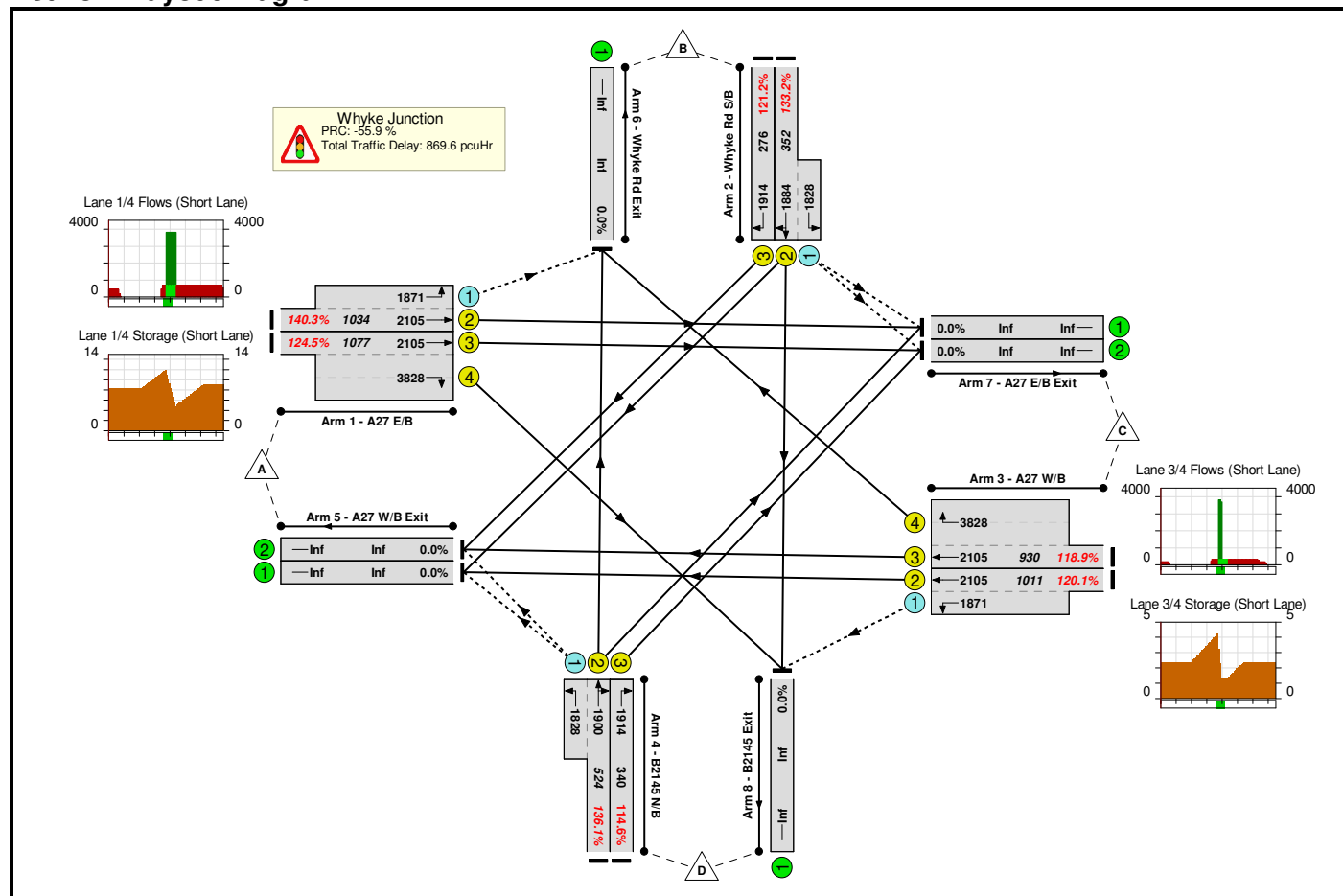
Scenario 9: '2031 Base+Comm+Cumul AM' (FG11: '2031 Base+Comm+Cumul AM', Plan 1: 'Single Stage')**Network Layout Diagram**

Network Results

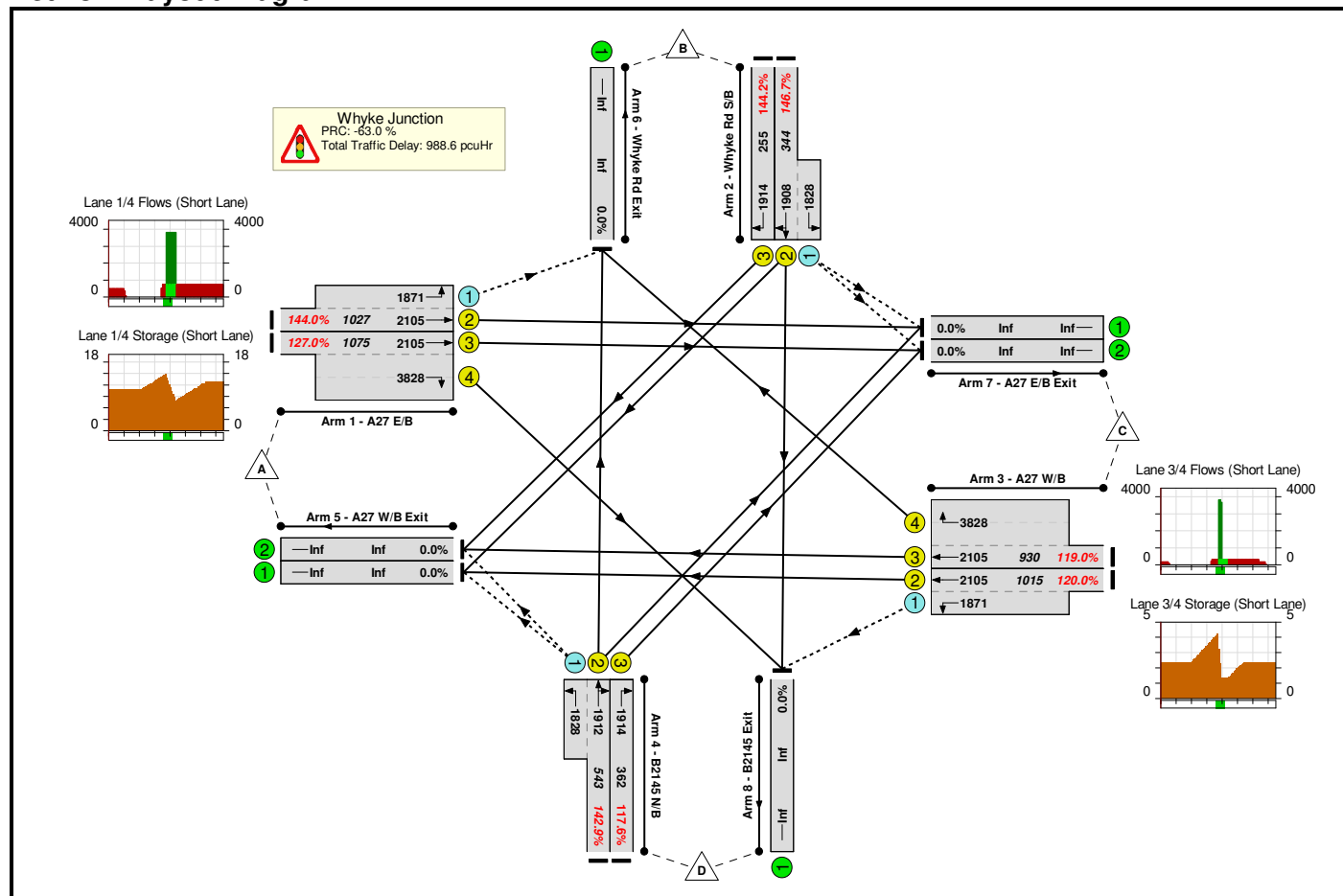
Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	144.1%	-	-	928.7
Whyke Junction	-	-	144.1%	-	-	928.7
1/2+1/1	A27 E/B Left Ahead	U+O	143.2%	306.2	611.1	247.5
1/3+1/4	A27 E/B Ahead Right	U	144.1%	222.6	632.8	208.3
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	111.4%	23.4	270.6	21.0
2/3	Whyke Rd S/B Right	U	109.9%	17.3	287.8	14.9
3/2+3/1	A27 W/B Ahead Left	U+O	126.1%	178.9	430.4	147.5
3/3+3/4	A27 W/B Ahead Right	U	110.8%	91.0	237.0	78.6
4/2+4/1	B2145 N/B Left Ahead Right	U+O	141.5%	261.0	607.7	202.8
4/3	B2145 N/B Right	U	90.4%	14.7	65.1	8.0
C1 - Whyke		PRC for Signalled Lanes (%):	-60.1	Total Delay for Signalled Lanes (pcuHr):	928.66	Cycle Time (s):
		PRC Over All Lanes (%):	-60.1	Total Delay Over All Lanes(pcuHr):	928.66	90

Scenario 10: '2031 Base+Committed PM' (FG12: '2031 Base+Comm PM', Plan 1: 'Single Stage')**Network Layout Diagram**

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	136.9%	-	-	791.2
Whyke Junction	-	-	136.9%	-	-	791.2
1/2+1/1	A27 E/B Left Ahead	U+O	135.3%	274.2	531.6	213.4
1/3+1/4	A27 E/B Ahead Right	U	122.2%	158.7	392.8	145.6
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	130.3%	68.7	484.9	61.8
2/3	Whyke Rd S/B Right	U	121.5%	39.1	407.8	35.1
3/2+3/1	A27 W/B Ahead Left	U+O	116.7%	130.9	308.1	103.9
3/3+3/4	A27 W/B Ahead Right	U	116.0%	111.8	308.8	94.9
4/2+4/1	B2145 N/B Left Ahead Right	U+O	136.9%	129.1	565.3	108.7
4/3	B2145 N/B Right	U	110.5%	33.0	266.4	27.8
C1 - Whyke		PRC for Signalled Lanes (%):	-52.1	Total Delay for Signalled Lanes (pcuHr):	791.23	Cycle Time (s): 90
		PRC Over All Lanes (%):	-52.1	Total Delay Over All Lanes(pcuHr):	791.23	

Scenario 11: '2031 Base+Comm+Pagham S PM' (FG13: '2031 Base+Comm+Pagham S PM', Plan 1: 'Single Stage')**Network Layout Diagram**

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	140.3%	-	-	869.6
Whyke Junction	-	-	140.3%	-	-	869.6
1/2+1/1	A27 E/B Left Ahead	U+O	140.3%	294.7	583.4	235.2
1/3+1/4	A27 E/B Ahead Right	U	124.5%	169.6	422.6	157.4
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	133.2%	75.6	517.7	67.4
2/3	Whyke Rd S/B Right	U	121.2%	41.7	401.7	37.4
3/2+3/1	A27 W/B Ahead Left	U+O	120.1%	148.0	354.8	119.7
3/3+3/4	A27 W/B Ahead Right	U	118.9%	123.5	348.6	107.1
4/2+4/1	B2145 N/B Left Ahead Right	U+O	136.1%	131.7	558.1	110.5
4/3	B2145 N/B Right	U	114.6%	40.2	322.0	34.9
C1 - Whyke		PRC for Signalled Lanes (%):	-55.9	Total Delay for Signalled Lanes (pcuHr):	869.59	Cycle Time (s): 90
		PRC Over All Lanes (%):	-55.9	Total Delay Over All Lanes(pcuHr):	869.59	

Scenario 12: '2031 Base+Comm+Cumul PM' (FG14: '2031 Base+Comm+Cumul PM', Plan 1: 'Single Stage')**Network Layout Diagram**

Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	146.7%	-	-	988.6
Whyke Junction	-	-	146.7%	-	-	988.6
1/2+1/1	A27 E/B Left Ahead	U+O	144.0%	314.3	619.8	254.6
1/3+1/4	A27 E/B Ahead Right	U	127.0%	181.1	452.0	171.4
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	146.7%	100.1	652.1	91.5
2/3	Whyke Rd S/B Right	U	144.2%	70.7	648.9	66.3
3/2+3/1	A27 W/B Ahead Left	U+O	120.0%	147.8	353.1	119.5
3/3+3/4	A27 W/B Ahead Right	U	119.0%	124.1	350.3	107.7
4/2+4/1	B2145 N/B Left Ahead Right	U+O	142.9%	171.4	627.3	135.2
4/3	B2145 N/B Right	U	117.6%	48.2	358.9	42.4
C1 - Whyke		PRC for Signalled Lanes (%):	-63.0	Total Delay for Signalled Lanes (pcuHr):	988.58	Cycle Time (s): 90
		PRC Over All Lanes (%):	-63.0	Total Delay Over All Lanes(pcuHr):	988.58	