

Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 28 November 2017 08:57
To: Planning Scanning
Subject: FW: Pagham Sites - Pagham Road/Sefter Road Junction
Attachments: 1616 TN03A Pagham Road Junction with Sefter Road.pdf

From: David Innes
Sent: 27 November 2017 18:51
To: Planning.Responses
Subject: FW: Pagham Sites - Pagham Road/Sefter Road Junction

Please upload attachment to P/140/16/OUT 2 of 2 documents

thanks

David Innes | Planning Consultant , Strategic Development, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF DX 57406 Littlehampton

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Save the environment - think before you print.

[REDACTED]
Sent: 27 November 2017 17:48
To: David Innes
Subject: FW: Pagham Sites - Pagham Road/Sefter Road Junction

David,

Please see TN/03/A attached and below regarding our correspondence of today.

I will forward TN/04 also under separate cover.

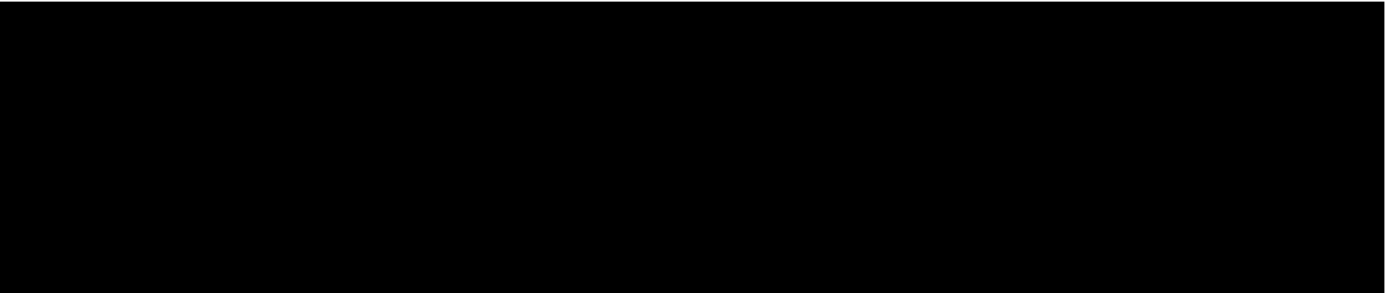
Best wishes,
Fiona

Fiona Bennett

HighgateTransportation

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*Highgate Transportation Ltd
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BRISTOL BS1 5NL
Company Registration Number: 07500534*



Dear Ian,

Further to our correspondence regarding the Pagham Road/Sefter Road priority junction, please find attached our revised report TN/03/A as promised.

We trust this is what you require. However, if you have any questions please do not hesitate to contact me to discuss.

Kind regards,
Fiona

Fiona Bennett

Highgate Transportation



www.highgatetransportation.co.uk

*Highgate Transportation Ltd
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Highgate*Transportation*

**Proposed Development
Pagham Sites**

**Technical Note - Review of the
Pagham Road/Sefter Road Priority Junction
(TN/03/A)**

October 2017

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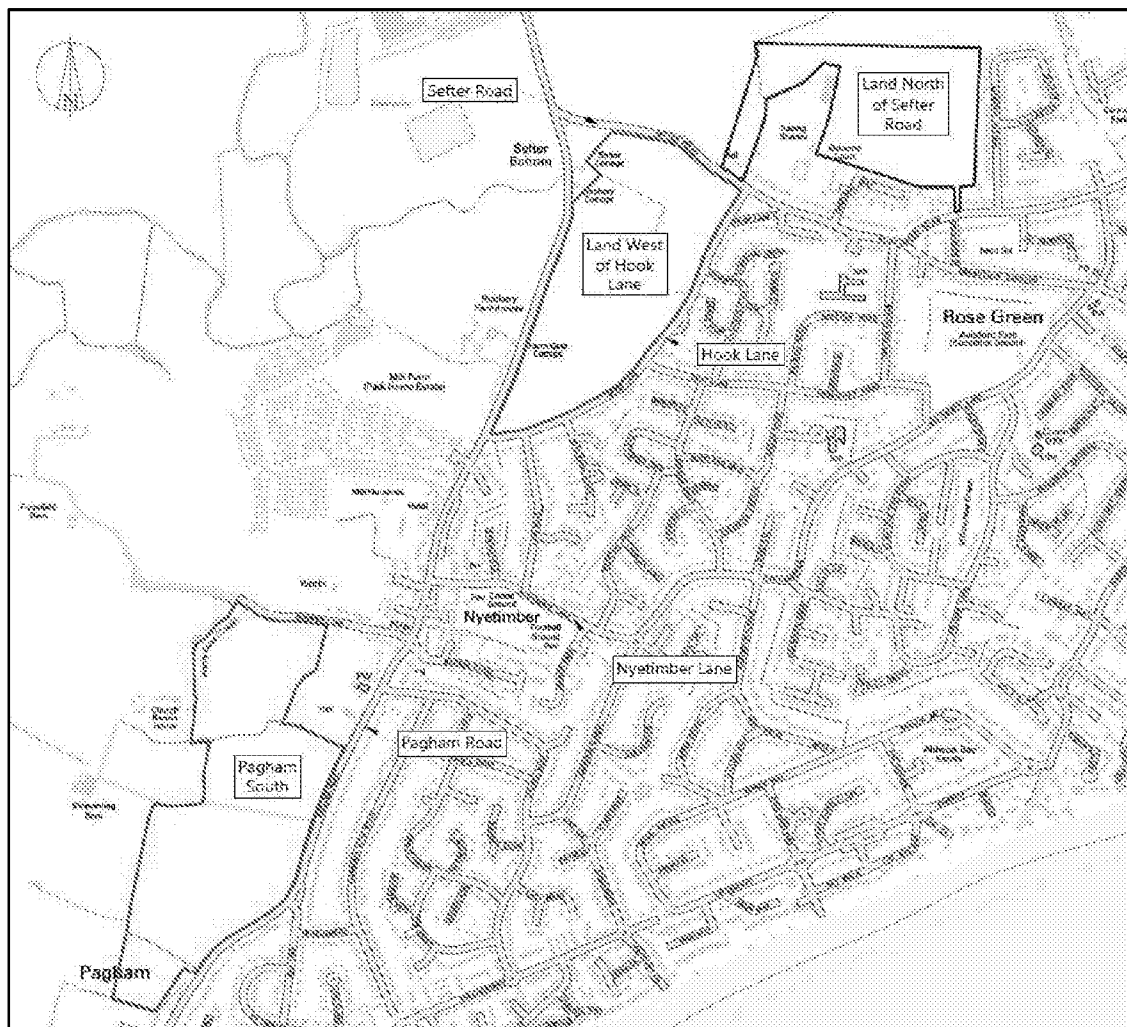
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1.0 Introduction

- 1.1 This revised Technical Note has been provided further to the submission and review by West Sussex County Council (WSCC) of the three separate Transport Assessment Revisions and the Common Statement of Cumulative Assessment from the transport consultants acting on behalf of the three individual developers for the emerging development sites in Pagham; Pagham South, Land North of Hook Lane, Land North of Sefter Road.
- 1.2 Highgate Transportation Limited have prepared this Technical Note to review highway safety at the Sefter Road priority junction with Pagham Road and to set out an agreed model of this junction using a single set of flow data, for clarity and ease of further review and negotiations.
- 1.3 The site locations and local highway network is shown in **Figure 1.1** below.

Figure 1.1 – Site locations and local highway network



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- 1.4 The consultants have been asked to assess the impact of the development sites in a future year of 2031 by WSCC highway officers. A future year of assessment 14 years ahead is considered to be an onerous request, but has been asked for in order to align with the end of the Local Plan period.
- 1.5 It should be recognised that satnav use, as well as the inclusion of real time traffic data on these and mobile devices is rapidly increasing in the UK, even with the older demographic. As such, when considering a future year 14 year from now the impact of this technology on route choices will clearly be a significant factor. With this in mind it is highly likely that an ever-increasing proportion of drivers will make use of this assistive technology, even on regular journeys, in order to minimise delays.
- 1.6 The cumulative impact assessments that have been carried out all indicate independently that alternative routes have spare capacity and would only require a minor adjustment to route choice; as such future diversions away from the Sefter Road/Pagham Road junction are highly likely.
- 1.7 Various modelling scenarios have been undertaken; 'one hour' and 'flat' profile modes, along with a slightly altered development traffic flow scenario as a sensitivity test.
- 1.8 This report will demonstrate that the Pagham Road/Sefter Road priority junction will operate within capacity during the PM peak period for a future assessment year of 2031 both with, and without, the proposed developments.
- 1.9 The PICADY assessment identifies that, depending on the scenario and profile type, the Pagham Road/Sefter Road priority junction will operate broadly at or above capacity in 2031 during the AM peak period both with and without the proposed developments.
- 1.10 There is a limit to whether any meaningful works can be carried out at this junction that will improve conditions. Furthermore, the review of highway safety at this junction demonstrates that there are no safety issues occurring as a result of the junction layout that could be exacerbated as a consequence of the addition of the development traffic flows. As such, the delays forecast in the future year of 2031 will be more as a matter of inconvenience and amenity than safety.
- 1.11 It should be noted that it is not the purpose of new development to resolve pre-existing issues but only to mitigate for the impact of the development proposed.
- 1.12 It is concluded that the Pagham Road/Sefter Road priority junction is suitable to accommodate the three proposed developments in its existing arrangement.

2.0 Highway Safety

- 2.1 WSCC have requested that an appraisal of the existing Sefter Road priority junction with Pagham Road is carried out in terms of highway safety. Therefore, the accident records and existing visibility from Sefter Road along Pagham Road have been reviewed and are set out below.

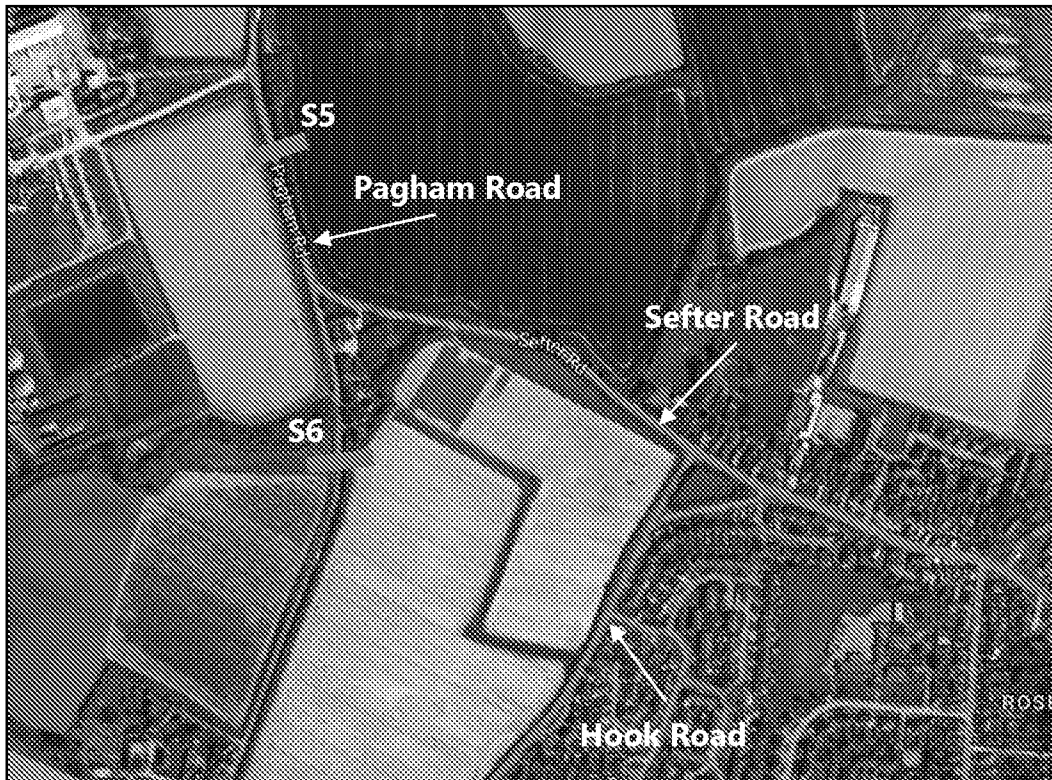
Accident Records

- 2.2 A review of the highway safety at the Sefter Road/Pagham Road junction has been carried out (see **Appendix 1**) for the six-year period 1st July 2011 to 31st July 2017, and can be summarised as follows:
- i. An incident was recorded in 2013 during the hours of darkness that was classified as slight and occurred when a vehicle failed to stop for a police car and failed to negotiate the left-hand bend on Sefter Road 50m from the junction.
 - ii. An incident was recorded in 2016 during daylight hours that was classified as serious and occurred when a pedestrian stepped out into the carriageway and was struck by a passing vehicle.
- 2.3 It can therefore be concluded that there is no road safety issue at this junction and that the development traffic will not have a significant impact on the future road safety of this junction.

Visibility Splays

- 2.4 The visibility splays at this junction from a 2.4 metre set back ('Y' value) have been measured as circa 140 metres to the centreline for drivers looking left, south on Pagham Road, due to the curve in the alignment of Pagham Road and the location of a dwelling; and 215 metres to the north for drivers looking right, north on Pagham Road.
- 2.5 Traffic surveys were carried out in 2014 on behalf of C&A transport consultants in support of the Land North of Sefter Road development site. This included two Automatic Traffic Counts (ATC) on Pagham Road, for both the northern and southern approaches to the Sefter Road junction. The location of these ATCs are shown on **Figure 2.1** below.

Figure 2.1 – Pagham Road ATC locations (shown red)



Based on Google Maps, Accessed 09/11/17

2.6 The ATC data is contained in **Appendix 2** and is summarised in **Table 2.1** below.

Table 2.1 – 2014 ATC Data

		85 th Percentile Speeds
Northern ATC (S5)		
	Northbound	47.1
	Southbound	48.3
Southern ATC (S6)		
	Northbound	48.2
	Southbound	46.6

2.7 From the ATC data it can be seen that measured speeds are around 48mph southbound past the Sefter Road junction and around 48mph northbound. Using Stopping Sight Distance calculations, based on vehicle breaking distances and current perception reaction times, a circa 140 metre visibility splay is commensurate with vehicle speeds of up to around 50mph. It is therefore considered that the sight lines at the junction are adequate.

2.8 Furthermore, the accident history at this junction demonstrates that there are no highway safety issues with this existing level of visibility for drivers.

3.0 Junction Assessment Work

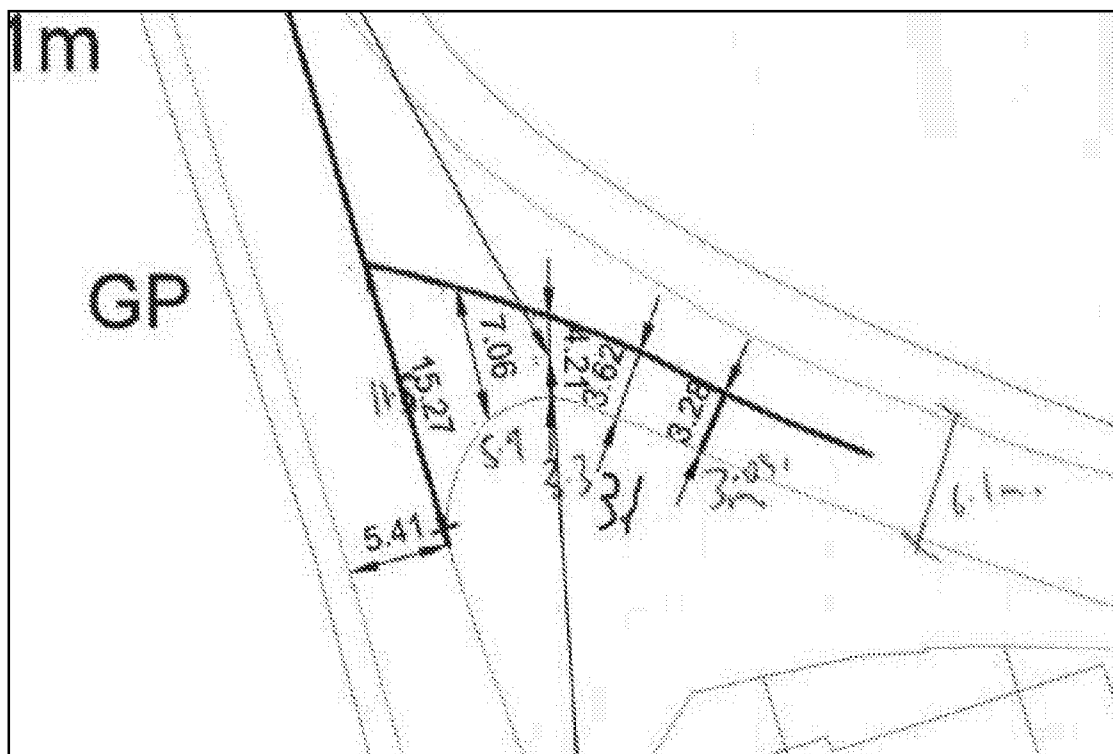
Pagham Road/Sefter Road priority junction

- 3.1 Different PICADY models for the Pagham Road/Sefter Road priority junction were submitted by each transport consultancy (Highgate Transportation, RPS and C&A) for the proposed developments at Pagham South, Land North of Hook Lane and Land North of Sefter Road respectively.
- 3.2 The junction models varied slightly in terms of assigned geometries and traffic flows. In order to remedy this, it has been agreed between the consultants to produce a PICADY model using a single set of agreed geometries and traffic flows. For the purposes of this Technical Note the PICADY model utilising the agreed geometries and traffic flows is simply referred to as the PICADY model.
- 3.3 The PICADY model utilises geometries provided by C&A consultants, which include measurements taken on site by a representative of C&A.
- 3.4 The traffic flow data for the PICADY model has been provided by RPS, as their traffic flows were generally the highest of the various surveys.
- 3.5 The Pagham Road/Sefter Road priority junction has been assessed for the future year of 2031 (base plus committed development flows) and also for 2031 with committed developments and the three aforementioned proposed development sites, as calculated by RPS.

Geometries

- 3.6 The site measurements provided by C&A are provided at **Figure 2.1** below. It is understood that the typed numbers are measurements taken based on Ordinance Survey mapping, and the hand-written numbers are the actual on-site measurements, which have been used in the PICADY model. The Pagham Road measurement of 6.0 metres has been used.

Figure 3.1 – C&A on-site geometries



- 3.7 The Sefter Road arm has been modelled as a single lane plus flare for 1PCU. The evidence of which is shown in the image below (**Figure 2.2**), where it can clearly be seen that both a right-turning and left-turning vehicle can be accommodated at the give-way line.

Figure 3.2 – Evidence of flare



- 3.8 The highway ownership boundary information for this junction is provided in **Appendix 3** for reference.

Results

- 3.9 The outputs of the PICADY report are provided at **Table 3.1** below and the full PICADY report is provided at **Appendix 4**. The PICADY model was run in 'One Hour' mode, which synthesises a peak.

Table 3.1 - Pagham Road/Sefter Road PICADY results

Arm	RFC	AM Peak		RFC	PM Peak	
		Queue (veh)	Delay (s)		Queue (veh)	Delay (s)
2031 Base + Committed Development						
Sefter Road LT	0.00	0	0	0.02	0	9
Sefter Road RT	0.98	13	108	0.36	1	14
Pagham Road	0.01	0	4	0.01	0	6
2031 Base + Committed Development + 3 Pagham Sites						
Sefter Road LT	1.15	1	1674	0.02	0	11
Sefter Road RT	1.13	34	255	0.45	1	18
Pagham Road	0.01	0	4	0.01	0	6

- 3.10 From **Table 3.1** above it can be seen that the Pagham Road/Sefter Road junction will operate within capacity based on the RPS traffic flows during the PM peak period both with, and without, the proposed developments in place. **Table 3.1** also demonstrates that, when running the PICADY in a one hour mode with a synthesised peak, the Pagham Road/Sefter Road will operate at and above capacity during the AM peak period in the base scenario and the with-developments scenario respectively.
- 3.11 It should be noted that significant increase in delay between the 2031 AM without development scenario and with development scenario is likely due to the PICADY software, which can result in queue predictions rapidly increasing when an RFC threshold is reached; the queue will increase for the entire time period and not discharge. This is particularly pertinent with this modelling scenario due to the small number of left turning vehicles (three) added to a surveyed base of zero. In reality, should queuing occur, then it is likely the drivers will vary the timing and/or routing of their trips.
- 3.12 As per that set out in the individual consultant's reports, local residents have previously indicated that they already turn off from Sefter Road (northbound), travel on Hook Lane and join Pagham Road at the Hook Lane junction in order to turn right and travel northbound on Pagham Road. It is therefore considered reasonable that drivers will continue to do this in the future years; and it may be more desirable than currently experienced as the Hook Lane development will provide a link between Pagham Road and Hook Lane, hence shortening the deviation distance.

- 3.13 It should be noted that as part of this assessment work, no allowance has been made for the potential diversion of future base traffic movements using Hook Lane or the Hook Lane site. Therefore the traffic movements identified as using this junction are considered to be robust and are unlikely to remain at this level in the future.
- 3.14 To further test the impact of the development traffic on this junction and whether this impact is severe, further modelling tests have been carried out and are set out below.

Sensitivity Test

- 3.15 A sensitivity scenario has been modelled for the 2031 'with development' scenario which omits the three left turning vehicles from Sefter Road to Pagham Road. These three vehicles had been added on as part of the C&A distribution assessment for the Land North of Sefter Road development traffic.
- 3.16 It is considered that this is an acceptable sensitivity test because these are estimated future development trips and therefore are not currently on the highway network; and it could be considered that these will mirror current behaviour. In any event, it is conceivable that a left-turning vehicle at Sefter Road would be even more likely to turn off at the Hook Lane junction to access Pagham Road south.
- 3.17 The PM peak period is shown to be within capacity and the PICADY model does not exhibit the same cascading behaviour during the PM peak period, therefore only the AM peak period has been modelled for. The results are summarised in **Table 3.2** below and are also contained in **Appendix 4** for reference.

Table 3.2 – Pagham Road/Sefter Road PICADY results – 2031 base plus committed development plus three Pagham development sites – sensitivity scenario (-3 development trips)

Arm	RFC	AM Peak	
		Queue (veh)	Delay (s)
Sefter Road LT	0.00	0	0
Sefter Road RT	1.13	34	255
Pagham Road	0.01	0	3

- 3.18 The sensitivity test identifies that the removal of the three left turning development traffic vehicles has very minimal effect of the right turn capacity of Sefter Road, which is not unexpected. This scenario does however avoid the unlikely situation where a driver would choose to wait on average, 28 minutes, as dictated by the modelling software, to turn left onto Pagham Road when alternative routes exist that are likely (from previous modelling in the cumulative assessments) to have ample capacity to accommodate three vehicles.
- 3.19 It can also be seen from **Table 3.2** that this reassignment of three development vehicles has a significant effect on the overall modelled junction performance.

Flat Profile Sensitivity Test

- 3.20 As the future assessment year, requested by WSCC, is some 14 years in the future from the production of this Technical Note it is considered reasonable to expect peak spreading to occur and, in combination with a junction which is operating near or at capacity in the future year. Therefore, an assessment of the junction with a 'flat' profile has been carried out for a sensitivity test.
- 3.21 The results of the flat profile scenario are provided in **Tables 3.3** and **3.4** below. Similar to the sensitivity scenario, this assessment has been undertaken for the AM peak only and omitted the three left-turning development vehicle trips. The PICADY output results are also contained in **Appendix 4**.

Table 3.3 – Pagham Road/Sefter Road PICADY results – 'flat' profile 2031 base plus committed development flows

Arm	RFC	AM Peak	
		Queue (veh)	Delay (s)
Sefter Road LT	0.00	0	0
Sefter Road RT	0.87	6	56
Pagham Road	0.01	0	4

Table 3.4 – Pagham Road/Sefter Road PICADY results – 'flat' profile 2031 base plus committed development plus three Pagham development sites

Arm	RFC	AM Peak	
		Queue (veh)	Delay (s)
Sefter Road LT	0.00	0	0
Sefter Road RT	0.98	20	180
Pagham Road	0.01	0	3

- 3.22 The results in **Table 3.3** demonstrate that the 2031 AM base scenario utilising a 'flat' profile improves the operation of the junction (compared to the results in **Table 3.1**) but, with an RFC of 87% for the Sefter Road right turn, the junction is still operating close to capacity.
- 3.23 The data in **Table 3.4** identifies that a flat profile PICADY assessment scenario during the AM peak period in the 2031 future assessment year 'with development' scenario results in a junction which will operate broadly at capacity (98%).
- 3.24 Therefore, whilst the modelling scenarios show that the development traffic may add some additional delay to this junction, it is considered that the impact will not be severe, and in reality, vehicles will take alternative routes as they do currently.

- 3.25 Nevertheless, there is a limit to whether meaningful engineering works can be carried out at this junction and it is considered in any event that the existing junction geometry is appropriate and that there is no highway safety issue at this junction.
- 3.26 Therefore, it can be concluded that the proposed developments will not have a material impact on the operation or safety of this junction.

4.0 Conclusions

- 4.1 This Technical Note on access has been prepared to review the operation and safety of the Pagham Road/Sefter Road priority junction utilising PICADY, with a single set of agreed geometries and traffic flows.
- 4.2 A review of the highway safety history of this junction has been carried out and from this it can be concluded that there is not a road safety issue at this junction. Furthermore, it is considered and agreed with highway officers that the development traffic will not have a significant impact on the future road safety of this junction.
- 4.3 It has been demonstrated that the existing level of visibility splays for drivers exiting Sefter Road is commensurate with the measured 85th percentile speed of vehicles on Pagham Road.
- 4.4 It is acknowledged that there are slight variations in the geometries and flows used to model this junction in the cumulative transport assessment work by the individual consultants. However, it should also be noted that the minor discrepancies do not alter the approach taken by each development team or the conclusion that no further mitigation is proposed at this junction.
- 4.5 The PICADY modelling demonstrates that the Pagham Road/Sefter Road priority junction will operate well within capacity during the 2031 PM peak period both with, and without, the proposed developments in place.
- 4.6 The modelling also shows that the Pagham Road/Sefter Road priority junction will operate at capacity during the 2031 AM peak period for both with and without development, using different scenarios.
- 4.7 It should be noted that it is not the purpose of new development to resolve pre-existing issues but only to mitigate for the impact of the development proposed.
- 4.8 It is considered reasonable that drivers will continue to by-pass the Sefter Road junction in favour of the Hook Road/Pagham Road priority junction in the future years particularly for left-turning traffic; or travel through the Hook Lane development, which will provide a link between Pagham Road and Hook Lane, hence shortening the travel distance required for right-turning traffic.
- 4.9 It is therefore considered that the development traffic will not have a severe impact on the operation or safety of this junction.

Appendix 1

Accident Records

Colour coding by SEVERITY

- ▲ Fatal (0)
- Serious (9)
- Slight (29)



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Sussex Safer Roads
PARTNERSHIP

A27 Chichister to Pagham
Collision data: 01/07/2016 - 31/07/2017

SCALE	1 : 30000
DATE	22/08/2017
DRAWING No.	
DRAWN BY	

Appendix 2

2014 ATC Data

17758		BOGNOR REGIS								
		JULY 2014								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 17758005	Site 5, Pagham Road, Bognor Regis (Fence Post) SZ 89394 99738	Channel: Northbound	Thu 10-Jul-14	Wed 16-Jul-14	60	33226	4945	4747	47.1	40.1
		Channel: Southbound	Thu 10-Jul-14	Wed 16-Jul-14		31070	4551	4439	48.3	40.4

17758		BOGNOR REGIS								
		JULY 2014								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 17758006	Site 6, Pagham Road, Bognor Regis (TP 5) SZ 89479 99336	Channel: Northbound	Thu 10-Jul-14	Wed 16-Jul-14	60	18764	2754	2681	48.2	41.2
		Channel: Southbound	Thu 10-Jul-14	Wed 16-Jul-14		17580	2538	2511	46.6	40.2

Appendix 3

Highway Ownership Boundary



	Reproduced from or based upon 2008 Ordnance Survey mapping with permission of the Controller of HMSO © Crown Copyright reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings West Sussex County Council Licence No. 100023447	04/10/2016 Local Development for Customers and Communities	Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.	Scale: 1:2,500	n
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Appendix 4

Pagham Road/Sefter Road PICADY Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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For sales and distribution information, program advice and maintenance, contact TRL:

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: Pagham Road . Sefter Road 121017.j9

Path: C:\Users\Brad\Highgate Transportation\Fiona Bennett - 1616 - Summer Lane, Pagham\Modelling\Pagham Road . Sefter Road 2017

Report generation date: 12/10/2017 11:14:50

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
RPS 2031 Base One Hour										
Stream B-C	0.0	0.00	0.00	A	-16 %	0.0	9.47	0.02	A	46 %
Stream B-A	12.6	106.19	0.98	F	[Stream B-A]	0.6	14.21	0.36	B	[Stream B-A]
Stream C-AB	0.0	3.92	0.01	A		0.0	6.18	0.01	A	
RPS 2031 Base Flat										
Stream B-C	0.0	0.00	0.00	A	-8 %					
Stream B-A	6.0	56.47	0.87	F	[Stream B-A]					
Stream C-AB	0.0	3.61	0.01	A						
RPS 2031 Base + Committed + Three Developments One Hour										
Stream B-C	0.0	0.00	0.00	A	-24 %	0.0	10.58	0.02	B	24 %
Stream B-A	34.3	255.08	1.13	F	[Stream B-A]	0.8	18.43	0.45	C	[Stream B-A]
Stream C-AB	0.0	3.77	0.01	A		0.0	5.94	0.01	A	
RPS 2031 Base + Committed + Three Developments One Hour Sensitivity										
Stream B-C	0.8	1674.15	1.15	F	-24 %					
Stream B-A	34.3	255.18	1.13	F	[Stream B-A]					
Stream C-AB	0.0	3.77	0.01	A						
RPS 2031 Base + Committed + Three Developments Flat										
Stream B-C	0.0	0.00	0.00	A	-16 %					
Stream B-A	20.4	180.49	0.98	F	[Stream B-A]					
Stream C-AB	0.0	3.45	0.01	A						

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

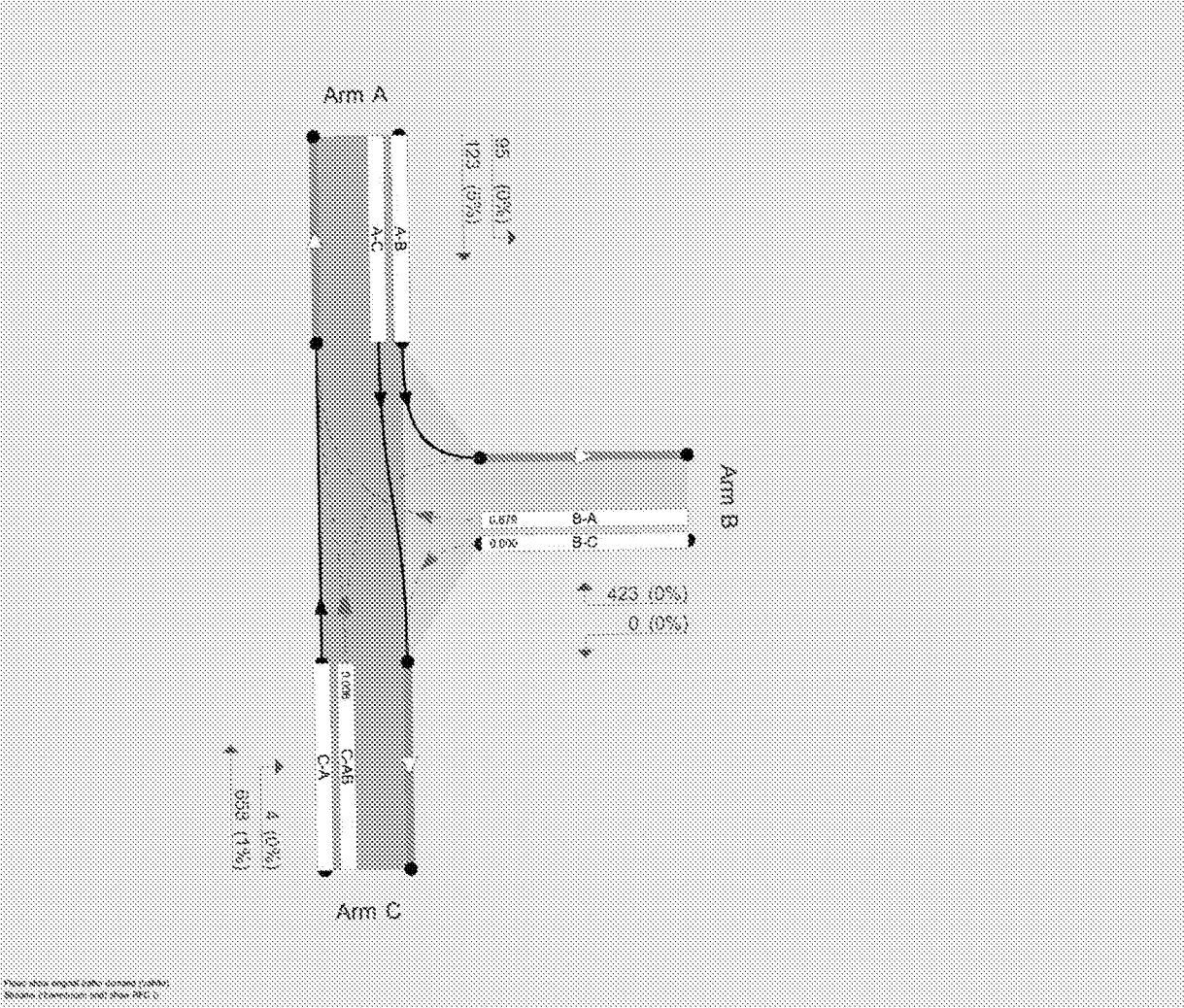
File summary

File Description

Title	Pagham Road / Seftor Road
Location	
Site number	
Date	10/10/2017
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	HTP-WS01\Brad
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 period length (min)	Time segment length (min)
D1	RPS 2031 Base One Hour	AM	ONE HOUR	07:30	09:00		15
D2	RPS 2031 Base One Hour	PM	ONE HOUR	17:15	18:45		15
D3	RPS 2031 Base Flat	AM	FLAT	07:30	09:00	90	15
D4	RPS 2031 Base + Committed + Three Developments One Hour	AM	ONE HOUR	07:30	09:00		15
D5	RPS 2031 Base + Committed + Three Developments One Hour	PM	ONE HOUR	17:15	18:45		15
D6	RPS 2031 Base + Committed + Three Developments One Hour Sensitivity	AM	ONE HOUR	07:30	09:00		15
D7	RPS 2031 Base + Committed + Three Developments Flat	AM	FLAT	07:30	09:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

RPS 2031 Base One Hour, AM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	38.61	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-16	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road (N)		Major
B	Pagham Road (N)		Minor
C	Pagham Road (N)		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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.90	3.30	3.10	3.05		1.00	45	100

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	590	0.107	0.272	0.171	0.388
1	B-C	683	0.105	0.265	-	-
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	RPS 2031 Base One Hour	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	147	100.000
B		✓	397	100.000
C		✓	565	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	80	67
	B	397	0	0
	C	561	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	9
	B	1	0	0
From	C	1	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-C	0.00	0.00	0.0	~1	A
B-A	0.88	108.19	12.6	47.2	F
C-AB	0.01	3.92	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	561	0.000	0	0.0	0.000	A
B-A	299	490	0.610	293	1.5	17.815	D
C-AB	6	925	0.006	6	0.0	3.914	A
C-A	420			420			
A-B	60			60			
A-C	50			50			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	532	0.000	0	0.0	0.000	A
B-A	357	471	0.757	352	2.8	28.877	D
C-AB	7	973	0.008	7	0.0	3.728	A
C-A	500			500			
A-B	72			72			
A-C	60			60			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	490	0.000	0	0.0	0.000	A
B-A	437	446	0.980	411	9.4	72.084	F
C-AB	11	1039	0.010	11	0.0	3.499	A
C-A	611			611			
A-B	88			88			
A-C	74			74			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	490	0.000	0	0.0	0.000	A
B-A	437	446	0.980	424	12.6	108.193	F
C-AB	11	1039	0.010	11	0.0	3.503	A
C-A	611			611			
A-B	88			88			
A-C	74			74			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	516	0.000	0	0.0	0.000	A
B-A	357	471	0.757	393	3.6	58.088	F
C-AB	7	973	0.008	8	0.0	3.734	A
C-A	500			500			
A-B	72			72			
A-C	60			60			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	557	0.000	0	0.0	0.000	A
B-A	299	490	0.610	307	1.6	20.451	C
C-AB	6	925	0.006	6	0.0	3.917	A
C-A	420			420			
A-B	60			60			
A-C	50			50			

Queue Variation Results for each time segment

07:30 - 07:45

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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.49	0.59	1.41	1.84	1.96			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.78	0.10	1.15	6.50	8.93			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	9.40	0.26	5.17	22.78	30.83			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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	12.61	0.17	5.48	33.29	47.15			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	3.61	0.04	0.43	10.04	18.35			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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.65	0.03	0.31	2.61	8.32			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

RPS 2031 Base One Hour, PM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	46	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	RPS 2031 Base One Hour	PM	ONE HOUR	17:15	18:45	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		✓	735	100.000
B		✓	137	100.000
C		✓	145	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	347	388
	B	131	0	6
	C	143	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	2
	B	1	0	17
	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-C	0.02	9.47	0.0	0.5	A
B-A	0.36	14.21	0.6	2.6	B
C-AB	0.01	6.18	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	5	461	0.010	4	0.0	7.885	A
B-A	99	456	0.216	98	0.3	10.000	B
C-AB	2	614	0.003	2	0.0	5.879	A
C-A	107			107			
A-B	261			261			
A-C	292			292			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	5	432	0.012	5	0.0	8.434	A
B-A	118	432	0.273	117	0.4	11.438	B
C-AB	2	602	0.004	2	0.0	6.001	A
C-A	128			128			
A-B	312			312			
A-C	349			349			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	7	387	0.017	7	0.0	9.452	A
B-A	144	397	0.363	143	0.6	14.135	B
C-AB	3	585	0.005	3	0.0	6.173	A
C-A	157			157			
A-B	382			382			
A-C	427			427			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	7	387	0.017	7	0.0	9.466	A
B-A	144	397	0.363	144	0.6	14.212	B
C-AB	3	585	0.005	3	0.0	6.181	A
C-A	157			157			
A-B	382			382			
A-C	427			427			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	5	432	0.013	5	0.0	8.448	A
B-A	118	432	0.273	118	0.4	11.520	B
C-AB	2	601	0.004	2	0.0	6.016	A
C-A	128			128			
A-B	312			312			
A-C	349			349			

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	5	460	0.010	5	0.0	7.899	A
B-A	99	456	0.216	99	0.3	10.083	B
C-AB	2	614	0.003	2	0.0	5.886	A
C-A	107			107			
A-B	261			261			
A-C	292			292			

Queue Variation Results for each time segment

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-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			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-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			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-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.56	0.03	0.26	0.56	0.56			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-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.56	0.03	0.30	1.39	2.65			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:15 - 18:30

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-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.38	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:30 - 18:45

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-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.28	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

RPS 2031 Base Flat, AM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	20.16	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-8	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	RPS 2031 Base Flat	AM	FLAT	07:30	09:00	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	147	100.000
B		✓	397	100.000
C		✓	565	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	80	67
	B	397	0	0
	C	561	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	9
	B	1	0	0
From	C	1	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-C	0.00	0.00	0.0	~1	A
B-A	0.87	58.47	6.0	?	F
C-AB	0.01	3.61	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	514	0.000	0	0.0	0.000	A
B-A	397	459	0.865	378	4.7	38.707	E
C-AB	9	1006	0.009	9	0.0	3.611	A
C-A	556			556			
A-B	80			80			
A-C	67			67			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	507	0.000	0	0.0	0.000	A
B-A	397	459	0.865	394	5.3	52.143	F
C-AB	9	1006	0.009	9	0.0	3.611	A
C-A	556			556			
A-B	80			80			
A-C	67			67			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	506	0.000	0	0.0	0.000	A
B-A	397	459	0.865	396	5.6	54.387	F
C-AB	9	1006	0.009	9	0.0	3.611	A
C-A	556			556			
A-B	80			80			
A-C	67			67			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	506	0.000	0	0.0	0.000	A
B-A	397	459	0.865	396	5.8	55.441	F
C-AB	9	1006	0.009	9	0.0	3.614	A
C-A	556			556			
A-B	80			80			
A-C	67			67			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	505	0.000	0	0.0	0.000	A
B-A	397	459	0.865	397	5.9	56.081	F
C-AB	9	1006	0.009	9	0.0	3.614	A
C-A	556			556			
A-B	80			80			
A-C	67			67			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	505	0.000	0	0.0	0.000	A
B-A	397	459	0.865	397	6.0	56.489	F
C-AB	9	1006	0.009	9	0.0	3.614	A
C-A	556			556			
A-B	80			80			
A-C	67			67			

Queue Variation Results for each time segment

07:30 - 07:45

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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	4.70	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	5.35	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	5.64	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	5.81	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	5.92	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	6.00	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

RPS 2031 Base + Committed + Three Developments One Hour, AM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	82.04	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	RPS 2031 Base + Committed + Three Developments One Hour	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	218	100.000
B		✓	423	100.000
C		✓	662	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	95	123
	B	423	0	0
From	C	658	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	5
	B	0	0	0
From	C	1	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-C	0.00	0.00	0.0	~1	A
B-A	1.13	266.08	34.3	69.2	F
C-AB	0.01	3.77	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	540	0.000	0	0.0	0.000	A
B-A	318	469	0.679	311	2.0	21.762	C
C-AB	6	961	0.006	6	0.0	3.770	A
C-A	492			492			
A-B	72			72			
A-C	93			93			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	504	0.000	0	0.0	0.000	A
B-A	380	446	0.853	370	4.5	42.769	E
C-AB	9	1016	0.008	9	0.0	3.570	A
C-A	587			587			
A-B	85			85			
A-C	111			111			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	476	0.000	0	0.0	0.000	A
B-A	466	413	1.127	402	20.4	133.802	F
C-AB	13	1095	0.012	13	0.0	3.326	A
C-A	716			716			
A-B	105			105			
A-C	135			135			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	476	0.000	0	0.0	0.000	A
B-A	466	413	1.127	410	34.3	255.061	F
C-AB	13	1095	0.012	13	0.0	3.327	A
C-A	716			716			
A-B	105			105			
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-C	0	483	0.000	0	0.0	0.000	A
B-A	380	446	0.853	433	21.1	200.350	F
C-AB	9	1016	0.008	9	0.0	3.573	A
C-A	586			586			
A-B	85			85			
A-C	111			111			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	511	0.000	0	0.0	0.000	A
B-A	318	469	0.679	393	2.4	72.442	F
C-AB	6	961	0.006	6	0.0	3.774	A
C-A	492			492			
A-B	72			72			
A-C	93			93			

Queue Variation Results for each time segment

07:30 - 07:45

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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	1.96	0.32	1.21	3.29	4.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	4.45	0.16	2.26	10.45	14.16			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	20.41	4.63	17.51	36.41	43.43			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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	34.28	9.80	30.47	58.86	69.19			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	21.07	3.52	17.39	39.94	48.63			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-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	2.40	0.03	0.31	3.35	11.83			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

RPS 2031 Base + Committed + Three Developments One Hour, PM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.34	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	RPS 2031 Base + Committed + Three Developments One Hour	PM	ONE HOUR	17:15	18:45	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		✓	841	100.000
B		✓	154	100.000
C		✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	364	477
	B	147	0	7
	C	209	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	1	0	14
From	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-C	0.02	10.58	0.0	0.5	B
B-A	0.45	18.43	0.8	3.7	C
C-AB	0.01	5.94	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	5	450	0.012	5	0.0	8.101	A
B-A	111	429	0.258	109	0.3	11.222	B
C-AB	4	630	0.006	4	0.0	5.748	A
C-A	156			156			
A-B	274			274			
A-C	359			359			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	6	412	0.015	6	0.0	8.877	A
B-A	132	399	0.331	132	0.5	13.449	B
C-AB	5	622	0.008	5	0.0	5.830	A
C-A	186			186			
A-B	327			327			
A-C	429			429			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	8	349	0.022	8	0.0	10.540	B
B-A	162	357	0.453	161	0.8	18.215	C
C-AB	7	613	0.012	7	0.0	5.935	A
C-A	227			227			
A-B	401			401			
A-C	525			525			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	8	348	0.022	8	0.0	10.579	B
B-A	162	357	0.453	162	0.8	18.434	C
C-AB	7	613	0.012	7	0.0	5.941	A
C-A	227			227			
A-B	401			401			
A-C	525			525			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	6	411	0.015	6	0.0	8.906	A
B-A	132	399	0.332	133	0.5	13.632	B
C-AB	5	622	0.008	5	0.0	5.844	A
C-A	186			186			
A-B	327			327			
A-C	429			429			

18:30 - 18:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	5	448	0.012	5	0.0	8.124	A
B-A	111	429	0.258	111	0.4	11.361	B
C-AB	4	630	0.006	4	0.0	5.756	A
C-A	156			156			
A-B	274			274			
A-C	359			359			

Queue Variation Results for each time segment

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-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			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-C	0.02	0.02	0.25	0.45	0.48			N/A	N/A
B-A	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			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-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.80	0.03	0.26	0.80	0.90			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-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.81	0.03	0.29	1.40	3.74			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:15 - 18:30

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-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.51	0.05	0.46	1.28	1.39			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:30 - 18:45

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-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.35	0.03	0.31	0.97	1.23			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

RPS 2031 Base + Committed + Three Developments One Hour Sensitivity, AM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	88.68	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	RPS 2031 Base + Committed + Three Developments One Hour Sensitivity	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	218	100.000
B		✓	426	100.000
C		✓	662	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	95	123
	B	423	0	3
	C	658	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	1	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-C	1.15	1674.15	0.8	3.1	F
B-A	1.13	258.16	34.3	69.2	F
C-AB	0.01	3.77	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	372	0.006	2	0.0	9.733	A
B-A	318	469	0.679	311	2.0	21.763	C
C-AB	6	961	0.006	6	0.0	3.770	A
C-A	492			492			
A-B	72			72			
A-C	93			93			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	3	173	0.016	3	0.0	21.101	C
B-A	380	446	0.853	370	4.5	42.774	E
C-AB	9	1016	0.008	9	0.0	3.570	A
C-A	587			587			
A-B	85			85			
A-C	111			111			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	3	3	1.148	1	0.6	1674.152	F
B-A	466	413	1.127	402	20.4	133.823	F
C-AB	13	1095	0.012	13	0.0	3.326	A
C-A	716			716			
A-B	105			105			
A-C	135			135			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	3	4	0.781	2	0.8	1497.721	F
B-A	466	413	1.127	410	34.3	255.160	F
C-AB	13	1095	0.012	13	0.0	3.327	A
C-A	716			716			
A-B	105			105			
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-C	3	5	0.527	3	0.8	913.993	F
B-A	380	446	0.853	433	21.1	200.505	F
C-AB	9	1016	0.008	9	0.0	3.573	A
C-A	586			586			
A-B	85			85			
A-C	111			111			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	2	191	0.012	6	0.0	19.684	C
B-A	318	469	0.679	393	2.4	72.578	F
C-AB	6	961	0.006	6	0.0	3.774	A
C-A	492			492			
A-B	72			72			
A-C	93			93			

Queue Variation Results for each time segment

07:30 - 07:45

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-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	1.96	0.32	1.21	3.29	4.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

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-C	0.02	0.02	0.25	0.45	0.48			N/A	N/A
B-A	4.45	0.16	2.26	10.45	14.16			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			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-C	0.57	0.03	0.28	0.57	1.86			N/A	N/A
B-A	20.42	4.63	17.52	36.41	43.44			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-C	0.81	0.03	0.28	0.90	3.11			N/A	N/A
B-A	34.29	9.81	30.48	58.87	69.20			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			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-C	0.83	0.04	0.43	1.85	2.85			N/A	N/A
B-A	21.09	3.53	17.41	39.96	48.65			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-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	2.40	0.03	0.31	3.36	11.84			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

RPS 2031 Base + Committed + Three Developments Flat, AM

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	58.05	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-16	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	RPS 2031 Base + Committed + Three Developments Flat	AM	FLAT	07:30	09:00	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	218	100.000
B		✓	423	100.000
C		✓	662	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	95	123
	B	423	0	0
	C	658	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	5
	B	0	0	0
From	C	1	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-C	0.00	0.00	0.0	~1	A
B-A	0.98	180.49	20.4	?	F
C-AB	0.01	3.45	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	482	0.000	0	0.0	0.000	A
B-A	423	430	0.985	387	9.0	62.174	F
C-AB	11	1055	0.010	11	0.0	3.445	A
C-A	651			651			
A-B	95			95			
A-C	123			123			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	479	0.000	0	0.0	0.000	A
B-A	423	430	0.985	409	12.6	111.282	F
C-AB	11	1055	0.010	11	0.0	3.445	A
C-A	651			651			
A-B	95			95			
A-C	123			123			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	479	0.000	0	0.0	0.000	A
B-A	423	430	0.985	413	15.1	134.797	F
C-AB	11	1055	0.010	11	0.0	3.447	A
C-A	651			651			
A-B	95			95			
A-C	123			123			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	479	0.000	0	0.0	0.000	A
B-A	423	430	0.985	415	17.1	152.778	F
C-AB	11	1055	0.010	11	0.0	3.445	A
C-A	651			651			
A-B	95			95			
A-C	123			123			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	479	0.000	0	0.0	0.000	A
B-A	423	430	0.985	416	18.9	167.663	F
C-AB	11	1055	0.010	11	0.0	3.445	A
C-A	651			651			
A-B	95			95			
A-C	123			123			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	479	0.000	0	0.0	0.000	A
B-A	423	430	0.985	417	20.4	180.485	F
C-AB	11	1055	0.010	11	0.0	3.447	A
C-A	651			651			
A-B	95			95			
A-C	123			123			

Queue Variation Results for each time segment

07:30 - 07:45

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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	9.05	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	12.56	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	15.10	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	17.14	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	18.86	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			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-C	0.00	~1	~1	~1	~1			N/A	N/A
B-A	20.36	?	?	?	?			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A