

Highgate*Transportation*

Pagham South

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

**Cumulative Impact Arising from Possible Development at
Hook Lane and Sefter Road**

**Addendum Transport Assessment
(ATA/02/A)**

March 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 and 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. This was updated following West Sussex County Council's (WSCC) highways consultation response (TA/01/A). It should be noted that TA/01/A concluded that:
 - i. The proposed site access junctions can be provided with sufficient junction visibility and capacity, and are suitable for all users.
 - ii. The masterplan demonstrates the new development is permeable for pedestrians and cyclists, and has good connectivity to the surrounding transport network.
 - iii. The impact of the Pagham South development on the local highway network is not severe, and is able to be accommodated.
 - iv. The Travel Plan measures proposed to support the development are considered to be suitable and will help to improve sustainability of the site by encouraging new and existing residents to walk, cycle and reduce car miles travelled.
 - v. No further mitigation measures are required.
 - vi. There are no transport related reasons why the development at Pagham South should be refused planning permission.
- 1.3 Report ATA/02 superseded the Addendum Transport Assessment report ATA/01, which was previously submitted with the planning application accompanying TA/01 and provided a review of the cumulative traffic impact arising if the residential development proposed at the two other Pagham sites identified in the emerging Local Plan (Sefter Road and Hook Lane) were to also come forward. ATA/02 contained modelling for assessment years of 2017, 2022 and 2027 and was provided to cover a wider area of the network than assessed in ATA/01, as follows:
 - i. Gossamer Lane junction with Aldwick Road.
 - ii. Lower Bognor Road junction with Chalcraft Lane and Hewarts Lane.
 - iii. Lower Bognor Road junction with Aldwick Road and Aldwick Fields.
 - iv. B2166 Aldwick Road junction with West Meads Drive and Hawthorne Road.
 - v. Nyetimber Lane junction with Tabard Gate.
- 1.4 Arun District Council have requested this cumulative study approach from each developer team as a means of assessing impact, as they have no other way of quantifying this at present nor do they have a CIL in place as a mechanism to fund possible mitigation by means of a levy.

1.5 A report on the cumulative impact of the three developments has also been submitted for the strategic highway network, ATA/03/A (an updated ATA/03), for a 2031 year of assessment using the Arun Transport Study SATURN model data for traffic flows.

1.6 This report, ATA/02/A, has been provided to summarise the forecast traffic impact on the local highway network of the cumulative traffic impact in 2031, further to the highways consultation response from WSCC (see **Appendix 1** for consultation response and subsequent response note regarding cumulative impact), which concluded:

Point 50 “Although there are elements of the ATA that need to be amended, **the future year capacity assessment indicates that the majority of local junctions would operate within theoretical capacity in the future year with the proposed development.** There are two junctions however where potential capacity issues may occur. These junctions are that of the B2166/Lower Bognor Road (a priority junction) and the traffic signals at Nyetimber Lane/Grosvenor Gardens.” (Highlighted bold by HTP).

Point 51 “It’s acknowledged that both of these junctions are forecast to be operating over capacity in the future without accounting for the developments in Pagham...”

1.7 It has been agreed with the highway officer that the scope of the modelling area can be reduced based on the results of the previous cumulative impact junction assessment work contained in ATA/02 and revised flow diagrams. It should be noted that, typically, this report (ATA/02/A) does not repeat the work of TA/01/A but includes references where appropriate (paragraph numbers, figures and appendices).

1.8 The key changes in ATA/02/A have therefore been as follows:

- i. To only model an assessment year of 2031 (to mirror the end of the Local Plan period), which negates the need to provide a cumulative build-out profile.
- ii. To reduce the scope of the junctions remodelled to:
 - Pagham Road junction with Nyetimber Lane.
 - Pagham Road junction with Hook Road.
 - Pagham Road junction with Sefter Road.
 - Nyetimber Lane junction with Grosvenor Gardens and Gossamer Lane.
- iii. An additional junction has been included in this assessment; the Rose Green Road staggered junction with Grosvenor Gardens.
- iv. To include the following junctions previously included for within ATA/02 in ATA/03/A only:
 - Pagham Road junction with Lower Bognor Road.
 - B2166 junction with Vinnetrow Road.
 - B2166 junction with the B2145.
- v. TEMPRO has been used to forecast traffic flows in 2031 from the 2016 survey data.

- 1.9 The illustrative masterplan for the Pagham South site is set out below in **Figure 1.1** for reference.

Figure 1.1 – Illustrative masterplan



Cumulative Developments

- 1.10 The locations of the Pagham South, Sefter Road and Hook Lane sites are shown in **Figure 1.1** from TA/01/A, which is reproduced below as **Figure 1.2** for ease of reference.

Figure 1.2 – Pagham South, Hook Lane and Sefter Road site locations



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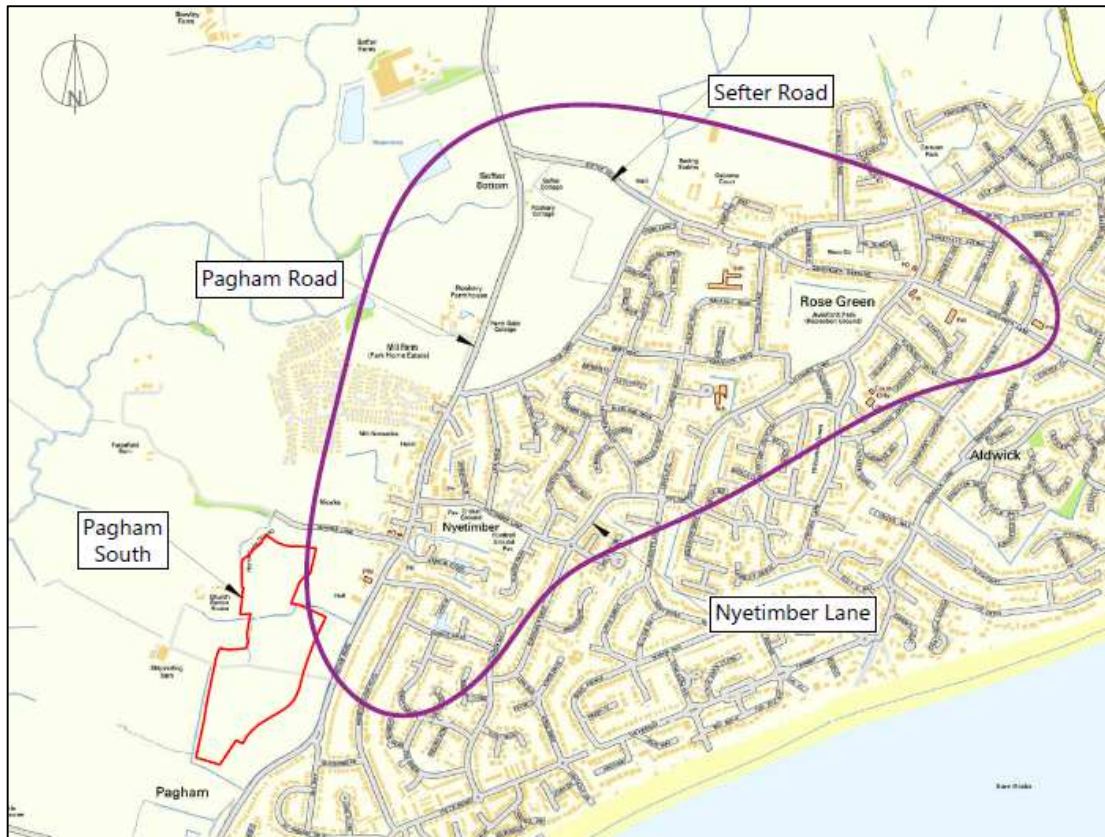
- 1.11 In summary, each of the three Pagham development sites propose the following:
- i. Pagham South – up to 400 residential dwellings, a 2000sqm GFA local centre including a 500 sqm GFA convenience store, a 70 bed care home and a single form entry primary school. Vehicular access is via two new priority 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 250 dwellings and a single form entry primary school. Vehicular access from a new priority junction onto Sefter Road.
- 1.12 For the purpose of this assessment, the school will be retained on the land at Pagham South, therefore the analysis has been carried out for 300 dwellings and an 80 bed care home on the Hallam site on land north of Hook Lane, and 250 dwellings on the Taylor Wimpey site on land north of Sefter Road.
- 1.13 Pre-application discussions have taken place between the highway consultants of each of the three development teams to agree a joint approach to the parameters to be used. For the avoidance of doubt these are the parameters used in TA/01/A and ATA/03/A.
- 1.14 This report concludes that overall that the Pagham South development can generally be accommodated on the local highway network and furthermore, that the three Pagham development sites currently promoted can cumulatively be accommodated on the local highway network with the implementation of the proposed mitigation schemes at the following two junctions:
- i. Nyetimber Lane junction with Grosvenor Gardens and Gossamer Lane – introduction of MOVA.
 - ii. Rose Green Lane junction with Grosvenor Gardens – provision of a mini-roundabout.

2.0 Study Area and Assessment Parameters

2.1 The local highway network study area for this report is shown in **Figure 2.1** below.

Figure 2.1 - The study area



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2.2 The following five junctions are to be modelled:

- i. Pagham Road junction with Nyetimber Lane.
- ii. Pagham Road junction with Hook Road.
- iii. Pagham Road junction with Sefter Road.
- iv. Nyetimber Lane junction with Grosvenor Gardens and Gossamer Lane.
- v. Rose Green Road junction with Grosvenor Gardens.

2.3 Traffic flow data from these locations is contained in **Appendix 2** and turning movement diagrams for the local highway network are contained in **Appendix 3**.

2.4 Agreed parameters for this report include:

- i. Committed developments – These are set out in **paragraph 7.4** of TA/01/A.
- ii. Assessment Year – 2031, to mirror the end of the Local Plan period.
- iii. Growth rates – 2016-2031, set out in **Section 3.0** of this report.
- iv. Trip rates for each land use – These are set out in detail in **Section 6.0** of TA/01/A.

- v. Trip distribution – This is set out in **Section 6.0** and **Section 9.0** of TA/01/A.
 - vi. Use of the other consultants trip profiles and trip distributions from their respective Transport Assessments for their respective sites (ref: P/6/17 and P/134/16 for land north of Hook Lane and land north of Sefter Road respectively).
 - vii. Modelling parameters – As per ATA/02 **Section 7.0** and TA/01/A.
- 2.5 The site access junctions have not been remodelled in this report as they were shown to be operating well within capacity in a future year of 2027 and it is not considered necessary to model these again for a future year of 2031, especially considering the cumulative traffic flow distributions set out in this report.

3.0 Forecast Traffic Flows

- 3.1 The trip rates and distribution for this Addendum TA are based on the parameters agreed and set out in TA/01/A and the distribution and flow diagrams contained in **Appendix 23** and **Appendix 24** of TA/01/A. For ease of reference the Pagham South flow diagrams are contained in **Appendix 4** of this report also.
- 3.2 The flow diagrams for the Hook Lane and Sefter Road sites are contained in **Appendix 5**. The flow diagrams for the three sites have been combined and cumulative traffic flow diagrams have been provided in **Appendix 6** of this report.
- 3.3 A growth factor has been applied to the peak hour traffic flow survey information to forecast traffic in 2031, using the industry standard TEMPRO program with NTEM adjustment factors. The calculation parameters of Arun (019) Principal Urban Roads were selected based on previous modelling work.
- 3.4 The growth rates from the TEMPRO programme are set out below in **Table 3.1** for 2016 survey data (see report TA/01/A) and the TEMPRO output data is contained in **Appendix 7** for reference.

Table 3.1 – Urban growth rates (2016-2031)

	Road Type	Growth Rate
AM Peak	Principal Roads	1.1959
PM Peak	Principal Roads	1.2001

- 3.5 TEMPRO v7.2 is out now. However, this has been found to have slightly lower growth rates (1.5% lower), therefore the consultants have agreed to remain using v7 for continuity and adjusting the growth rates to remove the three developments and committed developments in order to avoid double counting.
- 3.6 TEMPRO includes for additional households and jobs as part of the above growth. The housing proposed is likely to be in the region of 950 dwellings (44 Pagham South, 300 Hook Road and 250 Sefter Road), and a further circa 130 dwellings that are currently committed schemes (P/58/15 and P/125/14, see TA/01/A) plus employment. As such, in order to avoid overestimating the increase of housing numbers in the local area an element of the assumed grown in households between 2016 and 2031 is to be reduced.
- 3.7 It can be seen from the output in **Appendix 7** that there are additional 708 households accounted for in the Arun 19 ward in 2031 from 2016. It is proposed that, in line with the emerging Arun Local Plan that sets out around 1,200 new dwellings to be provided in Pagham, and removing the committed and proposed schemes, this leaves a 120 dwelling shortfall.
- 3.8 However, as part of the cumulative study it has been agreed between consultants that the projected housing level will be reduced from 708 to 150 to test the impact of the three emerging sites on the local highway network. The committed

developments in Pagham are accounted for in the adjusted base flows also (see TA/01/A).

- 3.9 The TEMPRO alternative assumptions have been applied and the subsequent growth rates for 2016-2031 are set out below in **Table 3.2**, which are to be applied to the base 2016 traffic flows for this report.

Table 3.2 – Alternative Assumptions urban growth rates (2016-2031)

	Road Type	Growth Rate
AM Peak	Principal Roads	1.1244
PM Peak	Principal Roads	1.1176

- 3.10 The future year traffic flow diagrams 'without development' are included in **Appendix 8**, which include the two committed sites within the base flows as per TA/01/A post application of growth rates, and the future year traffic flow diagrams 'with development' for the three cumulative sites are contained in **Appendix 9**. Traffic flow diagrams for 2031 'with Pagham South' are included in **Appendix 10** for reference.

4.0 Impact Appraisal

4.1 The flow diagrams set out in **Section 3.0** have been used to model the following five junctions:

- i. Pagham Road junction with Nyetimber Lane.
- ii. Pagham Road junction with Hook Road.
- iii. Pagham Road junction with Sefter Road.
- iv. Nyetimber Lane junction with Grosvenor Gardens and Gossamer Lane.
- v. Rose Green Road junction with Grosvenor Gardens.

4.2 The modelling will include for the following scenarios for both the AM and PM peak periods:

- i. 2031 without development.
- ii. 2031 with cumulative development (three sites).
- iii. 2031 with Pagham South.

4.3 The junction modelling has been carried out in the respective modelling programmes, PICADY (Junctions 9) and LINSIG (version 3) and the results are tabulated below in **Table 4.1** for the future year of 2031 'without development' and 'with cumulative development' and in **Table 4.2** for 2031 'with Pagham South'. The modelling reports are contained in **Appendix 11** for reference.

Table 4.1 – Cumulative impact 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)
PICADY							
Pagham Road j/w Nyetimber Lane	2031	0.22	0	9	0.39	1	14
	2031 + Dev.	0.30	1	11	0.54	1	20
	Difference	+0.08	+1	+2	+0.15	0	+6
Pagham Road j/w Hook Lane	2031	0.44	1	12	0.48	1	12
	2031 + Dev.	0.51	1	15	0.57	1	15
	Difference	+0.07	0	+3	+0.09	0	+3
Pagham Road j/w Sefter Road	2031	0.68	2	26	0.41	1	16
	2031 + Dev.	0.89	6	70	0.56	1	25
	Difference	+0.21	+4	+44	+0.15	0	+9
Rose Green Rd j/w Grosvenor Gds	2031	0.97	12	100	1.10	32	213
	2031 + Dev.	1.09	28	207	1.24	64	453
	Difference	+0.12	+16	+107	+0.14	+32	+240
LINSIG							
Nyetimber Lane j/w Grosvenor Gds	2031	0.95	15	84	0.84	12	48
	2031 + Dev.	1.12	44	273	1.03	30	156
	Difference	+0.17	+29	+189	+0.19	+18	+108

4.4 It can be seen from the above **Table 4.1** that:

- i. Nyetimber Lane junction with Pagham Road will continue to work well within capacity in the future year of 2031 with the addition of all the promoted sites.
- ii. The Hook Lane junction with Pagham Road will continue to work well within capacity in the future year of 2031 with the addition of all the promoted sites.
- iii. The Sefter Road junction with Pagham Lane will approach capacity in the AM peak hour in 2022 with the addition of all the promoted sites, but continue to work well within capacity in the PM peak hour.
- iv. The Rose Green Road junction with Grosvenor Gardens is shown to be operating at or over capacity in all scenarios modelled. This junction is discussed in more detail in **Section 5.0**.
- v. Nyetimber Lane junction with Grosvenor Gardens signalised junction will reach capacity in the future year of 2031. Furthermore, it can be seen that with the trips arising from all the promoted schemes this will push the operation of the junction over capacity at 112% and 103% in the AM and PM peak hours respectively. This is discussed in more detail in **Section 5.0**.

Table 4.2 – Pagham South impact junction modelling results 2031

Junction	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
PICADY						
Pagham Road j/w Nyetimber Lane	0.3	0	11	0.53	1	20
Pagham Road j/w Hook Lane	0.50	1	14	0.56	1	15
Pagham Road j/w Sefter Road	0.71	2	30	0.44	1	18
Rose Green Rd j/w Grosvenor Gd	1.01	16	128	1.15	44	283
LINSIG						
Nyetimber Lane j/w Grosvenor Gd	1.00	21	107	0.90	13	64

4.5 It can be seen from the above that:

- i. Nyetimber Lane junction with Pagham Road will continue to work well within capacity in the future year of 2031 with the addition of the Pagham South site.
- ii. The Hook Lane junction with Pagham Road will continue to work well within capacity in the future year of 2031 with the addition of the Pagham South site.
- iii. The Sefter Road junction with Pagham Lane is shown to operate within capacity with the addition of the Pagham South traffic.
- iv. The Rose Green Road junction with Grosvenor Gardens is shown to be operating over capacity in both peak hours. However, as discussed in TA/01/A, it can be seen that the addition of the Pagham South traffic will not have a material effect on the operation of the junction when considering the

disproportionate queuing a delay that a model shows once an RFC of 1.00 (100%) has been exceeded. This junction is discussed in more detail in **Section 5.0**.

- v. Nyetimber Lane junction with Grosvenor Gardens signalised junction will reach capacity in the future year of 2031 with the addition of the Pagham South traffic, with an RFC of 100% in the AM peak hour and 90% in the PM peak hour; this is an increase of 5% (and only an additional six vehicles in the largest queue) and 6% (and only an additional one vehicle in the largest queue) in each peak hour respectively above base 2031 traffic flows. This junction is discussed in more detail in **Section 5.0**.

4.6 In summary, the cumulative impact assessment has demonstrated that two of the junctions will operate above capacity in a future year of 2031:

- i. Rose Green Road junction with Grosvenor Gardens.
- ii. Nyetimber Lane junction with Grosvenor Gardens.

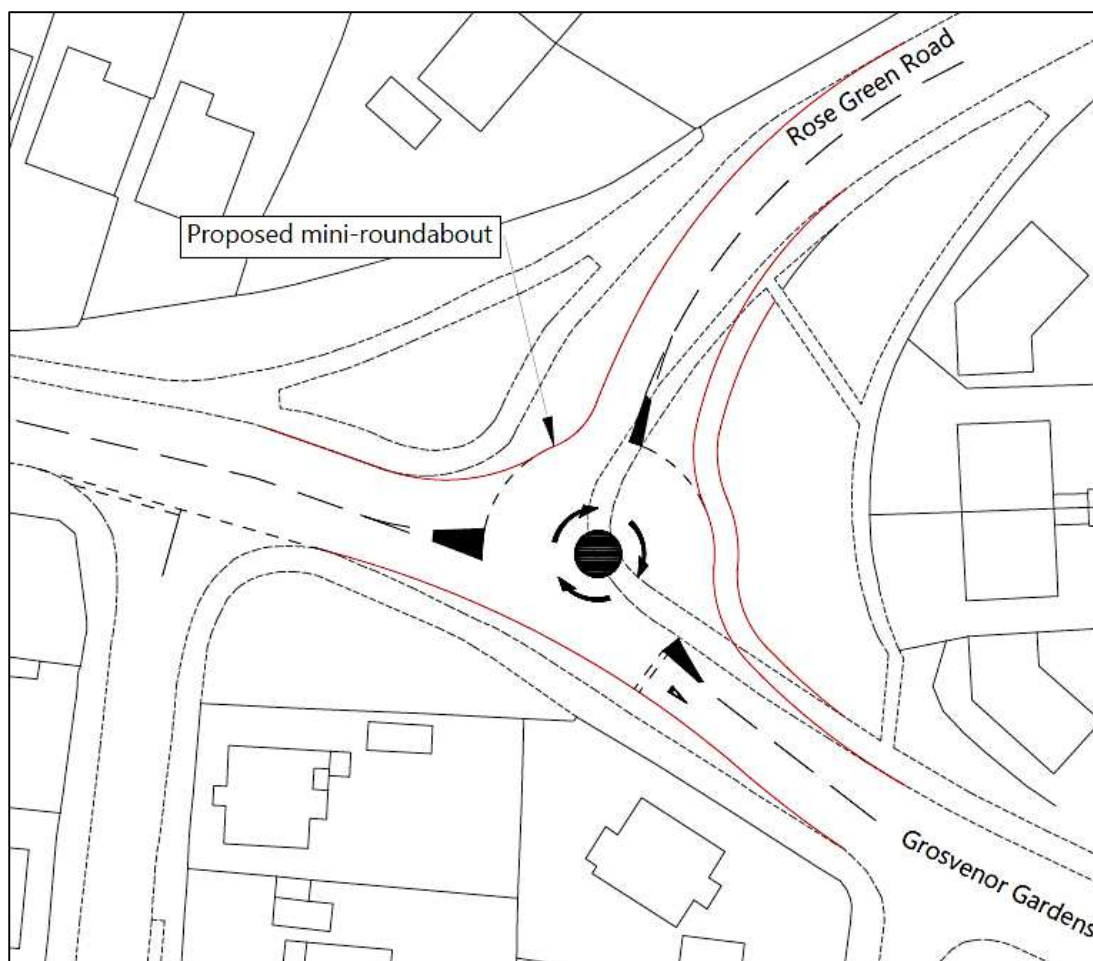
4.7 However, it may be that either the development at Hook Lane or the development at Sefter Lane on their own could trigger the mitigation proposed at the Rose Green Road junction with Grosvenor Gardens. This will be evident from the individual transport assessments that support the associated developments. Due to the location of the Pagham South site, it is considered that drivers will have ample opportunity to choose a different route and thereby have an even lower impact on this junction.

4.8 These two junctions are discussed in more detail in **Section 5.0**.

5.0 Mitigation

- 5.1 From the results set out in **Section 4.0** it can be seen that the following junctions require mitigation:
- i. Rose Green Road junction with Grosvenor Gardens.
 - ii. Nyetimber Lane junction with Grosvenor Gardens.
- 5.2 Arun District Council and Highways England would like the mitigation schemes agreed so that an appropriate level of contribution (i.e. cost per dwelling or cost per trip at the specific location) can be provided by developments coming forward via an agreed mechanism. Discussion between the developers and with officers is expected to be based on the results of the cumulative assessments.
- 5.3 The suggested mitigation measures for discussion are:
- i. Rose Green Road junction with Grosvenor Gardens – junction improvements to convert to a mini-roundabout.
 - ii. Nyetimber Lane junction with Grosvenor Gardens – contribution towards installation of MOVA.
- 5.4 The proposed mitigation scheme to the Rose Green Road junction with Grosvenor Gardens is shown on the layout contained in **Appendix 12**, and shown for reference in **Figures 5.1** below. This schemes has been provided in collaboration with Hallam and Taylor Wimpey transport consultant (RPS and C&A respectively).

Figure 5.1 – Proposed mitigation at the Rose Green Road junction with Grosvenor Gardens



5.5 The proposed mitigation scheme for the Rose Green Road junction with Grosvenor Gardens set out above has been modelled in ARCADY (Junctions 9) for the 'with cumulative development' scenario. The results are summarised in **Table 5.1** and the modelling output file is contained in **Appendix 13**.

Table 5.1 – 2031 Rose Green Road junction with Grosvenor Gardens

Arms	AM Peak (0800-0900)			PM Peak (1700-1800)		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Rose Green Rd North	0.70	2	18	0.85	5	34
Grosvenor Gardens	0.42	1	9	0.45	1	10
Rose Green Rd West	0.81	4	22	0.79	4	19

- 5.6 It can be seen from **Table 5.1** that the proposed mitigation scheme for the provision of a mini-roundabout at the junction of Rose Green Road and Grosvenor Gardens results in improvements to the operation of the junction with RFC values no higher than 85% in either peak period i.e. a reduction of up to 39%.
- 5.7 The estimated cost of the mitigation works are summarised below, and a Highway Infrastructure Costing spreadsheet for the works associated with the mini-roundabout are contained in **Appendix 14** for reference:
- i. Rose Green Road junction with Grosvenor Gardens – c£127,000.
 - ii. Nyetimber Lane junction with Grosvenor Gardens – c£60,000.
- 5.8 It is considered that the proposed mitigation measures are appropriate and will require contributions apportioned from each of the developers.

6.0 Summary and Conclusions

- 6.1 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 the west of Pagham Road. The planning application (P/140/16/OUT) was submitted in outline with all matters reserved except for access.
- 6.2 The transport assessment work has been prepared as freestanding reports.
- 6.3 This addendum report (ATA/02/A), has been provided to assess the cumulative impact of the three emerging Pagham sites currently being determined on the local highway network within Pagham, and to identify the likely mitigation required.
- 6.4 Agreement has been sought on methodology and parameters to be used with highway officers at WSCC. The key changes from ATA/02 are:
- i. To only model an assessment year of 2031 (to mirror the end of the Local Plan period), which negates the need to provide a cumulative build-out profile.
 - ii. To reduce the scope of the junctions remodelled to:
 - Pagham Road junction with Nyetimber Lane.
 - Pagham Road junction with Hook Road.
 - Pagham Road junction with Sefter Road.
 - Nyetimber Lane junction with Grosvenor Gardens and Gossamer Lane.
 - iii. An additional junction has been included in this assessment; the Rose Green Road staggered junction with Grosvenor Gardens.
 - iv. To include the following junctions previously included for within ATA/02 in ATA/03/A only:
 - Pagham Road junction with Lower Bognor Road.
 - B2166 junction with Vinnetrow Road.
 - B2166 junction with the B2145.
 - v. TEMPRO has been used to forecast traffic flows in 2031 from the 2016 survey data.
- 6.5 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.

Conclusions

- 6.6 This cumulative impact assessment study concludes that with all the promoted sites in place the following mitigation will be required:
- i. Rose Green Road junction with Grosvenor Gardens – c£127,000.
 - ii. Nyetimber Lane junction with Grosvenor Gardens – c£60,000.
- 6.7 Therefore it is concluded overall that the Pagham South development can generally be accommodated on the local highway network and furthermore, that the three Pagham developments sites currently promoted can cumulatively be accommodated on the local highway network with the implementation of the proposed mitigation schemes.

Appendix 1

WSCC highways Consultation Response and HTP Response Note

FROM: Ian Gledhill TO: Arun District Council
FAO: Clare Potts

SUBJECT: P/140/16/OUT - Outline application for access only - mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floorspace, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments with some matters reserved. This application is a departure from the Development plan

Land South of Summer Lane & West of, Pagham Road, Pagham, West Sussex

DATE OF SITE VISIT: 24th January 2017

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

-
1. The application is supported by way of a Transport Assessment (TA), Stage One Road Safety Audit (RSA), and Framework Travel Plan (FTP).
 2. The application is also supported with an Addendum Transport Assessment (ATA). This looks at the cumulative capacity impacts of a number of proposed developments within the Pagham area. Comments are made separately on the ATA.
 3. The scope of the TA and ATA has been discussed with West Sussex County Council in its role as Local Highway Authority (LHA).

Access

4. The site is to be served by two vehicle accesses onto Pagham Road, which in this location is subject to a 30mph speed limit. Both accesses take the form of priority junctions with right turning lanes. As part of pre application discussions, the applicant was informed that a formal design audit would be required. This should cover in detail what standards and guidance have been applied to the design of the accesses. No such audit has been submitted. This would be necessary.
5. Notwithstanding the need for this audit, the following comments would be made regarding the accesses.
6. In light of the posted speed limit and recorded vehicle speeds, the starting point for the design of the vehicular accesses should be Manual for Streets (MfS and MfS 2). MfS 2 provides further recommendations as to where and when right turning lanes should be used. This suggests that where traffic flows are low that junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion. Whilst further comments are made below in terms of highway capacity, it is apparent from the summary capacity outputs that the two proposed accesses would operate well within capacity with very little queuing or delays on the major or minor arms. On this basis, it is questioned whether the highway works (that is the provision of right turning lanes) as shown are necessary.

7. It is recommended that an access arrangement based on two simple priority junctions is assessed in terms of capacity (by undertaking a further PICADY model) and safety (by way of a Stage One Road Safety Audit). Providing it can be demonstrated that simple priority junction would function acceptably, the LHA would be supportive of the right turning lanes being removed.
8. Stopping sight distances/visibility from the proposed access points have been based on the wet weather 85th percentile vehicle speeds rather than the posted speed limit. The use of 85th percentile speeds is an accepted means of determining SSD's for existing roads rather than using the posted speed limit.
9. The results of the speed survey are included. It's unclear exactly where the survey was undertaken. This is especially relevant given that distance between the two accesses, and therefore whether speeds recorded in one location are relevant to another. Irrespective of this, significantly greater SSDs than the 49 metres shown can be achieved at the northern access. At the southern access, the alignment of the existing carriageway restricts visibility to the north, although a distance of 90 metres is still achievable. The SSDs at both access points are achievable entirely within the public highway and/or land under the control of the applicant. It is accepted that adequate visibility can be achieved onto Pagham Road from both accesses.
10. For pedestrians, a number of 1.5 metre wide uncontrolled refuge islands are proposed along Pagham Road. 1.5 metre wide refuges would be quite narrow and would not be of sufficient width to allow a person pushing a buggy to wait in the centre of the carriageway. 2 metre wide refuges should be provided. Buildouts would also be necessary within the parking lay-by on the west side of Pagham Road to ensure that pedestrians are not crossing between parked vehicles.
11. As a further observation, the majority of pedestrian movements from existing residential areas are expected to arrive from the north. The refuge shown adjacent to the northern site access is therefore not on the desire-line for pedestrians.
12. Given the mix of uses within the northern part of the development, there is the expectation that these would generate a significant number of pedestrian crossing demands. No assessment appears to be included within the TA of the potential number of pedestrian movements associated with these and therefore whether the crossing arrangements proposed are suitable. In these respects during pre-application discussions, the LHA advised that a controlled crossing may be more appropriate to serve the school, local centre, and the dwellings in the northern part of the development. The form of crossing provision for the northern part of the development should be revisited.
13. In summary, there are various matters relating to vehicle and pedestrian access arrangements that require further consideration and/or amendment.

Highway Capacity

14. The TA details the anticipated vehicular trip generation arising from the development and where this will impact upon the local highway network. Vehicle trip generation for all uses within the development has been based upon TRICS. TRICS is a large database containing traffic surveys of other completed developments. The database can be refined so as to use only those completed development comparable to that proposed. It should be noted that TRICS has been used to estimate trip generation from the permitted scheme of 90 units on

land north of Summer Lane. The use of TRICS is an accepted means of estimating vehicular traffic arising from new developments.

15. For the residential uses, the TRICS assessment assumes a 400 unit, 100% private market all house development. In reality, the development will include an element of affordable dwellings and apartments. It is recognised that private market units generate more movements than affordable or flatted units. It is considered that trip generation used within the assessment is robust.
16. With the exceptions of the care home and the uses in the local centre, the trip rates for the residential and non-residential uses have been agreed as part of pre-application discussions for the TA or Addendum TA.
17. For the care home, a different trip rate to that included within the current TA was agreed as part of pre application discussions. The trip rate within the current TA is though greater than that previously proposed. For the local centre, the pre application submission included a trip rate for a food retail superstore whereas the application includes a convenience store. This change results in a different TRICS category being applied. Even so the trip rate for the convenience store is accepted given that this uses comparable selection parameters to other uses proposed. For the local shops, a higher trip rate is used to that within the pre-application enquiry.
18. The number of vehicle movements generated by each use within the development is set out in table 6.1 of the TA. It's noted that the number of trips as stated within the table however don't add up to the totals at the bottom of the table. For reference table 6.1 is summarised below with the totals corrected.

AM Network Peak Hour

Use	Arrivals	Departures	Total
Houses (Northern and South Accesses)	(25 + 33) 58	(61 + 83) 144	202
Local Centre (Convenience Store)*	42	38	80
Local Centre (Local Shops)*	61	53	114
Care Home	5	3	8
Primary School (2FE)*	56	41	97
Totals	222	279	501

*without trip reduction

PM Network Peak Hour

Use	Arrivals	Departures	Total
Houses (Northern and South Accesses)	(51 + 69) 120	(30 + 41) 71	191
Local Centre (Convenience Store)*	57	54	111
Local Centre (Local Shops)*	50	89	141
Care Home	5	8	13
Primary School (2FE)*	15	16	31
Totals	247	238	485

*without trip reduction

19. Based upon the use of TRICS this proposal is anticipated to generate 501 movements (222 arrivals, 279 departures) in the AM network peak (8-9am) and 485 movements (247 arrivals, 238 departures) in the PM network peak (5-6pm).

20. The total number of trips generated in the AM and PM peaks should be viewed as a worst case. The LHA accept that the local centre and the primary school would generate relatively few new trips; these uses will simply provide a new destination and attract trips that would already be taking place. Trips to the local centre and school would in essence be diverted or transferred to this site instead of heading elsewhere. This would give rise to an increase in trips through junctions in the immediate vicinity of the site, but no increase would result on the wider network.
21. Whilst the proposed dwellings will generate entirely new trips, the trip rate for these will be for all journey purposes and not solely for employment reasons. Trips for education or retail purposes are therefore included within these. Local trips from new residents within the site would also more likely take place by non-motorised means with there being a degree of internalisation of trips.
22. The TA recognises this point and applies a 15% reduction to vehicle trips to the local centre and a 33% reduction to vehicle trips to the school. Whilst no justification is given to the percentages applied, that used for the local centre is potentially low. The school site, for example, is also likely to be required to meet demands from the development itself. The LHA consider the trip rates applied with these discounts to be overly robust with there being scope to reduce the trip rates applied. The following trip rates have been used within the capacity assessments.

AM Network Peak Hour

Use	Arrivals	Departures	Total
Houses (Northern and South Accesses)	(25 + 33) 58	(61 + 83) 144	202
Local Centre (Convenience Store)*	36	32	68
Local Centre (Local Shops)*	52	45	97
Care Home	5	3	8
Primary School (2FE)^	37	27	64
Totals	188	251	439

*with trip reduction

^with 33% trip reduction

PM Network Peak Hour

Use	Arrivals	Departures	Total
Houses (Northern and South Accesses)	(51 + 69) 120	(30 + 41) 71	191
Local Centre (Convenience Store)*	49	46	95
Local Centre (Local Shops)*	42	76	118
Care Home	5	8	13
Primary School (2FE)^	10	11	21
Totals	226	212	438

*with 15% trip reduction

^with 33% trip reduction

23. These movements have been distributed onto the local highway network using a variety of means. For the residential, care home, and primary school the methods applied are acceptable (these rely on the use of Census Location of Place of Work data for existing residents or estimates based upon the location of existing housing). For these uses, the majority of trips are routed to and from the north.
24. For the retail uses, trips are assigned by way of existing traffic flow patterns. This assumes 58% of trips would arrive/depart to the north and 42% to the south.

This method, and the resultant traffic flow splits, is at odds with the approach applied to the other trips. The LHA would expect the majority of trips to arrive and leave to the north. As recognised elsewhere in this report, it is acknowledged that new retail facilities generate very few new trips; these instead provide an alternate destination for people to travel to. The retail use will therefore generate additional movements through junctions in the immediate vicinity of the site but no new movements over the network as a whole.

25. It is recommended that the approach to the local centre traffic is revisited in light of the trip rates applied and in terms of the distribution methodology. The consequences of a revised approach may then subsequently present a more realistic impact on the network.
26. Whilst the approach to local centre traffic should be revisited, the increase in traffic flows has been identified for a number of junctions. Formal capacity junction assessments, utilising industry accepted techniques, have then been undertaken at junctions where increased flows of 30 or more vehicles are anticipated to arise as a consequence of this development.
27. The capacity assessments have been undertaken in various scenarios to determine conditions in a base year (2017) and to determine conditions in a future year (2022) without and with development. The future years assessments include consented developments (namely 90 dwellings at land north of Summer Lane (P/58/15) and 40 dwellings at 241 Pagham Road (P/125/14)) that have not yet commenced.
28. An appropriate traffic growth rate has also been applied to the base year surveys using TEMPRO, which uses data from the National Trip End Model, to determine future traffic growth. It's unclear if this future year traffic takes account of the growth proposed within the draft Arun District Council Local Plan. This should be clarified as it may influence the growth rate applied. For those junctions within Chichester District a different growth rate may be appropriate.
29. No specific consideration is given within the TA to the application for 300 dwellings at Sefter Road (P/134/16). The National Planning Practice Guidance recognises the importance of assessing the combined impact of developments. It goes on to state that, 'it is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty this will proceed within the next 3 years)'. Neither, Sefter Road or south of Summer Lane are allocated in any planning policy nor do either sites benefit from planning permission. There is consequently no strict requirement for the current application to assess the impact of other unpermitted/unallocated developments. The current application is however supported by way of an Addendum TA. This specifically considers the cumulative impact of four potential development sites in Pagham. Comments are provided separately on this within the cumulative assessment section.
30. Although there are matters to be addressed, from the capacity modelling outputs it is apparent that even with the development the significant majority of junctions on the local highway network would continue to operate well within theoretical capacity. Two junctions are forecast to operate close to or over capacity with the proposed development. Both of these junctions are though forecast to be close or over capacity without the inclusion of the development traffic. The additional impact of the development should be viewed against this.

31. The B2166/Lower Bognor Road priority junction is anticipated to be operating over capacity in the AM network peak hour. Queues are anticipated to increase by 12 vehicles in the AM peak but delays per vehicle by 103 seconds. In the PM peak, whilst the junction is nearing capacity, the development is only giving rise to increased queues of 4 vehicles although delays per vehicle will increase by 60 seconds. In checking the inputs, there appears to be some differences between the turning counts included in appendix 21 and those included in the assessment (these differences appear specifically in the 2022 AM and PM without development scenarios with lower flows used on certain arms).
32. Capacity issues are also forecast at the signalised junction of Rose Green Road/Gossamer Lane/Nyetimber Lane/Grosvenor Gardens. However further clarification is required over the inputs used within the modelling; the outputs provided within appendix 22 of the TA are incompletely and do not include the LinSig stages diagrams or the link input data tables. From the information that has been provided, it would also appear that the pedestrian phases have not been included. The summary outputs are therefore viewed with a degree of caution.
33. In summary, there are a various matters that require further information. A separate distribution drawing for the wider area should also be provided that includes south of Summer Lane development only traffic; at present the distribution diagrams include combined base and development traffic.

Accessibility by Sustainable Modes

34. The TA includes an assessment of services and facilities within walking and cycling distances. This assessment applies maximum walking and cycling distances (of 2km and 5km) as set out within current national guidance. Using these, it's apparent that there are a number of services within reasonable distance of the site. Due consideration should also be given to the uses proposed within the development that again will assist in meeting the needs of future residents.
35. Limited consideration is given to the nature of existing routes for walking and in particular cycling trips. For walking at least, the site lies adjacent to an existing residential area that includes a continuous series of footways that are lit. There will be a need for pedestrians to cross Pagham Road. The matter of provision and type of crossings has been included in the above assessment.
36. For cycling, there are no specific dedicated facilities available. Even so for trips to the east (towards Bognor Regis), cyclists would need to make use of existing 30mph, lit, predominantly residential carriageways that have very little change in gradients. For northbound journeys towards Chichester route choice is limited with only the B2166 Lagness Road as an option. Again no dedicated facilities are provided for cyclists although part of this route is signed as the South Coast Cycle Route. Traffic flows and speed limits are though high.
37. With respects to cycling towards Chichester, there is a WSCC aspiration to secure a route from Pagham to Chichester via Sildesham. Such a link would then achieve a route using lightly trafficked roads or off-road tracks. This route would use existing public rights of way nos. 100, 104, and 106. These are all footpaths at present and their legal status would need to be changed to bridleways to allow cycling. The surfacing on parts of the route would also need to be improved.
38. The development proposes to safeguard an element of this link. This length falls within land under the control of the applicant. Whilst the completion of the link would then require works that appear to lay outside the control of the applicant, it would still be desirable for the applicant to use all reasonable endeavours to secure upgrading of the whole route. In the event, that the applicant cannot

achieve the necessary landowner consents to undertake works, a contribution should be made to WSCC to allow them to pursue the delivery of this route.

39. In summary, whilst gradients are flat, traffic conditions may not be such to encourage cycle based trips amongst certain groups especially towards Chichester. Distance may also be a restricting factor with there being few services within 5km. Based upon distance and traffic conditions, the LHA consider that cycling would be a realistic option for trips towards Bognor Regis. The provision of an off-road route would further increase the potential for trips towards Chichester.
40. The site lies adjacent to the no.600 bus route. This provides a 20 minute Monday to Saturday day time frequency towards either Chichester or Bognor Regis. Services continue into the evening and on Sundays but at hourly intervals. The frequency and journey duration is such that the bus could realistically replace the use of the car for some trips to Chichester or Bognor Regis.
41. Given the nature of the bus service, the applicant should consider what infrastructure improvements could be delivered to further encourage the use of the bus. This could include real time information or improved passenger waiting facilities. The applicant should note that the LHA do not adopt bus shelters; any agreement on the provision and future maintenance of these should be made with the District or Parish Council.
42. A framework travel plan is provided within the TA. The submitted plan is light on details, particularly in connection with measures to encourage modal shift. This could include vouchers or discounts for residents for sustainable transport modes; the provision of information alone is not anticipated to generate the trip reductions referred to. It is a WSCC requirement for the 12 hour (7am to 7pm) vehicle trip rate to be reduced by 10%. The travel plan should also be monitored using TRICS Standard Assessment Methodology.
43. Paragraph 29 of the National Planning Policy Framework states that the transport system needs to be balance in favour of sustainable transport modes giving people a real choice about how they travel. Paragraph 35 goes on to advise that developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities. In principle, the LHA are satisfied that the location of the development would give future residents a realistic choice about how they choose to travel without there being a reliance upon the use of the private car.

Layout

44. The application form indicates that new adoptable highway is to be provided as part of this development. As only matters of access are to be approved at this stage, the layout plans are taken as indicative and subject to change as part of any reserved matters submission. The following observations would be made on the plan submitted,
- As part of the reserved matters, a plan showing the likely areas to be adopted should be provided.
 - A link for non-motorised road users should be provided to the permitted development on land north of Summer Lane. This should be conveniently located to provide as direct a link as possible to the proposed school/local centre.
 - In connection with the above point, an internal unsegregated cycle route should be provided between the northern and southern parts of the proposed development. This could simply involve the widening of the proposed footway shown within the development that runs parallel to Pagham Road. This link

should then provide an onward connection through to the permitted development on land north of Summer Lane.

- Parking for the various uses would need to be demonstrated as complying with the relevant parking standards and guidance. This should include the provision of adequate space to enable dropping off/picking up associated with the school.
- Where-ever possible private parking should be served from the ends of turning heads. This then deters parking from occurring within areas provided for turning.
- Footways should be provided onto Pagham Road alongside the two vehicular accesses. This may require additional lengths of footway along Pagham Road to connect to the proposed crossing points.
- Some form of traffic management should be provided along the access road adjacent to the school given the straight alignment.

Conclusion

45. There are a number of additional matters that require further information. In summary these are,

- Reconsider the proposed junction arrangement and investigate the removal of the right turning lanes.
- Consider and alter the pedestrian crossings across Pagham Road to the development. This may require the widening of the refuges shown or the provision of an alternative form of crossing to serve the local centre/northern residential development.
- Revise the approach (trip generation and distribution) applied to the modelling of the local centre traffic.
- Provide development only traffic flow diagrams.
- Revisit the TEMPRO growth and amend as necessary to suit housing and employment growth within the draft Arun Local Plan. And apply a suitable growth rate for junctions within Chichester District.
- Remodel the signalised junction at Rose Green Road/Gossamer Lane/Nyetimber Lane/Grosvenor Gardens to reflect the actual arrangement of this junction and provide the full LinSig modelling outputs.
- Identify what rights of way or public transport infrastructure improvements may be feasible.

Cumulative Impacts of Developments in Pagham

46. Notwithstanding the comments above, an Addendum TA has been provided in support of this application. This reviews the cumulative impact of the current application along with others at Seftor Road (280 dwellings, Hook Lane (300 dwellings, and a second site at Seftor Road (60 dwellings). Other uses are proposed on these developments, including schools and care homes. The ATA also includes the permitted developments on land north of Summer Lane (P/58/15) and 241 Pagham Road (P/125/15).

47. The LHA notes that none of the developments included within the AT form part of any wider allocations within any made local or neighbourhood plan. None of these sites, with the exception of P/58/15 and P/125/15 as yet benefit from planning permission. In light of these there is no requirement for the assessment to take the unallocated/unpermitted developments into account.

48. The scope of the ATA has been discussed with the LHA. Certain elements of this have been agreed, either as part of the discussion for the TA covering the south of Summer Lane site or as part of the current ATA. There are elements of the ATA however that do not accord with the request of the LHA. This includes,

49. The need to undertake a future year assessment based upon the horizon year of the Local Plan (2031). The ATA extends only as far as 2027 at present.

- A requirement to include a future year scenario using all growth planned over the Local Plan period. At present, scenarios are included that account for a base year (without the proposed development) and a with the Pagham developments scenario. Whilst these scenarios are accepted, a further all LP development should be provided. This will then specifically demonstrate what the impact of the Pagham developments are against that included in the LP and background traffic growth.
- Linked to the above, the TEMPRO growth rate should be based upon the LP with alternative assumptions applied to ensure no double counting of the Pagham sites (either proposed or permitted).
- Appropriate TEMPRO growth rates should be applied for those junctions within Chichester District.
- As noted for the review of the TA for Summer Lane, certain aspects of the development (most notably those included in the local centre and the school) over-estimate trip generation over the wider network. These aspects are perhaps overly robust. There is consequently scope to alter the approach applied to these.

50. Although there are elements of the ATA that need to be amended, the future year capacity assessment indicates that the majority of local junctions would operate within theoretical capacity in the future year with the proposed development. There are two junctions however where potential capacity issues may occur. These junctions are that of the B2166/Lower Bognor Road (a priority junction) and the traffic signals at Nyetimber Lane/Grosvenor Gardens.

51. It's acknowledged that both of these junctions are forecast to be operating over capacity in the future without accounting for the developments in Pagham. The proposed developments however increase queues and delays significantly during the peak period. The developments should therefore be identifying potential junction improvements and proportionately contributing towards the delivery of these.

52. The LHA acknowledge the benefit of the cumulative assessment. The details of this however need to be further refined and agreed.

Ian Gledhill
Strategic Planning

RESPONSE TO WSCC HIGHWAYS CONSULTATION RESPONSE

PROJECT: Pagham South, Pagham

CONSULTATION RESPONSE DATE: 27th January 2017

REF.: P/140/16/OUT

Land South of Summer Lane & West of, Pagham Road, Pagham, West Sussex

Outline application for access only - mixed use development comprising of up to 400 dwellings, a care home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floorspace, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open space & allotments with some matters reserved. This application is a departure from the Development plan.

Cumulative Impacts of Developments in Pagham

46. Notwithstanding the comments above, an Addendum TA has been provided in support of this application. This reviews the cumulative impact of the current application along with others at Sefter Road (280 dwellings, Hook Lane (300 dwellings, and a second site at Sefter Road (60 dwellings). Other uses are proposed on these developments, including schools and care homes. The ATA also includes the permitted developments on land north of Summer Lane (P/58/15) and 241 Pagham Road (P/125/15).
47. The LHA notes that none of the developments included within the AT form part of any wider allocations within any made local or neighbourhood plan. None of these sites, with the exception of P/58/15 and P/125/15 as yet benefit from planning permission. In light of these there is no requirement for the assessment to take the unallocated/unpermitted developments into account.
48. The scope of the ATA has been discussed with the LHA. Certain elements of this have been agreed, either as part of the discussion for the TA covering the south of Summer Lane site or as part of the current ATA. There are elements of the ATA however that do not accord with the request of the LHA. This includes,
49. The need to undertake a future year assessment based upon the horizon year of the Local Plan (2031). The ATA extends only as far as 2027 at present.
 - A requirement to include a future year scenario using all growth planned over the Local Plan period. At present, scenarios are included that account for a base year (without the proposed development) and a with the Pagham developments scenario. Whilst these scenarios are accepted, a further all LP development should be provided. This will then specifically demonstrate what the impact of the Pagham developments are against that included in the LP and background traffic growth.

It has been agreed that the future year of 2022 in the TA/01 modelling is suitable for assessing the impact of the Pagham South development on the local highway network.

It was also agreed that a future year of 2031 would be used when assessing the cumulative impact of the site on the highway network. It is considered that using the growth in TEMPRO to forecast a 2031 year of assessment, and by the inclusion of the committed developments in Pagham as highlighted in paragraph 46 above, as well as the other two large sites being promoted in Pagham (Hallam and Taylor Wimpey), this will account for the required level of traffic growth on the local Pagham road network. Furthermore, it has been agreed that the Pagham local highway network is contained to Pagham and as such the growth within the rest of Arun is unlikely to affect this section of the network.

- Linked to the above, the TEMPRO growth rate should be based upon the LP with alternative assumptions applied to ensure no double counting of the Pagham sites (either proposed or permitted).

See above.

It has been agreed that an alternative year of 2031 with Local Plan flows to be tested as follows (for with and without development traffic scenarios) for our assessments contained in ATA/03/A:

i. 2031 flows with EBR + LP with Mitigation

ii. 2031 flows with EBR + LP without Mitigation

It has also been agreed with the highway officer that not all models will need to be re-run; based on updated flow diagrams and previous modelling results at junctions where there is considered to be ample capacity.

- Appropriate TEMPRO growth rates should be applied for those junctions within the Chichester District.

Agreed to use the following where relevant (however, this has since been superseded with the availability of the Arun Transport Study SATUN data):

Chichester Rural Principal Road (2016-2031)

i. AM peak hour – 1.1974

ii. PM peak hour – 1.1983

- As noted for the review of the TA for Summer Lane, certain aspects of the development (most notably those included in the local centre and the school) over-estimate trip generation over the wider network. These aspects are perhaps overly robust. There is consequently scope to alter the approach applied to these.

Agreed and to be updated within TA/01/A and ATA/02/A.

50. Although there are elements of the ATA that need to be amended, the future year capacity assessment indicates that the majority of local junctions would operate within theoretical capacity in the future year with the proposed development. There are two junctions however where potential capacity issues may occur. These junctions are that

of the B2166/Lower Bognor Road (a priority junction) and the traffic signals at Nyetimber Lane/Grosvenor Gardens.

51. It's acknowledged that both of these junctions are forecast to be operating over capacity in the future without accounting for the developments in Pagham. The proposed developments however increase queues and delays significantly during the peak period. The developments should therefore be identifying potential junction improvements and proportionately contributing towards the delivery of these.

Agreed that as part of the cumulative impact the Nyetimber Lane signal junction with Gossamer Lane and Grosvenor Gardens will require mitigation. MOVA has been suggested as the most likely and effective upgrade at this junction as part of the package of mitigation works for the cumulative impact of the development sites coming forward in Pagham.

It has been discussed and agreed with the highway officer that the queuing on the Lower Bognor Road priority junction is all on the minor arm (Lower Bognor Road) and that the drivers using this arm realistically have earlier opportunities to choose a different route and therefore there is an expectation that some of the traffic on this arm in the future will choose a different part of the network to get to their destinations and as such that arm of the junction will not materially change in terms of queueing and delay.

52. The LHA acknowledge the benefit of the cumulative assessment. The details of this however need to be further refined and agreed.

The next steps have now been agreed.

Appendix 2

Traffic Flow Data

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (1) Pagham Road / Nyetimber Lane

Approach: Pagham Road (North)

Left to Nyetimber Lane										S/B to Pagham Road (South)									
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			
0700 - 0715	0	0	5	4	0	0	0	9	0	0	11	4	0	0	1	16			
0715 - 0730	0	0	4	0	0	0	0	4	0	1	13	2	1	0	1	18			
0730 - 0745	0	0	3	1	0	0	0	4	0	0	6	5	1	0	0	12			
0745 - 0800	0	0	6	2	1	0	0	9	0	0	8	6	4	0	1	19			
Hourly Total	0	0	18	7	1	0	0	26	0	1	38	17	6	0	3	65			
0800 - 0815	0	0	2	2	0	0	0	4	0	1	14	7	1	0	0	23			
0815 - 0830	1	0	8	3	0	0	0	12	0	0	15	3	1	1	1	21			
0830 - 0845	0	0	5	1	2	0	0	8	0	0	29	7	2	0	1	39			
0845 - 0900	0	0	3	1	0	0	0	4	0	0	35	1	3	0	1	40			
Hourly Total	1	0	18	7	2	0	0	28	0	1	93	18	7	1	3	123			
0900 - 0915	0	0	6	1	0	0	0	7	1	0	33	10	1	0	0	45			
0915 - 0930	1	0	9	3	0	0	0	13	1	0	23	5	3	0	1	33			
0930 - 0945	0	0	2	1	0	0	0	3	0	0	14	8	1	0	1	24			
0945 - 1000	0	0	6	3	0	0	0	9	1	0	33	5	3	0	0	42			
Hourly Total	1	0	23	8	0	0	0	32	3	0	103	28	8	0	2	144			

Session Total	2	0	59	22	3	0	0	86	3	2	234	63	21	1	8	332
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1600 - 1615	0	0	23	1	0	0	0	24	0	0	59	11	1	0	0	71
1615 - 1630	0	0	17	3	1	0	0	21	1	4	56	11	2	1	1	76
1630 - 1645	0	1	23	2	0	0	0	26	0	1	72	10	1	0	1	85
1645 - 1700	1	0	22	5	1	0	0	29	0	0	66	11	3	0	1	81
Hourly Total	1	1	85	11	2	0	0	100	1	5	253	43	7	1	3	313
1700 - 1715	1	0	22	3	0	0	0	26	1	0	367	7	3	1	2	381
1715 - 1730	0	1	25	1	0	0	0	27	1	0	76	6	2	0	0	85
1730 - 1745	0	0	25	6	0	0	0	31	0	2	70	8	2	0	2	84
1745 - 1800	0	0	16	1	0	0	0	17	1	0	75	7	0	1	1	85
Hourly Total	1	1	88	11	0	0	0	101	3	2	588	28	7	2	5	635
1800 - 1815	0	0	24	2	0	0	0	26	1	1	60	9	0	0	0	71
1815 - 1830	1	1	14	1	0	0	0	17	0	1	44	1	0	0	1	47
1830 - 1845	1	0	28	4	0	0	0	33	1	1	40	3	0	0	1	46
1845 - 1900	0	0	15	2	0	0	0	17	0	0	58	6	1	0	0	65
Hourly Total	2	1	81	9	0	0	0	93	2	3	202	19	1	0	2	229

Session Total	4	3	254	31	2	0	0	294	6	10	1043	90	15	3	10	1177
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (1) Pagham Road / Nyetimber Lane

Approach: Nyetimber Lane

TIME	Left to Pagham Road (South)								Right to Pagham Road (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	1	0	0	0	2	0	0	19	2	1	0	0	22
0715 - 0730	0	0	4	1	1	0	0	6	0	2	22	2	0	0	0	26
0730 - 0745	0	0	5	1	0	0	0	6	0	0	31	5	0	0	0	36
0745 - 0800	0	0	5	1	0	0	0	6	0	0	20	2	0	0	0	22
Hourly Total	0	0	15	4	1	0	0	20	0	2	92	11	1	0	0	106
0800 - 0815	0	0	5	3	0	0	0	8	0	0	36	1	0	0	0	37
0815 - 0830	0	0	4	0	0	0	0	4	0	0	19	0	0	0	0	19
0830 - 0845	0	0	2	1	2	0	0	5	0	0	8	1	0	0	0	9
0845 - 0900	0	0	10	0	0	0	0	10	0	0	22	0	1	0	0	23
Hourly Total	0	0	21	4	2	0	0	27	0	0	85	2	1	0	0	88
0900 - 0915	0	0	16	3	0	0	0	19	0	0	14	1	0	0	0	15
0915 - 0930	2	0	8	0	1	0	0	11	0	0	11	1	0	0	0	12
0930 - 0945	0	0	6	1	0	0	0	7	0	0	8	1	0	0	0	9
0945 - 1000	0	0	6	0	0	0	0	6	0	0	9	2	0	0	0	11
Hourly Total	2	0	36	4	1	0	0	43	0	0	42	5	0	0	0	47

Session Total	2	0	72	12	4	0	0	90	0	2	219	18	2	0	0	241
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1600 - 1615	0	1	5	1	0	0	0	7	1	0	9	1	0	0	0	11
1615 - 1630	0	0	9	1	0	0	0	10	0	0	8	2	0	0	0	10
1630 - 1645	0	0	12	4	0	0	0	16	0	0	9	0	0	0	0	9
1645 - 1700	0	0	6	2	0	0	0	8	0	0	10	0	1	0	0	11
Hourly Total	0	1	32	8	0	0	0	41	1	0	36	3	1	0	0	41
1700 - 1715	0	0	13	5	0	0	0	18	0	0	8	0	0	0	0	8
1715 - 1730	0	0	14	2	1	0	0	17	0	0	7	0	0	0	0	7
1730 - 1745	1	0	14	1	0	0	0	16	0	0	10	0	0	0	0	10
1745 - 1800	0	0	8	0	0	0	0	8	0	0	6	1	0	0	0	7
Hourly Total	1	0	49	8	1	0	0	59	0	0	31	1	0	0	0	32
1800 - 1815	0	0	6	2	0	0	0	8	0	0	10	0	0	0	0	10
1815 - 1830	0	0	7	1	1	0	0	9	1	0	10	1	0	0	0	12
1830 - 1845	3	0	11	1	0	0	0	15	0	0	9	0	0	0	0	9
1845 - 1900	0	0	12	1	0	0	0	13	0	0	16	1	0	0	0	17
Hourly Total	3	0	36	5	1	0	0	45	1	0	45	2	0	0	0	48

Session Total	4	1	117	21	2	0	0	145	2	0	112	6	1	0	0	121
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (1) Pagham Road / Nyetimber Lane

Approach: Pagham Road (South)

N/B to Pagham Road (North)															Right to Nyetimber Lane					
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL				
0700 - 0715	1	0	34	9	1	0	0	45	0	0	2	0	0	0	0	2				
0715 - 0730	0	0	34	11	2	0	1	48	0	0	3	0	0	0	0	3				
0730 - 0745	1	1	46	8	1	0	1	58	0	0	6	1	0	0	0	7				
0745 - 0800	0	0	50	8	2	0	1	61	0	0	5	1	1	0	0	7				
Hourly Total	2	1	164	36	6	0	3	212	0	0	16	2	1	0	0	19				
0800 - 0815	0	1	58	6	1	0	2	68	0	0	6	1	0	0	0	7				
0815 - 0830	0	0	42	10	2	1	0	55	0	0	5	0	0	0	0	5				
0830 - 0845	0	0	41	5	1	0	2	49	0	0	4	1	0	0	0	5				
0845 - 0900	0	0	44	8	4	0	1	57	0	0	4	1	0	0	0	5				
Hourly Total	0	1	185	29	8	1	5	229	0	0	19	3	0	0	0	22				
0900 - 0915	0	0	35	8	1	2	0	46	0	0	14	2	0	0	0	16				
0915 - 0930	0	0	36	3	1	0	1	41	0	0	6	1	1	0	0	8				
0930 - 0945	0	0	36	7	0	1	1	45	3	0	11	3	1	0	0	18				
0945 - 1000	0	1	36	2	0	0	1	40	0	0	10	0	1	0	0	11				
Hourly Total	0	1	143	20	2	3	3	172	3	0	41	6	3	0	0	53				

Session Total	2	3	492	85	16	4	613	3	0	76	11	4	0	0	94
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1600 - 1615	0	0	43	5	1	0	49	0	0	14	1	0	0	0	15
1615 - 1630	1	0	32	6	0	0	41	0	1	8	1	0	0	0	10
1630 - 1645	0	4	31	3	1	0	40	0	0	10	0	0	0	0	10
1645 - 1700	0	0	23	4	1	0	28	0	0	9	1	0	0	0	10
Hourly Total	1	4	129	18	3	0	158	0	1	41	3	0	0	0	45
1700 - 1715	0	0	26	5	1	0	33	0	0	12	0	0	0	0	12
1715 - 1730	0	1	32	7	1	0	42	0	0	14	3	0	0	0	17
1730 - 1745	0	0	41	4	1	1	48	0	0	11	2	0	0	0	13
1745 - 1800	0	2	43	4	0	0	49	0	0	13	2	0	0	0	15
Hourly Total	0	3	142	20	3	1	172	0	0	50	7	0	0	0	57
1800 - 1815	0	0	28	5	1	0	35	0	0	11	1	0	0	0	12
1815 - 1830	1	0	25	4	1	0	32	0	0	8	4	0	0	0	12
1830 - 1845	1	0	30	1	0	0	33	0	0	8	3	0	0	0	11
1845 - 1900	3	0	30	1	1	0	35	0	0	10	1	0	0	0	11
Hourly Total	5	0	113	11	3	0	135	0	0	37	9	0	0	0	46

Session Total	6	7	384	49	9	1	465	0	1	128	19	0	0	0	148
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (2) Pagham Road / Hook Lane

Approach: Pagham Road (North)

TIME	Left to Hook Lane							S/B to Pagham Road (South)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	2	0	0	0	0	2	0	0	6	3	0	0	1	10
0715 - 0730	0	0	0	0	0	0	0	0	0	0	5	2	1	0	1	9
0730 - 0745	0	0	1	0	1	0	0	2	0	0	3	4	3	0	0	10
0745 - 0800	0	0	1	0	0	0	0	1	0	0	7	2	2	0	1	12
Hourly Total	0	0	4	0	1	0	0	5	0	0	21	11	6	0	3	41
0800 - 0815	0	1	2	0	0	0	0	3	0	1	9	6	0	0	0	16
0815 - 0830	0	0	1	2	0	0	0	3	0	0	12	3	2	1	1	19
0830 - 0845	0	0	4	0	0	0	0	4	0	0	14	5	1	0	1	21
0845 - 0900	0	0	1	0	0	0	0	1	0	0	15	1	0	0	1	17
Hourly Total	0	1	8	2	0	0	0	11	0	1	50	15	3	1	3	73
0900 - 0915	0	0	2	0	0	0	0	2	1	0	26	7	0	0	0	34
0915 - 0930	0	0	2	1	0	0	0	3	0	0	12	3	4	0	1	20
0930 - 0945	0	0	3	0	0	0	0	3	0	0	10	5	1	0	1	17
0945 - 1000	0	0	1	1	0	0	0	2	0	0	11	2	5	0	0	18
Hourly Total	0	0	8	2	0	0	0	10	1	0	59	17	10	0	2	89

Session Total	0	1	20	4	1	0	0	26	1	1	130	43	19	1	8	203
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1600 - 1615	0	0	5	0	0	0	0	5	1	0	54	9	0	0	1	65
1615 - 1630	0	0	2	2	0	0	0	4	0	4	52	2	1	1	0	60
1630 - 1645	0	0	10	0	0	0	0	10	0	0	58	11	0	0	1	70
1645 - 1700	0	0	6	2	0	0	0	8	0	0	62	5	2	0	1	70
Hourly Total	0	0	23	4	0	0	0	27	1	4	226	27	3	1	3	265
1700 - 1715	0	0	7	3	0	0	0	10	0	2	57	6	2	1	0	68
1715 - 1730	0	0	8	0	0	0	0	8	0	1	62	4	1	0	1	69
1730 - 1745	0	0	9	0	0	0	0	9	0	1	65	3	3	0	2	74
1745 - 1800	0	0	7	1	0	0	0	8	0	0	64	9	0	0	1	74
Hourly Total	0	0	31	4	0	0	0	35	0	4	248	22	6	1	4	285
1800 - 1815	0	0	8	1	0	0	0	9	0	1	62	4	0	0	0	67
1815 - 1830	0	0	3	1	0	0	0	4	0	2	48	2	0	0	1	53
1830 - 1845	0	0	4	1	0	0	0	5	0	2	44	3	0	0	1	50
1845 - 1900	0	0	2	0	0	0	0	2	0	0	46	0	1	0	1	48
Hourly Total	0	0	17	3	0	0	0	20	0	5	200	9	1	0	3	218

Session Total	0	0	71	11	0	0	0	82	1	13	674	58	10	2	10	768
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (2) Pagham Road / Hook Lane

Approach: Hook Lane

TIME	Left to Pagham Road (South)								Right to Pagham Road (North)							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	10	1	0	0	0	11	0	0	10	5	0	0	0	15
0715 - 0730	0	1	9	0	0	0	1	11	0	0	8	2	0	0	0	10
0730 - 0745	0	0	5	3	1	0	0	9	0	1	34	5	0	0	0	40
0745 - 0800	0	0	8	8	2	0	0	18	0	0	57	5	0	1	0	63
Hourly Total	0	1	32	12	3	0	1	49	0	1	109	17	0	1	0	128
0800 - 0815	0	1	12	5	0	0	0	18	0	1	35	6	0	0	0	42
0815 - 0830	0	0	10	4	1	0	0	15	0	0	22	2	0	0	0	24
0830 - 0845	0	0	24	3	3	0	0	30	0	0	10	1	0	0	0	11
0845 - 0900	0	0	28	2	1	0	0	31	0	0	12	0	0	0	0	12
Hourly Total	0	1	74	14	5	0	0	94	0	1	79	9	0	0	0	89
0900 - 0915	0	0	18	5	1	0	0	24	0	0	18	1	0	0	0	19
0915 - 0930	2	0	12	3	0	0	0	17	0	0	2	1	0	0	0	3
0930 - 0945	0	0	14	4	0	0	0	18	0	0	2	0	0	0	0	2
0945 - 1000	0	0	25	5	0	0	0	30	0	0	9	0	0	0	0	9
Hourly Total	2	0	69	17	1	0	0	89	0	0	31	2	0	0	0	33

Session Total	2	2	175	43	9	0	1	232	0	2	219	28	0	1	0	250
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1600 - 1615	0	0	33	4	1	0	0	38	0	0	2	2	0	0	0	4
1615 - 1630	0	0	31	10	1	0	0	42	0	0	5	0	0	0	0	5
1630 - 1645	0	2	33	1	1	0	0	37	0	0	7	1	0	0	0	8
1645 - 1700	0	0	36	7	3	0	0	46	0	0	3	1	0	0	0	4
Hourly Total	0	2	133	22	6	0	0	163	0	0	17	4	0	0	0	21
1700 - 1715	2	0	55	7	1	0	0	65	0	0	2	0	0	0	0	2
1715 - 1730	1	0	39	7	0	0	0	47	0	0	5	0	0	0	0	5
1730 - 1745	1	1	43	6	0	1	0	52	0	0	5	0	0	0	0	5
1745 - 1800	0	0	34	2	0	0	0	36	0	0	3	0	0	0	0	3
Hourly Total	4	1	171	22	1	1	0	200	0	0	15	0	0	0	0	15
1800 - 1815	1	0	30	6	0	0	0	37	0	0	5	1	0	0	0	6
1815 - 1830	0	0	24	4	0	0	0	28	0	0	1	2	0	0	0	3
1830 - 1845	1	0	29	4	0	0	0	34	0	0	0	0	0	0	0	0
1845 - 1900	0	0	25	7	0	0	0	32	0	0	5	0	0	0	0	5
Hourly Total	2	0	108	21	0	0	0	131	0	0	11	3	0	0	0	14

Session Total	6	3	412	65	7	1	0	494	0	0	43	7	0	0	0	50
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (2) Pagham Road / Hook Lane

Approach: Pagham Road (South)

TIME	N/B to Pagham Road (North)								Right to Hook Lane							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	45	9	1	0	0	56	1	0	9	2	1	0	0	13
0715 - 0730	0	1	61	13	1	0	1	77	0	0	13	4	2	0	0	19
0730 - 0745	0	0	72	8	1	0	1	82	1	1	9	3	0	0	0	14
0745 - 0800	0	0	57	8	2	0	1	68	0	0	17	6	0	0	0	23
Hourly Total	1	1	235	38	5	0	3	283	2	1	48	15	3	0	0	69
0800 - 0815	0	1	70	7	0	0	1	79	0	0	29	5	0	0	0	34
0815 - 0830	0	0	46	9	1	0	1	57	0	0	21	6	0	0	0	27
0830 - 0845	0	0	33	6	1	0	2	42	0	0	19	1	2	0	0	22
0845 - 0900	0	0	43	4	3	0	0	50	0	0	28	4	0	0	0	32
Hourly Total	0	1	192	26	5	0	4	228	0	0	97	16	2	0	0	115
0900 - 0915	0	0	34	6	1	1	1	43	0	0	26	2	1	1	0	30
0915 - 0930	0	0	37	6	0	0	1	44	0	0	14	1	0	0	0	15
0930 - 0945	0	1	31	3	1	0	1	37	0	0	18	4	0	0	0	22
0945 - 1000	0	1	31	6	0	0	0	38	0	0	18	1	0	0	0	19
Hourly Total	0	2	133	21	2	1	3	162	0	0	76	8	1	1	0	86

Session Total	1	4	560	85	12	1	10	673	2	1	221	39	6	1	0	270
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1600 - 1615	0	0	36	4	1	0	0	41	0	0	21	2	1	0	0	24
1615 - 1630	0	0	24	5	0	0	2	31	0	0	19	0	0	0	0	19
1630 - 1645	0	0	22	2	1	0	1	26	0	0	14	2	0	0	0	16
1645 - 1700	0	0	22	3	1	0	0	26	0	0	16	3	1	0	0	20
Hourly Total	0	0	104	14	3	0	3	124	0	0	70	7	2	0	0	79
1700 - 1715	0	0	14	6	1	0	1	22	0	0	22	3	0	0	0	25
1715 - 1730	0	1	21	2	1	0	1	26	1	0	21	4	1	0	0	27
1730 - 1745	0	0	24	3	0	1	1	29	0	0	23	2	1	0	0	26
1745 - 1800	0	1	17	3	0	0	0	21	0	1	28	3	1	0	0	33
Hourly Total	0	2	76	14	2	1	3	98	1	1	94	12	3	0	0	111
1800 - 1815	0	0	18	1	0	0	1	20	0	0	19	4	1	0	0	24
1815 - 1830	0	0	20	3	0	0	1	24	0	0	16	2	1	0	0	19
1830 - 1845	1	0	28	1	0	0	1	31	0	0	15	1	0	0	0	16
1845 - 1900	0	0	30	1	0	0	0	31	2	0	18	1	0	0	0	21
Hourly Total	1	0	96	6	0	0	3	106	2	0	68	8	2	0	0	80

Session Total	1	2	276	34	5	1	9	328	3	1	232	27	7	0	0	270
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (3) Pagham Road / Sefter Road

Approach: Pagham Road (North)

Left to Sefton Road										S/B to Pagham Road (South)						
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	3	2	1	0	0	6	0	0	8	3	0	0	1	12
0715 - 0730	0	0	5	2	1	0	0	8	0	0	5	2	1	0	1	9
0730 - 0745	0	0	12	5	1	0	0	18	0	0	4	4	4	0	0	12
0745 - 0800	0	0	16	8	0	1	0	25	0	0	8	2	2	0	1	13
Hourly Total	0	0	36	17	3	1	0	57	0	0	25	11	7	0	3	46
0800 - 0815	0	0	13	2	0	0	0	15	0	2	10	6	0	0	0	18
0815 - 0830	0	0	22	7	1	0	0	30	0	0	12	4	2	1	1	20
0830 - 0845	0	0	15	1	2	0	0	18	0	0	18	5	0	0	1	24
0845 - 0900	1	0	21	5	0	0	0	27	0	0	16	1	0	0	1	18
Hourly Total	1	0	71	15	3	0	0	90	0	2	56	16	2	1	3	80
0900 - 0915	1	0	19	7	1	0	0	28	1	0	27	7	0	0	0	35
0915 - 0930	0	1	17	2	1	0	0	21	0	0	14	4	4	0	1	23
0930 - 0945	0	0	17	2	1	1	0	21	0	0	12	5	1	0	1	19
0945 - 1000	0	0	16	5	1	0	0	22	0	0	12	3	5	0	0	20
Hourly Total	1	1	69	16	4	1	0	92	1	0	65	19	10	0	2	97

Session Total	2	1	176	48	10	2	0	239	1	2	146	46	19	1	8	223
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1600 - 1615	1	0	34	6	1	0	0	42	1	0	55	9	0	0	1	66
1615 - 1630	1	0	58	9	1	0	0	69	0	4	53	4	1	1	0	63
1630 - 1645	0	0	47	6	0	0	0	53	0	0	67	11	0	0	1	79
1645 - 1700	2	0	48	10	0	0	0	60	0	0	68	7	2	0	1	78
Hourly Total	4	0	187	31	2	0	0	224	1	4	243	31	3	1	3	286
1700 - 1715	1	1	65	12	0	0	0	79	0	2	63	9	2	1	0	77
1715 - 1730	4	0	58	9	3	0	0	74	0	1	69	4	1	0	1	76
1730 - 1745	2	0	67	3	1	0	0	73	0	1	73	2	3	0	2	81
1745 - 1800	2	1	68	8	0	0	0	79	0	0	66	8	0	0	1	75
Hourly Total	9	2	258	32	4	0	0	305	0	4	271	23	6	1	4	309
1800 - 1815	9	2	64	7	0	0	0	82	0	1	69	5	0	0	0	75
1815 - 1830	5	0	51	7	0	0	0	63	0	2	49	3	0	0	1	55
1830 - 1845	13	0	44	6	1	0	0	64	0	2	47	4	0	0	1	54
1845 - 1900	3	0	47	5	2	0	0	57	0	0	47	0	1	0	1	49
Hourly Total	30	2	206	25	3	0	0	266	0	5	212	12	1	0	3	233

Session Total	43	4	651	88	9	0	0	795	1	13	726	66	10	2	10	828
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (3) Pagham Road / Sefter Road

Approach: Sefter Road

TIME	Left to Pagham Road (South)								Right to Pagham Road (North)							
	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	2	0	41	11	1	0	0	55
0715 - 0730	0	0	0	0	0	0	0	0	0	0	73	13	3	0	0	89
0730 - 0745	0	0	0	0	0	0	0	0	2	2	66	19	1	0	0	90
0745 - 0800	0	0	0	0	0	0	0	0	3	0	70	12	1	0	0	86
Hourly Total	0	0	0	0	0	0	0	0	7	2	250	55	6	0	0	320
0800 - 0815	0	0	1	0	0	0	0	1	0	0	65	11	0	0	0	76
0815 - 0830	0	0	1	1	0	0	0	2	0	0	50	6	0	1	0	57
0830 - 0845	0	0	0	0	1	0	0	1	1	0	37	4	3	0	0	45
0845 - 0900	0	0	0	0	0	0	0	0	1	0	50	4	1	0	0	56
Hourly Total	0	0	2	1	1	0	0	4	2	0	202	25	4	1	0	234
0900 - 0915	0	0	1	0	0	0	0	1	0	1	53	7	0	0	0	61
0915 - 0930	0	0	0	0	0	0	0	0	0	0	32	5	1	0	0	38
0930 - 0945	0	0	1	0	0	0	0	1	0	0	33	2	0	0	0	35
0945 - 1000	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	31
Hourly Total	0	0	2	0	0	0	0	2	0	1	147	16	1	0	0	165

Session Total	0	0	4	1	1	0	0	6	9	3	599	96	11	1	0	719
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1600 - 1615	0	0	4	0	0	0	0	4	0	0	30	6	1	0	0	37
1615 - 1630	0	0	1	0	0	0	0	1	0	0	28	9	0	0	0	37
1630 - 1645	0	0	1	0	0	0	0	1	0	0	19	5	0	0	0	24
1645 - 1700	0	0	0	0	0	0	0	0	0	0	17	1	1	0	0	19
Hourly Total	0	0	6	0	0	0	0	6	0	0	94	21	2	0	0	117
1700 - 1715	0	0	1	0	0	0	0	1	1	0	25	3	1	0	0	30
1715 - 1730	0	0	1	0	0	0	0	1	0	0	26	7	1	0	1	35
1730 - 1745	0	0	1	1	0	0	0	2	0	0	21	2	1	0	0	24
1745 - 1800	0	0	5	2	0	0	0	7	0	0	22	2	1	0	0	25
Hourly Total	0	0	8	3	0	0	0	11	1	0	94	14	4	0	1	114
1800 - 1815	0	0	1	0	0	0	0	1	1	0	34	4	0	1	0	40
1815 - 1830	0	0	2	0	0	0	0	2	0	0	14	0	0	0	0	14
1830 - 1845	0	0	1	0	0	0	0	1	0	0	26	4	1	0	0	31
1845 - 1900	0	0	1	0	0	0	0	1	4	0	34	3	1	0	0	42
Hourly Total	0	0	5	0	0	0	0	5	5	0	108	11	2	1	0	127

Session Total	0	0	19	3	0	0	0	22	6	0	296	46	8	1	1	358
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (3) Pagham Road / Sefter Road

Approach: Pagham Road (South)

TIME	N/B to Pagham Road (North)								Right to Seftor Road							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	55	14	1	0	0	71	0	0	0	0	0	0	0	0
0715 - 0730	0	1	68	15	0	0	1	85	0	0	1	0	1	0	0	2
0730 - 0745	0	1	106	13	1	0	1	122	0	0	0	0	0	0	0	0
0745 - 0800	0	0	114	13	2	1	1	131	0	0	0	0	0	0	0	0
Hourly Total	1	2	343	55	4	1	3	409	0	0	1	0	1	0	0	2
0800 - 0815	0	2	105	13	0	0	1	121	0	0	0	0	0	0	0	0
0815 - 0830	0	0	66	11	1	0	1	79	0	0	2	0	0	0	0	2
0830 - 0845	0	0	43	7	1	0	2	53	0	0	0	0	0	0	0	0
0845 - 0900	0	0	53	4	3	0	0	60	0	0	2	0	0	0	0	2
Hourly Total	0	2	267	35	5	0	4	313	0	0	4	0	0	0	0	4
0900 - 0915	0	0	51	7	1	1	1	61	0	0	1	0	0	0	0	1
0915 - 0930	0	0	37	6	0	0	1	44	0	0	2	1	0	0	0	3
0930 - 0945	0	1	32	3	1	0	1	38	0	0	1	0	0	0	0	1
0945 - 1000	0	1	40	6	0	0	0	47	0	0	0	0	0	0	0	0
Hourly Total	0	2	160	22	2	1	3	190	0	0	4	1	0	0	0	5

Session Total	1	6	770	112	11	2	10	912	0	0	9	1	1	0	0	11
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1600 - 1615	0	0	38	6	1	0	0	45	0	0	0	0	0	0	0	0
1615 - 1630	0	0	27	5	0	0	2	34	0	0	2	0	0	0	0	2
1630 - 1645	0	0	28	3	1	0	1	33	0	0	1	0	0	0	0	1
1645 - 1700	0	0	24	4	1	0	0	29	0	0	1	0	0	0	0	1
Hourly Total	0	0	117	18	3	0	3	141	0	0	4	0	0	0	0	4
1700 - 1715	0	0	15	6	1	0	1	23	0	0	1	0	0	0	0	1
1715 - 1730	0	1	26	2	1	0	1	31	0	0	0	0	0	0	0	0
1730 - 1745	0	0	28	3	0	1	1	33	0	0	1	0	0	0	0	1
1745 - 1800	0	1	20	3	0	0	0	24	0	0	0	0	0	0	0	0
Hourly Total	0	2	89	14	2	1	3	111	0	0	2	0	0	0	0	2
1800 - 1815	0	0	22	2	0	0	1	25	0	0	1	0	0	0	0	1
1815 - 1830	0	0	20	5	0	0	1	26	0	0	1	0	0	0	0	1
1830 - 1845	1	0	27	1	0	0	1	30	0	0	1	0	0	0	0	1
1845 - 1900	0	0	35	0	0	0	0	35	0	0	0	1	0	0	0	1
Hourly Total	1	0	104	8	0	0	3	116	0	0	3	1	0	0	0	4

Session Total	1	2	310	40	5	1	9	368	0	0	9	1	0	0	0	10
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Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (5) Rose Green Road / Gossamer Lane / Nyetimber Lane / Grosvenor Gardens

Approach: Rose Green Road

TIME	Left to Gossamer Lane					S/B to Nyetimber Lane					Right to Grosvenor Gardens				
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (5) Rose Green Road / Gossamer Lane / Nyetimber Lane / Grosvenor Gardens

Approach: Gossamer Lane

Left to Nyetimber Lane										W/B to Grosvenor Gardens							Right to Rose Green Road							
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
0700 - 0715	1	0	5	2	3	0	1	12	0	0	25	3	0	0	0	28	0	0	2	3	1	0	0	6
0715 - 0730	1	0	16	4	0	0	1	22	1	0	47	6	0	0	0	54	0	0	2	1	0	0	0	3
0730 - 0745	2	1	13	3	2	0	1	22	0	1	48	6	0	0	0	55	0	1	1	3	0	0	0	5
0745 - 0800	1	0	13	5	0	1	2	22	0	0	52	12	0	0	0	64	0	0	1	2	0	0	0	3
Hourly Total	5	1	47	14	5	1	5	78	1	1	172	27	0	0	0	201	0	1	6	9	1	0	0	17
0800 - 0815	0	0	19	9	3	0	0	31	0	1	38	2	0	0	0	41	0	0	5	1	0	0	0	6
0815 - 0830	0	0	49	3	2	0	1	55	0	0	24	4	1	0	0	29	0	0	6	0	1	0	0	7
0830 - 0845	0	0	44	5	2	0	0	51	0	0	36	7	2	0	0	45	0	0	9	0	1	0	0	10
0845 - 0900	1	0	45	4	1	0	1	52	1	0	23	7	0	0	0	31	0	0	9	0	0	0	0	9
Hourly Total	1	0	157	21	8	0	2	189	1	1	121	20	3	0	0	146	0	0	29	1	2	0	0	32
0900 - 0915	0	0	32	5	1	0	1	39	0	0	22	2	0	0	0	24	0	0	8	3	0	0	0	11
0915 - 0930	2	0	27	3	0	0	1	33	0	0	24	3	0	0	0	27	0	0	13	0	0	0	0	13
0930 - 0945	0	0	23	1	0	0	0	24	0	0	29	2	0	0	0	31	0	0	15	0	1	0	0	16
0945 - 1000	1	0	24	3	0	0	2	30	0	0	24	5	0	0	0	29	0	0	12	2	0	0	0	14
Hourly Total	3	0	106	12	1	0	4	126	0	0	99	12	0	0	0	111	0	0	48	5	1	0	0	54
Session Total	9	1	310	47	14	1	11	393	2	2	392	59	3	0	0	458	0	1	83	15	4	0	0	103
1600 - 1615	0	0	38	4	1	0	2	45	0	0	28	2	2	0	0	32	2	1	9	2	0	0	0	14
1615 - 1630	0	0	56	6	1	0	1	64	0	1	35	7	0	0	0	43	0	0	7	0	2	0	0	9
1630 - 1645	0	0	48	6	1	0	0	55	0	1	17	5	0	0	0	23	0	0	14	3	0	0	0	17
1645 - 1700	1	0	49	12	1	0	1	64	0	0	23	3	0	0	0	26	0	0	6	0	0	0	0	6
Hourly Total	1	0	191	28	4	0	4	228	0	2	103	17	2	0	0	124	2	1	36	5	2	0	0	46
1700 - 1715	0	0	51	9	1	0	1	62	1	0	40	4	1	0	0	46	0	0	7	1	0	0	0	8
1715 - 1730	0	0	54	8	1	0	1	64	0	1	37	8	2	0	0	48	0	0	5	3	0	0	0	8
1730 - 1745	1	1	53	10	2	0	0	67	0	2	33	6	0	0	0	41	0	0	9	1	0	0	0	10
1745 - 1800	0	0	34	9	1	0	1	45	0	1	27	0	0	0	0	28	0	0	8	0	0	0	0	8
Hourly Total	1	1	192	36	5	0	3	238	1	4	137	18	3	0	0	163	0	0	29	5	0	0	0	34
1800 - 1815	0	0	44	4	0	0	1	49	2	0	30	0	0	0	0	32	0	0	3	0	0	0	0	3
1815 - 1830	4	1	37	7	1	0	1	51	1	0	23	4	0	0	0	28	0	1	6	0	0	0	0	7
1830 - 1845	2	0	44	3	0	0	0	49	1	0	21	4	1	0	0	27	0	0	6	1	0	0	0	7
1845 - 1900	3	0	42	2	0	0	0	47	1	0	26	4	1	0	0	32	0	0	13	0	0	0	0	13
Hourly Total	9	1	167	16	1	0	2	196	5	0	100	12	2	0	0	119	0	1	28	1	0	0	0	30
Session Total	11	2	550	80	10	0	9	662	6	6	340	47	7	0	0	406	2	2	93	11	2	0	0	110

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Produced by Road Data Services Ltd

Junction: (5) Rose Green Road / Gossamer Lane / Nyetimber Lane / Grosvenor Gardens

Approach: Nyetimber Lane

TIME	Left to Grosvenor Gardens						N/B to Rose Green Road						Right to Gossamer 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	0	0	4	1	0	0	0	5	0	0	12	5	0	0	0	17	1	0	7	1	0	0	0	9
0715 - 0730	0	0	5	2	0	0	0	7	0	0	14	3	0	0	0	17	0	0	14	4	1	0	1	20
0730 - 0745	0	0	8	5	0	0	0	13	1	1	19	1	0	0	0	22	0	1	32	7	1	0	1	42
0745 - 0800	0	0	4	4	0	0	0	8	3	0	22	6	0	0	0	31	0	0	33	7	2	0	0	42
Hourly Total	0	0	21	12	0	0	0	33	4	1	67	15	0	0	0	87	1	1	86	19	4	0	2	113
0800 - 0815	0	0	4	0	0	0	0	4	2	0	30	6	0	0	0	38	0	0	50	7	0	0	2	59
0815 - 0830	0	0	8	1	0	0	0	9	0	0	37	5	1	0	0	43	0	0	44	5	0	0	0	49
0830 - 0845	0	0	7	0	0	0	0	7	0	0	28	7	1	0	0	36	1	1	51	6	2	0	1	62
0845 - 0900	0	0	3	1	0	0	0	4	0	0	31	3	0	0	0	34	0	0	46	6	1	0	1	54
Hourly Total	0	0	22	2	0	0	0	24	2	0	126	21	2	0	0	151	1	1	191	24	3	0	4	224
0900 - 0915	0	0	8	0	0	0	0	8	0	0	42	2	1	0	0	45	0	0	62	6	0	0	2	70
0915 - 0930	0	0	6	2	0	0	0	8	1	0	38	5	0	0	0	44	1	0	37	2	2	0	0	42
0930 - 0945	0	0	9	0	0	0	0	9	1	0	33	2	0	0	0	36	0	0	43	2	0	0	1	46
0945 - 1000	0	0	9	0	0	0	0	9	0	0	29	5	2	0	0	36	2	0	39	7	0	0	1	49
Hourly Total	0	0	32	2	0	0	0	34	2	0	142	14	3	0	0	161	3	0	181	17	2	0	4	207
Session Total	0	0	75	16	0	0	0	91	8	1	335	50	5	0	0	399	5	2	458	60	9	0	10	544

1600 - 1615	0	0	2	2	0	0	0	4	0	0	15	5	1	0	0	21	0	0	49	0	0	0	1	50
1615 - 1630	0	0	4	1	1	0	0	6	0	1	21	6	0	0	0	28	0	0	40	4	1	0	1	46
1630 - 1645	0	0	13	0	1	0	0	14	1	0	22	4	0	0	0	27	0	1	39	8	1	0	0	49
1645 - 1700	0	0	5	0	0	0	0	5	3	0	31	3	2	0	0	39	1	1	28	4	1	0	3	38
Hourly Total	0	0	24	3	2	0	0	29	4	1	89	18	3	0	0	115	1	2	156	16	3	0	5	183
1700 - 1715	0	0	12	0	0	0	0	12	0	1	17	4	2	0	0	24	0	0	34	2	1	0	1	38
1715 - 1730	0	0	11	2	1	0	0	14	0	0	22	3	0	0	0	25	1	0	25	4	0	0	2	32
1730 - 1745	0	0	3	0	0	0	0	3	0	0	23	2	1	0	0	26	0	0	41	4	0	0	0	45
1745 - 1800	0	0	6	1	1	0	0	8	1	2	21	3	0	0	0	27	0	0	30	7	1	0	1	39
Hourly Total	0	0	32	3	2	0	0	37	1	3	83	12	3	0	0	102	1	0	130	17	2	0	4	154
1800 - 1815	0	0	7	1	0	0	0	8	1	0	14	3	1	0	0	19	1	2	32	3	0	0	1	39
1815 - 1830	0	0	6	2	0	0	0	8	0	0	15	2	0	0	0	17	0	0	43	3	0	0	0	46
1830 - 1845	0	0	5	2	0	0	0	7	1	0	18	0	0	0	0	19	5	1	34	7	0	0	1	48
1845 - 1900	0	0	6	0	0	0	0	6	0	0	18	3	0	0	0	21	0	0	39	3	0	0	1	43
Hourly Total	0	0	24	5	0	0	0	29	2	0	65	8	1	0	0	76	6	3	148	16	0	0	3	176
Session Total	0	0	80	11	4	0	0	95	7	4	237	38	7	0	0	293	8	5	434	49	5	0	12	513

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (5) Rose Green Road / Gossamer Lane / Nyetimber Lane / Grosvenor Gardens

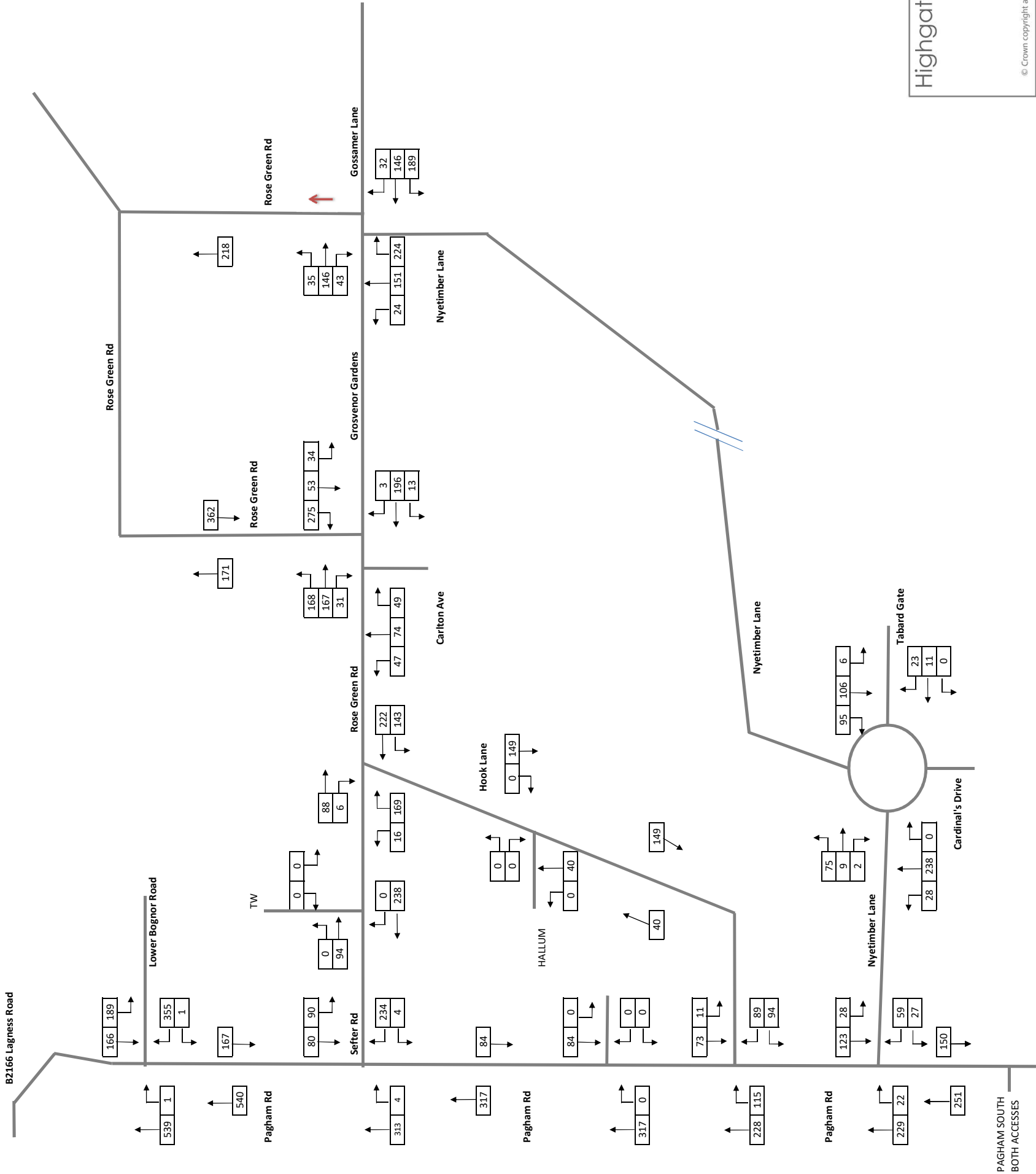
Approach: Grosvenor Gardens

TIME		Left to Rose Green Road						E/B to Gossamer Lane						Right to Nyetimber 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		0	0	4	0	0	0	0	4	0	1	8	4	0	0	0	13	0	0	0	0	1	0	0	1
0715 - 0730		0	0	2	1	0	0	0	3	0	0	15	4	1	0	0	20	0	0	1	0	1	0	0	2
0730 - 0745		0	0	2	1	1	0	0	4	0	0	11	7	1	0	0	19	0	0	4	0	0	0	0	4
0745 - 0800		0	0	4	1	0	0	0	5	0	1	29	6	0	0	0	36	0	0	4	1	0	0	0	5
Hourly Total		0	0	12	3	1	0	0	16	0	2	63	21	2	0	0	88	0	0	9	1	2	0	0	12
0800 - 0815		0	1	5	1	1	0	0	8	1	1	23	5	0	0	0	30	0	0	8	0	0	0	0	8
0815 - 0830		0	0	6	2	0	0	0	8	1	0	28	7	0	0	0	36	0	0	9	1	1	0	0	11
0830 - 0845		0	0	9	0	0	0	0	9	1	0	37	2	0	0	0	40	0	0	10	0	0	0	0	10
0845 - 0900		0	0	10	0	0	0	0	10	0	0	34	6	0	0	0	40	0	0	11	3	0	0	0	14
Hourly Total		0	1	30	3	1	0	0	35	3	1	122	20	0	0	0	146	0	0	38	4	1	0	0	43
0900 - 0915		0	0	6	1	0	0	0	7	0	0	36	2	0	0	0	38	0	0	16	2	0	0	0	18
0915 - 0930		0	0	6	3	1	0	0	10	0	0	23	2	1	0	0	26	0	0	6	1	0	0	0	7
0930 - 0945		0	0	11	0	0	0	0	11	0	0	19	4	3	0	0	26	0	0	5	0	0	0	0	5
0945 - 1000		0	0	11	2	0	0	0	13	0	1	22	3	0	0	0	26	0	0	6	0	0	0	1	7
Hourly Total		0	0	34	6	1	0	0	41	0	1	100	11	4	0	0	116	0	0	33	3	0	0	1	37
Session Total		0	1	76	12	3	0	0	92	3	4	285	52	6	0	0	350	0	0	80	8	3	0	1	92
1600 - 1615		0	0	8	1	0	0	0	9	1	0	32	6	1	0	0	40	0	1	14	1	0	0	0	16
1615 - 1630		0	0	3	0	0	0	0	3	2	0	25	3	0	0	0	30	0	0	16	1	0	0	0	17
1630 - 1645		0	0	9	2	0	1	0	12	0	0	39	4	0	0	0	43	0	0	14	3	0	0	0	17
1645 - 1700		0	0	12	1	0	0	0	13	1	0	46	2	0	0	0	49	0	0	6	1	0	0	0	7
Hourly Total		0	0	32	4	0	1	0	37	4	0	142	15	1	0	0	162	0	1	50	6	0	0	0	57
1700 - 1715		0	0	8	3	1	0	0	12	0	1	35	10	0	0	0	46	0	0	14	3	0	0	0	17
1715 - 1730		0	0	7	0	0	0	0	7	4	0	39	5	0	0	0	48	0	0	24	4	0	0	0	28
1730 - 1745		1	0	6	0	0	0	0	7	1	0	47	2	1	0	0	51	0	0	10	3	0	0	0	13
1745 - 1800		0	1	3	1	0	0	0	5	2	1	56	2	1	0	0	62	0	2	14	2	0	0	0	18
Hourly Total		1	1	24	4	1	0	0	31	7	2	177	19	2	0	0	207	0	2	62	12	0	0	0	76
1800 - 1815		0	0	7	0	0	0	0	7	6	1	51	3	1	0	0	62	0	0	9	3	1	0	0	13
1815 - 1830		0	0	6	0	0	0	0	6	2	0	42	3	0	0	0	47	0	0	8	1	0	0	0	9
1830 - 1845		0	0	2	0	0	0	0	2	12	0	36	3	3	0	0	54	0	0	14	4	0	0	0	18
1845 - 1900		0	0	6	0	0	0	0	6	5	0	24	4	0	0	0	33	0	0	8	1	0	0	0	9
Hourly Total		0	0	21	0	0	0	0	21	25	1	153	13	4	0	0	196	0	0	39	9	1	0	0	49
Session Total		1	1	77	8	1	1	0	89	36	3	472	47	7	0	0	565	0	3	151	27	1	0	0	182

Appendix 3

Turning Movement Diagrams

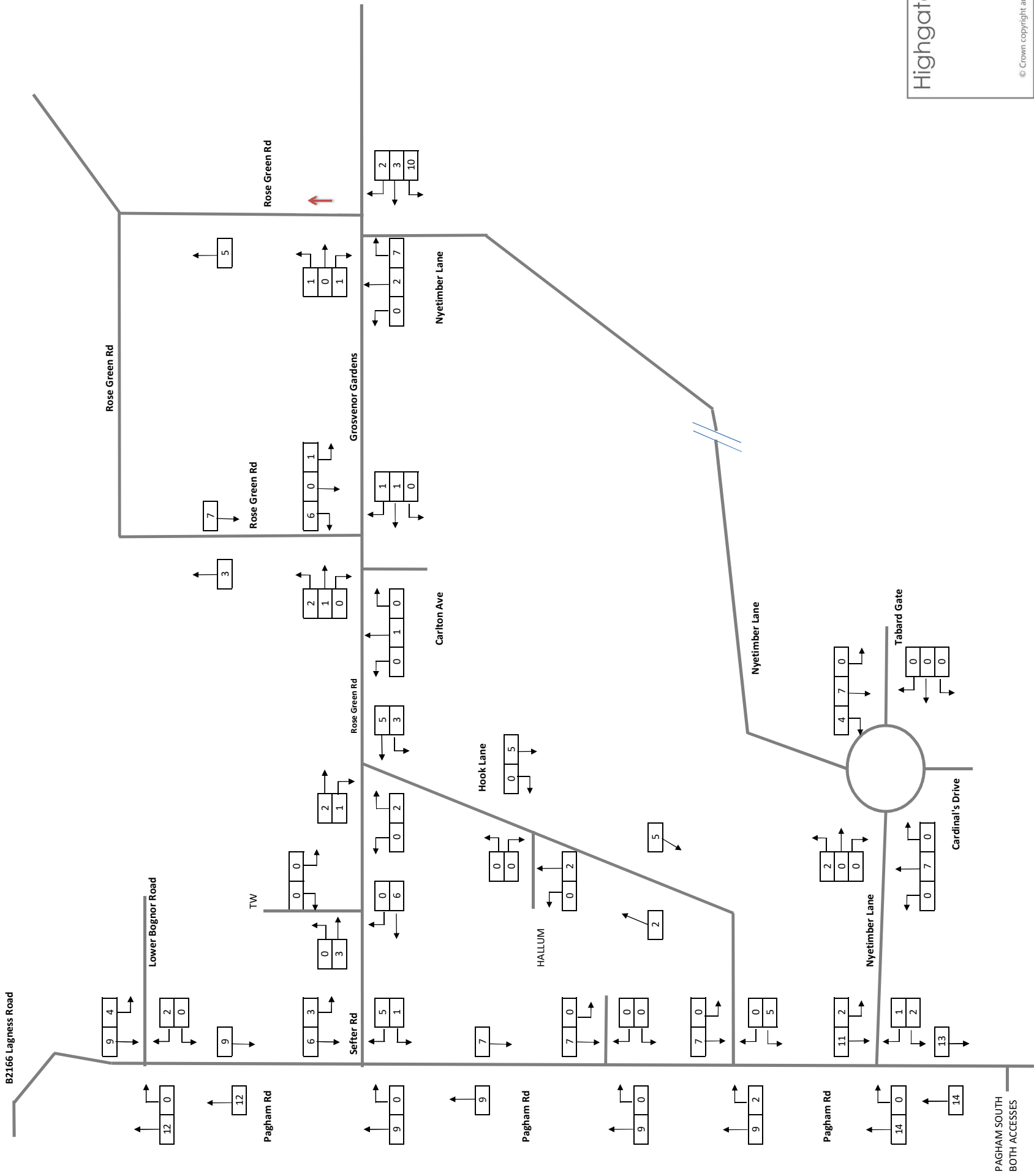
Pagham South
2016 Base Traffic Flows
AM Peak Hour



Pagham South

2016 Base Traffic Flows - HGV & PSV

AM Peak Hour



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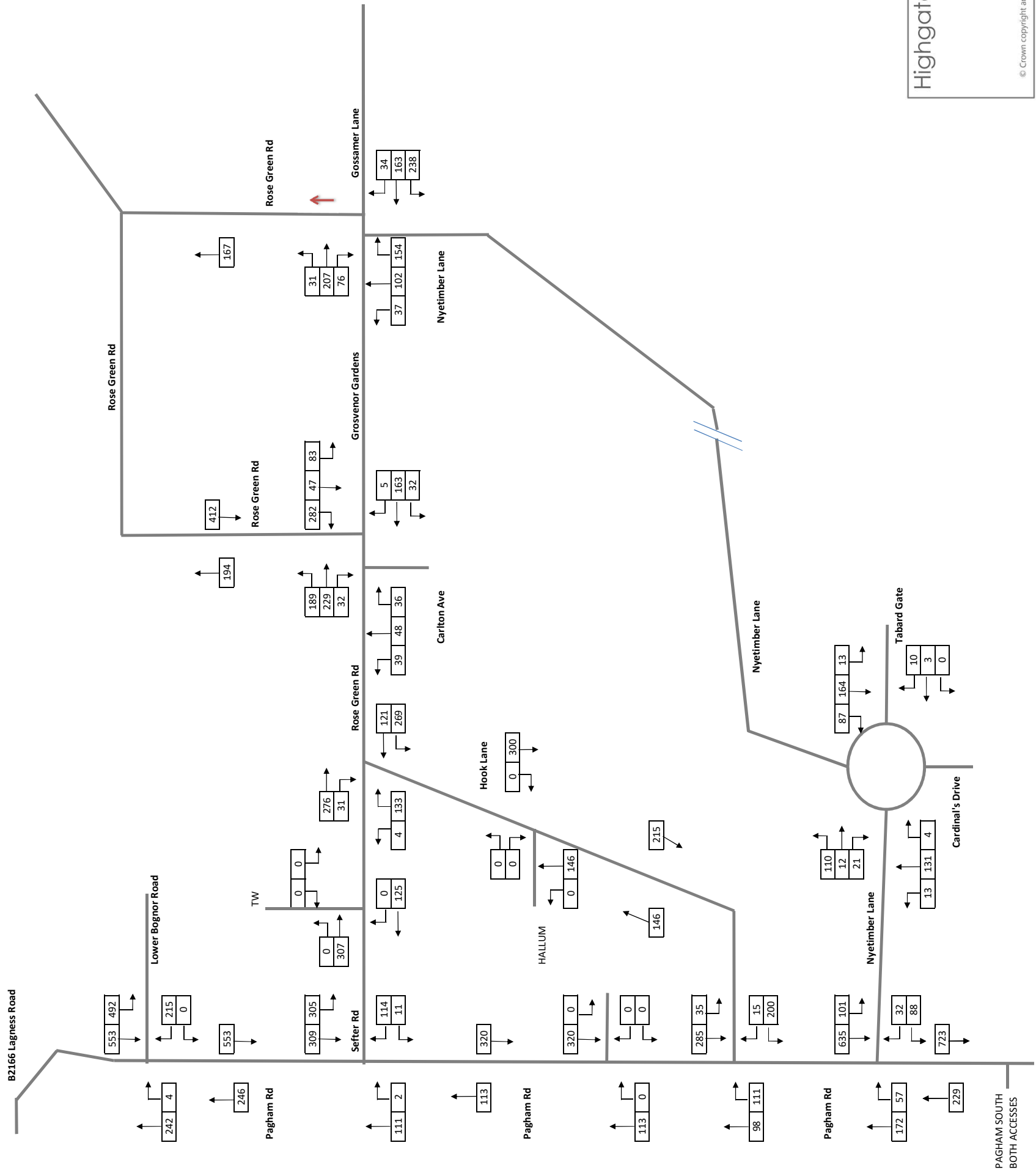
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Pagham South

2016 Base Traffic Flows

PM Peak Hour



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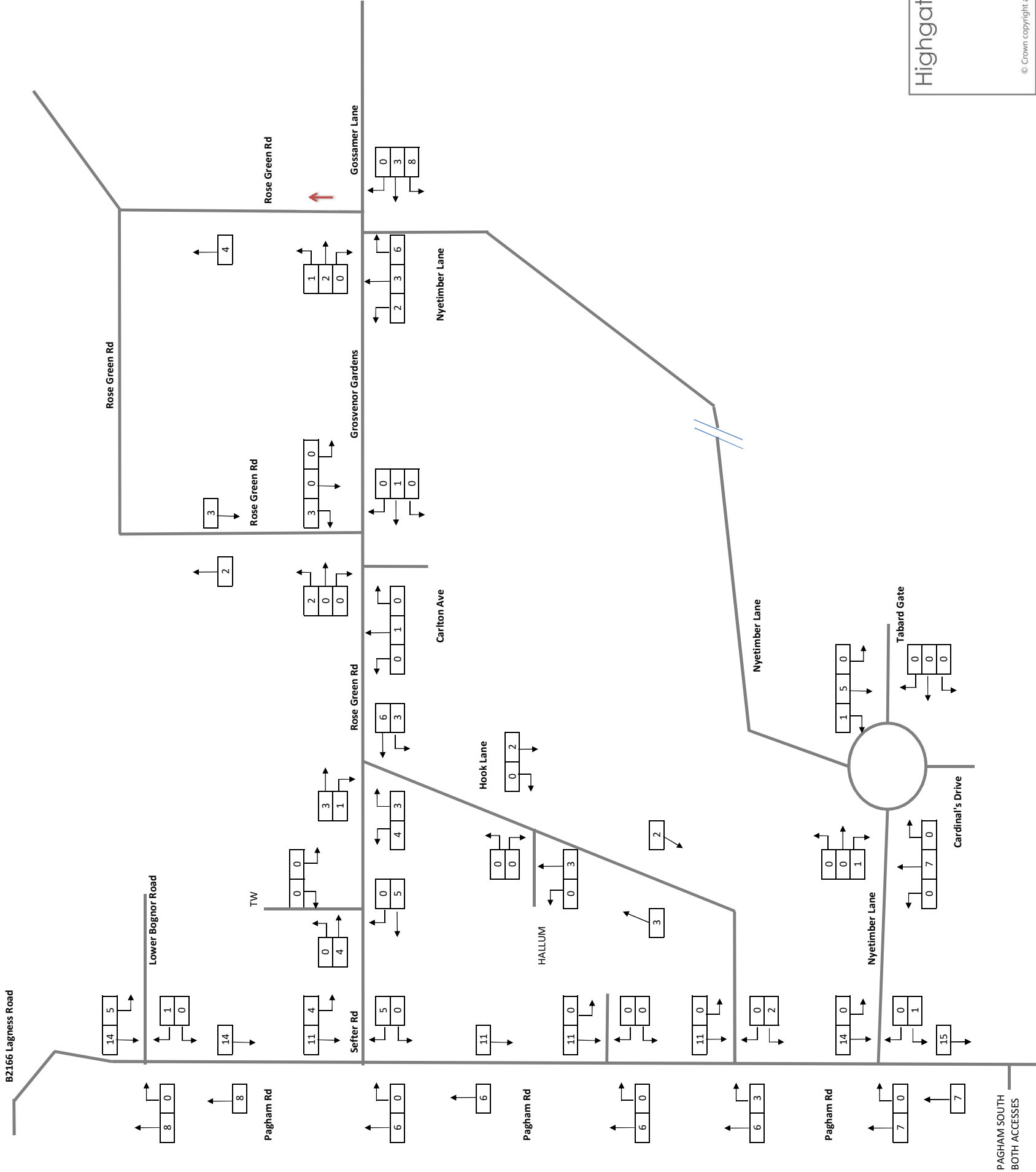
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Pagham South
2016 Base Traffic Flows - HGV & PSV
PM Peak Hour



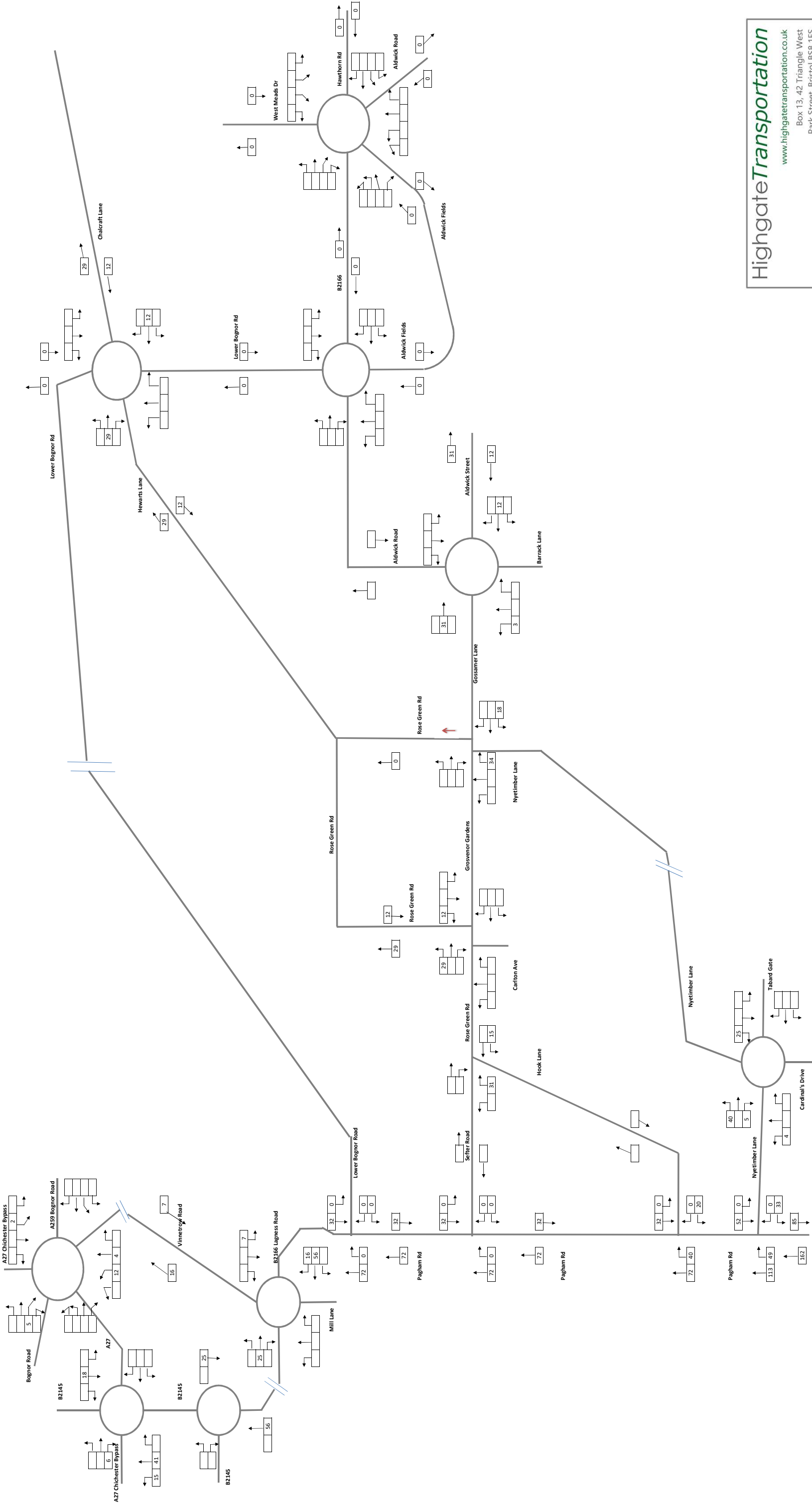
Appendix 4

Pagham South Development Traffic Flow Diagrams

Pagham South

Pagham South Total Development Traffic Flows

AM Peak Hour



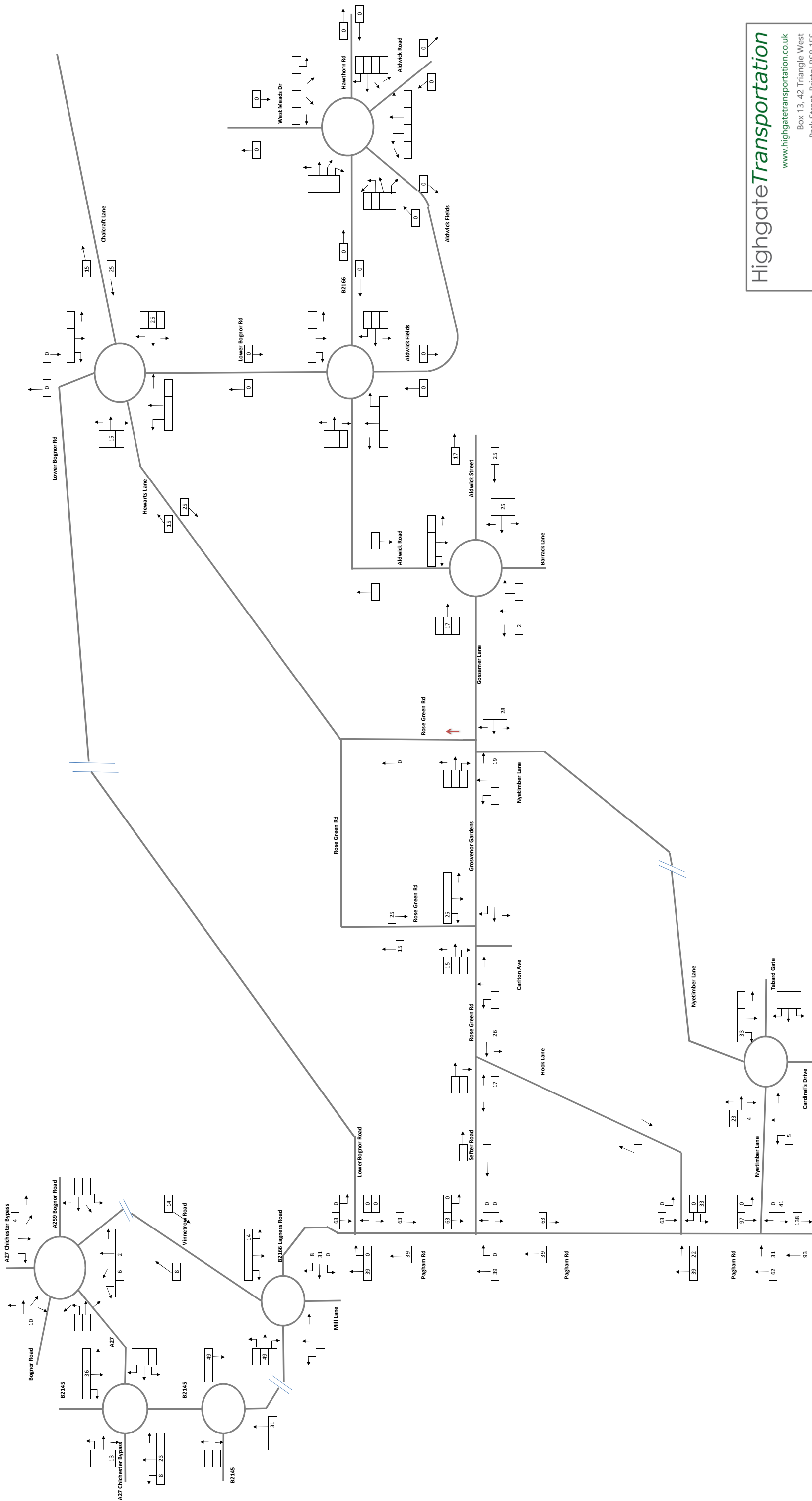
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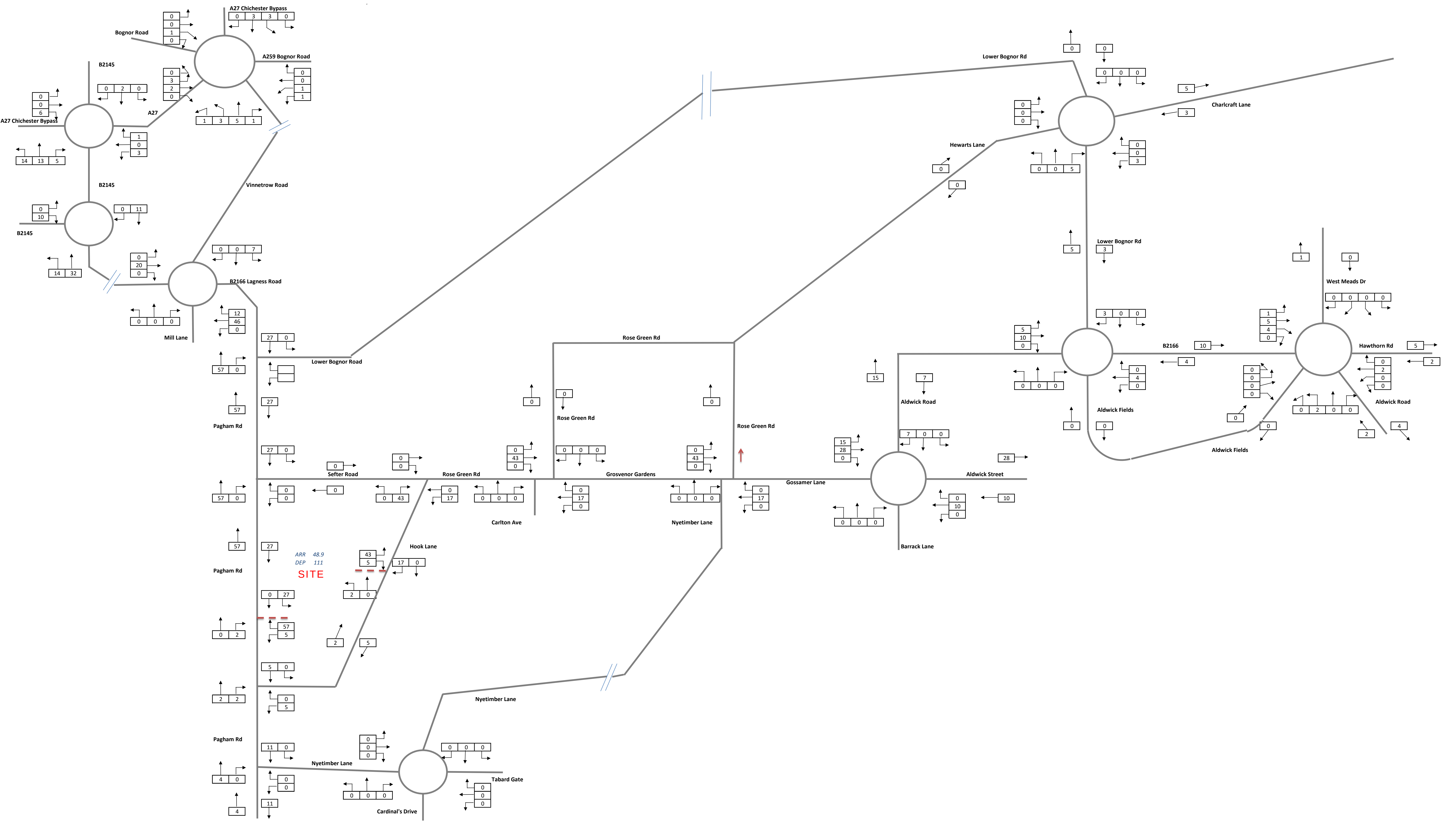
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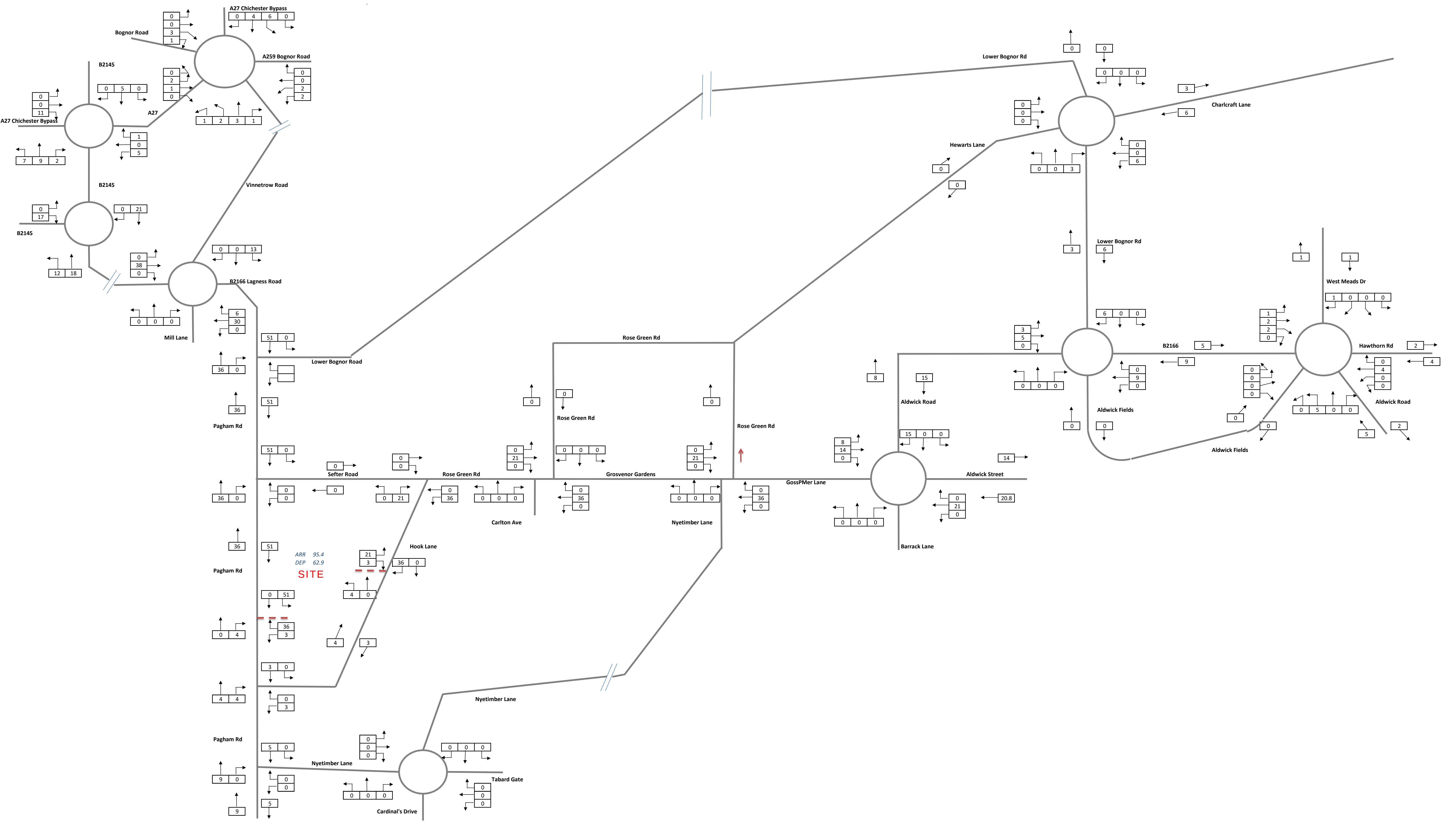


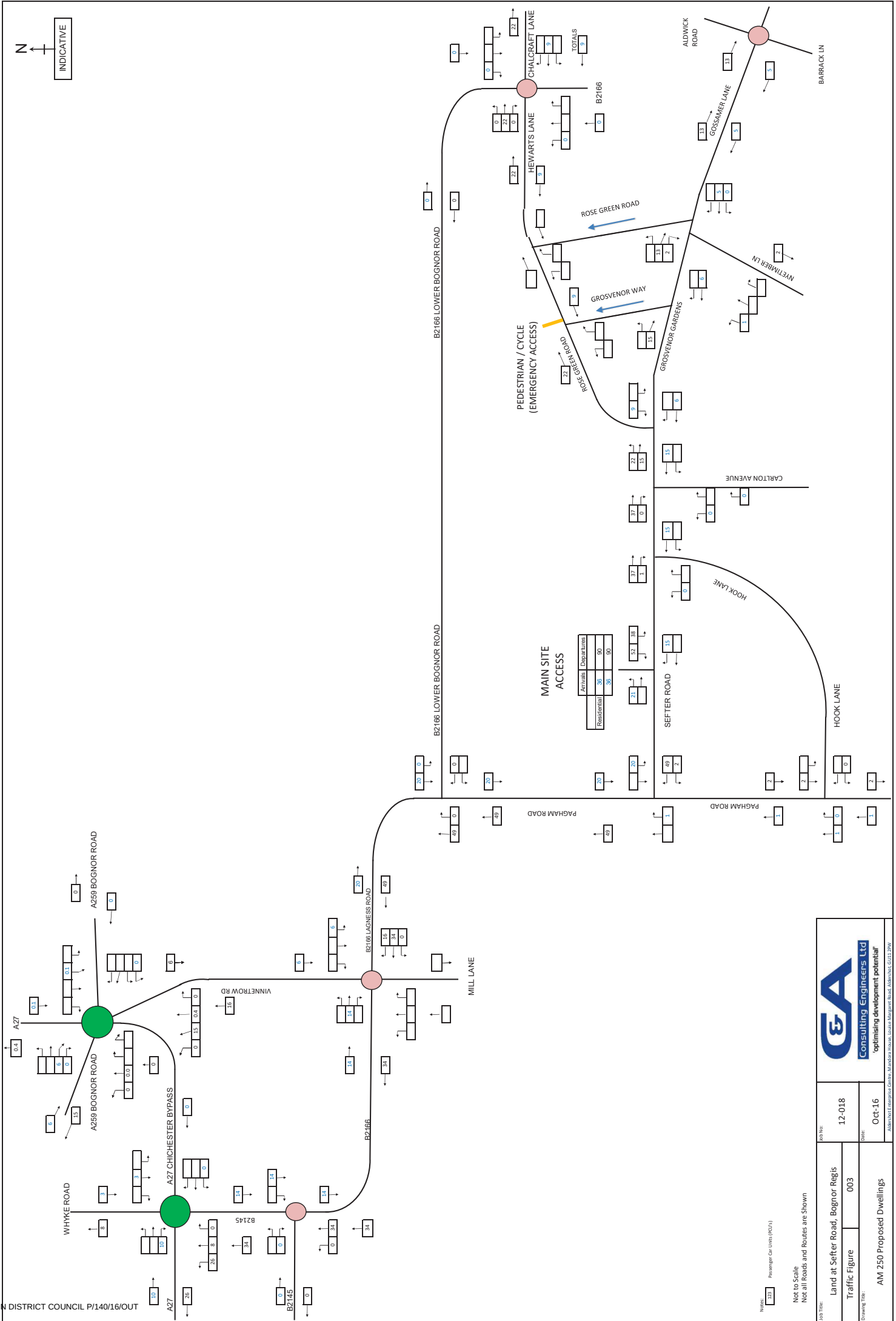
Appendix 5

Hallam and Taylor Wimpey Traffic Flow Diagrams



Hook Lane, Pagham
JNY 8840
Total Development Flows
AM Peak
All Vehicles





Main Site Access	
Available	Desired Units
Residential	36
Commercial	90
Public	60

Notes: 1270 Passenger Car Units (PCUs)

Not to Scale
Not all Roads and Routes are Shown

Job Title:
AM 250 Proposed Dwellings

Job No:
12-018

Date:
Oct-16

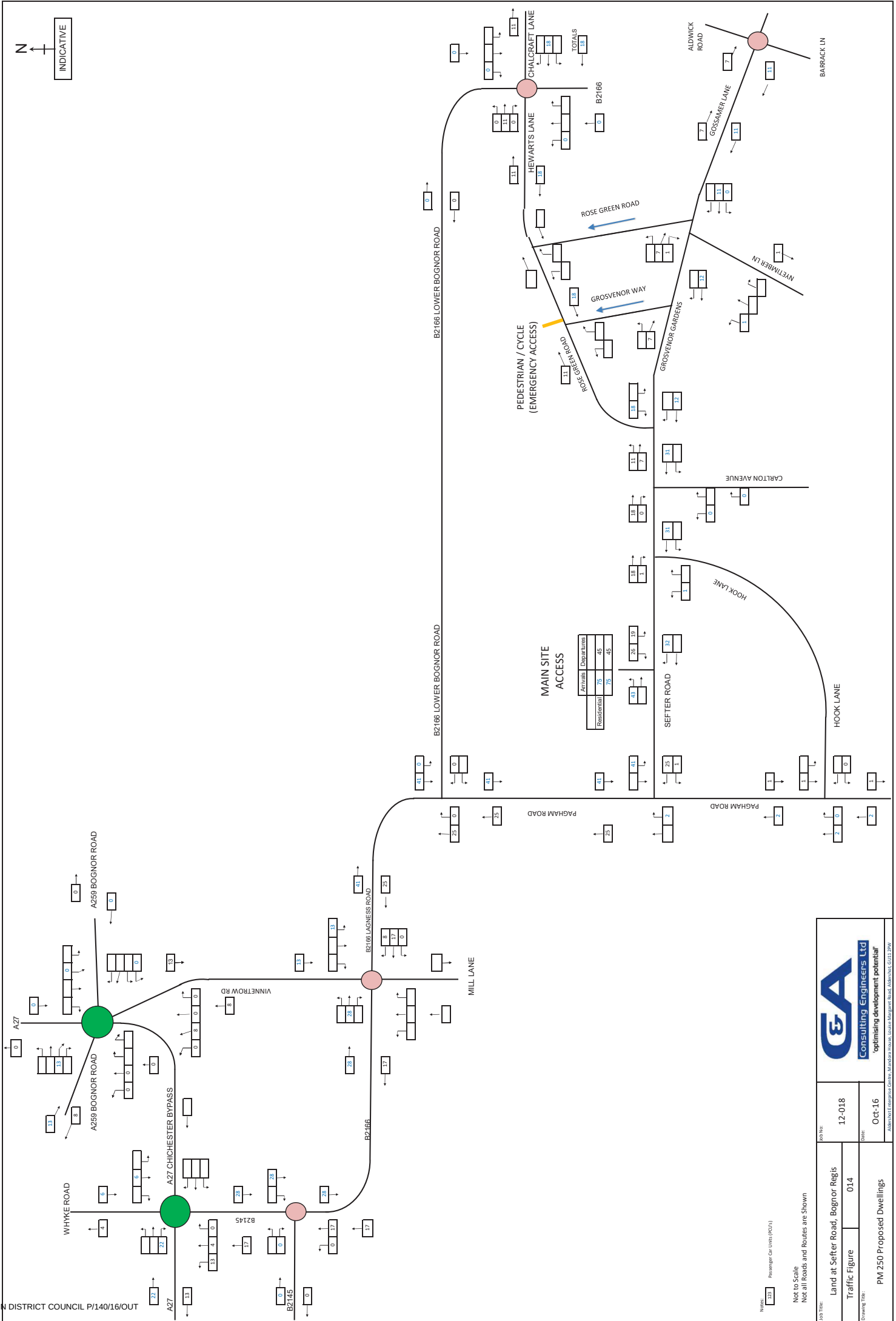
Land at Sefton Road, Bognor Regis

Traffic Figure
003



Consulting Engineers Ltd
"Optimising development potential"

Address: 11 Enterprise Centre, Market Road, Little Wymondley, Bedfordshire, LU11 2PW



Notes: 1270 Passenger Car Units (PCUs)

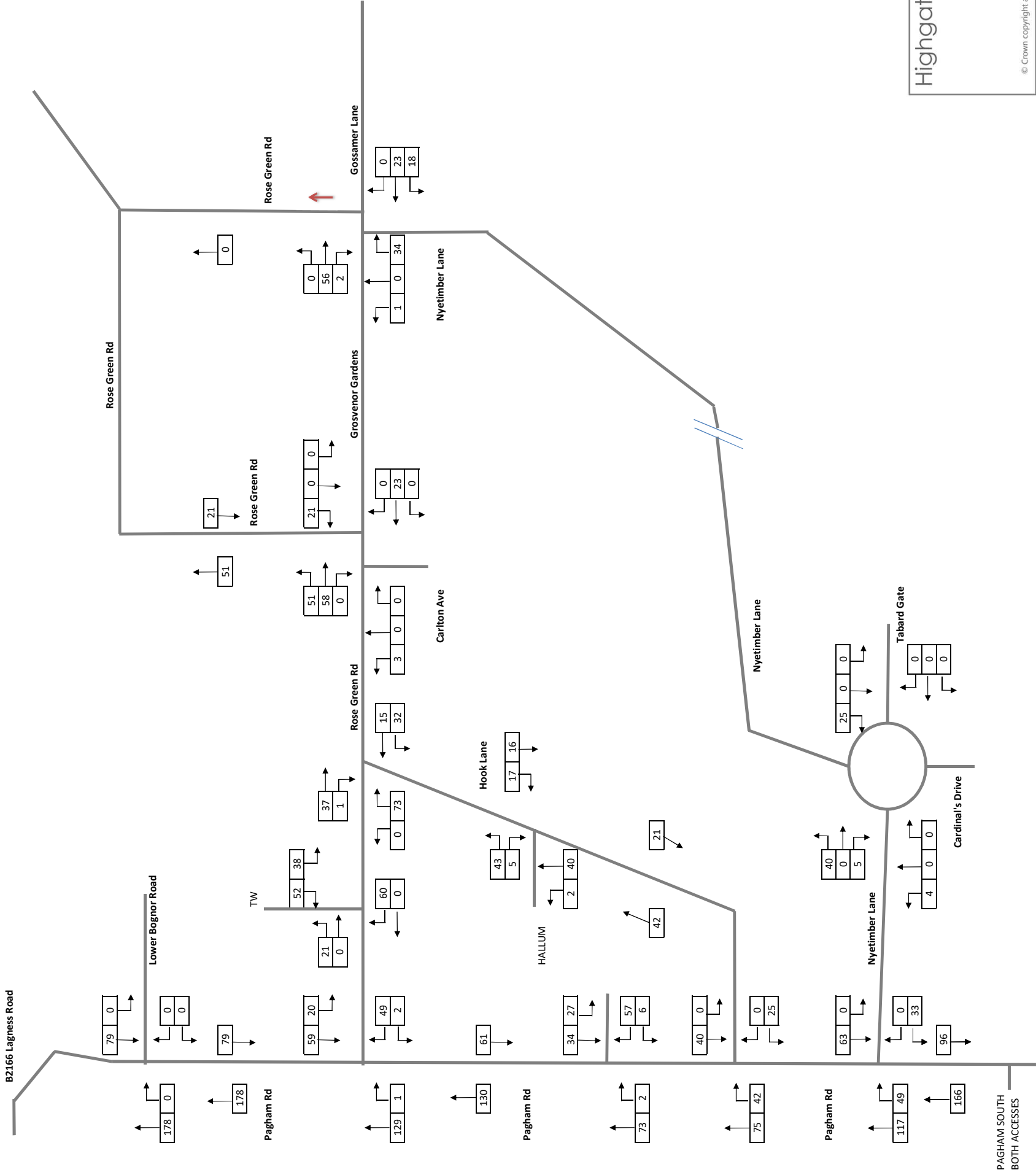
Not to Scale
Not all Roads and Routes are Shown

Job Title: Land at Sefton Road, Bognor Regis Traffic Figure PM 250 Proposed Dwellings		Job No: 12-018	 Consulting Engineers Ltd 'Optimising development potential'
Drawing Title: 014		Date: Oct-16	
Address: Elmfield Centre, Marsh Road, Little Wymondley, Aldershot, GU11 2PW			

Appendix 6

Cumulative Development Traffic Flow Diagrams

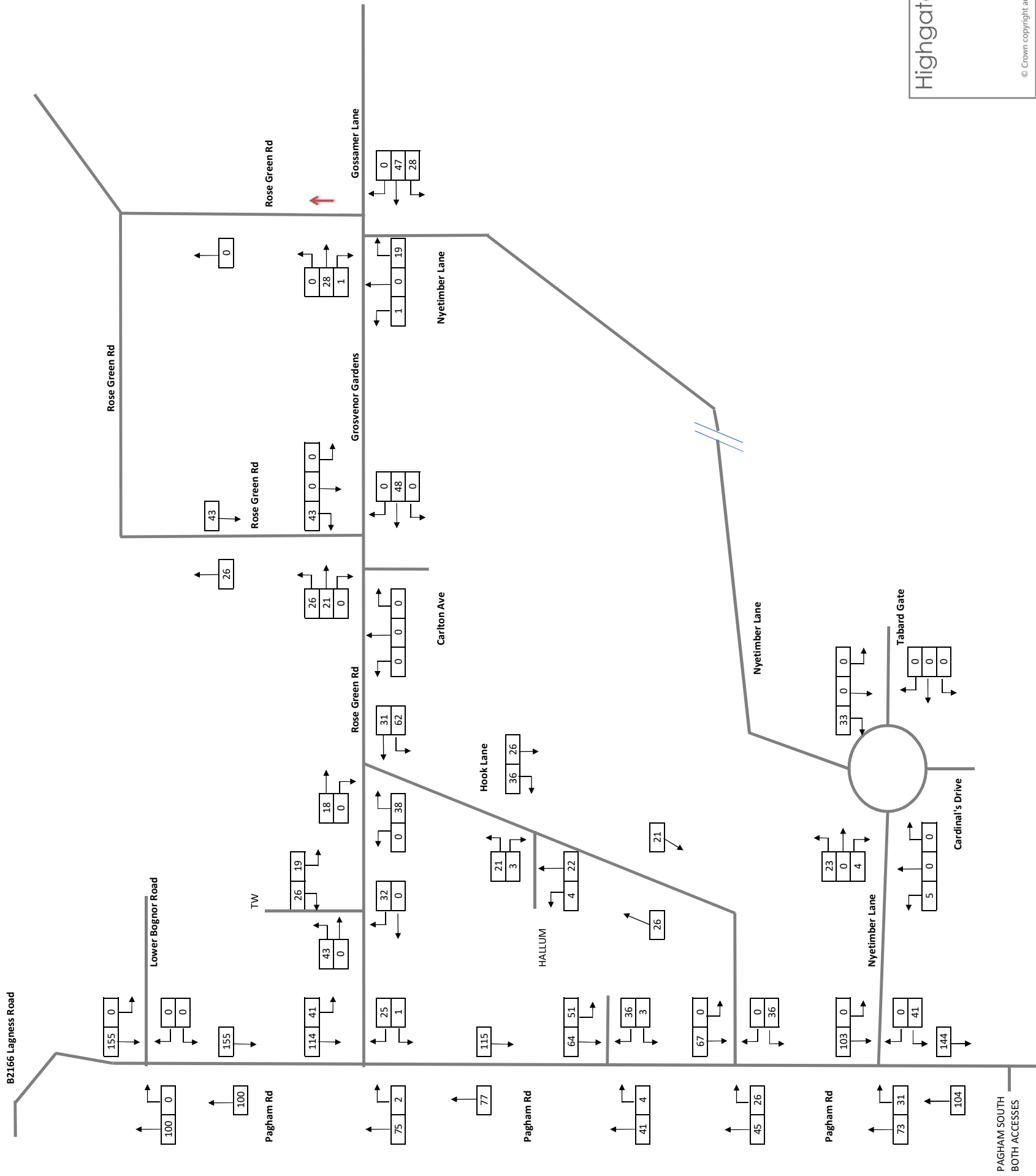
Pagham South
Cumulative Development Traffic Flows (3 Sites)
AM Peak Hour



Pagham South

Cumulative Development Traffic Flows (3 Sites)

PM Peak Hour



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Appendix 7

TEMPRO Data

1616 Pagham South
ATA/02/A

Arun (019) Urban Principal Road 2016-2031

AM

TEMPro main form

Data selections

Trip end selections

Trip end by time period selections

Select time period: Weekday AM peak period (0700 - 0959)

Trip end type

☐ Production/Attraction

☒ Origin/Destination

Reset Selections

Select data type

☒ Growth factors

☐ Future year minus base year

☐ Base year data

☐ Future year data

Results

*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	Destination
Level			
E02006560	Arun 019	1.1528	1.134

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:

☒ Arun 019 (E02006560)

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
E02006560	Arun 019	1.1959

PM

TEMPro main form

Data selections

Trip end selections

Trip end by time period selections

Select time period: Weekday PM peak period (1600 - 1859)

Trip end type

☐ Production/Attraction

☒ Origin/Destination

Reset Selections

Select data type

☒ Growth factors

☐ Future year minus base year

☐ Base year data

☐ Future year data

Results

*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	Destination
Level			
E02006560	Arun 019	1.1416	1.1531

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:

☒ Arun 019 (E02006560)

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
E02006560	Arun 019	1.2001

Housing Allocation 2016-2031

TEMPPro 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	Destination
Level			
E02006560	Arun 019	1.1416	1.1531

Apply Alternative Assumptions

Normalise Alternative Assumptions

Area	Current Assumptions				Alternative Assumptions			
	Base HH	Base Jobs	Future HH	Future Jobs	Base HH	Base Jobs	Future HH	Future Jobs
Arun 019 (E02006560)	4595	2327	5303	2437	4595	2327	5303	2437

Reset Selections

5303hh-4595hh=708 additional households in 2031 from 2016

Adjusted Housing 2016-2031

TEMPPro 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	Destination
Level			
E02006560	Arun 019	1.1528	1.134

Apply Alternative Assumptions

Normalise Alternative Assumptions

Area	Current Assumptions				Alternative Assumptions			
	Base HH	Base Jobs	Future HH	Future Jobs	Base HH	Base Jobs	Future HH	Future Jobs
Arun 019 (E02006560)	4595	2327	5303	2437	4595	2327	4745	2437

Reset Selections

Adjusted Housing 2016-2031 AM

TEMPro main form

Data selections

Trip end selections

Trip end by time period selections

Select time period: Weekday AM peak period (0700 - 0959)

Trip end type

☐ Production/Attraction

☒ Origin/Destination

Select data type

☒ Growth factors

☐ Future year minus base year

☐ Base year data

☐ Future year data

***Alternative Assumptions Applied**

***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	Destination
Level			
E02006560	Arun 019	1.0447	1.1053

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:

☒ Arun 019 (E02006560)

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
E02006560	Arun 019	1.1244

Adjusted Housing 2016-2031 PM

TEMPro main form

Data selections

Trip end selections

Trip end by time period selections

Select time period: Weekday PM peak period (1600 - 1859)

Trip end type

☐ Production/Attraction

☒ Origin/Destination

Select data type

☒ Growth factors

☐ Future year minus base year

☐ Base year data

☐ Future year data

***Alternative Assumptions Applied**

***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	Destination
Level			
E02006560	Arun 019	1.0858	1.0513

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:

☒ Arun 019 (E02006560)

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
E02006560	Arun 019	1.1176

Appendix 8

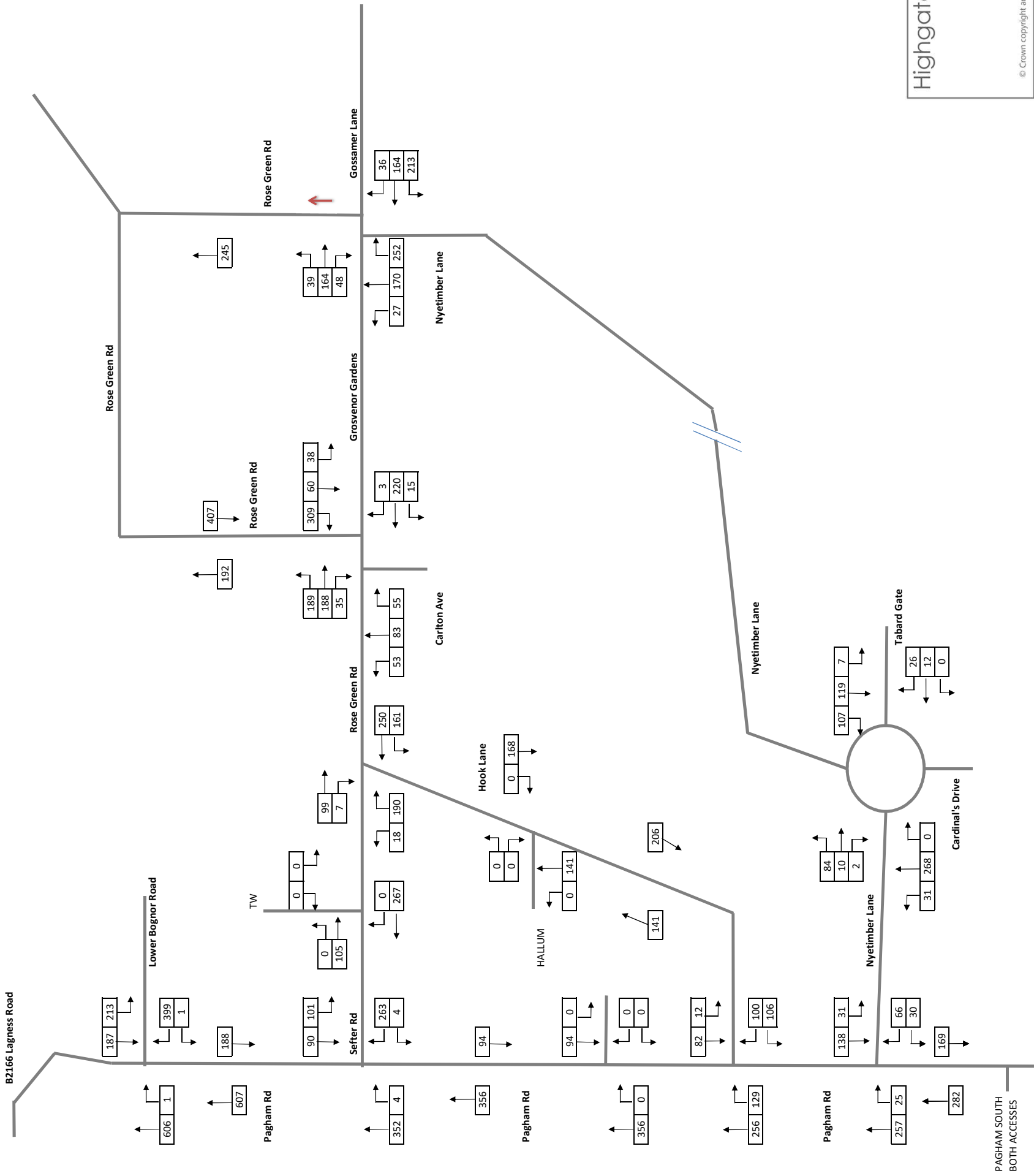
2031 Traffic Flow Diagrams Without Development

Pagham South

2031 Forecast Traffic Flows

AM Peak Hour

AM Growth Factor: 1.1244



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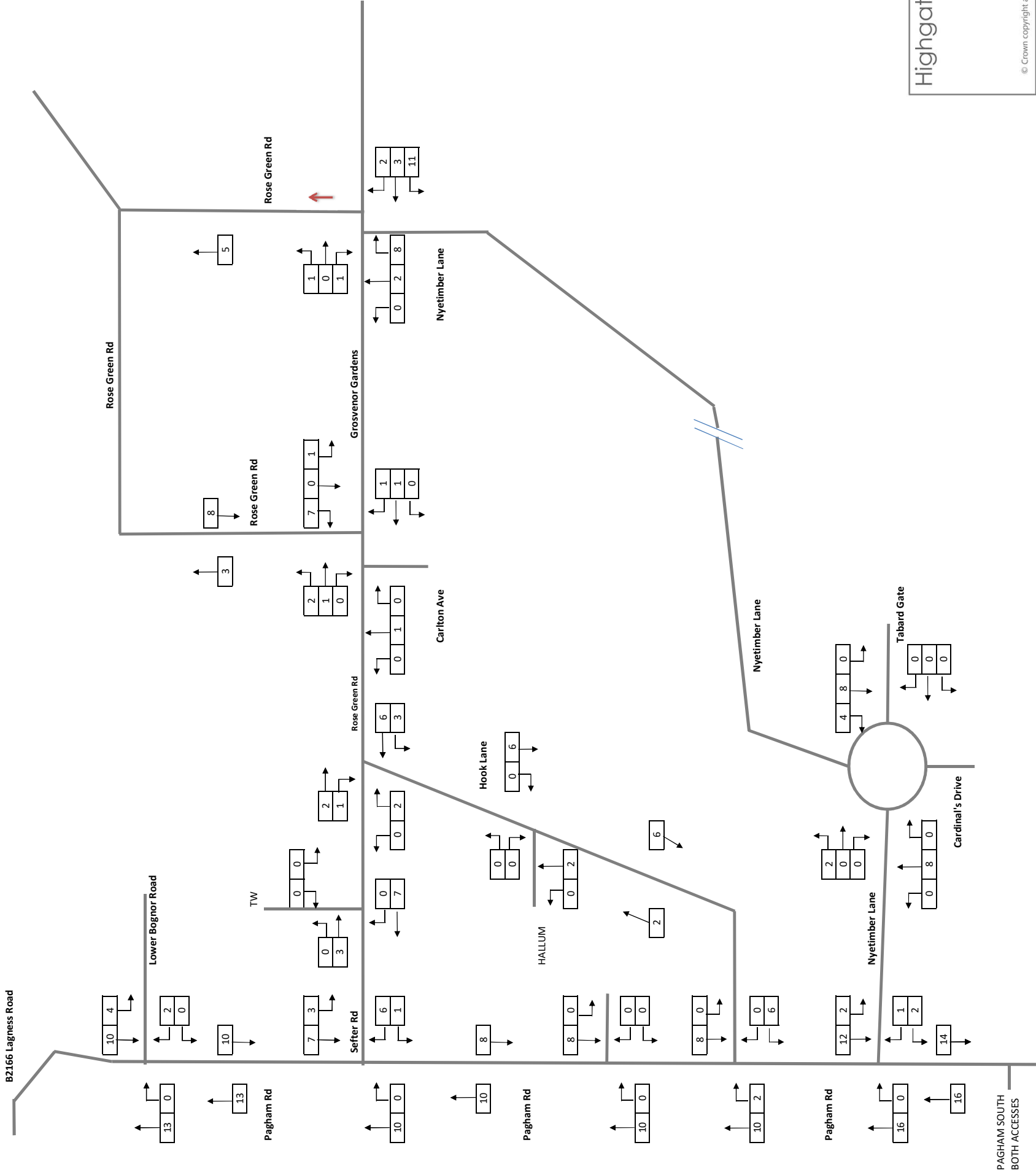
Box 13, 42 Triangle West

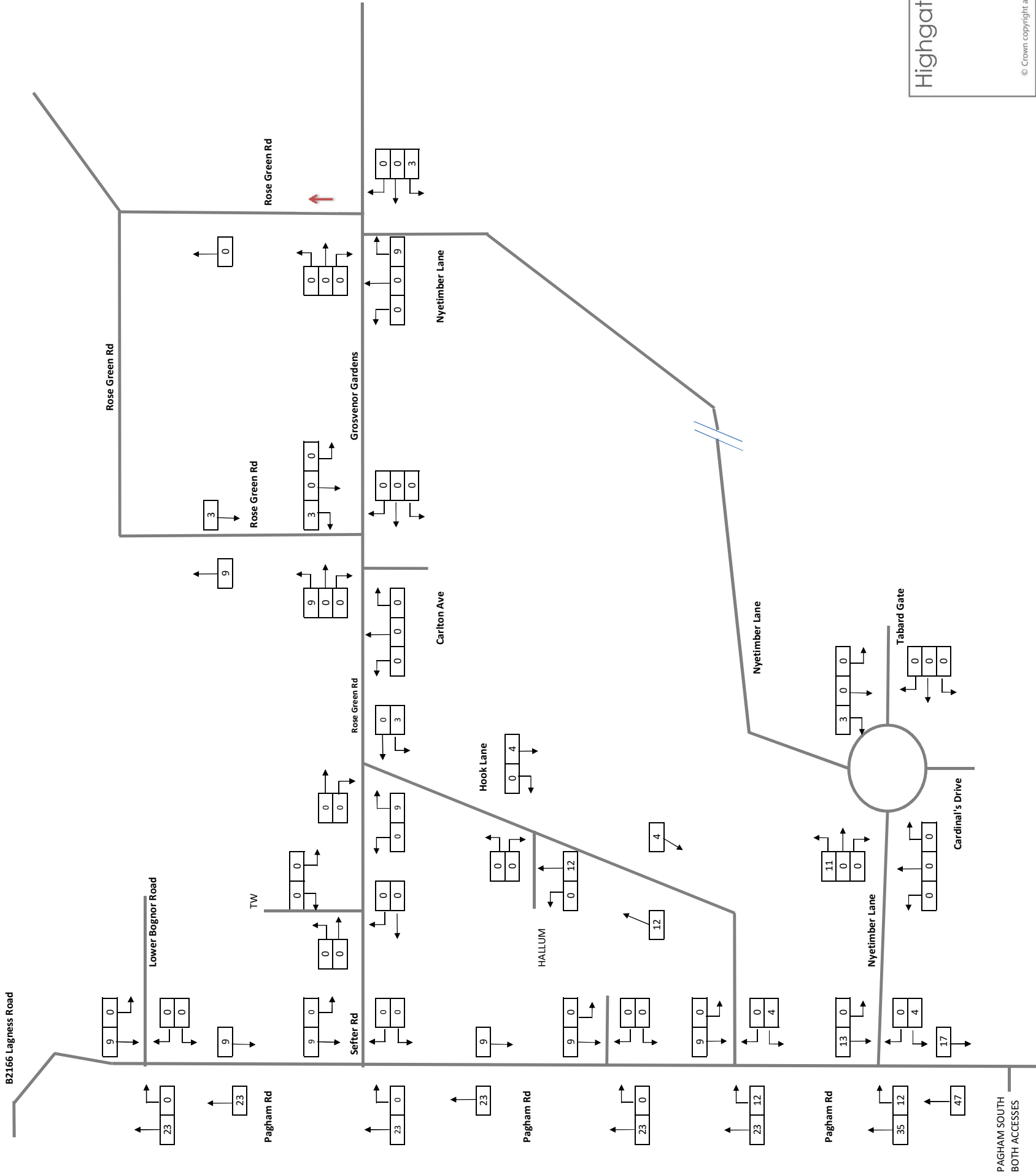
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Pagham South
2031 Forecast Traffic Flows - HGV & PSV
AM Peak Hour
AM Growth Factor: 1.1244

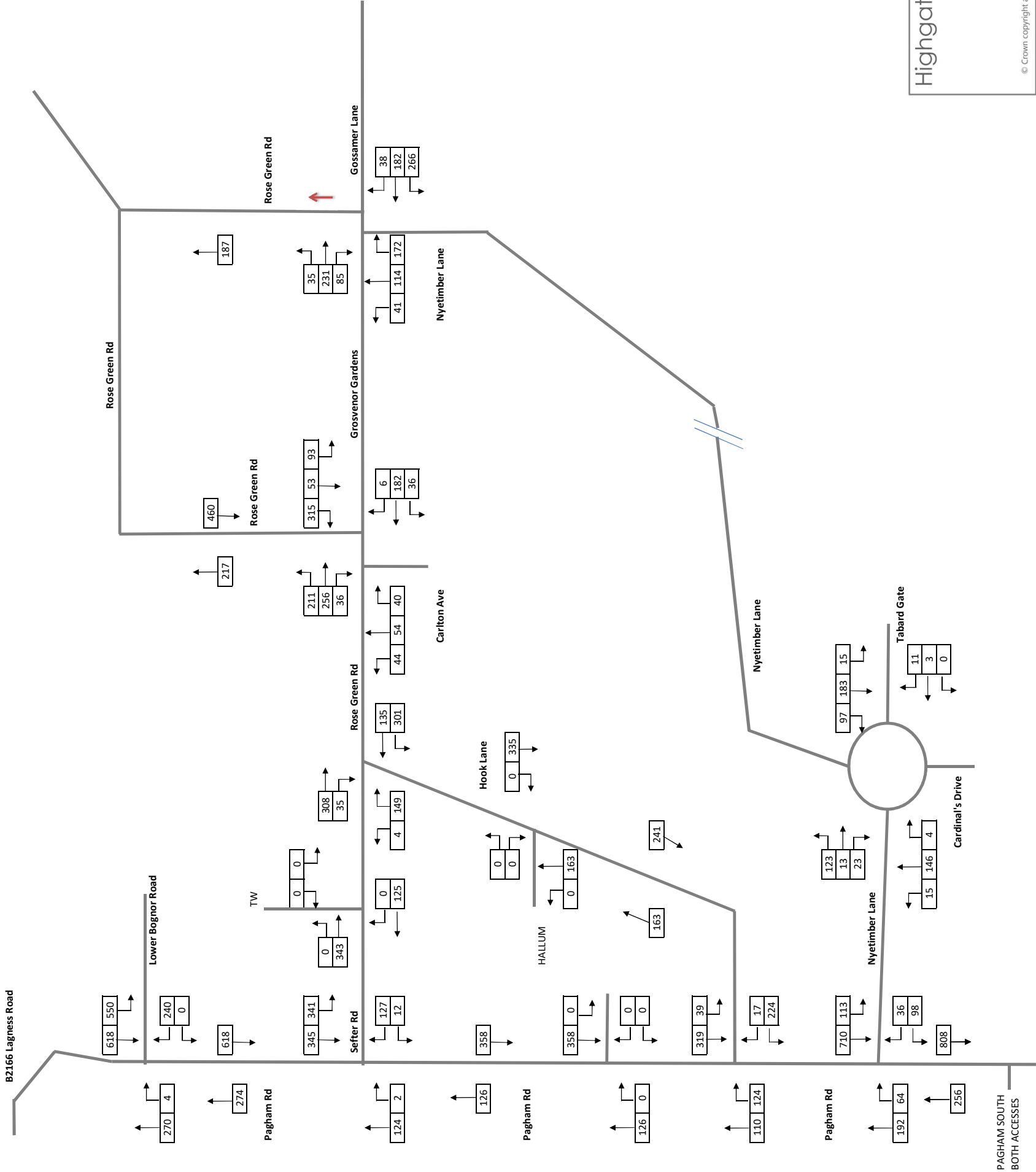




2031 Forecast Traffic Flows + Committed Development

[illegible]

Pagham South
2031 Forecast Traffic Flows
PM Peak Hour
PM Growth Factor: 1.1176

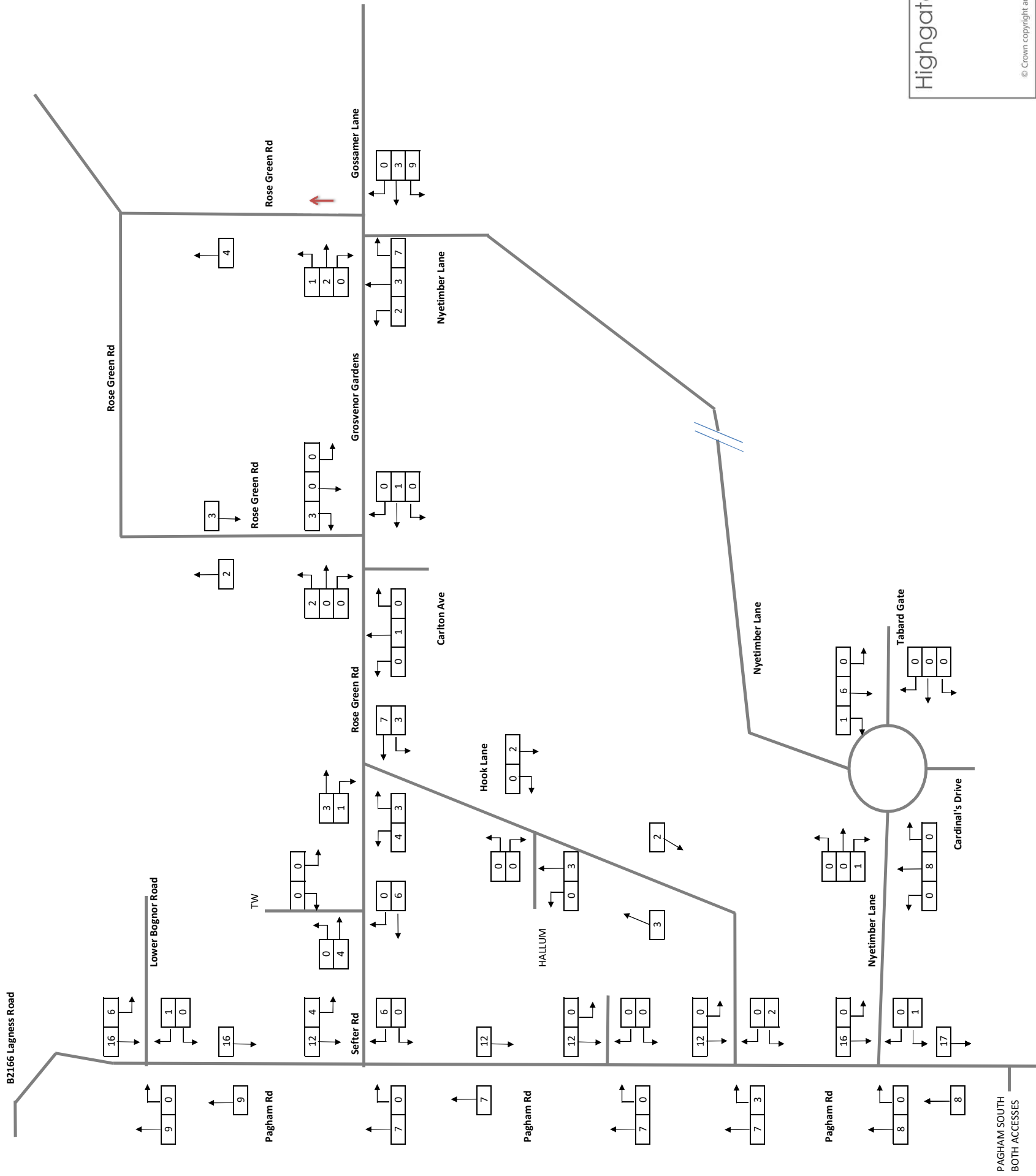


Pagham South

2031 Forecast Traffic Flows - HGV & PSV

PM Peak Hour

PM Growth Factor: 1.1176



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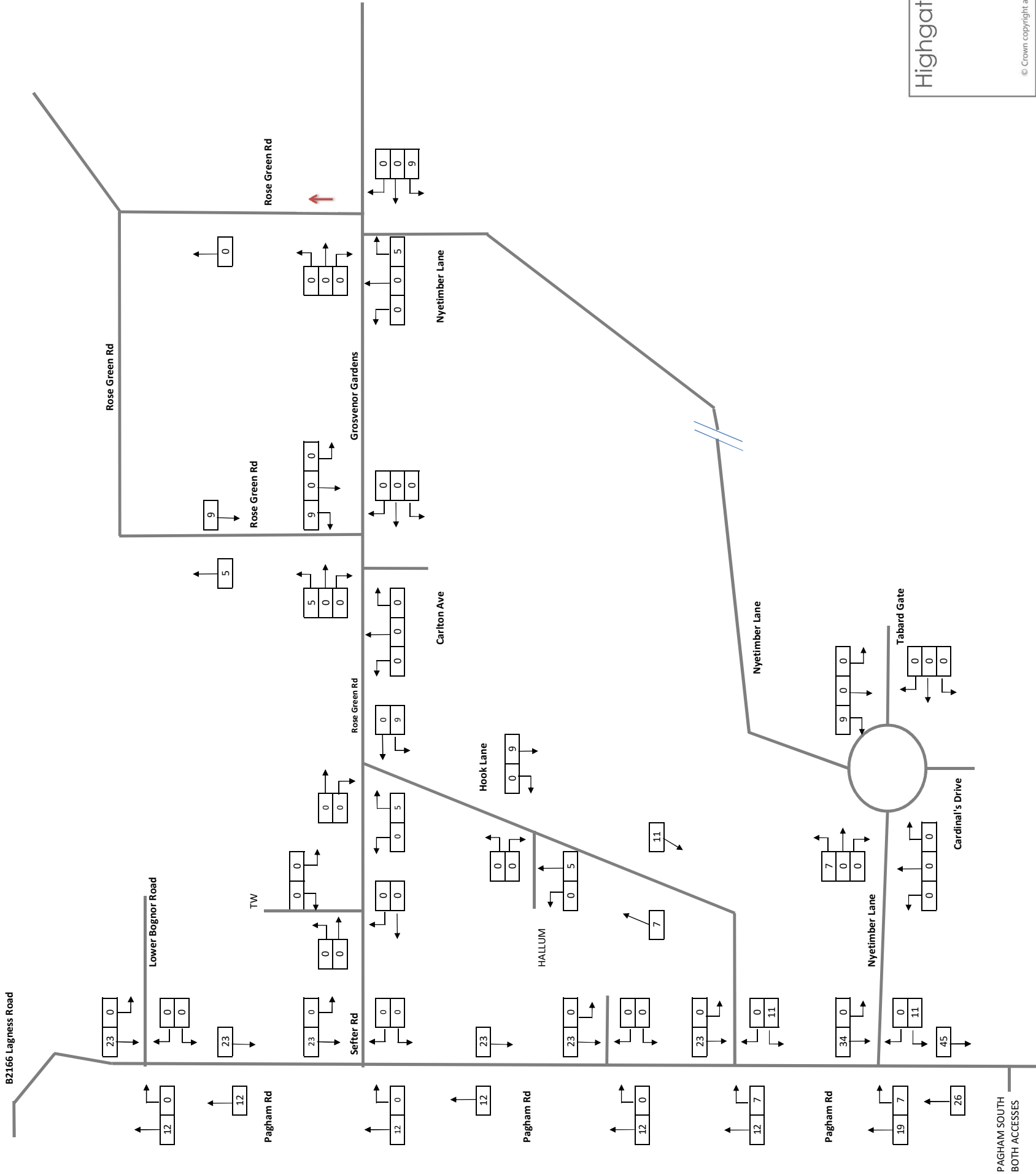
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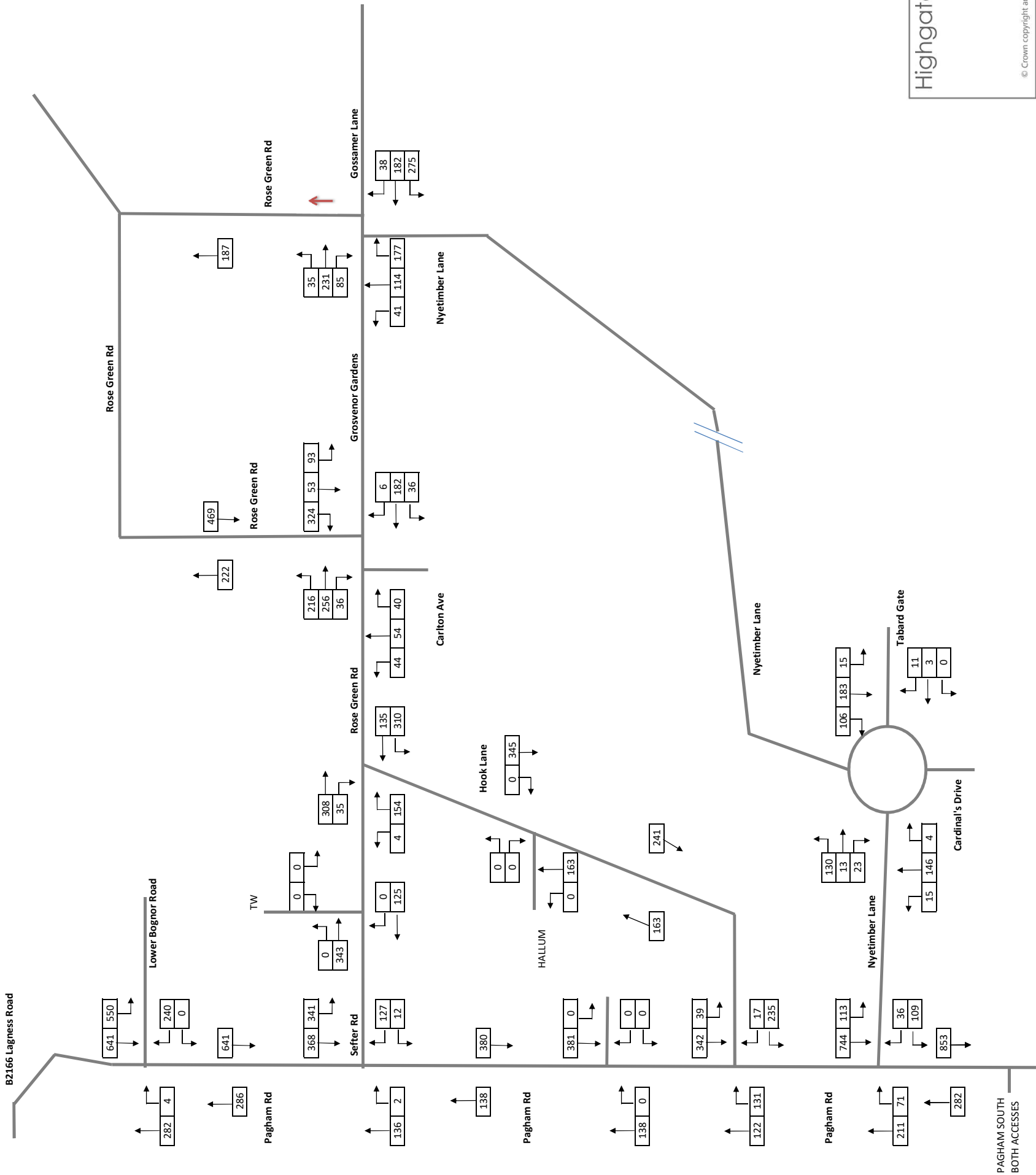


Pagham South

2031 Forecast Traffic Flows + Committed Development

PM Peak Hour

PM Growth Factor: 1.1176



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01913 313 931 / 01593 892 211

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Appendix 9

2031 Traffic Flow Diagrams With Cumulative Development

2031 Forecast Traffic Flows + Committed Development + Cumulative Development (3 sites)

The site plan illustrates a residential development with the following features:

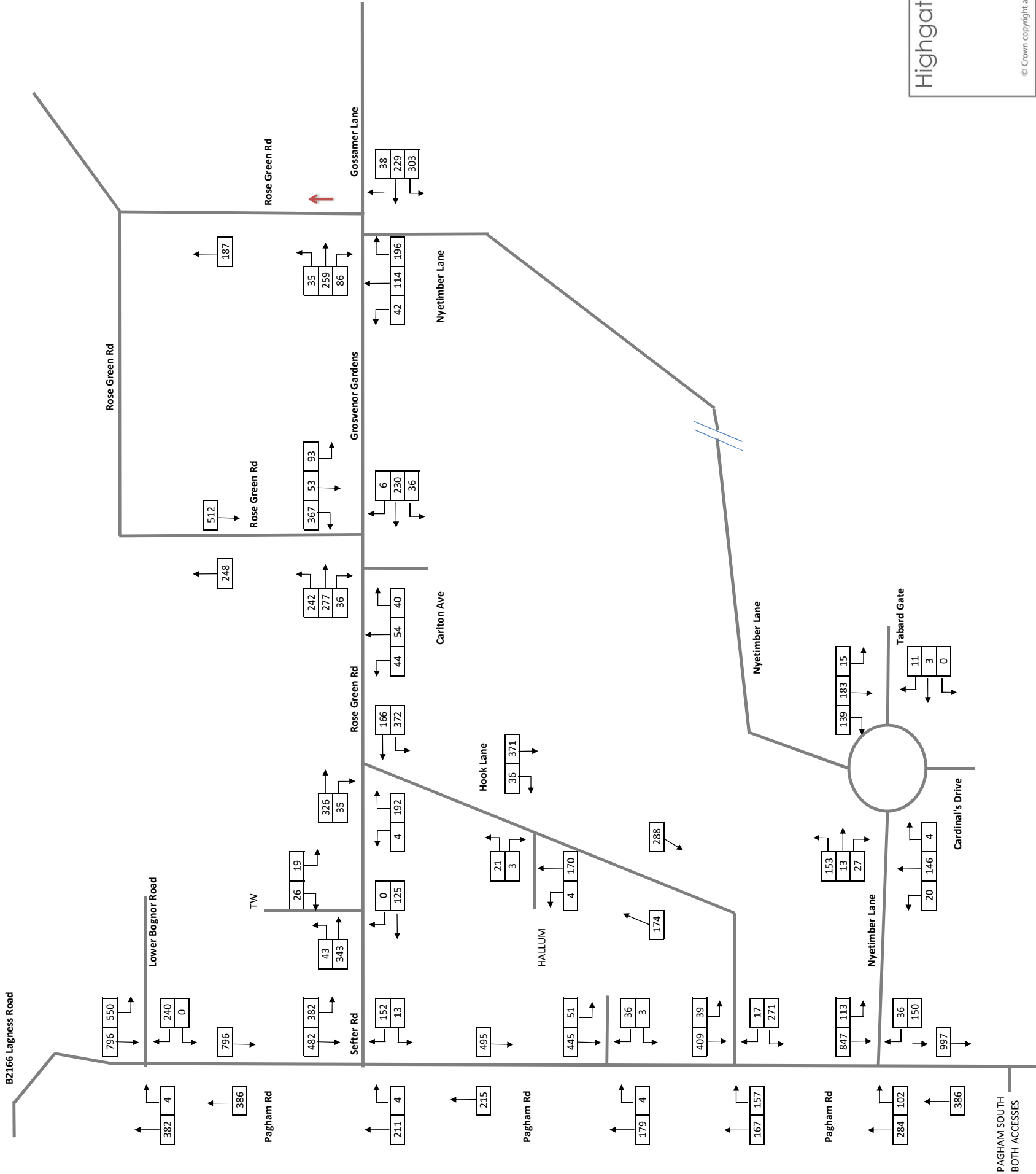
- Road Network:**
 - Rose Green Rd:** The main horizontal road at the top, with a red arrow indicating traffic flow.
 - Gosamer Lane:** A vertical road on the left side.
 - Nyetimber Lane:** A vertical road on the right side.
 - Carlton Ave:** A horizontal road in the center.
 - Hook Lane:** A horizontal road below Carlton Ave.
 - HALLUM:** A horizontal road below Hook Lane.
 - Cardinal's Drive:** A horizontal road at the bottom.
 - Nyetimber Lane:** A vertical road on the far right.
 - Lower Bognor Road:** A horizontal road on the far left.
- Residential Plots:** Numerous plots are shown with house numbers, including:
 - Plot 245 (top left)
 - Plot 39 (top left)
 - Plot 220 (top left)
 - Plot 48 (top left)
 - Plot 36 (top left)
 - Plot 187 (top left)
 - Plot 234 (top left)
 - Plot 28 (top left)
 - Plot 170 (top left)
 - Plot 295 (top left)
 - Plot 431 (top left)
 - Plot 333 (top left)
 - Plot 60 (top left)
 - Plot 38 (top left)
 - Plot 3 (top left)
 - Plot 243 (top left)
 - Plot 15 (top left)
 - Plot 252 (top left)
 - Plot 249 (top left)
 - Plot 246 (top left)
 - Plot 35 (top left)
 - Plot 56 (top left)
 - Plot 83 (top left)
 - Plot 55 (top left)
 - Plot 265 (top left)
 - Plot 196 (top left)
 - Plot 136 (top left)
 - Plot 8 (top left)
 - Plot 52 (top left)
 - Plot 38 (top left)
 - Plot 21 (top left)
 - Plot 105 (top left)
 - Plot 158 (top left)
 - Plot 121 (top left)
 - Plot 312 (top left)
 - Plot 6 (top left)
 - Plot 164 (top left)
 - Plot 43 (top left)
 - Plot 5 (top left)
 - Plot 17 (top left)
 - Plot 226 (top left)
 - Plot 2 (top left)
 - Plot 193 (top left)
 - Plot 137 (top left)
 - Plot 27 (top left)
 - Plot 57 (top left)
 - Plot 6 (top left)
 - Plot 143 (top left)
 - Plot 12 (top left)
 - Plot 100 (top left)
 - Plot 135 (top left)
 - Plot 214 (top left)
 - Plot 31 (top left)
 - Plot 66 (top left)
 - Plot 67 (top left)
 - Plot 291 (top left)
 - Plot 35 (top left)
 - Plot 268 (top left)
 - Plot 0 (top left)
 - Plot 135 (top left)
 - Plot 119 (top left)
 - Plot 7 (top left)
 - Plot 26 (top left)
 - Plot 12 (top left)
 - Plot 0 (top left)
 - Plot 807 (top left)
 - Plot 1 (top left)
 - Plot 808 (top left)
 - Plot 504 (top left)
 - Plot 5 (top left)
 - Plot 509 (top left)
 - Plot 452 (top left)
 - Plot 2 (top left)
 - Plot 354 (top left)
 - Plot 183 (top left)
 - Plot 409 (top left)
 - Plot 86 (top left)
 - Plot 495 (top left)
- Other Features:**
 - Fahard Gate:** A central circular feature.
 - TW:** A water tower located near the center.
 - HALLUM:** A rectangular area located near the center.

Pagham South

2031 Forecast Traffic Flows + Committed Development + Cumulative Development (3 sites)

PM Peak Hour

PM Growth Factor: 1.1176



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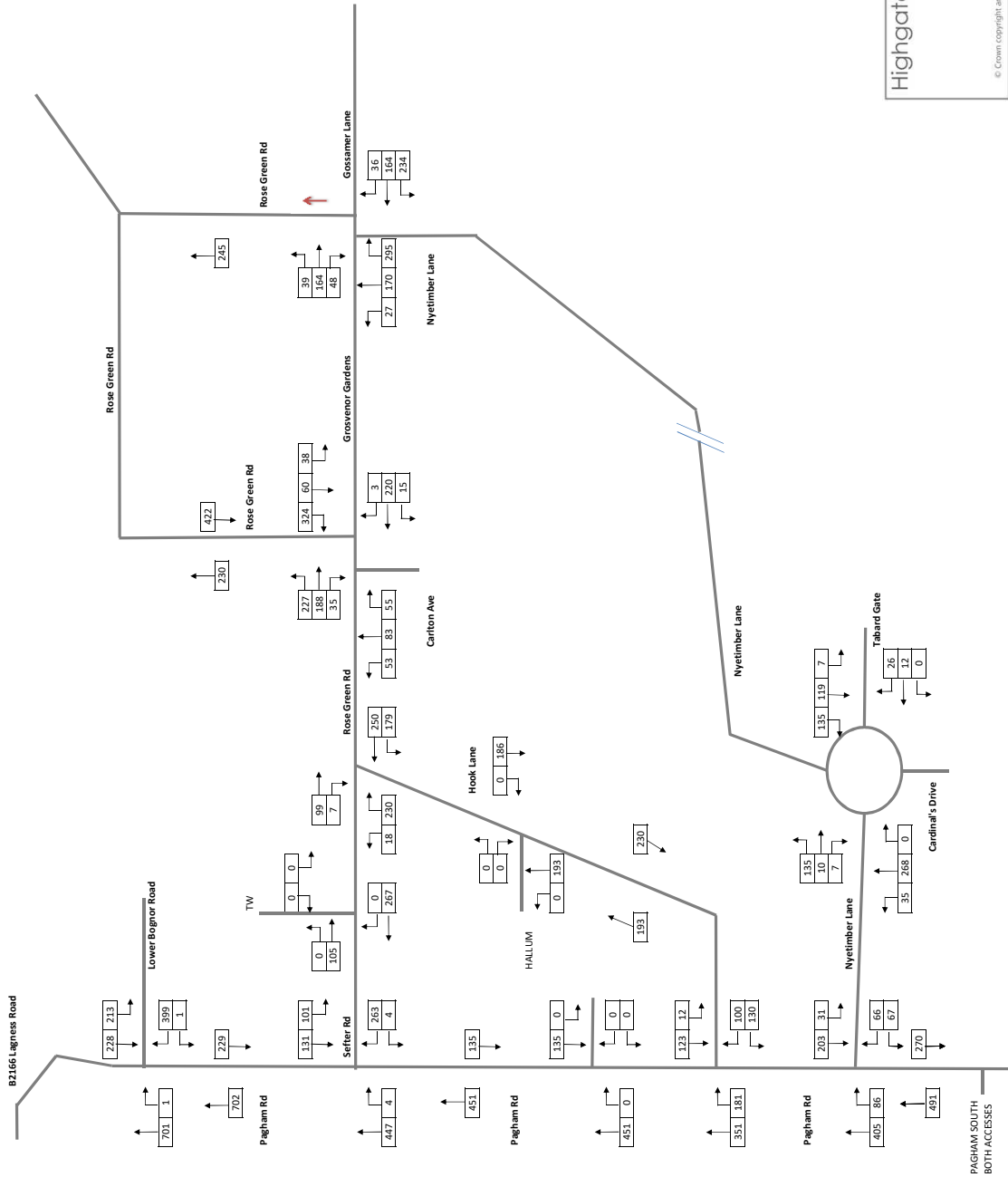
Appendix 10

2031 Traffic Flow Diagrams With Pagham South

Pagham South

2031 Forecast Traffic Flows + Committed Development + Pagham South

AM Peak Hour

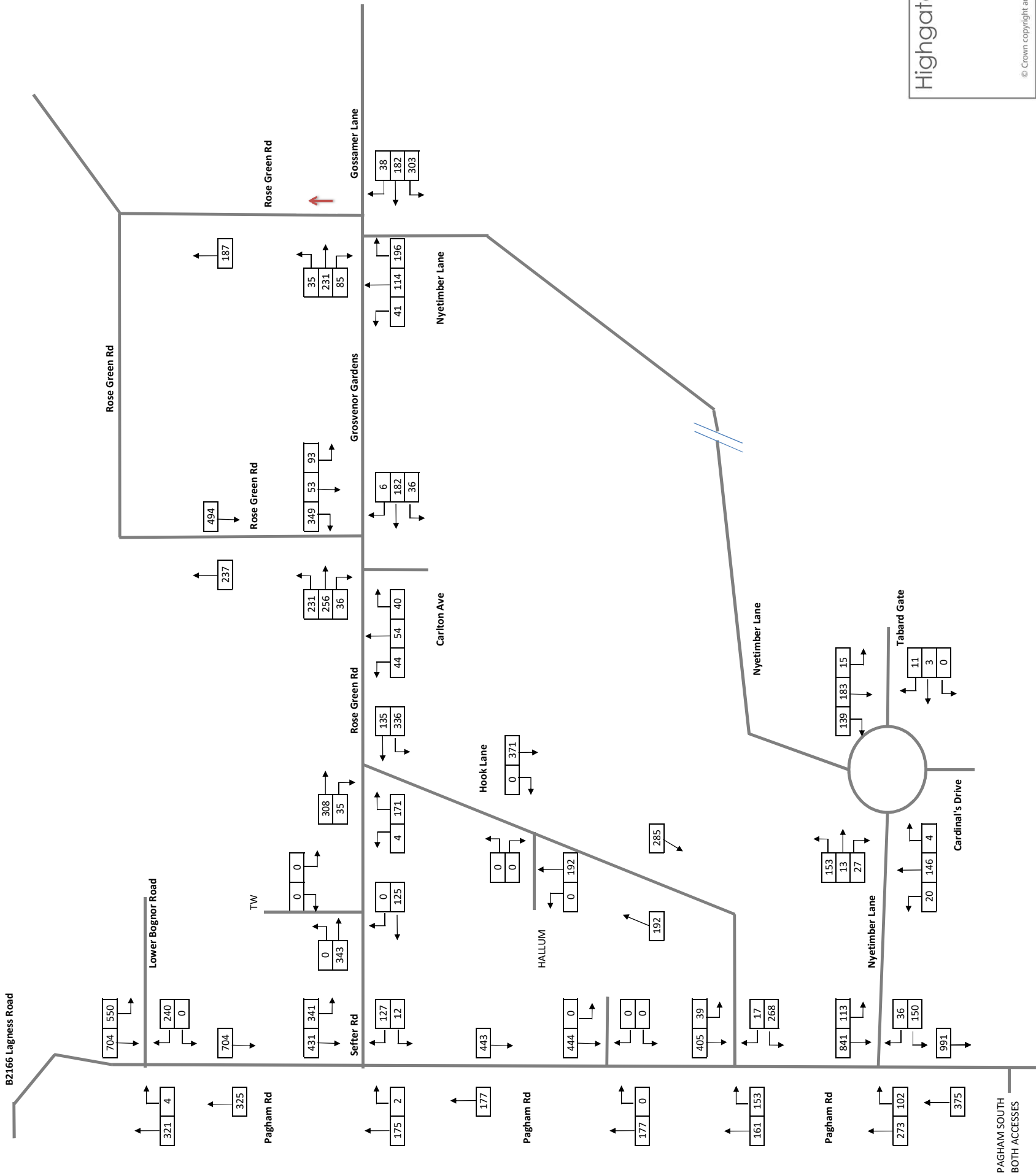


Pagham South

2031 Forecast Traffic Flows + Committed Development + Pagham South

PM Peak Hour

PM Growth Factor: 1.1176



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Appendix 11

Modelling Outputs – 2031 All Scenarios

Junctions 9
PICADY 9 - Priority Intersection 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
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Filename: 1616 Nyetimber Lane 2031.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA02 Modelling

Report generation date: 29/03/2017 19:49:09

»2031, AM
 »2031, PM
 »2031 + CUMULATIVE, AM
 »2031 + CUMULATIVE, PM
 »2031 + PAGHAM S, AM
 »2031 + PAGHAM S, 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
	2031													
Stream B-AC	0.3	9.34	0.22	A	1.93	A	132 %	0.6	14.31	0.39	B	2.19	A	34 %
Stream C-AB	0.1	4.81	0.08	A			[Stream B-AC]	0.4	7.29	0.20	A			[Stream B-AC]
	2031 + CUMULATIVE													
Stream B-AC	0.4	10.69	0.30	B	2.48	A	77 %	1.1	20.36	0.54	C	3.38	A	14 %
Stream C-AB	0.5	5.02	0.21	A			[Stream B-AC]	0.8	8.20	0.33	A			[Stream B-AC]
	2031 + PAGHAM S													
Stream B-AC	0.4	10.57	0.30	B	2.50	A	79 %	1.1	20.04	0.53	C	3.36	A	15 %
Stream C-AB	0.4	5.01	0.21	A			[Stream B-AC]	0.8	8.24	0.32	A			[Stream B-AC]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. 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	(untitled)
Location	
Site number	
Date	20/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
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	2031	AM	ONE HOUR	07:45	09:15	15
D2	2031	PM	ONE HOUR	16:45	18:15	15
D3	2031 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2031 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15
D5	2031 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D6	2031 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	1.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	132	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Nyetimber Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	60	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571	0.098	0.248	0.156	0.354
1	B-C	718	0.104	0.262	-	-
1	C-B	690	0.252	0.252	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	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 (%)
A		✓	182	100.000
B		✓	100	100.000
C		✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	31	151
	B	66	0	34
	C	292	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	7	8
	B	2	0	6
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.22	9.34	0.3	1.3	A
C-AB	0.08	4.81	0.1	1.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	528	0.143	75	0.2	7.934	A
C-AB	39	789	0.049	38	0.1	4.797	A
C-A	209			209			
A-B	23			23			
A-C	114			114			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	90	514	0.175	90	0.2	8.474	A
C-AB	49	809	0.061	49	0.1	4.735	A
C-A	246			246			

A-B	28			28			
A-C	136			136			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	110	496	0.222	110	0.3	9.322	A
C-AB	66	838	0.079	66	0.1	4.662	A
C-A	296			296			
A-B	34			34			
A-C	166			166			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	110	496	0.222	110	0.3	9.335	A
C-AB	66	838	0.079	66	0.1	4.671	A
C-A	296			296			
A-B	34			34			
A-C	166			166			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	90	514	0.175	90	0.2	8.493	A
C-AB	49	809	0.061	50	0.1	4.752	A
C-A	246			246			
A-B	28			28			
A-C	136			136			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	528	0.143	75	0.2	7.964	A
C-AB	39	789	0.049	39	0.1	4.808	A
C-A	209			209			
A-B	23			23			
A-C	114			114			

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

Stream	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
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:00 - 08:15

Stream	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
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.10	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	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
B-AC	0.28	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.14	0.03	0.27	0.49	0.97			N/A	N/A

08:30 - 08:45

Stream	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
B-AC	0.28	0.03	0.31	1.01	1.32			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:45 - 09:00

Stream	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
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

09:00 - 09:15

Stream	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
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.19	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	34	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	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 (%)
A		✓	857	100.000
B		✓	145	100.000
C		✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	113	744
	B	36	0	109
	C	211	71	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.39	14.31	0.6	2.9	B
C-AB	0.20	7.29	0.4	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	109	496	0.220	108	0.3	9.264	A
C-AB	71	635	0.112	71	0.2	6.375	A
C-A	141			141			
A-B	85			85			
A-C	560			560			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	130	461	0.283	130	0.4	10.874	B
C-AB	92	628	0.146	91	0.2	6.704	A
C-A	162			162			
A-B	102			102			
A-C	669			669			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	160	411	0.388	159	0.6	14.205	B
C-AB	125	620	0.202	125	0.4	7.265	A
C-A	185			185			
A-B	124			124			
A-C	819			819			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	160	411	0.388	160	0.6	14.307	B
C-AB	126	620	0.202	126	0.4	7.290	A
C-A	185			185			
A-B	124			124			
A-C	819			819			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	130	460	0.283	131	0.4	10.967	B
C-AB	92	628	0.146	92	0.3	6.745	A
C-A	162			162			
A-B	102			102			
A-C	669			669			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	109	495	0.220	110	0.3	9.342	A
C-AB	72	635	0.113	72	0.2	6.408	A

C-A	141			141			
A-B	85			85			
A-C	560			560			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	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
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:00 - 17:15

Stream	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
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:15 - 17:30

Stream	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
B-AC	0.62	0.03	0.26	0.62	0.62			N/A	N/A
C-AB	0.38	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	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
B-AC	0.63	0.03	0.30	1.43	2.95			N/A	N/A
C-AB	0.39	0.03	0.34	1.12	1.31			N/A	N/A

17:45 - 18:00

Stream	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
B-AC	0.40	0.03	0.28	0.67	1.09			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

18:00 - 18:15

Stream	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
B-AC	0.29	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2031 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	77	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + CUMULATIVE	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 (%)
A		✓	245	100.000
B		✓	133	100.000
C		✓	495	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	31	214
	B	66	0	67
	C	409	86	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	7	6
	B	2	0	3
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.30	10.69	0.4	1.8	B
C-AB	0.21	5.02	0.5	1.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	529	0.189	99	0.2	8.358	A
C-AB	103	834	0.123	102	0.2	4.913	A
C-A	270			270			
A-B	23			23			
A-C	161			161			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	120	510	0.234	119	0.3	9.208	A
C-AB	135	865	0.156	135	0.3	4.931	A
C-A	310			310			
A-B	28			28			
A-C	192			192			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	483	0.303	146	0.4	10.660	B
C-AB	189	908	0.208	188	0.4	5.002	A
C-A	356			356			
A-B	34			34			
A-C	236			236			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	483	0.303	146	0.4	10.694	B
C-AB	189	908	0.208	189	0.5	5.020	A
C-A	356			356			
A-B	34			34			
A-C	236			236			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	120	510	0.235	120	0.3	9.249	A
C-AB	135	865	0.156	136	0.3	4.958	A
C-A	310			310			
A-B	28			28			
A-C	192			192			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	529	0.189	100	0.2	8.409	A
C-AB	103	835	0.123	103	0.2	4.936	A

C-A	270			270			
A-B	23			23			
A-C	161			161			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	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
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Stream	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
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

08:15 - 08:30

Stream	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
B-AC	0.43	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.45	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	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
B-AC	0.43	0.03	0.31	1.33	1.82			N/A	N/A
C-AB	0.45	0.04	0.39	1.22	1.36			N/A	N/A

08:45 - 09:00

Stream	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
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

09:00 - 09:15

Stream	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
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2031 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	3.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 + CUMULATIVE	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 (%)
A		✓	960	100.000
B		✓	186	100.000
C		✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	113	847
	B	36	0	150
	C	284	102	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.54	20.36	1.1	4.9	C
C-AB	0.33	8.20	0.8	2.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	480	0.292	138	0.4	10.488	B
C-AB	114	656	0.173	113	0.3	6.616	A
C-A	177			177			
A-B	85			85			
A-C	638			638			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	167	440	0.380	166	0.6	13.143	B
C-AB	151	655	0.230	150	0.4	7.127	A
C-A	196			196			
A-B	102			102			
A-C	761			761			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	205	381	0.537	203	1.1	19.926	C
C-AB	216	657	0.328	214	0.8	8.139	A
C-A	209			209			
A-B	124			124			
A-C	933			933			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	205	381	0.537	205	1.1	20.360	C
C-AB	216	657	0.329	216	0.8	8.198	A
C-A	209			209			
A-B	124			124			
A-C	933			933			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	167	439	0.381	169	0.6	13.423	B
C-AB	151	656	0.231	153	0.5	7.197	A
C-A	196			196			
A-B	102			102			
A-C	761			761			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	480	0.292	141	0.4	10.646	B
C-AB	114	657	0.174	115	0.3	6.671	A

C-A	176			176			
A-B	85			85			
A-C	638			638			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	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
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

17:00 - 17:15

Stream	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
B-AC	0.60	0.12	0.87	1.37	1.44			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

17:15 - 17:30

Stream	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
B-AC	1.11	0.03	0.27	1.11	2.77			N/A	N/A
C-AB	0.78	0.03	0.26	0.78	0.78			N/A	N/A

17:30 - 17:45

Stream	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
B-AC	1.13	0.03	0.29	1.45	4.94			N/A	N/A
C-AB	0.80	0.04	0.41	1.80	2.81			N/A	N/A

17:45 - 18:00

Stream	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
B-AC	0.63	0.05	0.58	1.39	1.49			N/A	N/A
C-AB	0.47	0.00	0.00	0.47	0.47			N/A	N/A

18:00 - 18:15

Stream	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
B-AC	0.42	0.04	0.36	1.22	1.39			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

2031 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	2.50	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	79	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 + 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 (%)
A		✓	234	100.000
B		✓	133	100.000
C		✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	31	203
	B	66	0	67
	C	405	86	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	7	6
	B	2	0	3
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.30	10.57	0.4	1.8	B
C-AB	0.21	5.01	0.4	1.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	532	0.188	99	0.2	8.308	A
C-AB	102	834	0.122	101	0.2	4.909	A
C-A	268			268			
A-B	23			23			
A-C	153			153			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	120	513	0.233	119	0.3	9.135	A
C-AB	134	864	0.155	134	0.3	4.924	A
C-A	307			307			
A-B	28			28			
A-C	182			182			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	487	0.301	146	0.4	10.539	B
C-AB	187	907	0.206	186	0.4	4.993	A
C-A	354			354			
A-B	34			34			
A-C	224			224			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	487	0.301	146	0.4	10.573	B
C-AB	187	907	0.206	187	0.4	5.009	A
C-A	353			353			
A-B	34			34			
A-C	224			224			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	120	513	0.233	120	0.3	9.174	A
C-AB	134	865	0.155	135	0.3	4.950	A
C-A	307			307			
A-B	28			28			
A-C	182			182			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	531	0.188	100	0.2	8.359	A
C-AB	102	835	0.123	103	0.2	4.934	A

C-A	267			267			
A-B	23			23			
A-C	153			153			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	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
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Stream	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
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

08:15 - 08:30

Stream	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
B-AC	0.42	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.44	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	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
B-AC	0.43	0.03	0.31	1.32	1.79			N/A	N/A
C-AB	0.45	0.04	0.38	1.21	1.36			N/A	N/A

08:45 - 09:00

Stream	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
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

09:00 - 09:15

Stream	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
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2031 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way	3.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 + 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 (%)
A		✓	954	100.000
B		✓	186	100.000
C		✓	375	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	113	841
	B	36	0	150
	C	273	102	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	1
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.53	20.04	1.1	4.9	C
C-AB	0.32	8.24	0.8	2.7	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	482	0.291	138	0.4	10.435	B
C-AB	112	652	0.172	111	0.3	6.655	A
C-A	170			170			
A-B	85			85			
A-C	633			633			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	167	442	0.379	166	0.6	13.039	B
C-AB	148	649	0.228	147	0.4	7.170	A
C-A	189			189			
A-B	102			102			
A-C	756			756			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	205	384	0.533	203	1.1	19.623	C
C-AB	210	649	0.324	209	0.8	8.187	A
C-A	203			203			
A-B	124			124			
A-C	926			926			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	205	384	0.533	205	1.1	20.036	C
C-AB	211	650	0.325	211	0.8	8.244	A
C-A	202			202			
A-B	124			124			
A-C	926			926			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	167	442	0.379	169	0.6	13.310	B
C-AB	148	650	0.228	150	0.5	7.244	A
C-A	189			189			
A-B	102			102			
A-C	756			756			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	482	0.291	141	0.4	10.589	B
C-AB	113	652	0.173	113	0.3	6.709	A

C-A	170			170			
A-B	85			85			
A-C	633			633			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	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
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:00 - 17:15

Stream	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
B-AC	0.60	0.12	0.86	1.37	1.44			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

17:15 - 17:30

Stream	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
B-AC	1.09	0.03	0.27	1.09	2.58			N/A	N/A
C-AB	0.76	0.03	0.26	0.76	0.76			N/A	N/A

17:30 - 17:45

Stream	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
B-AC	1.12	0.03	0.29	1.43	4.86			N/A	N/A
C-AB	0.77	0.04	0.41	1.73	2.71			N/A	N/A

17:45 - 18:00

Stream	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
B-AC	0.62	0.05	0.58	1.38	1.48			N/A	N/A
C-AB	0.46	0.00	0.00	0.46	0.46			N/A	N/A

18:00 - 18:15

Stream	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
B-AC	0.42	0.04	0.36	1.21	1.38			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

Junctions 9
PICADY 9 - Priority Intersection Module
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Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA02 Modelling

Report generation date: 29/03/2017 20:26:04

»2031, AM
 »2031, PM
 »2031 + CUMULATIVE, AM
 »2031 + CUMULATIVE, PM
 »2031 + PAGHAM S, AM
 »2031 + PAGHAM S, 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
	2031													
Stream B-AC	0.8	12.02	0.44	B	5.09	A	57 %	0.9	12.05	0.48	B	4.78	A	50 %
Stream C-AB	0.6	6.10	0.29	A			[Stream B-AC]	0.5	7.65	0.28	A			[Stream B-AC]
	2031 + CUMULATIVE													
Stream B-AC	1.0	14.70	0.51	B	5.93	A	34 %	1.3	15.10	0.57	C	5.68	A	30 %
Stream C-AB	1.0	7.01	0.41	A			[Stream B-AC]	0.7	8.27	0.35	A			[Stream B-AC]
	2031 + PAGHAM S													
Stream B-AC	1.0	14.07	0.50	B	5.81	A	38 %	1.3	14.81	0.56	B	5.58	A	31 %
Stream C-AB	1.0	6.87	0.40	A			[Stream B-AC]	0.6	8.17	0.34	A			[Stream B-AC]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. 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	(untitled)
Location	
Site number	
Date	20/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
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	2031	AM	ONE HOUR	07:45	09:15	15
D2	2031	PM	ONE HOUR	16:45	18:15	15
D3	2031 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2031 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15
D5	2031 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D6	2031 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	5.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	57	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Hook Lane		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	60	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	574	0.105	0.264	0.166	0.378
1	B-C	721	0.111	0.279	-	-
1	C-B	690	0.267	0.267	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	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 (%)
A		✓	103	100.000
B		✓	210	100.000
C		✓	420	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	12	91
	B	100	0	110
	C	279	141	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	13
	B	0	0	2
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.44	12.02	0.8	3.1	B
C-AB	0.29	6.10	0.6	2.0	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	158	566	0.279	157	0.4	8.754	A
C-AB	145	785	0.185	144	0.3	5.607	A
C-A	171			171			
A-B	9			9			
A-C	69			69			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	189	551	0.342	188	0.5	9.896	A
C-AB	184	807	0.228	184	0.4	5.779	A
C-A	193			193			

A-B	11			11			
A-C	82			82			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	231	531	0.436	230	0.8	11.943	B
C-AB	246	838	0.294	245	0.6	6.081	A
C-A	217			217			
A-B	13			13			
A-C	100			100			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	231	531	0.436	231	0.8	12.022	B
C-AB	246	838	0.294	246	0.6	6.098	A
C-A	216			216			
A-B	13			13			
A-C	100			100			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	189	551	0.342	190	0.5	9.985	A
C-AB	185	807	0.229	185	0.4	5.805	A
C-A	193			193			
A-B	11			11			
A-C	82			82			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	158	566	0.279	159	0.4	8.851	A
C-AB	145	785	0.185	146	0.3	5.637	A
C-A	171			171			
A-B	9			9			
A-C	69			69			

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

Stream	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
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

08:00 - 08:15

Stream	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
B-AC	0.51	0.51	1.00	1.40	1.45			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			N/A	N/A

08:15 - 08:30

Stream	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
B-AC	0.76	0.03	0.26	0.76	0.76			N/A	N/A
C-AB	0.57	0.03	0.26	0.57	0.57			N/A	N/A

08:30 - 08:45

Stream	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
B-AC	0.76	0.03	0.28	1.01	3.08			N/A	N/A
C-AB	0.58	0.04	0.36	1.19	1.96			N/A	N/A

08:45 - 09:00

Stream	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
B-AC	0.53	0.05	0.58	1.32	1.41			N/A	N/A
C-AB	0.41	0.00	0.00	0.41	0.41			N/A	N/A

09:00 - 09:15

Stream	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
B-AC	0.39	0.03	0.31	0.98	1.24			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.78	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	50	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	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 (%)
A		✓	381	100.000
B		✓	252	100.000
C		✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	39	342
	B	17	0	235
	C	122	131	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.48	12.05	0.9	3.2	B
C-AB	0.28	7.65	0.5	1.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	190	615	0.309	188	0.4	8.403	A
C-AB	115	659	0.174	114	0.2	6.599	A
C-A	76			76			
A-B	29			29			
A-C	257			257			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	227	599	0.378	226	0.6	9.644	A
C-AB	142	656	0.216	141	0.3	6.985	A
C-A	86			86			
A-B	35			35			
A-C	307			307			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	576	0.482	276	0.9	11.954	B
C-AB	182	653	0.278	181	0.5	7.618	A
C-A	97			97			
A-B	43			43			
A-C	377			377			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	576	0.482	277	0.9	12.050	B
C-AB	182	653	0.278	182	0.5	7.646	A
C-A	97			97			
A-B	43			43			
A-C	377			377			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	227	599	0.379	228	0.6	9.740	A
C-AB	142	656	0.216	142	0.3	7.028	A
C-A	86			86			
A-B	35			35			
A-C	307			307			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	190	615	0.309	190	0.5	8.501	A
C-AB	115	659	0.174	115	0.2	6.637	A

C-A	76			76			
A-B	29			29			
A-C	257			257			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	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
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:00 - 17:15

Stream	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
B-AC	0.60	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

17:15 - 17:30

Stream	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
B-AC	0.91	0.03	0.26	0.91	0.91			N/A	N/A
C-AB	0.46	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	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
B-AC	0.92	0.03	0.28	0.92	3.17			N/A	N/A
C-AB	0.46	0.03	0.34	1.41	1.64			N/A	N/A

17:45 - 18:00

Stream	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
B-AC	0.62	0.07	0.74	1.35	1.43			N/A	N/A
C-AB	0.33	0.00	0.00	0.33	0.33			N/A	N/A

18:00 - 18:15

Stream	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
B-AC	0.45	0.04	0.39	1.22	1.36			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

2031 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	5.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	34	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + CUMULATIVE	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 (%)
A		✓	155	100.000
B		✓	235	100.000
C		✓	537	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	12	143
	B	100	0	135
	C	354	183	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	10
	B	0	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.51	14.70	1.0	3.7	B
C-AB	0.41	7.01	1.0	5.1	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	177	552	0.321	175	0.5	9.511	A
C-AB	205	812	0.252	203	0.5	5.902	A
C-A	199			199			
A-B	9			9			
A-C	108			108			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	211	532	0.397	211	0.6	11.177	B
C-AB	266	840	0.316	265	0.6	6.264	A
C-A	217			217			
A-B	11			11			
A-C	129			129			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	259	504	0.514	257	1.0	14.520	B
C-AB	364	879	0.413	362	1.0	6.974	A
C-A	228			228			
A-B	13			13			
A-C	157			157			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	259	503	0.514	259	1.0	14.703	B
C-AB	364	880	0.414	364	1.0	7.014	A
C-A	227			227			
A-B	13			13			
A-C	157			157			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	211	531	0.398	213	0.7	11.347	B
C-AB	266	841	0.317	268	0.7	6.313	A
C-A	216			216			
A-B	11			11			
A-C	129			129			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	177	551	0.321	178	0.5	9.656	A
C-AB	206	813	0.253	207	0.5	5.956	A

C-A	198			198			
A-B	9			9			
A-C	108			108			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	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
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

08:00 - 08:15

Stream	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
B-AC	0.65	0.19	0.93	1.39	1.44			N/A	N/A
C-AB	0.64	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	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
B-AC	1.02	0.03	0.27	1.02	1.45			N/A	N/A
C-AB	1.00	0.03	0.26	1.00	1.00			N/A	N/A

08:30 - 08:45

Stream	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
B-AC	1.04	0.03	0.28	1.04	3.70			N/A	N/A
C-AB	1.01	0.03	0.32	2.05	5.05			N/A	N/A

08:45 - 09:00

Stream	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
B-AC	0.67	0.07	0.72	1.38	1.47			N/A	N/A
C-AB	0.66	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	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
B-AC	0.48	0.04	0.41	1.26	1.39			N/A	N/A
C-AB	0.47	0.00	0.00	0.47	0.47			N/A	N/A

2031 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	5.68	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	30	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 + CUMULATIVE	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 (%)
A		✓	448	100.000
B		✓	288	100.000
C		✓	324	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	39	409
	B	17	0	271
	C	167	157	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.57	15.10	1.3	3.9	C
C-AB	0.35	8.27	0.7	3.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	217	601	0.361	215	0.6	9.263	A
C-AB	145	674	0.216	144	0.3	6.782	A
C-A	99			99			
A-B	29			29			
A-C	308			308			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	259	582	0.445	258	0.8	11.081	B
C-AB	182	674	0.270	181	0.4	7.305	A
C-A	109			109			
A-B	35			35			
A-C	368			368			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	317	555	0.571	315	1.3	14.873	B
C-AB	238	675	0.353	237	0.7	8.222	A
C-A	119			119			
A-B	43			43			
A-C	450			450			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	317	555	0.571	317	1.3	15.105	C
C-AB	238	675	0.353	238	0.7	8.269	A
C-A	118			118			
A-B	43			43			
A-C	450			450			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	259	582	0.445	261	0.8	11.283	B
C-AB	182	674	0.270	183	0.5	7.369	A
C-A	109			109			
A-B	35			35			
A-C	368			368			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	217	601	0.361	218	0.6	9.420	A
C-AB	146	674	0.216	146	0.3	6.840	A

C-A	98			98			
A-B	29			29			
A-C	308			308			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	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
B-AC	0.56	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.33	0.00	0.00	0.33	0.33			N/A	N/A

17:00 - 17:15

Stream	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
B-AC	0.78	0.17	0.92	1.40	1.46			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

17:15 - 17:30

Stream	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
B-AC	1.28	0.03	0.27	1.28	2.86			N/A	N/A
C-AB	0.68	0.03	0.26	0.68	0.68			N/A	N/A

17:30 - 17:45

Stream	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
B-AC	1.31	0.03	0.28	1.31	3.94			N/A	N/A
C-AB	0.68	0.03	0.32	1.50	3.16			N/A	N/A

17:45 - 18:00

Stream	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
B-AC	0.82	0.07	0.77	1.25	1.71			N/A	N/A
C-AB	0.46	0.00	0.00	0.46	0.46			N/A	N/A

18:00 - 18:15

Stream	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
B-AC	0.57	0.04	0.44	1.22	1.22			N/A	N/A
C-AB	0.34	0.00	0.00	0.34	0.34			N/A	N/A

2031 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	5.81	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	38	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 + 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 (%)
A		✓	135	100.000
B		✓	230	100.000
C		✓	532	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	12	123
	B	100	0	130
	C	351	181	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	10
	B	0	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.50	14.07	1.0	3.5	B
C-AB	0.40	6.87	1.0	4.8	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	173	555	0.312	171	0.4	9.345	A
C-AB	202	815	0.248	200	0.4	5.850	A
C-A	199			199			
A-B	9			9			
A-C	93			93			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	207	536	0.386	206	0.6	10.890	B
C-AB	261	843	0.310	260	0.6	6.186	A
C-A	217			217			
A-B	11			11			
A-C	111			111			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	509	0.497	252	1.0	13.920	B
C-AB	356	882	0.404	355	1.0	6.839	A
C-A	230			230			
A-B	13			13			
A-C	135			135			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	509	0.498	253	1.0	14.075	B
C-AB	357	883	0.404	357	1.0	6.874	A
C-A	229			229			
A-B	13			13			
A-C	135			135			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	207	536	0.386	208	0.6	11.038	B
C-AB	262	843	0.310	263	0.6	6.232	A
C-A	217			217			
A-B	11			11			
A-C	111			111			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	173	554	0.312	174	0.5	9.479	A
C-AB	203	815	0.248	203	0.5	5.901	A

C-A	198			198			
A-B	9			9			
A-C	93			93			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	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
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

08:00 - 08:15

Stream	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
B-AC	0.62	0.18	0.92	1.38	1.44			N/A	N/A
C-AB	0.62	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	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
B-AC	0.96	0.03	0.27	0.96	1.08			N/A	N/A
C-AB	0.96	0.03	0.26	0.96	0.96			N/A	N/A

08:30 - 08:45

Stream	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
B-AC	0.98	0.03	0.28	0.98	3.55			N/A	N/A
C-AB	0.97	0.03	0.32	2.02	4.82			N/A	N/A

08:45 - 09:00

Stream	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
B-AC	0.64	0.07	0.72	1.36	1.44			N/A	N/A
C-AB	0.64	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	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
B-AC	0.46	0.04	0.40	1.24	1.37			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

2031 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	5.58	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 + 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 (%)
A		✓	444	100.000
B		✓	285	100.000
C		✓	314	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	39	405
	B	17	0	268
	C	161	153	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	2
	B	0	0	2
	C	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.56	14.81	1.3	3.8	B
C-AB	0.34	8.17	0.6	2.9	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	215	602	0.356	212	0.5	9.189	A
C-AB	141	672	0.209	139	0.3	6.753	A
C-A	96			96			
A-B	29			29			
A-C	305			305			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	256	583	0.439	255	0.8	10.953	B
C-AB	176	671	0.262	175	0.4	7.252	A
C-A	107			107			
A-B	35			35			
A-C	364			364			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	314	557	0.564	312	1.2	14.591	B
C-AB	229	671	0.342	229	0.6	8.123	A
C-A	116			116			
A-B	43			43			
A-C	446			446			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	314	557	0.564	314	1.3	14.811	B
C-AB	230	671	0.342	230	0.6	8.166	A
C-A	116			116			
A-B	43			43			
A-C	446			446			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	256	583	0.439	258	0.8	11.142	B
C-AB	176	671	0.262	177	0.4	7.312	A
C-A	106			106			
A-B	35			35			
A-C	364			364			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	215	602	0.356	216	0.6	9.339	A
C-AB	141	672	0.210	141	0.3	6.805	A

C-A	96			96			
A-B	29			29			
A-C	305			305			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	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
B-AC	0.55	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

17:00 - 17:15

Stream	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
B-AC	0.77	0.18	0.92	1.39	1.45			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

17:15 - 17:30

Stream	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
B-AC	1.25	0.03	0.27	1.25	2.52			N/A	N/A
C-AB	0.64	0.03	0.26	0.64	0.64			N/A	N/A

17:30 - 17:45

Stream	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
B-AC	1.27	0.03	0.28	1.27	3.84			N/A	N/A
C-AB	0.65	0.03	0.33	1.43	2.89			N/A	N/A

17:45 - 18:00

Stream	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
B-AC	0.80	0.07	0.77	1.12	1.63			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

18:00 - 18:15

Stream	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
B-AC	0.56	0.04	0.44	1.04	1.04			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
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Filename: 1616 Sefter Road 2031.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA02 Modelling

Report generation date: 29/03/2017 20:38:37

»2031, AM
 »2031, PM
 »2031 + CUMULATIVE, AM
 »2031 + CUMULATIVE, PM
 »2031 + PAGHAM S, AM
 »2031 + PAGHAM S, 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
	2031													
Stream B-AC	2.0	25.91	0.68	D	8.14	A	10 %	0.7	16.10	0.41	C	2.31	A	39 %
Stream C-AB	0.0	4.39	0.01	A			[Stream B-AC]	0.0	6.19	0.01	A			[Stream B-AC]
	2031 + CUMULATIVE													
Stream B-AC	6.3	69.82	0.89	F	20.10	C	-12 %	1.2	24.89	0.56	C	3.36	A	11 %
Stream C-AB	0.0	4.15	0.01	A			[Stream B-AC]	0.0	6.02	0.01	A			[Stream B-AC]
	2031 + PAGHAM S													
Stream B-AC	2.4	30.28	0.71	D	8.52	A	4 %	0.8	18.33	0.44	C	2.40	A	28 %
Stream C-AB	0.0	4.24	0.01	A			[Stream B-AC]	0.0	6.04	0.01	A			[Stream B-AC]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. 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	(untitled)
Location	
Site number	
Date	20/03/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
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	2031	AM	ONE HOUR	07:45	09:15	15
D2	2031	PM	ONE HOUR	16:45	18:15	15
D3	2031 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15
D4	2031 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15
D5	2031 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D6	2031 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	8.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	10	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Sefter Road		Minor
C	Pagham Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	22	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549	0.100	0.253	0.159	0.361
1	B-C	707	0.108	0.274	-	-
1	C-B	690	0.267	0.267	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	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 (%)
A		✓	200	100.000
B		✓	267	100.000
C		✓	379	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	101	99
	B	263	0	4
	C	375	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	3	7
	B	2	0	25
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.68	25.91	2.0	10.1	D
C-AB	0.01	4.39	0.0	200.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	466	0.432	198	0.7	13.306	B
C-AB	5	825	0.006	5	0.0	4.386	A
C-A	281			281			
A-B	76			76			
A-C	75			75			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	240	452	0.532	239	1.1	16.789	C
C-AB	6	853	0.007	6	0.0	4.246	A
C-A	335			335			

A-B	91			91			
A-C	89			89			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	432	0.681	290	2.0	24.839	C
C-AB	8	893	0.009	8	0.0	4.067	A
C-A	409			409			
A-B	111			111			
A-C	109			109			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	432	0.681	294	2.0	25.913	D
C-AB	8	892	0.009	8	0.0	4.072	A
C-A	409			409			
A-B	111			111			
A-C	109			109			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	240	452	0.532	243	1.2	17.581	C
C-AB	6	853	0.007	6	0.0	4.255	A
C-A	335			335			
A-B	91			91			
A-C	89			89			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	466	0.432	203	0.8	13.764	B
C-AB	5	825	0.006	5	0.0	4.392	A
C-A	281			281			
A-B	76			76			
A-C	75			75			

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

Stream	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
B-AC	0.74	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	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
B-AC	1.09	0.14	1.04	1.67	1.94			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	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
B-AC	1.97	0.03	0.31	3.22	10.07			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	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
B-AC	2.04	0.03	0.29	2.04	8.50			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	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
B-AC	1.18	0.05	0.50	2.77	4.11			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	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
B-AC	0.78	0.04	0.39	1.81	2.94			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	2.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	39	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	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 (%)
A		✓	709	100.000
B		✓	139	100.000
C		✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	341	368
	B	127	0	12
	C	136	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	3
	B	4	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.41	16.10	0.7	3.1	C
C-AB	0.01	6.19	0.0	200.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	105	428	0.244	103	0.3	11.037	B
C-AB	2	614	0.003	2	0.0	5.878	A
C-A	102			102			
A-B	257			257			
A-C	277			277			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	125	407	0.307	124	0.4	12.740	B
C-AB	2	601	0.004	2	0.0	6.002	A
C-A	122			122			
A-B	307			307			
A-C	331			331			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	376	0.407	152	0.7	15.978	C
C-AB	3	585	0.005	3	0.0	6.177	A
C-A	149			149			
A-B	375			375			
A-C	405			405			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	376	0.407	153	0.7	16.102	C
C-AB	3	585	0.005	3	0.0	6.187	A
C-A	149			149			
A-B	375			375			
A-C	405			405			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	125	407	0.307	126	0.5	12.864	B
C-AB	2	601	0.004	2	0.0	6.019	A
C-A	122			122			
A-B	307			307			
A-C	331			331			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	105	428	0.244	105	0.3	11.156	B
C-AB	2	614	0.003	2	0.0	5.887	A

C-A	102			102			
A-B	257			257			
A-C	277			277			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	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
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	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
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	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
B-AC	0.67	0.03	0.26	0.67	0.67			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

17:30 - 17:45

Stream	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
B-AC	0.68	0.03	0.29	1.35	3.12			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	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
B-AC	0.45	0.04	0.37	1.19	1.35			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	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
B-AC	0.33	0.03	0.27	0.49	0.83			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2031 + CUMULATIVE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	20.10	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + CUMULATIVE	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 (%)
A		✓	279	100.000
B		✓	318	100.000
C		✓	509	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	121	158
	B	312	0	6
	C	504	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	3	4
	B	2	0	25
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.89	69.82	6.3	31.9	F
C-AB	0.01	4.15	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	239	439	0.546	235	1.2	17.308	C
C-AB	7	875	0.008	7	0.0	4.144	A
C-A	377			377			
A-B	91			91			
A-C	119			119			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	286	419	0.682	283	2.0	25.744	D
C-AB	9	914	0.010	9	0.0	3.974	A
C-A	449			449			
A-B	109			109			
A-C	142			142			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	350	392	0.893	337	5.4	54.842	F
C-AB	13	970	0.013	13	0.0	3.759	A
C-A	548			548			
A-B	133			133			
A-C	174			174			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	350	392	0.893	346	6.3	69.818	F
C-AB	13	970	0.013	13	0.0	3.765	A
C-A	548			548			
A-B	133			133			
A-C	174			174			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	286	419	0.682	302	2.3	33.862	D
C-AB	9	914	0.010	9	0.0	3.980	A
C-A	449			449			
A-B	109			109			
A-C	142			142			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	239	439	0.546	244	1.3	18.871	C
C-AB	7	875	0.008	7	0.0	4.147	A

C-A	377			377			
A-B	91			91			
A-C	119			119			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	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
B-AC	1.15	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	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
B-AC	1.98	0.10	1.35	4.25	5.76			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	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
B-AC	5.37	0.07	1.11	14.94	22.76			N/A	N/A
C-AB	0.02	0.02	0.25	0.46	0.48			N/A	N/A

08:30 - 08:45

Stream	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
B-AC	6.29	0.05	0.49	18.05	31.90			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Stream	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
B-AC	2.34	0.04	0.40	6.35	11.68			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	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
B-AC	1.25	0.03	0.32	2.41	6.43			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2031 + CUMULATIVE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	3.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	11	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 + CUMULATIVE	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 (%)
A		✓	864	100.000
B		✓	165	100.000
C		✓	215	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	382	482
	B	152	0	13
	C	211	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	3
	B	4	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.56	24.89	1.2	5.4	C
C-AB	0.01	6.02	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	124	393	0.316	122	0.5	13.199	B
C-AB	4	624	0.006	4	0.0	5.805	A
C-A	158			158			
A-B	288			288			
A-C	363			363			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	365	0.406	147	0.7	16.476	C
C-AB	5	615	0.008	5	0.0	5.896	A
C-A	188			188			
A-B	343			343			
A-C	433			433			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	182	326	0.558	180	1.2	24.261	C
C-AB	7	605	0.012	7	0.0	6.016	A
C-A	230			230			
A-B	421			421			
A-C	531			531			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	182	326	0.558	182	1.2	24.894	C
C-AB	7	605	0.012	7	0.0	6.024	A
C-A	230			230			
A-B	421			421			
A-C	531			531			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	365	0.406	150	0.7	16.928	C
C-AB	5	615	0.008	5	0.0	5.912	A
C-A	188			188			
A-B	343			343			
A-C	433			433			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	124	393	0.316	125	0.5	13.468	B
C-AB	4	624	0.006	4	0.0	5.815	A

C-A	158			158			
A-B	288			288			
A-C	363			363			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	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
B-AC	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Stream	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
B-AC	0.66	0.19	0.92	1.38	1.44			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	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
B-AC	1.19	0.03	0.28	1.19	4.42			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	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
B-AC	1.22	0.03	0.29	1.22	5.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	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
B-AC	0.70	0.05	0.57	1.01	1.61			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	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
B-AC	0.47	0.04	0.38	1.32	1.50			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2031 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	8.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	4	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 + 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 (%)
A		✓	232	100.000
B		✓	267	100.000
C		✓	451	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	101	131
	B	263	0	4
	C	447	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	3	5
	B	2	0	25
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.71	30.28	2.4	12.1	D
C-AB	0.01	4.24	0.0	200.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	452	0.445	198	0.8	14.015	B
C-AB	5	855	0.006	5	0.0	4.232	A
C-A	335			335			
A-B	76			76			
A-C	99			99			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	240	435	0.552	238	1.2	18.173	C
C-AB	7	890	0.007	7	0.0	4.073	A
C-A	399			399			
A-B	91			91			
A-C	118			118			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	411	0.715	290	2.3	28.568	D
C-AB	9	938	0.010	9	0.0	3.872	A
C-A	487			487			
A-B	111			111			
A-C	144			144			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	411	0.715	294	2.4	30.279	D
C-AB	9	938	0.010	9	0.0	3.876	A
C-A	487			487			
A-B	111			111			
A-C	144			144			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	240	435	0.552	244	1.3	19.309	C
C-AB	7	890	0.007	7	0.0	4.079	A
C-A	399			399			
A-B	91			91			
A-C	118			118			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	201	452	0.445	203	0.8	14.570	B
C-AB	5	855	0.006	5	0.0	4.237	A

C-A	335			335			
A-B	76			76			
A-C	99			99			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	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
B-AC	0.78	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	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
B-AC	1.18	0.13	1.08	1.86	2.38			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	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
B-AC	2.27	0.03	0.33	4.79	12.06			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

08:30 - 08:45

Stream	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
B-AC	2.37	0.03	0.30	2.51	10.90			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	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
B-AC	1.29	0.05	0.47	3.18	4.94			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	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
B-AC	0.82	0.04	0.37	1.94	3.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2031 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2031 + PAGHAM S, AM	Demand Set 5: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
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	Major road direction	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way	2.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	28	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 + 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 (%)
A		✓	772	100.000
B		✓	139	100.000
C		✓	177	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	341	431
	B	127	0	12
	C	175	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	1	3
	B	5	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.44	18.33	0.8	3.5	C
C-AB	0.01	6.04	0.0	200.4	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	105	408	0.256	103	0.3	11.755	B
C-AB	2	622	0.003	2	0.0	5.800	A
C-A	131			131			
A-B	257			257			
A-C	324			324			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	125	383	0.326	124	0.5	13.866	B
C-AB	2	612	0.004	2	0.0	5.898	A
C-A	157			157			
A-B	307			307			
A-C	387			387			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	349	0.438	152	0.8	18.135	C
C-AB	3	600	0.005	3	0.0	6.030	A
C-A	192			192			
A-B	375			375			
A-C	475			475			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	349	0.438	153	0.8	18.328	C
C-AB	3	599	0.005	3	0.0	6.037	A
C-A	192			192			
A-B	375			375			
A-C	475			475			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	125	383	0.326	126	0.5	14.044	B
C-AB	2	612	0.004	2	0.0	5.912	A
C-A	157			157			
A-B	307			307			
A-C	387			387			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	105	408	0.256	105	0.4	11.903	B
C-AB	2	622	0.003	2	0.0	5.809	A

C-A	131			131			
A-B	257			257			
A-C	324			324			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	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
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	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
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	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
B-AC	0.75	0.03	0.26	0.75	0.75			N/A	N/A
C-AB	0.01	>199	>199	>199	>199			N/A	N/A

17:30 - 17:45

Stream	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
B-AC	0.77	0.03	0.29	1.38	3.54			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	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
B-AC	0.49	0.04	0.44	1.27	1.39			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	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
B-AC	0.35	0.03	0.30	0.91	1.20			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Rose Green Road-Carlton Avenue.j9

Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA02 Modelling

Report generation date: 29/03/2017 22:04:58

»2031, AM
 »2031, PM
 »2031 + CUMULATIVE, AM
 »2031 + CUMULATIVE, PM
 »2031 + Pagham S, AM
 »2031 + Pagham S, 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
	2031													
Stream B-ACD	1.7	30.21	0.64	D	37.55	E	-14 % [Stream D-ABC]	0.9	21.55	0.48	C	76.97	F	-21 % [Stream D-ABC]
Stream A-BCD	0.0	6.46	0.01	A				0.0	5.42	0.02	A			
Stream D-ABC	12.0	99.92	0.97	F				31.8	212.60	1.10	F			
Stream C-ABD	0.2	5.14	0.11	A				0.3	4.91	0.12	A			
	2031 + CUMULATIVE													
Stream B-ACD	2.4	42.36	0.72	E	69.39	F	-21 % [Stream D-ABC]	1.1	28.27	0.55	D	159.41	F	-28 % [Stream D-ABC]
Stream A-BCD	0.0	6.47	0.01	A				0.0	5.29	0.02	A			
Stream D-ABC	28.2	206.81	1.09	F				63.6	452.45	1.24	F			
Stream C-ABD	0.3	4.88	0.12	A				0.3	5.05	0.13	A			
	2031 + Pagham S													
Stream B-ACD	1.8	32.67	0.66	D	46.67	E	-17 % [Stream D-ABC]	0.9	22.94	0.49	C	103.76	F	-24 % [Stream D-ABC]
Stream A-BCD	0.0	6.51	0.01	A				0.0	5.44	0.02	A			
Stream D-ABC	16.2	127.52	1.01	F				44.4	282.99	1.15	F			
Stream C-ABD	0.2	5.07	0.11	A				0.3	4.96	0.12	A			

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	Rose Green Road/Carlton Avenue
Location	Rose Green, Pagham
Site number	
Date	08/03/2017
Version	
Status	Existing Junction
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	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)	Run automatically
D1	2031	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 + CUMULATIVE	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 + Pagham S	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 + Pagham S	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2031, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	37.55	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm type
A	Grosvenor Gardens		Major
B	Carlton Avenue		Minor
C	Rose Green Road W		Major
D	Rose Green Road N		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Grosvenor Gardens	7.00			155.0	✓	0.00
C - Rose Green Road W	7.00			145.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Carlton Avenue	One lane	3.10	22	50
D - Rose Green Road N	One lane	3.70	80	137

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	664	-	-	-	0.246	0.246	0.246	-	0.246	-	-
1	B-AD	514	0.090	0.226	-	-	-	0.142	0.324	0.142	0.090	0.226
1	B-C	662	0.097	0.245	-	-	-	-	-	-	0.097	0.245
1	C-B	658	0.244	0.244	-	-	-	-	-	-	0.244	0.244
1	D-A	760	-	-	-	0.282	0.111	0.282	-	0.111	-	-
1	D-BC	613	0.170	0.170	0.385	0.270	0.107	0.270	-	0.107	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario	Time Period	Traffic profile	Start time	Finish time	Time segment length	Run
----	----------	-------------	-----------------	------------	-------------	---------------------	-----

	name	name	type	(HH:mm)	(HH:mm)	(min)	automatically
D1	2031	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	238	100.000
B - Carlton Avenue		ONE HOUR	✓	191	100.000
C - Rose Green Road W		ONE HOUR	✓	421	100.000
D - Rose Green Road N		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	15	220	3
	B - Carlton Avenue	55	0	53	83
	C - Rose Green Road W	188	35	0	198
	D - Rose Green Road N	38	60	312	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	3	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.64	30.21	1.7	D	175	263
A-BCD	0.01	6.46	0.0	A	4	7
A-B					14	20
A-C					200	300
D-ABC	0.97	99.92	12.0	F	376	564
C-ABD	0.11	5.14	0.2	A	61	92
C-D					167	250
C-A					158	237

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	403	0.357	142	0.0	0.5	13.654	B
A-BCD	3	1	560	0.006	3	0.0	0.0	6.464	A
A-B	11	3			11				

A-C	165	41			165				
D-ABC	309	77	512	0.603	303	0.0	1.4	16.785	C
C-ABD	43	11	747	0.058	43	0.0	0.1	5.114	A
C-D	140	35			140				
C-A	133	33			133				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	172	43	374	0.459	171	0.5	0.8	17.619	C
A-BCD	4	1	574	0.007	4	0.0	0.0	6.361	A
A-B	13	3			13				
A-C	196	49			196				
D-ABC	369	92	492	0.749	364	1.4	2.7	26.987	D
C-ABD	58	14	767	0.075	57	0.1	0.1	5.073	A
C-D	165	41			165				
C-A	156	39			156				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	210	53	333	0.631	207	0.8	1.6	27.905	D
A-BCD	6	1	593	0.010	6	0.0	0.0	6.176	A
A-B	16	4			16				
A-C	240	60			240				
D-ABC	451	113	465	0.971	426	2.7	9.0	67.436	F
C-ABD	83	21	799	0.104	82	0.1	0.2	5.030	A
C-D	195	49			195				
C-A	185	46			185				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	210	53	328	0.641	210	1.6	1.7	30.209	D
A-BCD	6	1	593	0.010	6	0.0	0.0	6.133	A
A-B	16	4			16				
A-C	240	60			240				
D-ABC	451	113	464	0.972	440	9.0	12.0	99.923	F
C-ABD	83	21	794	0.105	83	0.2	0.2	5.070	A
C-D	195	49			195				
C-A	185	46			185				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	172	43	365	0.470	175	1.7	0.9	19.184	C
A-BCD	4	1	573	0.007	4	0.0	0.0	6.262	A
A-B	13	3			13				
A-C	196	49			196				
D-ABC	369	92	491	0.750	403	12.0	3.4	49.329	E
C-ABD	58	15	760	0.077	59	0.2	0.1	5.141	A
C-D	164	41			164				
C-A	156	39			156				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	400	0.359	145	0.9	0.6	14.182	B
A-BCD	3	1	560	0.006	3	0.0	0.0	6.418	A
A-B	11	3			11				
A-C	165	41			165				
D-ABC	309	77	512	0.603	316	3.4	1.6	19.036	C
C-ABD	43	11	744	0.058	44	0.1	0.1	5.142	A

C-D	140	35			140				
C-A	133	33			133				

2031, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	76.97	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-21	Stream D-ABC

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	224	100.000
B - Carlton Avenue		ONE HOUR	✓	138	100.000
C - Rose Green Road W		ONE HOUR	✓	508	100.000
D - Rose Green Road N		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
	A - Grosvenor Gardens	0	36	182	6
	B - Carlton Avenue	40	0	44	54
	C - Rose Green Road W	256	36	0	216
	D - Rose Green Road N	93	53	324	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
	A - Grosvenor Gardens	0	0	1	0
	B - Carlton Avenue	0	0	3	2
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	0	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.48	21.55	0.9	C	127	190
A-BCD	0.02	5.42	0.0	A	8	12
A-B					33	49
A-C					165	247
D-ABC	1.10	212.60	31.8	F	431	647
C-ABD	0.12	4.91	0.3	A	72	109
C-D					180	270
C-A					214	320

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	104	26	401	0.259	103	0.0	0.3	11.996	B
A-BCD	6	1	671	0.009	6	0.0	0.0	5.415	A
A-B	27	7			27				
A-C	136	34			136				
D-ABC	354	88	523	0.676	346	0.0	2.0	19.541	C
C-ABD	49	12	794	0.062	49	0.0	0.1	4.830	A
C-D	153	38			153				
C-A	181	45			181				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	124	31	371	0.334	123	0.3	0.5	14.501	B
A-BCD	8	2	674	0.011	8	0.0	0.0	5.400	A
A-B	32	8			32				
A-C	162	40			162				
D-ABC	423	106	502	0.842	413	2.0	4.3	37.104	E
C-ABD	67	17	824	0.081	67	0.1	0.2	4.751	A
C-D	178	45			178				
C-A	211	53			211				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	152	38	329	0.462	151	0.5	0.8	20.017	C
A-BCD	10	3	680	0.015	10	0.0	0.0	5.372	A
A-B	39	10			39				
A-C	197	49			197				
D-ABC	517	129	472	1.096	457	4.3	19.3	113.723	F
C-ABD	99	25	869	0.114	99	0.2	0.3	4.673	A
C-D	211	53			211				
C-A	250	62			250				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	152	38	318	0.477	152	0.8	0.9	21.546	C
A-BCD	10	3	680	0.015	10	0.0	0.0	5.377	A
A-B	39	10			39				

A-C	197	49			197				
D-ABC	517	129	472	1.097	467	19.3	31.8	212.605	F
C-ABD	101	25	861	0.117	101	0.3	0.3	4.740	A
C-D	210	52			210				
C-A	249	62			249				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	124	31	350	0.354	125	0.9	0.6	16.107	C
A-BCD	8	2	674	0.011	8	0.0	0.0	5.409	A
A-B	32	8			32				
A-C	162	40			162				
D-ABC	423	106	501	0.843	486	31.8	15.9	182.306	F
C-ABD	69	17	807	0.085	69	0.3	0.2	4.889	A
C-D	178	44			178				
C-A	210	53			210				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	104	26	390	0.266	105	0.6	0.4	12.650	B
A-BCD	6	1	670	0.009	6	0.0	0.0	5.422	A
A-B	27	7			27				
A-C	136	34			136				
D-ABC	354	88	523	0.677	408	15.9	2.3	43.039	E
C-ABD	50	12	784	0.064	50	0.2	0.1	4.912	A
C-D	152	38			152				
C-A	180	45			180				

2031 + CUMULATIVE, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	69.39	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-21	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	261	100.000
B - Carlton Avenue		ONE HOUR	✓	194	100.000
C - Rose Green Road W		ONE HOUR	✓	530	100.000
D - Rose Green Road N		ONE HOUR	✓	431	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
	A - Grosvenor Gardens	0	15	243	3
	B - Carlton Avenue	55	0	56	83
	C - Rose Green Road W	246	35	0	249
	D - Rose Green Road N	38	60	333	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
	A - Grosvenor Gardens	0	0	1	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	3	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.72	42.36	2.4	E	178	267
A-BCD	0.01	6.47	0.0	A	5	7
A-B					14	20
A-C					221	332
D-ABC	1.09	206.81	28.2	F	395	593
C-ABD	0.12	4.88	0.3	A	74	111
C-D					207	311
C-A					205	307

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	146	37	387	0.378	144	0.0	0.6	14.682	B
A-BCD	3	1	560	0.006	3	0.0	0.0	6.471	A
A-B	11	3			11				
A-C	182	45			182				
D-ABC	324	81	493	0.659	317	0.0	1.8	19.792	C
C-ABD	49	12	797	0.062	49	0.0	0.1	4.812	A
C-D	176	44			176				
C-A	174	43			174				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	174	44	353	0.494	173	0.6	0.9	19.873	C
A-BCD	5	1	574	0.008	5	0.0	0.0	6.368	A
A-B	13	3			13				
A-C	217	54			217				
D-ABC	387	97	469	0.826	379	1.8	3.9	36.892	E
C-ABD	68	17	829	0.082	68	0.1	0.2	4.730	A
C-D	205	51			205				
C-A	203	51			203				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	214	53	306	0.698	209	0.9	2.1	35.544	E
A-BCD	6	2	594	0.011	6	0.0	0.0	6.176	A
A-B	16	4			16				
A-C	265	66			265				
D-ABC	475	119	437	1.087	421	3.9	17.3	112.484	F
C-ABD	102	26	877	0.117	102	0.2	0.3	4.651	A
C-D	242	61			242				
C-A	239	60			239				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	214	53	295	0.724	212	2.1	2.4	42.362	E
A-BCD	6	2	594	0.011	6	0.0	0.0	6.133	A
A-B	16	4			16				

A-C	265	66			265				
D-ABC	475	119	436	1.089	431	17.3	28.2	206.810	F
C-ABD	104	26	868	0.120	104	0.3	0.3	4.717	A
C-D	241	60			241				
C-A	238	60			238				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	174	44	332	0.526	179	2.4	1.2	24.286	C
A-BCD	5	1	573	0.008	5	0.0	0.0	6.261	A
A-B	13	3			13				
A-C	217	54			217				
D-ABC	387	97	468	0.828	452	28.2	12.1	167.671	F
C-ABD	70	18	811	0.087	71	0.3	0.2	4.870	A
C-D	204	51			204				
C-A	202	50			202				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	146	37	377	0.388	148	1.2	0.6	15.874	C
A-BCD	3	1	559	0.006	3	0.0	0.0	6.421	A
A-B	11	3			11				
A-C	182	45			182				
D-ABC	324	81	492	0.659	364	12.1	2.1	35.434	E
C-ABD	50	13	789	0.064	50	0.2	0.1	4.883	A
C-D	175	44			175				
C-A	173	43			173				

2031 + CUMULATIVE, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	159.41	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-28	Stream D-ABC

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	272	100.000
B - Carlton Avenue		ONE HOUR	✓	138	100.000
C - Rose Green Road W		ONE HOUR	✓	555	100.000
D - Rose Green Road N		ONE HOUR	✓	513	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	36	230	6
	B - Carlton Avenue	40	0	44	54
	C - Rose Green Road W	277	36	0	242
	D - Rose Green Road N	93	53	367	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	0
	B - Carlton Avenue	0	0	0	2
	C - Rose Green Road W	0	0	0	1
	D - Rose Green Road N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.55	28.27	1.1	D	127	190
A-BCD	0.02	5.29	0.0	A	9	13
A-B					33	49
A-C					208	313
D-ABC	1.24	452.45	63.6	F	471	706
C-ABD	0.13	5.05	0.3	A	81	121
C-D					200	300
C-A					229	343

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	104	26	384	0.270	102	0.0	0.4	12.716	B
A-BCD	6	2	688	0.009	6	0.0	0.0	5.279	A
A-B	27	7			27				
A-C	172	43			172				
D-ABC	386	97	513	0.753	375	0.0	2.7	24.495	C
C-ABD	53	13	806	0.065	52	0.0	0.1	4.773	A
C-D	170	43			170				
C-A	195	49			195				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	124	31	349	0.355	123	0.4	0.5	15.903	C
A-BCD	8	2	696	0.012	8	0.0	0.0	5.235	A
A-B	32	8			32				
A-C	204	51			204				
D-ABC	461	115	489	0.943	441	2.7	7.7	58.360	F
C-ABD	73	18	840	0.087	73	0.1	0.2	4.694	A
C-D	199	50			199				
C-A	227	57			227				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	152	38	299	0.509	150	0.5	1.0	23.953	C
A-BCD	11	3	708	0.016	11	0.0	0.0	5.167	A
A-B	39	10			39				
A-C	249	62			249				
D-ABC	565	141	456	1.239	451	7.7	36.1	194.590	F
C-ABD	111	28	890	0.125	111	0.2	0.3	4.627	A
C-D	233	58			233				
C-A	267	67			267				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	152	38	278	0.547	151	1.0	1.1	28.265	D
A-BCD	11	3	707	0.016	11	0.0	0.0	5.173	A
A-B	39	10			39				

A-C	249	62			249				
D-ABC	565	141	456	1.239	455	36.1	63.6	401.330	F
C-ABD	115	29	875	0.132	115	0.3	0.3	4.748	A
C-D	231	58			231				
C-A	265	66			265				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	124	31	305	0.407	126	1.1	0.7	20.300	C
A-BCD	8	2	695	0.012	8	0.0	0.0	5.245	A
A-B	32	8			32				
A-C	204	51			204				
D-ABC	461	115	489	0.944	481	63.6	58.6	452.446	F
C-ABD	78	19	805	0.097	78	0.3	0.2	4.966	A
C-D	196	49			196				
C-A	225	56			225				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	104	26	342	0.304	105	0.7	0.4	15.255	C
A-BCD	6	2	688	0.009	6	0.0	0.0	5.287	A
A-B	27	7			27				
A-C	172	43			172				
D-ABC	386	97	513	0.753	504	58.6	29.1	317.246	F
C-ABD	55	14	770	0.072	56	0.2	0.1	5.046	A
C-D	169	42			169				
C-A	193	48			193				

2031 + Pagham S, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	46.67	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 + Pagham S	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	238	100.000
B - Carlton Avenue		ONE HOUR	✓	191	100.000
C - Rose Green Road W		ONE HOUR	✓	450	100.000
D - Rose Green Road N		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	15	220	3
	B - Carlton Avenue	55	0	53	83
	C - Rose Green Road W	188	35	0	227
	D - Rose Green Road N	38	60	324	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	33
	B - Carlton Avenue	0	0	0	1
	C - Rose Green Road W	1	0	0	1
	D - Rose Green Road N	3	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.66	32.67	1.8	D	175	263
A-BCD	0.01	6.51	0.0	A	5	7
A-B					14	20
A-C					200	300
D-ABC	1.01	127.52	16.2	F	387	581
C-ABD	0.11	5.07	0.2	A	65	97
C-D					191	286
C-A					158	237

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	398	0.361	142	0.0	0.6	13.911	B
A-BCD	3	1	556	0.006	3	0.0	0.0	6.507	A
A-B	11	3			11				
A-C	165	41			165				
D-ABC	318	79	509	0.624	311	0.0	1.6	17.677	C
C-ABD	45	11	760	0.059	44	0.0	0.1	5.030	A
C-D	161	40			161				
C-A	133	33			133				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	172	43	368	0.467	171	0.6	0.8	18.148	C
A-BCD	4	1	569	0.008	4	0.0	0.0	6.410	A
A-B	13	3			13				
A-C	196	49			196				
D-ABC	379	95	489	0.776	373	1.6	3.0	29.706	D
C-ABD	60	15	783	0.077	60	0.1	0.1	4.976	A
C-D	188	47			188				
C-A	156	39			156				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	210	53	325	0.646	207	0.8	1.7	29.566	D
A-BCD	6	1	588	0.010	6	0.0	0.0	6.232	A
A-B	16	4			16				
A-C	240	60			240				
D-ABC	465	116	461	1.008	431	3.0	11.3	79.524	F
C-ABD	88	22	819	0.107	87	0.1	0.2	4.922	A
C-D	223	56			223				
C-A	185	46			185				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	210	53	319	0.660	210	1.7	1.8	32.673	D
A-BCD	6	1	588	0.010	6	0.0	0.0	6.187	A
A-B	16	4			16				

A-C	240	60			240				
D-ABC	465	116	460	1.009	445	11.3	16.2	127.523	F
C-ABD	88	22	814	0.109	88	0.2	0.2	4.971	A
C-D	223	56			223				
C-A	184	46			184				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	172	43	356	0.482	175	1.8	1.0	20.260	C
A-BCD	4	1	569	0.008	4	0.0	0.0	6.309	A
A-B	13	3			13				
A-C	196	49			196				
D-ABC	379	95	488	0.777	427	16.2	4.2	72.448	F
C-ABD	61	15	773	0.079	62	0.2	0.1	5.068	A
C-D	188	47			188				
C-A	156	39			156				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	144	36	395	0.364	145	1.0	0.6	14.516	B
A-BCD	3	1	556	0.006	3	0.0	0.0	6.458	A
A-B	11	3			11				
A-C	165	41			165				
D-ABC	318	79	509	0.624	327	4.2	1.8	20.808	C
C-ABD	45	11	757	0.060	45	0.1	0.1	5.062	A
C-D	161	40			161				
C-A	133	33			133				

2031 + Pagham S, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	103.76	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-24	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 + Pagham S	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Grosvenor Gardens		ONE HOUR	✓	224	100.000
B - Carlton Avenue		ONE HOUR	✓	138	100.000
C - Rose Green Road W		ONE HOUR	✓	523	100.000
D - Rose Green Road N		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	36	182	6
	B - Carlton Avenue	40	0	44	54
	C - Rose Green Road W	256	36	0	231
	D - Rose Green Road N	93	53	349	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	A - Grosvenor Gardens	0	0	1	0
	B - Carlton Avenue	0	0	0	2
	C - Rose Green Road W	0	0	0	1
	D - Rose Green Road N	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.49	22.94	0.9	C	127	190
A-BCD	0.02	5.44	0.0	A	8	12
A-B					33	49
A-C					165	247
D-ABC	1.15	282.99	44.4	F	454	681
C-ABD	0.12	4.96	0.3	A	75	112
C-D					192	288
C-A					213	319

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	104	26	399	0.260	103	0.0	0.3	12.090	B
A-BCD	6	1	669	0.009	6	0.0	0.0	5.432	A
A-B	27	7			27				
A-C	136	34			136				
D-ABC	373	93	525	0.710	364	0.0	2.3	21.280	C
C-ABD	50	13	799	0.063	50	0.0	0.1	4.803	A
C-D	163	41			163				
C-A	181	45			181				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	124	31	367	0.338	123	0.3	0.5	14.727	B
A-BCD	8	2	672	0.011	8	0.0	0.0	5.420	A
A-B	32	8			32				
A-C	162	40			162				
D-ABC	445	111	503	0.884	432	2.3	5.4	44.170	E
C-ABD	69	17	831	0.083	68	0.1	0.2	4.723	A
C-D	190	48			190				
C-A	211	53			211				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	152	38	323	0.471	151	0.5	0.9	20.736	C
A-BCD	10	3	677	0.015	10	0.0	0.0	5.396	A
A-B	39	10			39				
A-C	197	49			197				
D-ABC	545	136	473	1.152	464	5.4	25.8	141.714	F
C-ABD	102	26	877	0.117	102	0.2	0.3	4.646	A
C-D	225	56			225				
C-A	249	62			249				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	152	38	308	0.493	152	0.9	0.9	22.944	C
A-BCD	10	3	677	0.015	10	0.0	0.0	5.402	A
A-B	39	10			39				

A-C	197	49			197				
D-ABC	545	136	473	1.153	471	25.8	44.4	281.041	F
C-ABD	105	26	866	0.121	105	0.3	0.3	4.732	A
C-D	223	56			223				
C-A	248	62			248				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	124	31	337	0.368	125	0.9	0.6	17.108	C
A-BCD	8	2	671	0.011	8	0.0	0.0	5.427	A
A-B	32	8			32				
A-C	162	40			162				
D-ABC	445	111	503	0.885	492	44.4	32.7	282.990	F
C-ABD	71	18	806	0.089	72	0.3	0.2	4.911	A
C-D	189	47			189				
C-A	210	52			210				

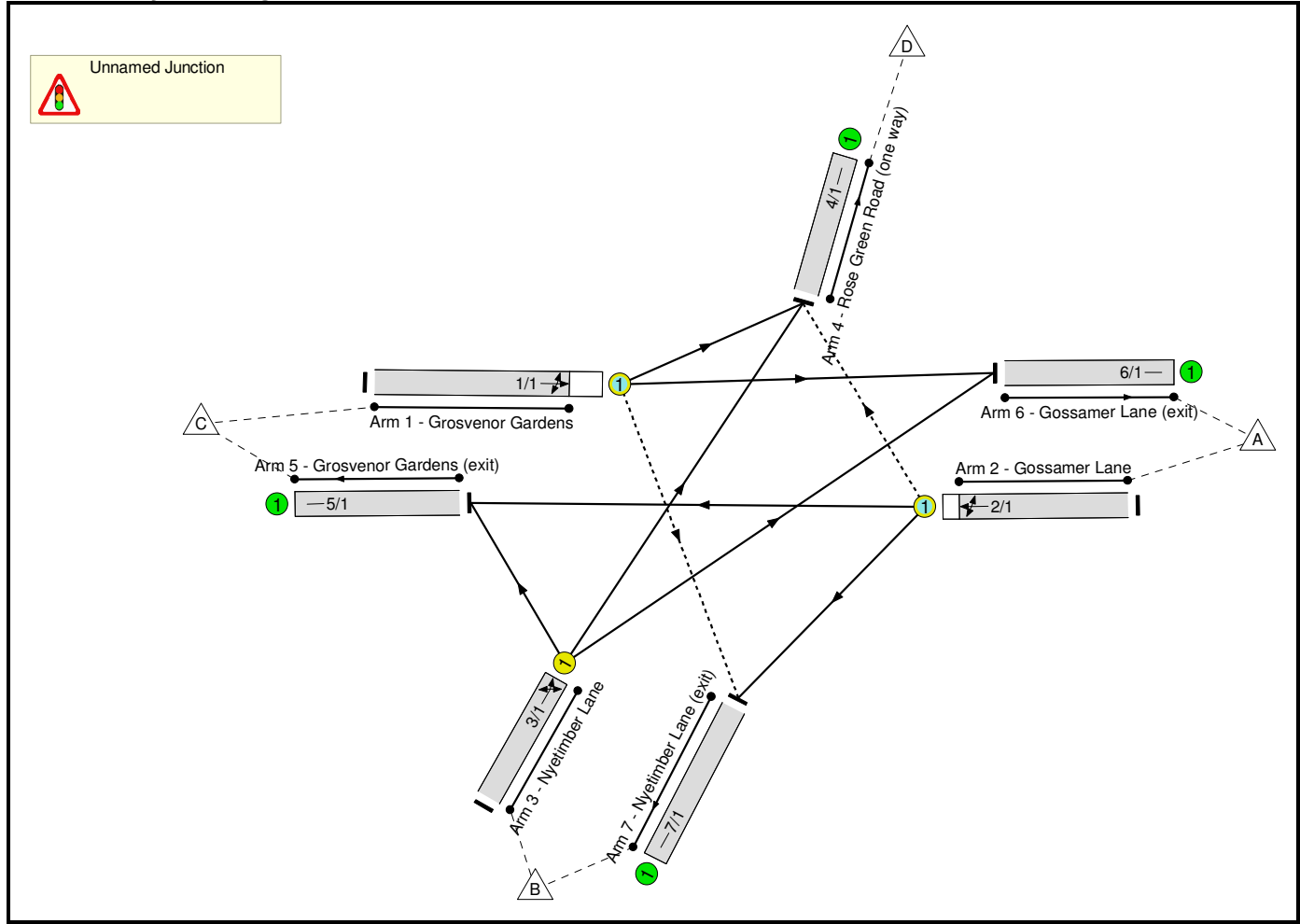
18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	104	26	376	0.277	105	0.6	0.4	13.323	B
A-BCD	6	1	668	0.009	6	0.0	0.0	5.440	A
A-B	27	7			27				
A-C	136	34			136				
D-ABC	373	93	525	0.710	491	32.7	3.1	125.475	F
C-ABD	52	13	779	0.066	52	0.2	0.1	4.956	A
C-D	162	41			162				
C-A	180	45			180				

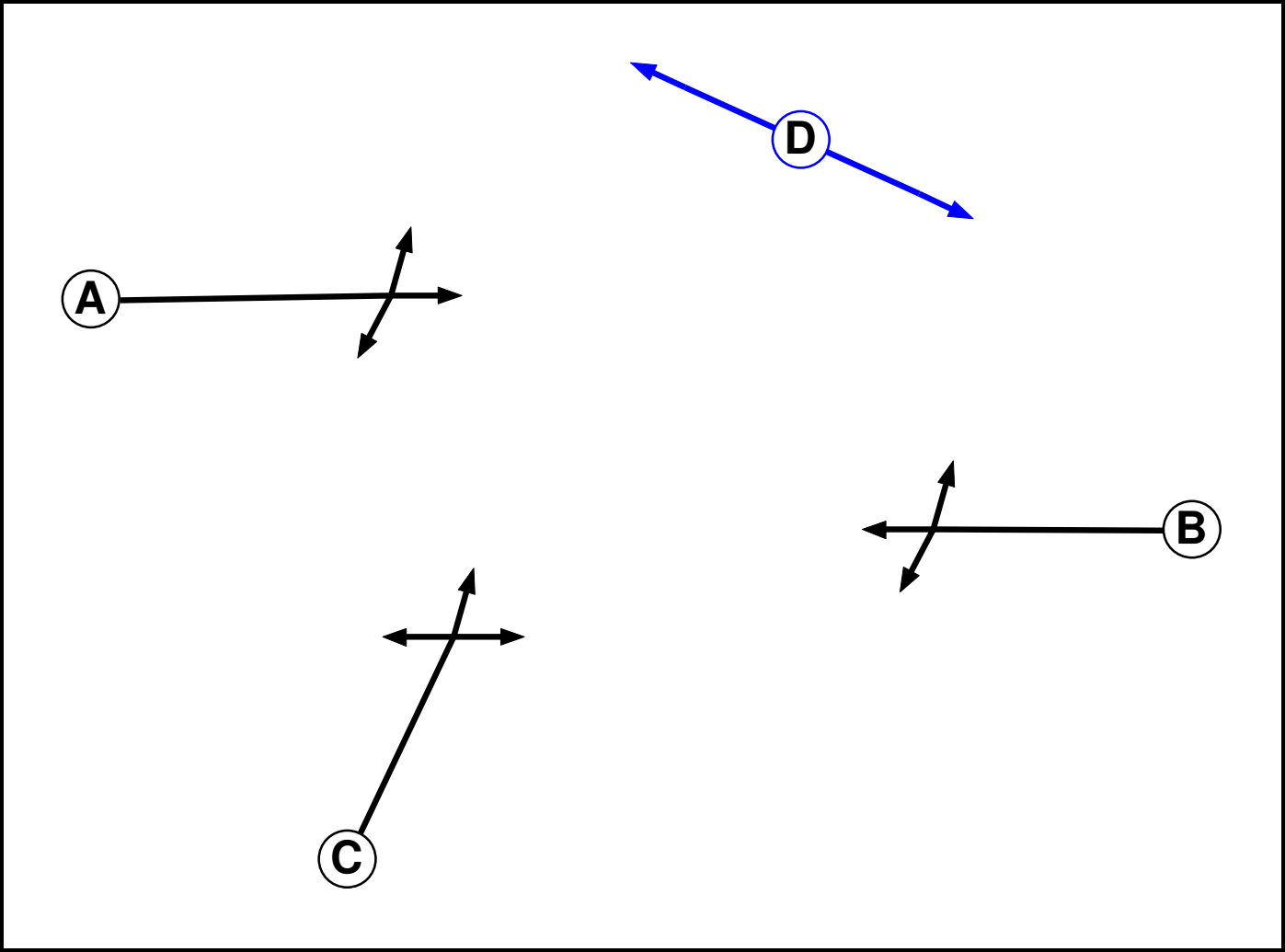
User and Project Details

Project:	Land West of Hook Lane, Pagham
Title:	Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd
Location:	Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd, Bognor Regis
File name:	1616 Nyetimber Lane Gossamer Lane 2031.lsg3x
Author:	F Bennett
Company:	Highgate Transportation Ltd
Address:	42 Trianlge West, Park Street, Bristol
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6

Full Input Data And Results

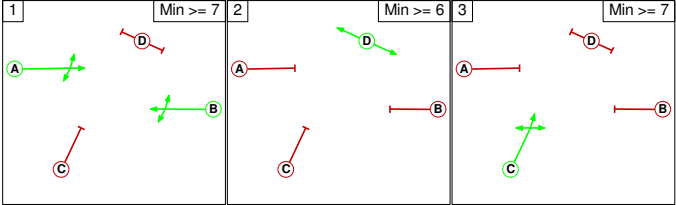
Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A		-	5	12
	B	-		7	11
	C	5	5		-
	D	10	10	12	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		12	7
	2	10		12
	3	5	0	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Grosvenor Gardens)	7/1 (Right)	1439	0	2/1	1.09	To 5/1 (Ahead) To 7/1 (Left)	2.00	-	0.50	2	2.00
2/1 (Gossamer Lane)	4/1 (Right)	1439	0	1/1	1.09	To 4/1 (Left) To 6/1 (Ahead)	1.00	-	0.50	1	1.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Grosvenor Gardens)	O	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Left	7.50
											Arm 6 Ahead	Inf
											Arm 7 Right	6.50
											Arm 4 Right	15.00
2/1 (Gossamer Lane)	O	B	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	15.00
3/1 (Nyetimber Lane)	U	C	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Left	10.00
											Arm 6 Right	20.00
4/1 (Rose Green Road (one way))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Grosvenor Gardens (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Gossamer Lane (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Nyetimber Lane (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 AM'	08:00	09:00	01:00	
2: '2031 PM'	17:00	18:00	01:00	
3: '2031 + Cumulative AM'	08:00	09:00	01:00	
4: '2031 + Cumulative PM'	17:00	18:00	01:00	
5: '2031 + Pagham S AM'	08:00	09:00	01:00	
6: '2031 + Pagham S PM'	17:00	18:00	01:00	

Scenario 1: '2031 AM ' (FG1: '2031 AM', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	227	167	38	432
	B	269	0	27	172	468
	C	164	49	0	40	253
	D	0	0	0	0	0
	Tot.	433	276	194	250	1153

Traffic Lane Flows

Lane	Scenario 1 : 2031 AM
Junction: Unnamed Junction	
1/1	253
2/1	432
3/1	468
4/1	250
5/1	194
6/1	433
7/1	276

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	15.8 %	1835	1835
				Arm 6 Ahead	Inf	64.8 %		
				Arm 7 Right	6.50	19.4 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	8.8 %	1917	1917
				Arm 5 Ahead	Inf	38.7 %		
				Arm 7 Left	15.00	52.5 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	36.8 %	1944	1944
				Arm 5 Left	10.00	5.8 %		
				Arm 6 Right	20.00	57.5 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 PM ' (FG2: '2031 PM', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	284	185	38	507
	B	184	0	43	117	344
	C	233	85	0	36	354
	D	0	0	0	0	0
	Tot.	417	369	228	191	1205

Traffic Lane Flows

Lane	Scenario 2: 2031 PM
Junction: Unnamed Junction	
1/1	354
2/1	507
3/1	344
4/1	191
5/1	228
6/1	417
7/1	369

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	10.2 %	1836	1836
				Arm 6 Ahead	Inf	65.8 %		
				Arm 7 Right	6.50	24.0 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	7.5 %	1913	1913
				Arm 5 Ahead	Inf	36.5 %		
				Arm 7 Left	15.00	56.0 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	34.0 %	1931	1931
				Arm 5 Left	10.00	12.5 %		
				Arm 6 Right	20.00	53.5 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 + Cumulative AM ' (FG3: '2031 + Cumulative AM', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	243	190	38	471
	B	303	0	28	172	503
	C	220	49	0	40	309
	D	0	0	0	0	0
	Tot.	523	292	218	250	1283

Traffic Lane Flows

Lane	Scenario 3: 2031 + Cumulative AM
Junction: Unnamed Junction	
1/1	309
2/1	471
3/1	503
4/1	250
5/1	218
6/1	523
7/1	292

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	12.9 %	1859	1859
				Arm 6 Ahead	Inf	71.2 %		
				Arm 7 Right	6.50	15.9 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	8.1 %	1920	1920
				Arm 5 Ahead	Inf	40.3 %		
				Arm 7 Left	15.00	51.6 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	34.2 %	1941	1941
				Arm 5 Left	10.00	5.6 %		
				Arm 6 Right	20.00	60.2 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 + Cumulative PM ' (FG4: '2031 + Cumulative PM', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	312	232	38	582
	B	203	0	44	117	364
	C	261	86	0	36	383
	D	0	0	0	0	0
	Tot.	464	398	276	191	1329

Traffic Lane Flows

Lane	Scenario 4: 2031 + Cumulative PM
Junction: Unnamed Junction	
1/1	383
2/1	582
3/1	364
4/1	191
5/1	276
6/1	464
7/1	398

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	9.4 %	1845	1845
				Arm 6 Ahead	Inf	68.1 %		
				Arm 7 Right	6.50	22.5 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	6.5 %	1920	1920
				Arm 5 Ahead	Inf	39.9 %		
				Arm 7 Left	15.00	53.6 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	32.1 %	1929	1929
				Arm 5 Left	10.00	12.1 %		
				Arm 6 Right	20.00	55.8 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2031 + Pagham S AM ' (FG5: '2031 + Pagham S AM', Plan 2: 'Double Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	243	167	38	448
	B	303	0	27	172	502
	C	165	48	0	40	253
	D	0	0	0	0	0
	Tot.	468	291	194	250	1203

Traffic Lane Flows

Lane	Scenario 5: 2031 + Pagham S AM
Junction: Unnamed Junction	
1/1	253
2/1	448
3/1	502
4/1	250
5/1	194
6/1	468
7/1	291

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	15.8 %	1837	1837
				Arm 6 Ahead	Inf	65.2 %		
				Arm 7 Right	6.50	19.0 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	8.5 %	1915	1915
				Arm 5 Ahead	Inf	37.3 %		
				Arm 7 Left	15.00	54.2 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	34.3 %	1941	1941
				Arm 5 Left	10.00	5.4 %		
				Arm 6 Right	20.00	60.4 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 + Pagham S PM ' (FG6: '2031 + Pagham S PM', Plan 2: 'Double Cycle')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	312	185	38	535
	B	203	0	43	117	363
	C	233	85	0	36	354
	D	0	0	0	0	0
	Tot.	436	397	228	191	1252

Traffic Lane Flows

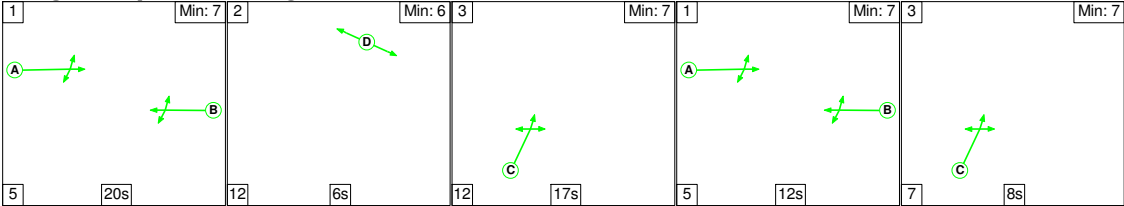
Lane	Scenario 6: 2031 + Pagham S PM
Junction: Unnamed Junction	
1/1	354
2/1	535
3/1	363
4/1	191
5/1	228
6/1	436
7/1	397

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Grosvenor Gardens)	3.60	0.00	Y	Arm 4 Left	7.50	10.2 %	1836	1836
				Arm 6 Ahead	Inf	65.8 %		
				Arm 7 Right	6.50	24.0 %		
2/1 (Gossamer Lane)	4.20	0.00	Y	Arm 4 Right	15.00	7.1 %	1910	1910
				Arm 5 Ahead	Inf	34.6 %		
				Arm 7 Left	15.00	58.3 %		
3/1 (Nyetimber Lane)	4.30	0.00	Y	Arm 4 Ahead	Inf	32.2 %	1930	1930
				Arm 5 Left	10.00	11.8 %		
				Arm 6 Right	20.00	55.9 %		
4/1 (Rose Green Road (one way) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gardens (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Gossamer Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Nyetimber Lane (exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2031 AM ' (FG1: '2031 AM', Plan 2: 'Double Cycle')

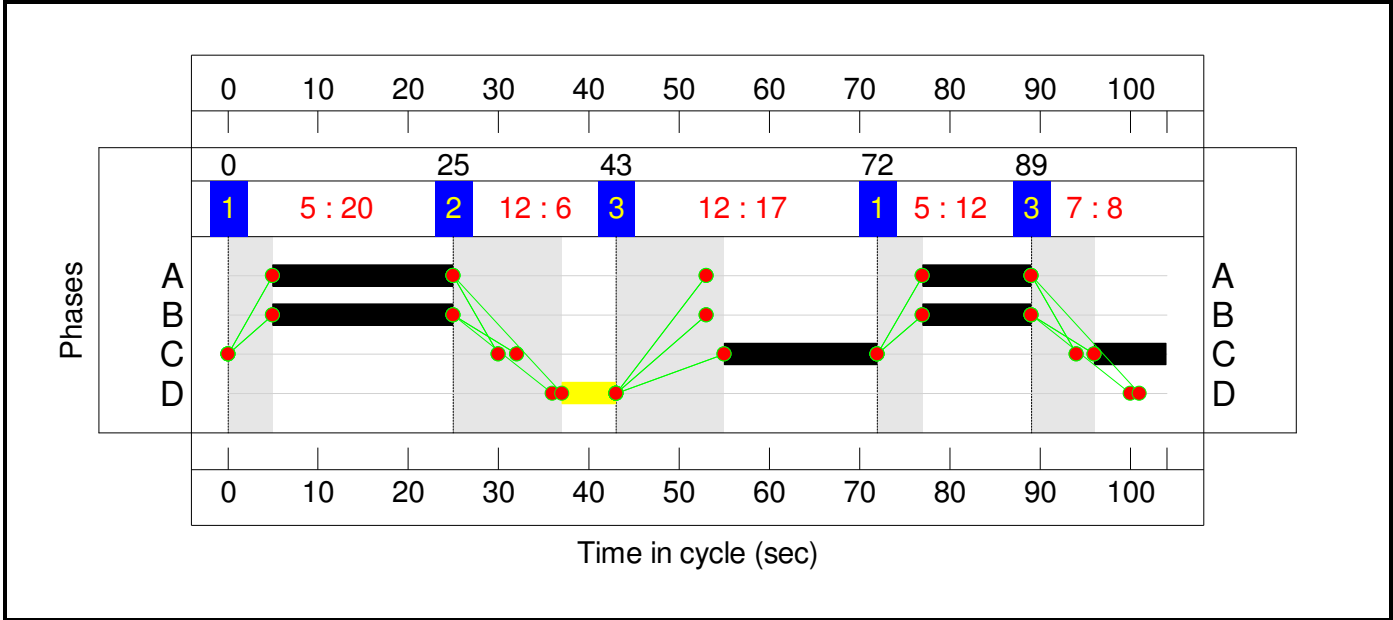
Stage Sequence Diagram



Stage Timings

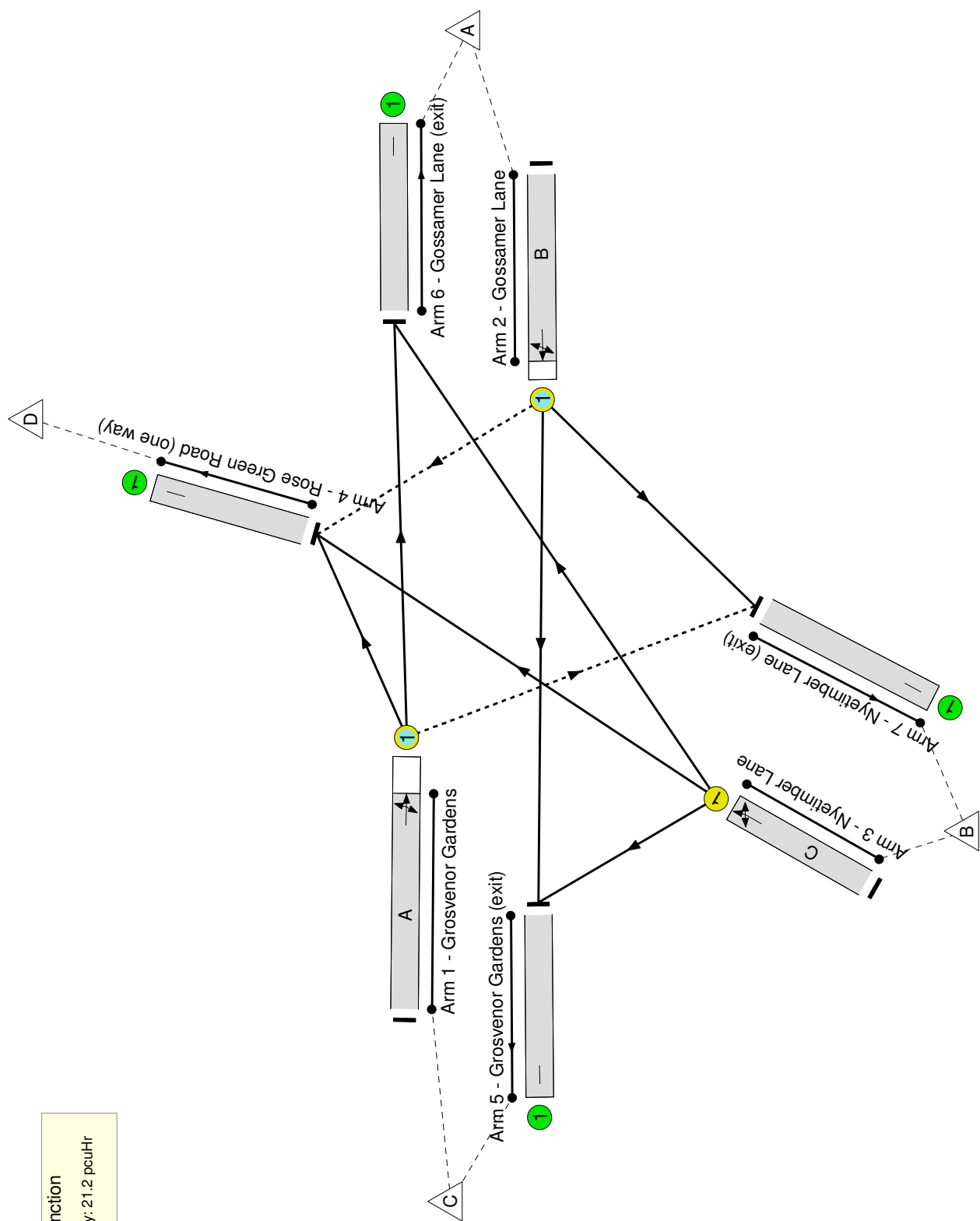
Stage	1	2	3	1	3
Duration	20	6	17	12	8
Change Point	0	25	43	72	89

Signal Timings Diagram



Full Input Data And Results **Network Layout Diagram**


 Unnamed Junction
 PRC: -6.1 %
 Total Traffic Delay: 21.2 pcuHr



Full Input Data And Results

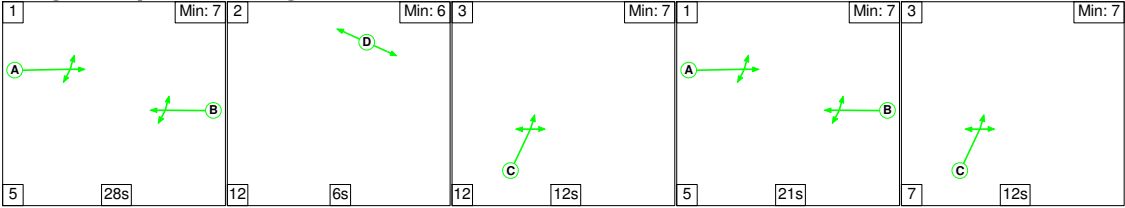
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
	-	-	N/A	-	-		-	-	-	-	-	-	95.5%
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	32	-	253	1835	312	81.1%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	32	-	432	1917	452	95.5%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	25	-	468	1944	505	92.7%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%

Full Input Data And Results

Empire State and 104th Streets													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	67	0	20	7.6	13.5	0.1	21.2	-	-	-	-
Unnamed Junction	-	-	67	0	20	7.6	13.5	0.1	21.2	-	-	-	-
1/1	253	253	33	0	16	1.2	2.0	0.0	3.3	46.3	4.5	2.0	6.5
2/1	432	432	34	0	4	3.6	6.5	0.0	10.1	84.0	8.2	6.5	14.7
3/1	468	468	-	-	-	2.8	5.0	-	7.8	60.4	9.2	5.0	14.2
4/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1										Cycle Time (s): 104			
										Total Delay for Signalled Lanes (pcuHr): 21.18			
										Total Delay Over All Lanes(pcuHr): 21.18			
										PRC for Signalled Lanes (%): -6.1			
										PRC Over All Lanes (%): -6.1			

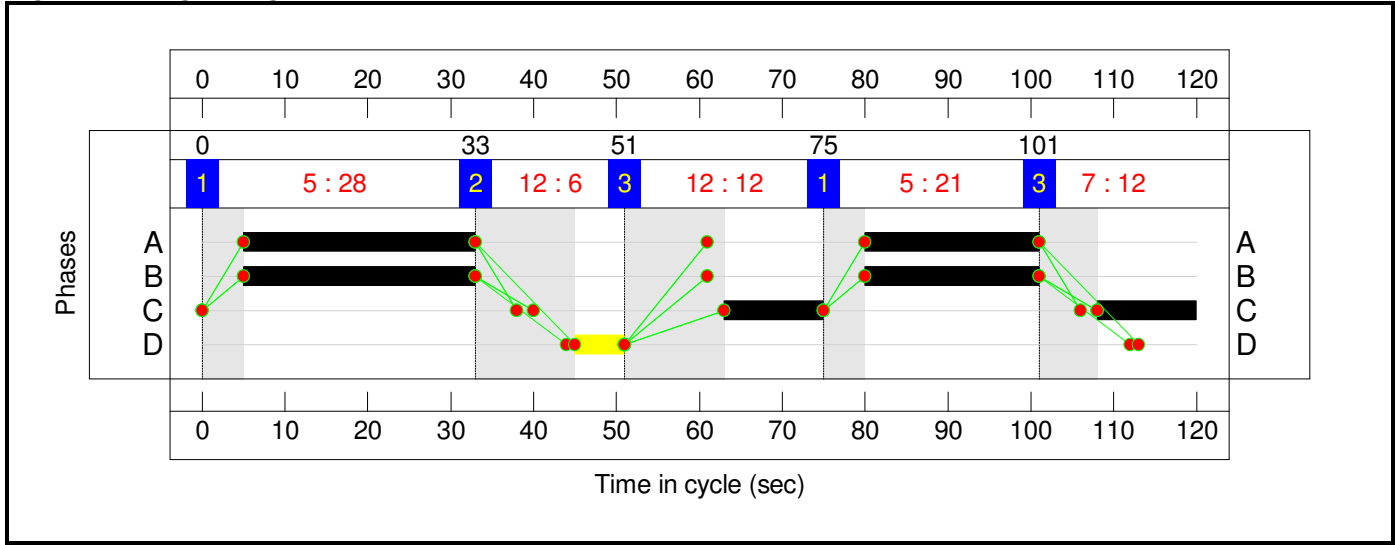
Stage Sequence Diagram



Stage Timings

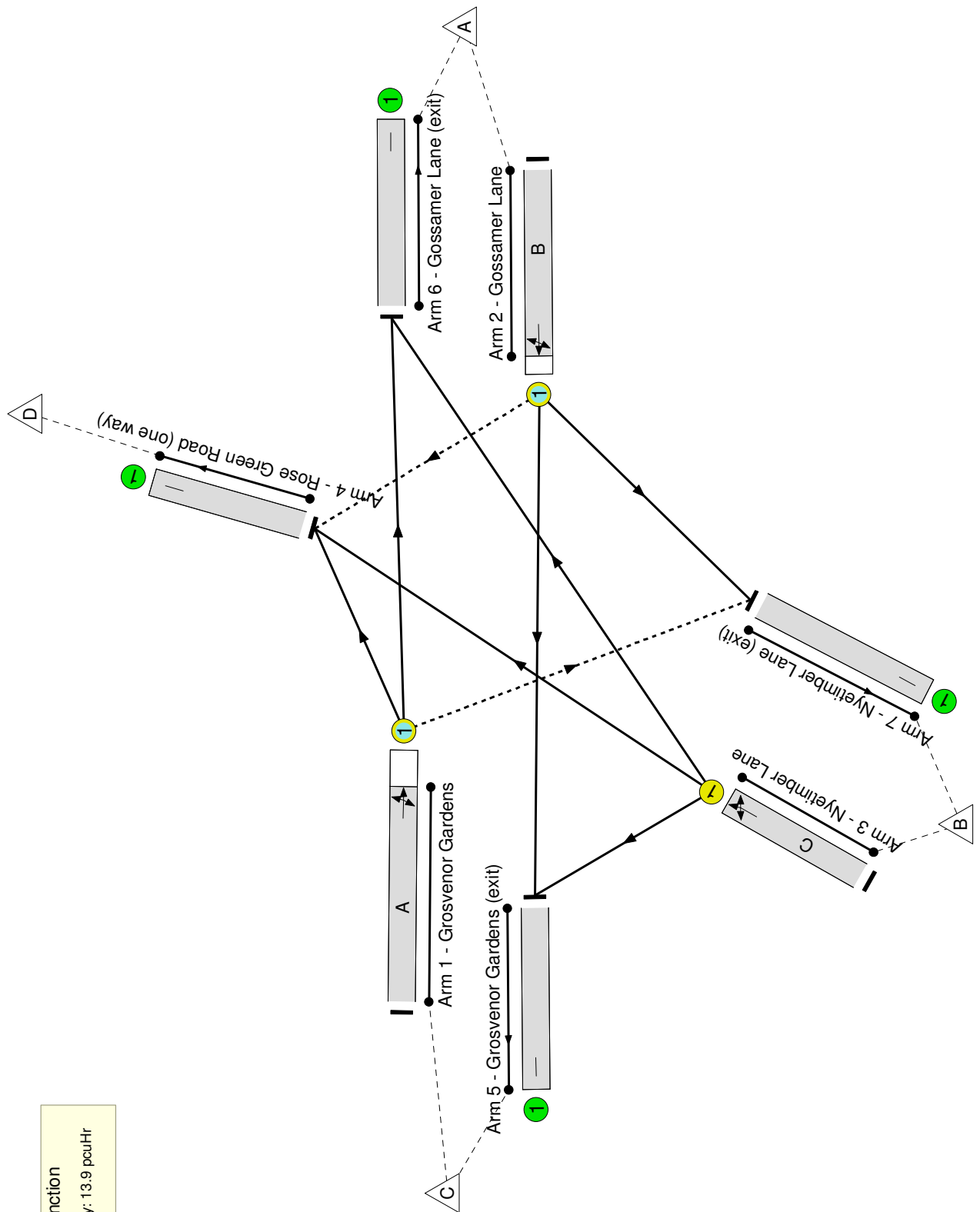
Stage	1	2	3	1	3
Duration	28	6	12	21	12
Change Point	0	33	51	75	101

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


 Unnamed Junction
 PRC: 6.6 %
 Total Traffic Delay: 13.9 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	49	-	354	1836	419	84.4%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	49	-	507	1913	625	81.1%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	24	-	344	1931	418	82.2%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%

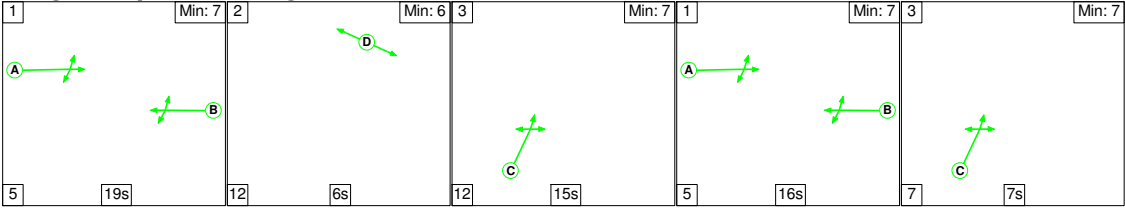
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	105	0	18	7.0	6.8	0.1	13.9	-	-	-	-
Unnamed Junction	-	-	105	0	18	7.0	6.8	0.1	13.9	-	-	-	-
1/1	354	354	69	0	16	2.1	2.5	0.1	4.7	48.0	6.7	2.5	9.2
2/1	507	507	35	0	3	2.5	2.1	0.0	4.6	32.4	9.6	2.1	11.7
3/1	344	344	-	-	-	2.4	2.2	-	4.6	48.2	7.2	2.2	9.4
4/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)		6.6 6.6		Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		13.88 13.88	Cycle Time (s): 120					

Full Input Data And Results

Scenario 3: '2031 + Cumulative AM ' (FG3: '2031 + Cumulative AM', Plan 2: 'Double Cycle')

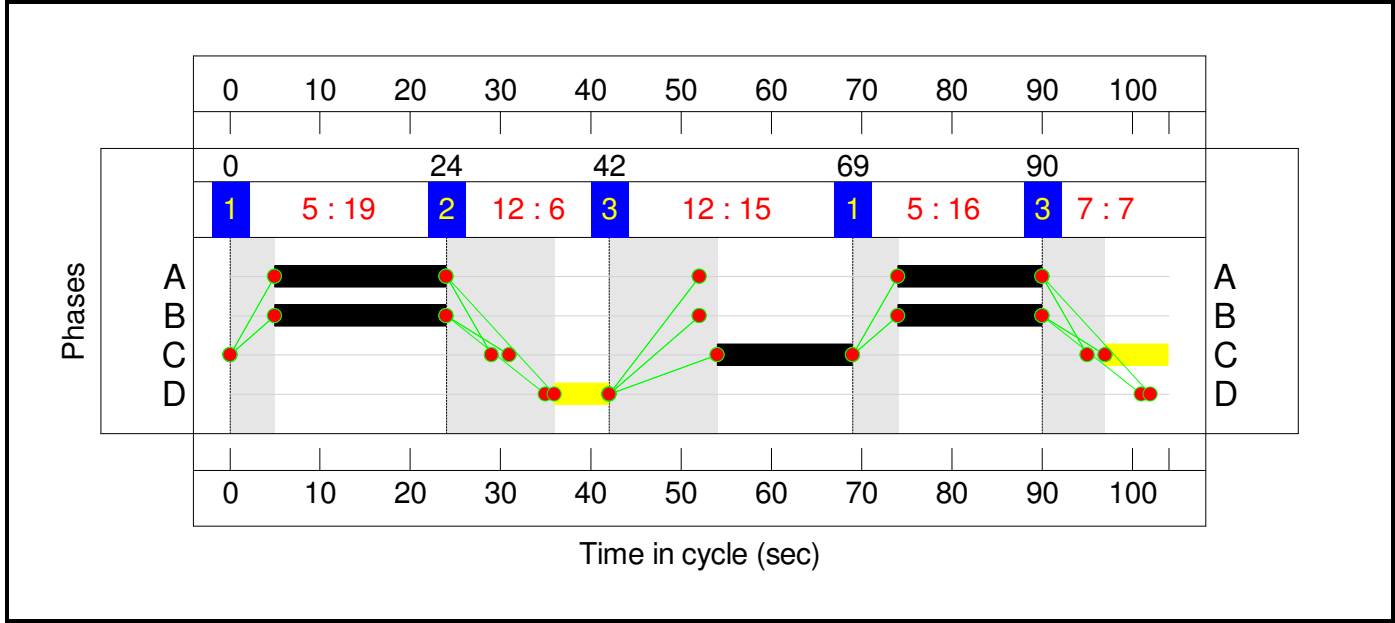
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	19	6	15	16	7
Change Point	0	24	42	69	90

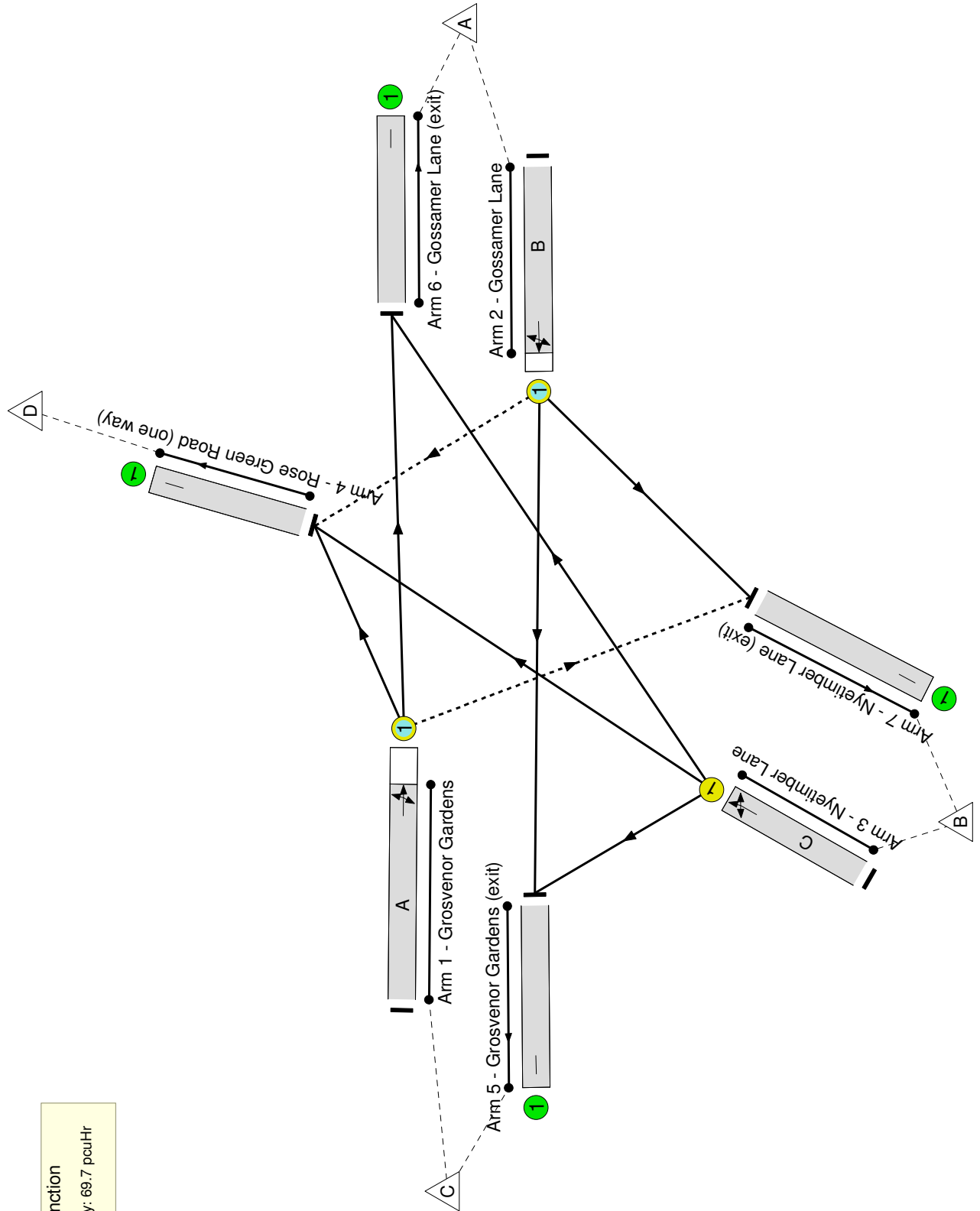
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Unnamed Junction
 PRC: -24.8 %
 Total Traffic Delay: 69.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	N/A	-	-		-	-	-	-	-	-	112.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	112.3%
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	35	-	309	1859	378	81.7%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	35	-	471	1920	437	107.8%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	22	-	503	1941	448	112.3%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%

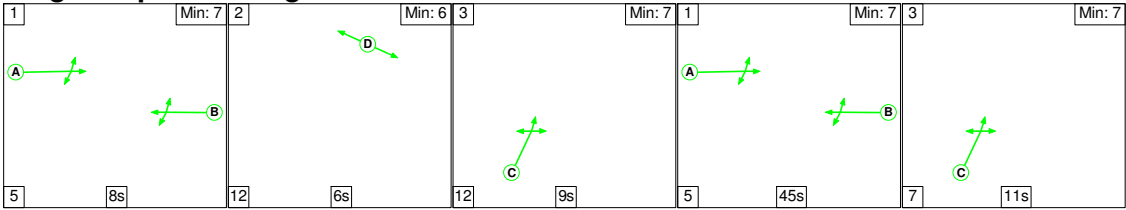
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	67	0	17	13.7	55.9	0.1	69.7	-	-	-	-
Unnamed Junction	-	-	67	0	17	13.7	55.9	0.1	69.7	-	-	-	-
1/1	309	309	37	0	12	1.5	2.1	0.0	3.6	42.1	5.7	2.1	7.8
2/1	471	437	30	0	6	5.6	22.3	0.0	27.9	213.1	10.6	22.3	32.9
3/1	503	448	-	-	-	6.7	31.5	-	38.2	273.4	12.8	31.5	44.4
4/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalised Lanes (%): PRC Over All Lanes (%)	-24.8 -24.8	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes (pcuHr)	69.70 69.70	Cycle Time (s): 104						

Full Input Data And Results

Scenario 4: '2031 + Cumulative PM ' (FG4: '2031 + Cumulative PM', Plan 2: 'Double Cycle')

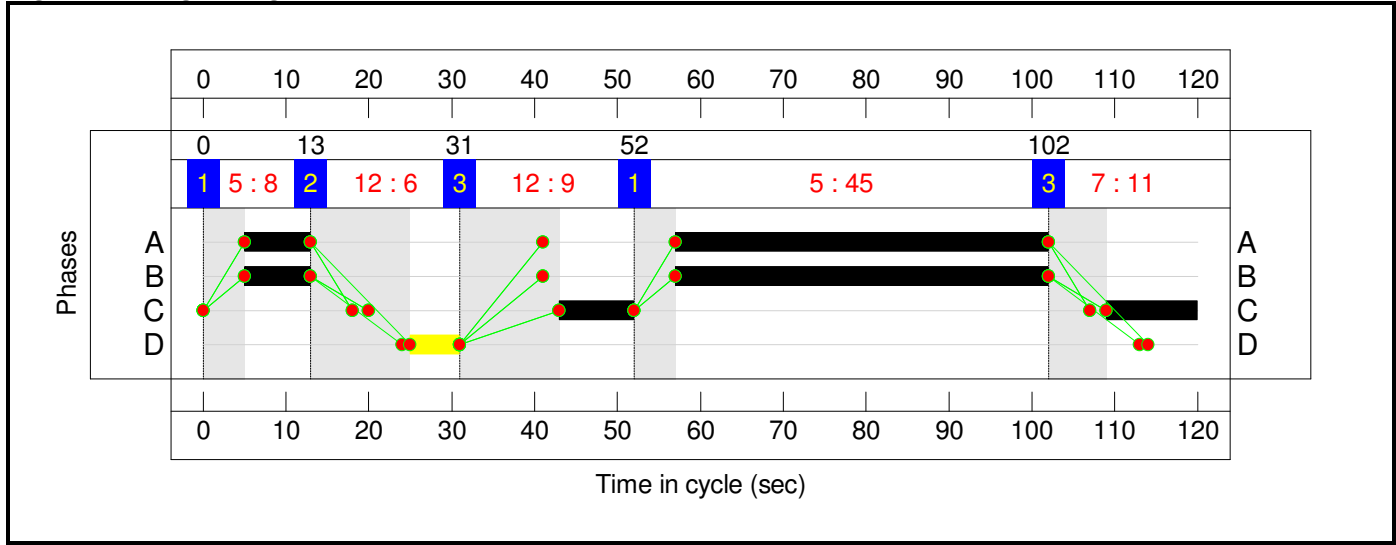
Stage Sequence Diagram



Stage Timings

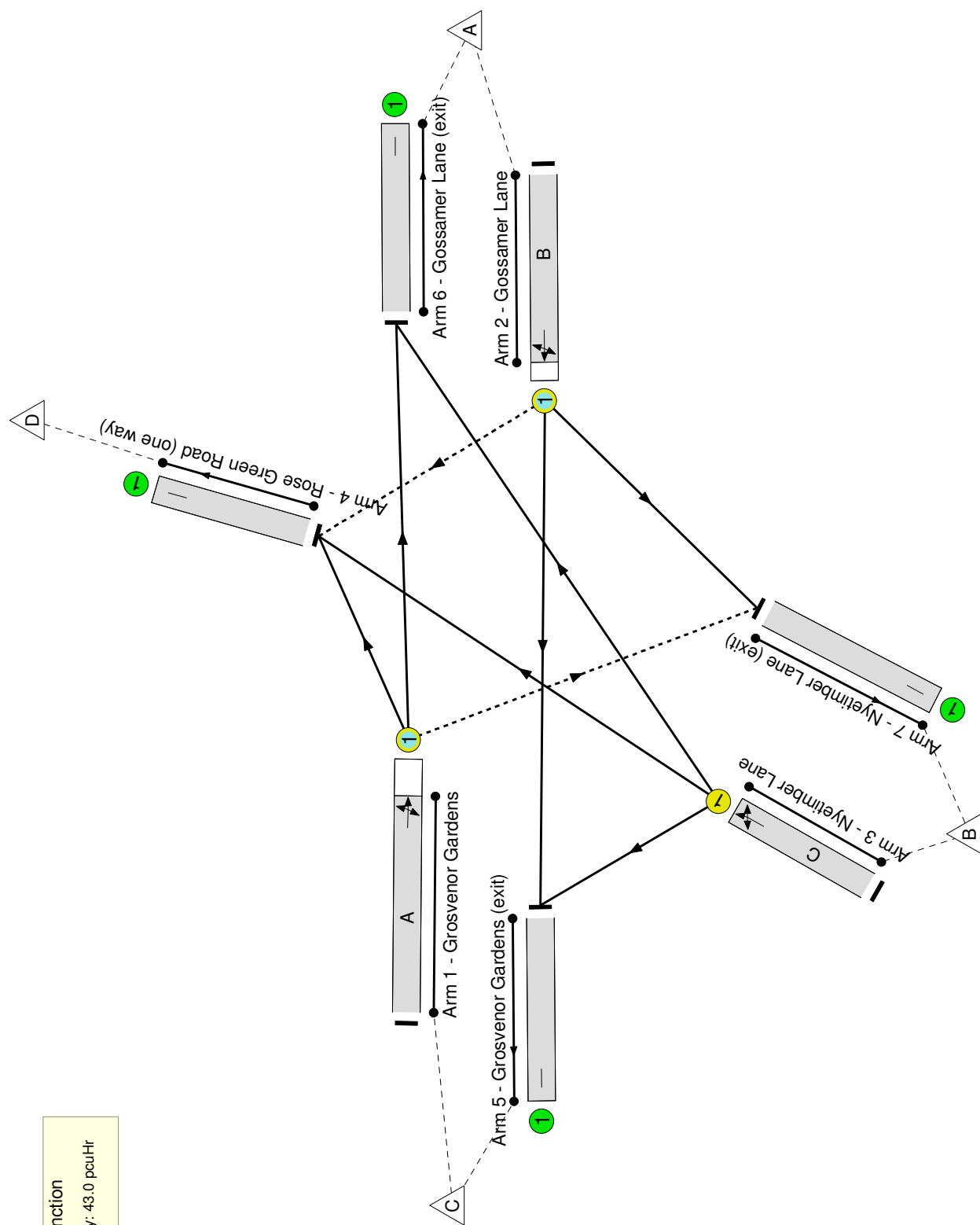
Stage	1	2	3	1	3
Duration	8	6	9	45	11
Change Point	0	13	31	52	102

Signal Timings Diagram



Full Input Data And Results **Network Layout Diagram**

Unnamed Junction
 PRC: -14.4 %
 Total Traffic Delay: 43.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	N/A	-	-		-	-	-	-	-	-	102.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	102.9%
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	53	-	383	1845	396	96.8%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	53	-	582	1920	577	100.9%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	20	-	364	1929	354	102.9%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%

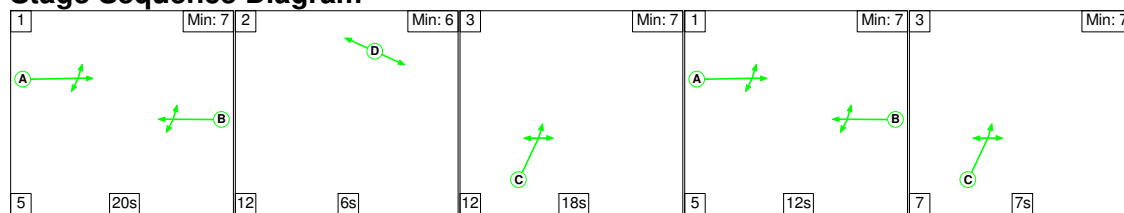
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	96	0	28	9.8	33.1	0.1	43.0	-	-	-	-
Unnamed Junction	-	-	96	0	28	9.8	33.1	0.1	43.0	-	-	-	-
1/1	383	383	62	0	24	1.6	7.1	0.1	8.9	83.3	7.1	7.1	14.2
2/1	582	577	34	0	4	4.9	13.5	0.0	18.4	113.8	16.5	13.5	30.0
3/1	364	354	-	-	-	3.3	12.5	-	15.7	155.7	7.3	12.5	19.7
4/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalised Lanes (%): PRC Over All Lanes (%)	-14.4 -14.4	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	42.99 42.99	Cycle Time (s): 120						

Full Input Data And Results

Scenario 5: '2031 + Pagham S AM ' (FG5: '2031 + Pagham S AM', Plan 2: 'Double Cycle')

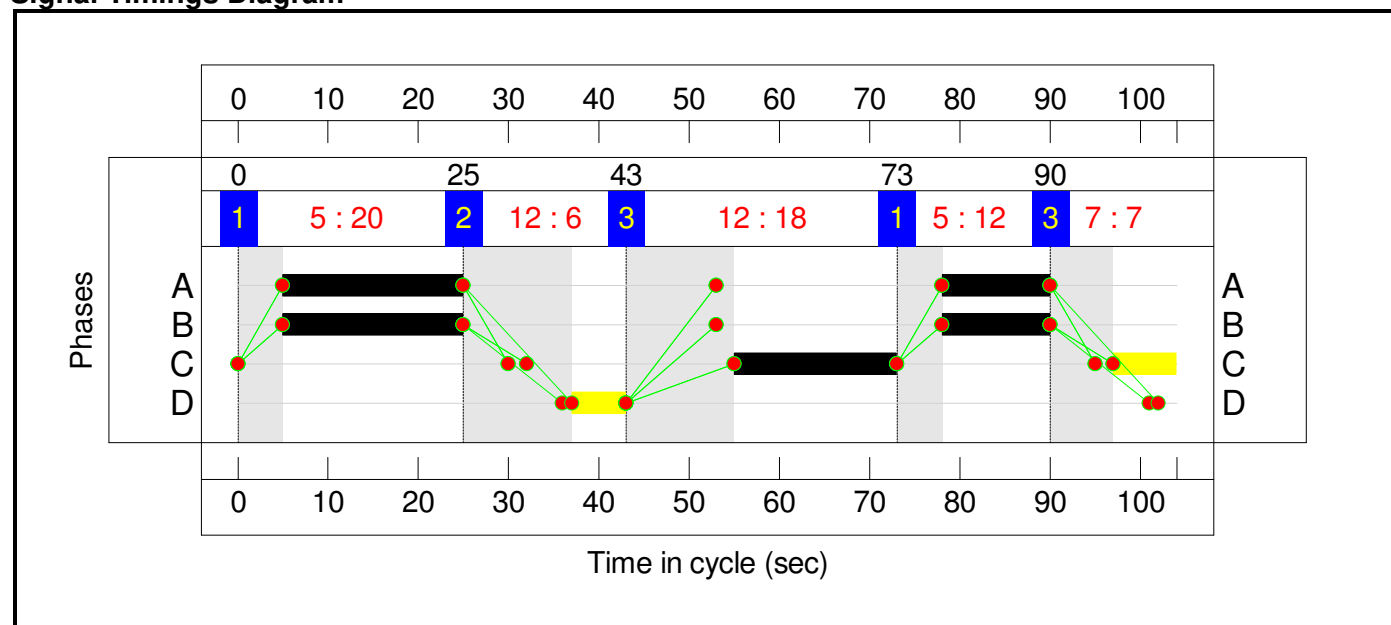
Stage Sequence Diagram



Stage Timings

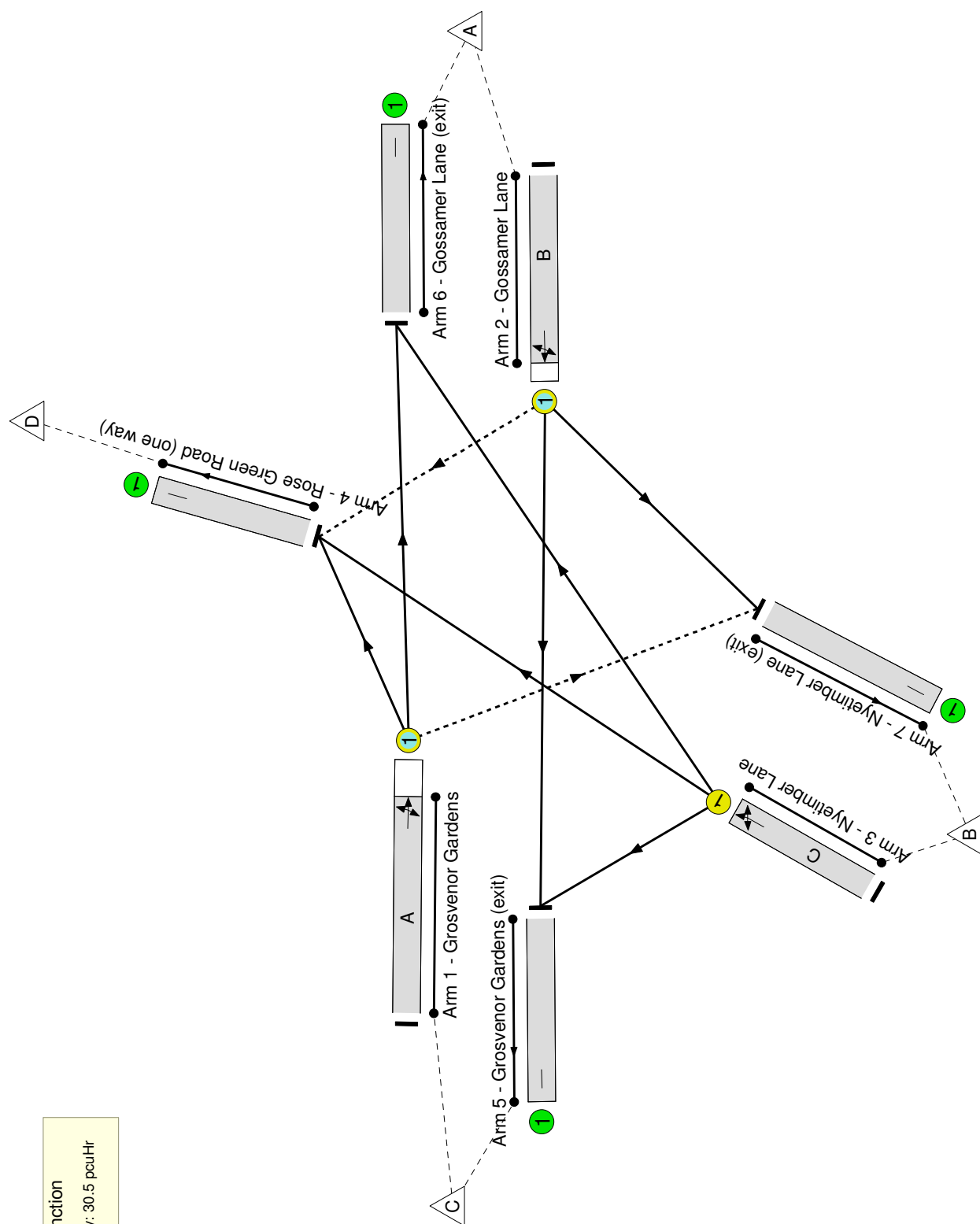
Stage	1	2	3	1	3
Duration	20	6	18	12	7
Change Point	0	25	43	73	90

Signal Timings Diagram



Full Input Data And Results **Network Layout Diagram**

Unnamed Junction
 PRC: -10.7 %
 Total Traffic Delay: 30.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	N/A	-	-		-	-	-	-	-	-	99.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	99.6%
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	32	-	253	1837	311	81.4%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	32	-	448	1915	453	98.9%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	25	-	502	1941	504	99.6%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%

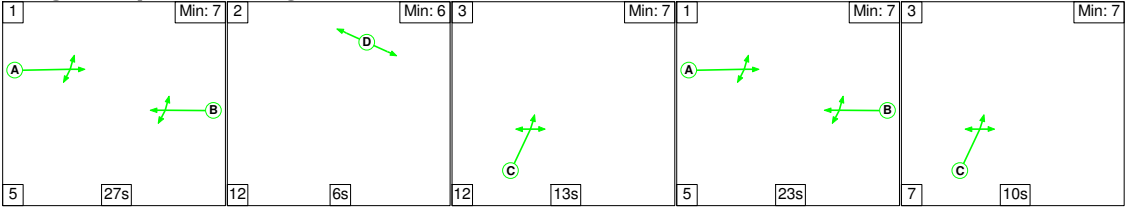
Full Input Data And Results

Empire State and 104th Streets													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	65	0	21	8.2	22.2	0.1	30.5	-	-	-	-
Unnamed Junction	-	-	65	0	21	8.2	22.2	0.1	30.5	-	-	-	-
1/1	253	253	33	0	15	1.3	2.0	0.0	3.3	47.3	4.6	2.0	6.6
2/1	448	448	33	0	5	3.9	9.4	0.0	13.3	107.0	8.8	9.4	18.2
3/1	502	502	-	-	-	3.1	10.7	-	13.9	99.4	10.0	10.7	20.8
4/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1										Cycle Time (s): 104			
PRC for Signalled Lanes (%): -10.7										Total Delay for Signalled Lanes (pcuHr): 30.50			
PRC Over All Lanes (%): -10.7										Total Delay Over All Lanes(pcuHr): 30.50			

Full Input Data And Results

Scenario 6: '2031 + Pagham S PM ' (FG6: '2031 + Pagham S PM', Plan 2: 'Double Cycle')

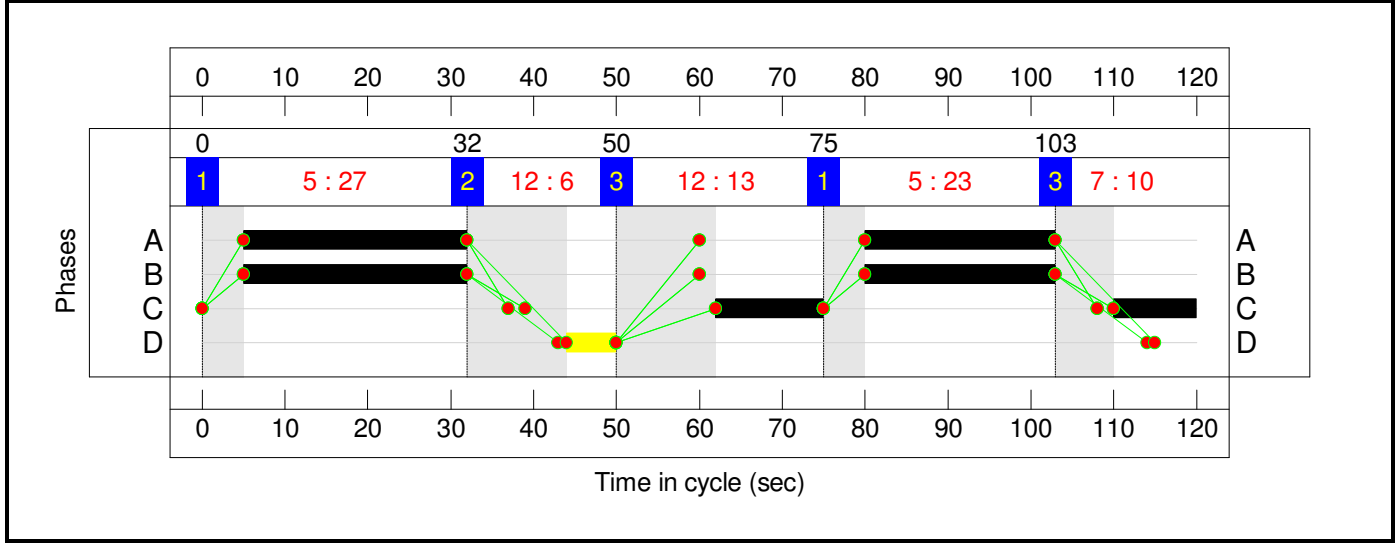
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	27	6	13	23	10
Change Point	0	32	50	75	103

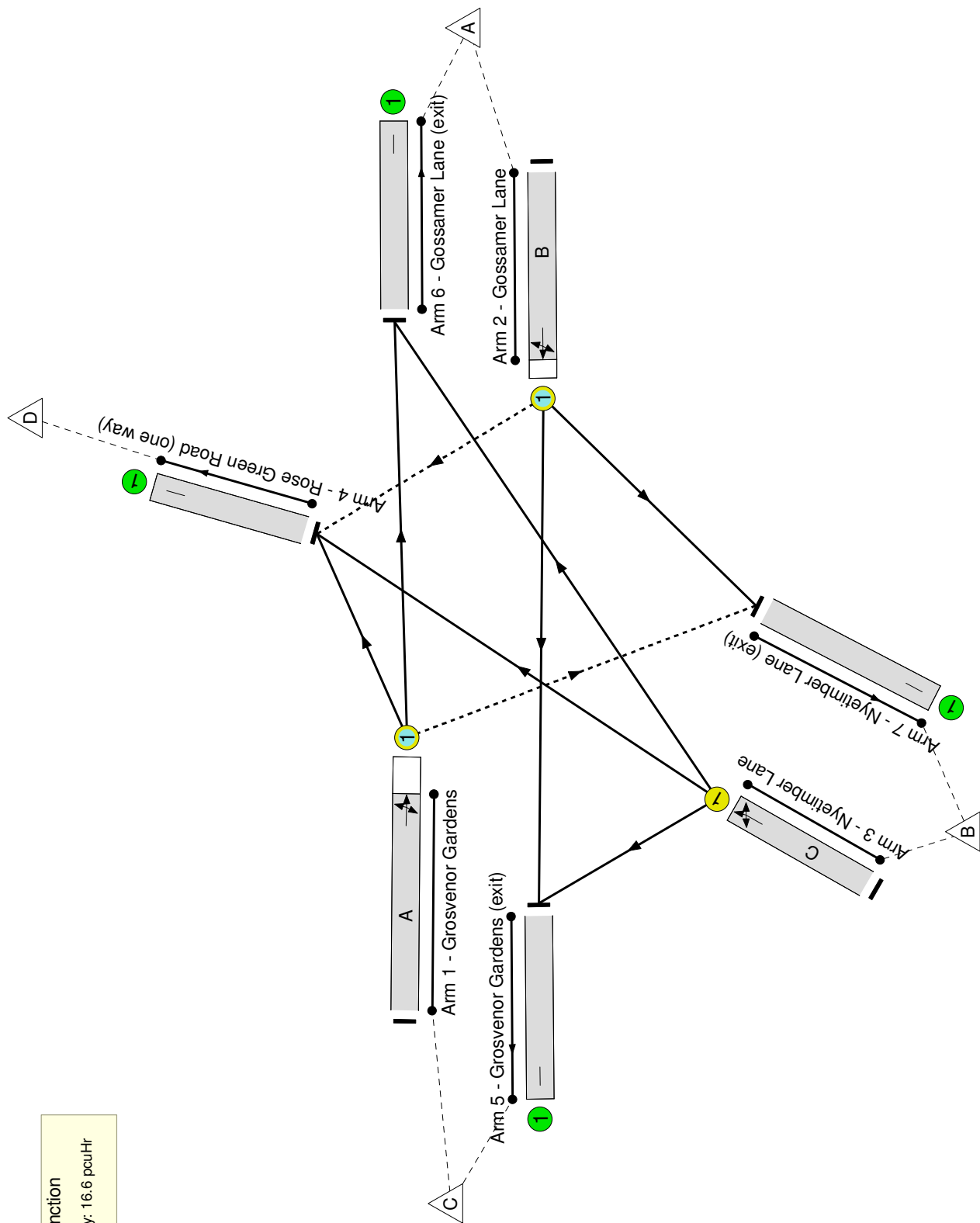
Signal Timings Diagram



Full Input Data And Results **Network Layout Diagram**



Unnamed Junction
 PRC: -0.3 %
 Total Traffic Delay: 16.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
1/1	Grosvenor Gardens Left Ahead Right	O	N/A	N/A	A		2	50	-	354	1836	406	87.1%
2/1	Gossamer Lane Right Ahead Left	O	N/A	N/A	B		2	50	-	535	1910	653	82.0%
3/1	Nyetimber Lane Ahead Left Right	U	N/A	N/A	C		2	23	-	363	1930	402	90.3%
4/1	Rose Green Road (one way)	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
5/1	Grosvenor Gardens (exit)	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
6/1	Gossamer Lane (exit)	U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
7/1	Nyetimber Lane (exit)	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%

Full Input Data And Results

Empire State and 100 Streets													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Grosvenor Gdns-Gossamer La-Nyetimber La-Rose Green Rd	-	-	104	0	19	7.4	9.1	0.1	16.6	-	-	-	-
Unnamed Junction	-	-	104	0	19	7.4	9.1	0.1	16.6	-	-	-	-
1/1	354	354	69	0	16	2.2	3.0	0.1	5.4	54.9	7.0	3.0	10.0
2/1	535	535	36	0	2	2.6	2.2	0.0	4.8	32.4	10.6	2.2	12.7
3/1	363	363	-	-	-	2.5	3.9	-	6.4	63.7	7.6	3.9	11.4
4/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1										Cycle Time (s): 120			
PRC for Signalled Lanes (%): -0.3										Total Delay for Signalled Lanes (pcuHr): 16.64			
PRC Over All Lanes (%): -0.3										Total Delay Over All Lanes(pcuHr): 16.64			

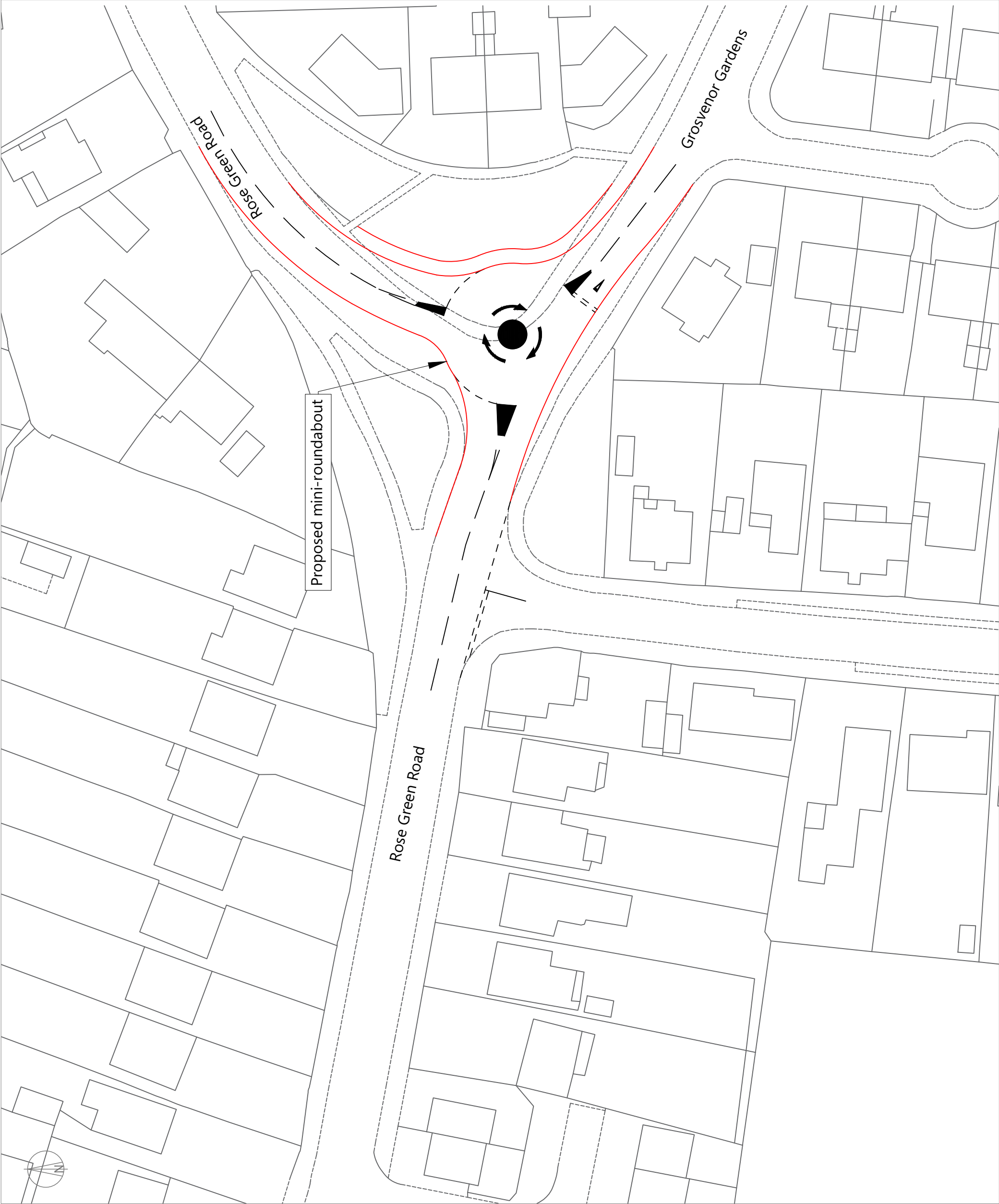
Appendix 12

Mitigation Proposals

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ISSUE	REASON FOR REVISION	DATE	

PROJECT: PAGHAM SOUTH, PAGHAM			
CLIENT: HANBURY PM Ltd			
PROJECT REFERENCE: 1616	DRAWING NUMBER: 15	SCALE: 1:500 @ A3	

HighgateTransportation www.highgatetransportation.co.uk Box 13, 42 Triangle West Park Street, Bristol BS8 1ES 07973 375 937 / 07595 892 217 © Highgate Transportation Limited			
TITLE: PROPOSED MITIGATION WORKS - ROSE GREEN ROAD			
DATE: 28/03/17	DRAWN BY: FB	CHECKED: DT	



Appendix 13

Modelling Outputs - Mitigation

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: Grosvenor Avenue and Rose Green Road N-W Mini Roundabout.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA02 Modelling
Report generation date: 30/03/2017 08:46:43

»2031 Base + Committed + ALL Development, AM
 »2031 Base + Committed + ALL Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2031 Base + Committed + ALL Development								
1 - Rose Green Road N	2.3	17.96	0.70	C	5.0	33.87	0.85	D
2 - Grosvenor Gardens	0.7	8.93	0.42	A	0.8	9.65	0.45	A
3 - Rose Green Road W	4.0	21.68	0.81	C	3.5	19.42	0.79	C

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	06/02/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Base + Committed + ALL Development	AM	ONE HOUR	08:00	09:30	15

D2	2031 Base + Committed + ALL Development	PM	ONE HOUR	17:00	18:30	15
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Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Base + Committed + ALL Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	17.96	C

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Rose Green Road N	
2	Grosvenor Gardens	
3	Rose Green Road W	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Rose Green Road N	4.27	4.00	4.34	0.5	16.50	15.00	0.0	
2 - Grosvenor Gardens	4.00	4.00	4.00	0.0	16.77	16.10	0.0	
3 - Rose Green Road W	4.30	4.00	4.34	0.5	14.17	11.10	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Rose Green Road N	0.657	896
2 - Grosvenor Gardens	0.671	982
3 - Rose Green Road W	0.636	863

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	2031 Base + Committed + ALL Development	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rose Green Road N		✓	431	100.000
2 - Grosvenor Gardens		✓	261	100.000
3 - Rose Green Road W		✓	633	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Rose Green Road N	2 - Grosvenor Gardens	3 - Rose Green Road W
From	1 - Rose Green Road N	0	38	393
	2 - Grosvenor Gardens	3	0	258
	3 - Rose Green Road W	332	301	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Rose Green Road N	2 - Grosvenor Gardens	3 - Rose Green Road W
From	1 - Rose Green Road N	0	3	2
	2 - Grosvenor Gardens	33	0	0
	3 - Rose Green Road W	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Rose Green Road N	0.70	17.96	2.3	C
2 - Grosvenor Gardens	0.42	8.93	0.7	A
3 - Rose Green Road W	0.81	21.68	4.0	C

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	324	224	748	0.434	321	0.8	8.552	A
2 - Grosvenor Gardens	196	293	785	0.250	195	0.3	6.107	A
3 - Rose Green Road W	477	2	862	0.553	472	1.2	9.167	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	387	269	719	0.539	386	1.2	10.992	B
2 - Grosvenor Gardens	235	352	746	0.315	234	0.5	7.051	A
3 - Rose Green Road W	569	3	861	0.661	566	1.9	12.146	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	475	328	680	0.698	470	2.2	17.163	C
2 - Grosvenor Gardens	287	429	694	0.414	286	0.7	8.839	A
3 - Rose Green Road W	697	3	861	0.809	689	3.8	20.166	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	475	331	678	0.700	474	2.3	17.963	C
2 - Grosvenor Gardens	287	432	691	0.416	287	0.7	8.931	A
3 - Rose Green Road W	697	3	861	0.809	696	4.0	21.681	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	387	274	715	0.542	392	1.2	11.505	B
2 - Grosvenor Gardens	235	357	742	0.316	236	0.5	7.141	A
3 - Rose Green Road W	569	3	861	0.661	577	2.0	13.055	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	324	228	746	0.435	326	0.8	8.799	A
2 - Grosvenor Gardens	196	297	782	0.251	197	0.3	6.178	A
3 - Rose Green Road W	477	2	862	0.553	480	1.3	9.544	A

2031 Base + Committed + ALL Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	22.82	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 Base + Committed + ALL Development	PM	ONE HOUR	17:00	18:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Rose Green Road N		✓	513	100.000
2 - Grosvenor Gardens		✓	272	100.000
3 - Rose Green Road W		✓	613	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Rose Green Road N	2 - Grosvenor Gardens	3 - Rose Green Road W
From	1 - Rose Green Road N	0	93	420
	2 - Grosvenor Gardens	6	0	266
	3 - Rose Green Road W	296	317	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Rose Green Road N	2 - Grosvenor Gardens	3 - Rose Green Road W
From	1 - Rose Green Road N	0	0	1
	2 - Grosvenor Gardens	0	0	0
	3 - Rose Green Road W	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Rose Green Road N	0.85	33.87	5.0	D
2 - Grosvenor Gardens	0.45	9.65	0.8	A
3 - Rose Green Road W	0.79	19.42	3.5	C

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	386	236	740	0.522	382	1.1	10.014	B
2 - Grosvenor Gardens	205	313	772	0.265	203	0.4	6.318	A
3 - Rose Green Road W	461	4	860	0.536	457	1.1	8.857	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	461	284	709	0.650	458	1.8	14.301	B
2 - Grosvenor Gardens	245	375	730	0.335	244	0.5	7.397	A
3 - Rose Green Road W	551	5	860	0.641	549	1.7	11.535	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	565	346	668	0.845	554	4.6	29.158	D
2 - Grosvenor Gardens	299	453	677	0.442	298	0.8	9.469	A
3 - Rose Green Road W	675	7	859	0.786	668	3.4	18.343	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	565	349	666	0.848	563	5.0	33.873	D
2 - Grosvenor Gardens	299	461	672	0.445	299	0.8	9.652	A
3 - Rose Green Road W	675	7	859	0.786	674	3.5	19.420	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	461	288	706	0.653	473	2.0	16.321	C
2 - Grosvenor Gardens	245	387	722	0.339	246	0.5	7.582	A
3 - Rose Green Road W	551	5	860	0.641	558	1.9	12.227	B

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Rose Green Road N	386	240	738	0.523	390	1.1	10.522	B
2 - Grosvenor Gardens	205	319	768	0.267	205	0.4	6.411	A
3 - Rose Green Road W	461	5	860	0.536	464	1.2	9.191	A

Appendix 14

Mitigation Cost Estimates

HIGHWAY INFRASTRUCTURE WORKS – COST ESTIMATE

Client:	Hanbury PM Ltd	Job Ref.:	HTp/1616
Scheme Location:	Rose Green Road junction with Grosvenor Gardens, Chichester	Project:	Pagham South
Ref. Drawings:	HTp/1616/15		

Estimate Construction Costs				
Item	Quantity	Rate	Unit	Total
Site clearance	1	£5,000.00	item	£5,000.00
Carriageway construction	203	£110.00	m ²	£22,330.00
Carriageway resurfacing	950	£32.00	m ²	£30,400.00
Kerbs	184	£9.00	m	£1,656.00
Kerbing works	174	£36.00	m	£6,264.00
Road markings	2	£500.00	1/2 day	£1,000.00
Gullies	2	£500.00	each	£1,000.00
Gully pipework	10	£195.00	m	£1,950.00
Verge	135	£16.00	m ²	£2,160.00
Footway construction	180	£160.00	m ²	£28,800.00
Relocation of lighting column	1	£550.00	each	£550.00
Relocation of road sign	1	£250.00	each	£250.00
Relocation of road nameplate sign	2	£250.00	each	£500.00
Estimated Construction Costs				£101,860.00
Preliminaries			15%	£15,279.00
Overheads			10%	£10,186.00
Total Estimated Cost of Works				£127,325.00

Note: No survey carried out for existing stats – preliminary estimate of works only