Appendix 1

WSCC Highways Consultation Response, HTp Response Note

and Email Correspondence

ARUN DISTRICT COUNCIL P/140/16/OUT

WEST SUSSEX COUNTY COUNCIL **DATE: 27th January 2017**
STRATEGIC PLANNING CONSULTATION

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**	X
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.

<u>Highway Capacity</u>

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 there 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 hould 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.

<u>Layout</u>

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 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.

- 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

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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.

A design audit has been discussed with the highway officer and is provided as Appendix 16 to TA/Revision A.

Reasoning for provision: Local perception – local residents asked for these to be provided at the public consultation and this was also requested at the Parish Council meeting attended by Arun Member.

It was discussed with the highway officer that a recommendation for refusal would not be placed on the application, however WSCC officers would prefer to not have a ghost right turn lane on the southern access. It has been agreed that this can be removed, but that the pedestrian refuge islands are to remain to facilitate pedestrian crossing movements. Therefore revised drawing HTp/1616/02/H issued to WSCC on 10/02/17, agreed as acceptable subject to receipt of Design Audit.

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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.

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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.

   Survey locations issued to the highway officer on 31/01/17 and included in TA/01/A. It was agreed that the 90m visibility (DMRB measurement) can be achieved from both site accesses to either direction, and a visibility splay plan was issued (HTp/1616/10) demonstrating that even with a bus parked in the bus layby adjacent to the northern access, a 90m visibility splay can still be achieved.

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.

ARUN DISTRICT COUNCIL P/140/16/OUT

Revised drawings (HTp/1616/01/G and HTp/1616/02/G) issued to the highway officer on 31/01/17 with 2.0m wide pedestrian refuges and highlighting build-outs within the on-street parking areas to assist pedestrian crossing movements; agreed with the highway officer as acceptable and included in TA/01/A.

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.

It is not accepted that the majority of pedestrian movements would come from the north on Pagham Road, as local centre facilities and schools are located throughout Pagham, particularly to the north of the site. Furthermore, pedestrians can also choose the route(s) through to the site from Summer Lane, as shown on the Masterplan (ref: DLA.1731.L003.RevB).

Notwithstanding this, an uncontrolled dropped-kerb pedestrian crossing point with tactile paving had previously been provided by the village hall as part of the access strategy, to the north of the site. This has subsequently been discussed and agreed with IG.

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.

It is considered that the pedestrian refuge crossing points are suitable to accommodate the likely level of pedestrian demand over Pagham Road, particularly in consideration of the low traffic flows on Pagham Road past the site frontage. This has been agreed with WSCC. Notwithstanding this, the proximity of driveways on Pagham Road and the likely impact on local residents' amenity value result in the provision of a controlled crossing not being possible, even a zebra crossing would be unsuitable due to the restrictions. A plan indicating the location of the private driveways on Pagham Road in the vicinity of the access points has been provided in the revised TA (TA/01/A).

A TRICS assessment using the agreed multi-modal data for residential land uses has been provided in TA/01/A.

13. In summary, there are various matters relating to vehicle and pedestrian access arrangements that require further consideration and/or amendment.

ARUN DISTRICT COUNCIL P/140/16/OUT

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

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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

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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

The discounts used in the assessment were deliberately cautious. However, these have been reviewed and agreed with the highway officer and updated in the revised TA (TA/01/A). Census data, research reports and local education calculations have be used as a base point.

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.

The distribution methodology for local centre trips was discussed and subsequently agreed as a fair representation at the site accesses due to location of existing local centre facilities in Pagham. However, it was further agreed with WSCC that the catchment area would subsequently reduce. This has been included for within TA/01/A.

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.

ARUN DISTRICT COUNCIL P/140/16/OUT

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.

It is considered that this uplift in growth rate for Arun will not be required as part of the revised TA for the Pagham South site as this report focused on the local highway network, and the Pagham highway network is effectively contained to Pagham traffic. However, a further review of the growth rates was subsequently carried out.

It was agreed that the growth rates would be reviewed in line with the revised Arun Local Plan uplift in housing supply as part of the impact assessments on the strategic network.

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.

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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).

The flows have been checked and updated in the models as part of the revised TA/01 package.

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.

The modelling of this junction has been reviewed as part of the revised Transport Assessment, and full LINSIG modelling reports included within the relevant Appendix.

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.

The revised Transport Assessment will include all relevant flow diagrams.

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.

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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 there 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.

To date the developer has investigated the possibility of providing the full cycle link, but they do not own all the land.

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.

The developer has made best endeavours to secure the link where it falls on land outside their control. The developer can deliver a link on land within their control.

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.

The level of bus contributions is to form part of the S106 negotiations, which have been outlined for discussion in TA/01/A, and bus travel vouchers have been included within the Residential Travel Plan.

ARUN DISTRICT COUNCIL P/140/16/OUT

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.

Agreed that the provision of cycle discount vouchers and bus travel vouchers will be included for within the Residential Travel Plan. The Travel Plan has been reviewed as part of TA/01/A.

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 development 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.

  Agreed.

- 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.

  The links between the Pagham South site and the committed development on land north of Summer Lane has been made clearer on the revised Masterplan (DLA.1731.L003.Rev.B).

- 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.

  One of the footpaths shown has been converted to a non-motorised user shared surface in order to accommodate cyclist desire lines.

  Furthermore, a cycle link has also been shown on this plan to the Scout Hut, to the south of the site.

ARUN DISTRICT COUNCIL P/140/16/OUT

- 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.

  Noted.

- 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.

  Noted.

- 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.

  It was discussed and agreed with the highway officer that generally the footways proposed north-south parallel to Pagham Road would be provided on the site side of a tree buffer, which was requested as part of public consultation, but that footway provision would also be included around the bellmouth of the access junctions to facilitate movement. This has been provided on plans HTp/10616/01/H and HTp/1616/02/H and agreed with IG.

- Some form of traffic management should be provided along the access road adjacent to the school given the straight alignment.

  Noted – it is considered that this can form part of the reserved matters once the school has been confirmed.

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.

ARUN DISTRICT COUNCIL P/140/16/OUT

From: Fiona Bennett [redacted]
Sent: 21 March 2017 11:51
To: 'Ian Gledhill'
Cc: [redacted]
Subject: RE: Pagham South P/140/16/OUT

Good morning Ian,

Many thanks for your email and comments.

In terms of the outstanding points raised, my responses are as follows:

i. We are happy to provide you with an updated plan today relocating the uncontrolled pedestrian crossing point proposed to the immediate south of the Village Hall access, to the other side of the Village Hall access as you set out below.

ii. RSA1 – point 2.1.1
A swept path analysis indicating a bus pulling into, stationary within, and pulling out of the proposed relocated bus stop was contained in Appendix 17, and is attached to this email as a standalone plan for ease of reference. Please can you confirm that it is acceptable? Many thanks.

iii. RSA1 – point 2.2.1
A pedestrian refuge island was not placed in this location as it conflicts with the existing bus stop on the south eastern side of Pagham Road. If a bus was stationary at the bus stop it would result in pedestrians crossing from the north western side of Pagham Road to be stranded on the refuge island until the bus had passed. We considered that this presented a safety issue. However, if you consider it beneficial to have a pedestrian island in this location than we will provide an updated drawing later today, instead of the drawing promised in point (i) above, as this revised pedestrian refuge island drawing would negate the need for an uncontrolled crossing to the north near the Village Hall access. Please can you confirm your preference by reply email? Many thanks.

iv. In terms of the LINSIG model, I can confirm that signal timings were provided by WSCC. It was apparent that with the pedestrian phase called every cycle this was unrealistic and presented longer queues than demonstrated on the 2016 survey data. Therefore the model includes an all-red pedestrian phase, called every other cycle of the lights, as can be seen in the phase diagrams, stage sequence diagrams and signal timings diagrams included in the LINSIG report (attached for ease of reference – see pages 11&12, 16, 20 and 24).

I trust that the above is helpful. Happy to discuss.

Kind regards,
Fiona

Fiona Bennett
HighgateTransportation
[redacted]
Highgate Transportation Ltd

First Floor, 43-45 Park Street
BRISTOL BS1 5NL
Company Registration Number: 07500534

We have recently moved – please note our new address

From: Ian Gledhill [redacted]
Sent: 21 March 2017 10:17
To: [redacted]
Cc:
Subject: RE: Pagham South P/140/16/OUT

Hello Fiona, thanks for the additional information. I'd ask that this is forwarded to the Local Planning Authority so this can be placed on the public planning file. For ease of reference for my response here, I've stuck to those outstanding points from my formal consultation response.

Access
Various matters were raised relating to the principle of the access arrangements as well as the detailed design. The Local Highway Authority still consider that the provision of right turning lanes conflict with the design principles within Manual for Streets 2. However, the LHA also recognise that local carriageway widening is necessary in order to accommodate pedestrian refuges. The right turning lanes are not provided for capacity or safety reasons. The LHA have therefore viewed the access designs on the basis of providing carriageway widening for the pedestrian refuges rather than for the specific purpose of accommodating formal Design Manual for Roads and Bridges compliant right turning lanes.

In terms of more detailed matters, the pedestrian refuges have been widened to 2 metres. Kerb to kerb carriageway widths alongside these refuges exceed the required WSCC minimum widths of 3.5 metres. Where necessary at the northern access, build outs are included to ensure that pedestrians do not cross between parked cars. A further pedestrian crossing point is provided on the southern side of the access to the Parish Council's car park along with a build out on the opposite side of the carriageway. The build out lies immediately adjacent to a residential access. Although the tracking drawings (which is based on OS data rather than a topographical survey) indicates that a standard vehicle could turn into the residential access, in practice given the close vicinity of the build out to the access, it would be more desirable to extend the footway on the northern side of the carriageway and relocate the crossing further north (for example to the immediate east of the Parish Council car park access).

The access arrangements have been the subject of a Stage One Road Safety Audit. The majority of problems have been positively resolved. There are several problems that require further comment.
2.1.1 – The bus stop lay-by is understood to be the same dimensions as that already present. Providing it is demonstrated that a bus can stop entirely within this, the dimensions are accepted.

2.2.1 – Requires the provision of a central island to prevent overtaking within the hatched area at the bus stop. A traffic island has been provided. I have previously advised that the LHA have experienced issues with vehicles overtaking on the wrong side of traffic islands in order to pass a stopped bus. Having looked at this again, it is suggested that the traffic island is upgraded to a pedestrian refuge (this will then fulfil problem 2.3.1), and the matter of the vehicles overtaking buses considered as part of any Stage 3 Safety Audit once the works are in place. If issues do occur, a solution would be to relocate the bus stop rather than remove a crossing off a desire line.

Details for the other problems can be checked through the detailed design.

Highway Capacity
Matters here related more to discounting trip rates for the local centre, convenience store, and schools to ensure a more reflective rate was used. The LHA have previously acknowledged that the trip rate applied within the initially submitted TA is reflective of a worst case. The updated distribution has been discussed and agreed previously.

The only other matter that warrants further comment at this stage is the LinSig model used for the Gossamer Lane/Nyetimber Lane/Grosvenor Gardens junction. This still doesn't appear to include the pedestrian phases that are present on all arms.

The need for highway capacity mitigation to enable all three Pagham developments will be viewed holistically once the cumulative TA is available.

Sustainable Access
I have chased up colleagues in the Rights of Way team regarding the cost of improving the existing PROW between Pagham and Sidlesham. I will chase again.

The additional travel plan measures are noted and accepted. For the other uses on the site, the expectation is that the respective operates will prepare travel plans. The trigger points in the conditions will be reflective of this.

I hope this assists.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT| Principal Planner - County Highways, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Fiona Bennett [redacted]
Sent: 16 March 2017 12:50
To: Ian Gledhill

[redacted]

Subject: Pagham South P/140/16/OUT

Dear Ian,

Further to our recent correspondence, please see below a Dropbox link to our revised TA/01 to support the Pagham South scheme:

[redacted]

Please note that this includes the following:

i. Our formal response to your highways consultation response of 27th January (Appendix 1)
ii. A Design Audit (Appendix 16)
iii. A revised RTP (Appendix 26).

You will no doubt note the issue of the cycle link to the north. You will recall that in support of our application we are providing land that is within the clients control but outside the application site. Your previous comments related to the possibility of additional funding, and maybe this is something to be considered as part of the cumulative assessment work.

Please do not hesitate to contact me to discuss.

Kind regards,
Fiona

Fiona Bennett
HighgateTransportation
[redacted]
www.highgatetransportation.co.uk

Highgate Transportation Ltd
First Floor, 43-45 Park Street
BRISTOL BS1 5NL
Company Registration Number: 07500534

Fiona Bennett

From: Ian Gledhill <[redacted]
Sent: 06 April 2017 14:26
To: Fiona Bennett
Cc: [redacted]
Subject: RE: Pagham South (P/140/16/OUT)

Follow Up Flag: Follow up
Flag Status: Completed

Hello Fiona, as the cumulative assessment is still under discussion, I'll reserve comments on these elements for now.

In terms of the works necessary for the Summer Lane site, I would be content for all the works relating to access for motorised and non-motorised road users to be secured by condition rather than s106. Effectively this then leaves only those off-site works and the travel plan needing to be secured by s106.

For the off-site highway works, I've not got anywhere in terms of real time screens but I will try to confirm (whether these are required and then whether the expectation is for these to be provided by the developer or just a contribution taken towards). These will be the only passenger transport related works that WSCC would seek; bus shelters are not maintained by WSCC so if these are proposed their provision and future maintenance should be agreed with Arun DC or Pagham PC.

The safeguarding of land for the future cycle route seems reasonable although the precise legal wording will be scrutinised accordingly by my legal representative. As discussed this morning, colleagues in the Rights of Way team have now responded in terms of the cost of extending the cycle route beyond the site towards Sidlesham/Chichester. A figure of £100k has been given. In principle, it seems reasonable for this figure to be proportionately divided amongst those developments presently under consideration.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT| Principal Planner - County Highways, West Sussex County Council |
Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Fiona Bennett [redacted]
Sent: 04 April 2017 1[redacted]
To: Ian Gledhill
Cc: [redacted]
Subject: Pagham South (P/140/16/OUT)

Dear Ian,

Please see below an extract from the draft S106 Heads of Terms to be sent to Arun DC.

ARUN DISTRICT COUNCIL P/140/16/OUT

From: Ian Gledhill [redacted]
Sent: 07 April 2017 11:15
To: Fiona Bennett
Cc: [redacted]
Subject: RE: Pagham South P/140/16/OUT

Fiona, in answer to the four points,

i. Noted

ii. The drawing quite clearly shows that a bus would be contained entirely within lay-by. This addresses the safety audit problem.

iii. I can understand the reasoning why this was left as an island rather than made up to a refuge. However there is the potential for crossing demands in the vicinity of the northern vehicle access; I'd suggested that it would be better to try to accommodate these demands that will occur rather than leaving pedestrians to crossing without any provision. This may also be something worth clarifying with the Safety Auditor as there recommendation is to provide a crossing, and it's unclear if they've accounted for the presence of the bus stop when making their comment.

There would also be the ability as part of the Stage 3 RSA to review the situation. If there is a problem, it may then be necessary to relocate the bus stop.

I'd suggest that a crossing point would be needed further north (as per point i) as there is no continuous footway on the western side of the carriageway.

iv. Noted, this is fine.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT| Principal Planner - County Highways, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Fiona Bennett [redacted]
Sent: 21 March 2017
To: Ian Gledhill
Cc: [redacted]
Subject: RE: Pagham South P/140/16/OUT

Good morning Ian,

Many thanks for your email and comments.

In terms of the outstanding points raised, my responses are as follows:

i. We are happy to provide you with an updated plan today relocating the uncontrolled pedestrian crossing point proposed to the immediate south of the Village Hall access, to the other side of the Village Hall access as you set out below.

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iv. In terms of the LINSIG model, I can confirm that signal timings were provided by WSCC. It was apparent that with the pedestrian phase called every cycle this was unrealistic and presented longer queues than demonstrated on the 2016 survey data. Therefore the model includes an all-red pedestrian phase, called every other cycle of the lights, as can be seen in the phase diagrams, stage sequence diagrams and signal timings diagrams included in the LINSIG report (attached for ease of reference – see pages 11&12, 16, 20 and 24).

I trust that the above is helpful. Happy to discuss.

Kind regards,
Fiona

Fiona Bennett
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[redacted]
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Highgate Transportation Ltd
First Floor, 43-45 Park Street
BRISTOL BS1 5NL
Company Registration Number: 07500534

**We have recently moved – please note our new address*

From: Ian Gledhi[redacted]
Sent: 21 March 2[redacted]

From: Fiona Bennett [redacted]
Sent: 07 April 2017 13:59
To: 'Ian Gledhill'
Subject: RE: Pagham South P/140/16/OUT

Dear Ian,

As promised, please find attached the revised access drawing showing the two new pedestrian crossings over Pagham Road as set out in your email below, as well as tactile paving over the Village Hall access.

I have issued in draft for your comment, and I also attach a photograph looking north at the mouth of the Village Hall access. You will see that there is currently no footway to the immediate north of the Village Hall and that there are trees in the verge; one of which will be impacted by the new footway and crossing point over Pagham Road to the north of the Village Hall access. Please can I have your thoughts on this? If we are providing a crossing both to the immediate north and south of our northern access junction (as shown on this drawing), do we also need to provide a crossing at the Village Hall?

I look forward to hearing from you.

Kind regards,
Fiona

Fiona Bennett

HighgateTransportation

[redacted]

Highgate Transportation Ltd
First Floor, 43-45 Park Street
BRISTOL BS1 5NL
Company Registration Number: 07500534

We have recently moved – please note our new address

From: Ian Gledhill [redacted]
Sent: 07 April 2017 11:15
To: Fiona Bennett
Cc: [redacted]
Subject: RE: Pagham South P/140/16/OUT

Fiona, in answer to the four points,

i. Noted

ii. The drawing quite clearly shows that a bus would be contained entirely within lay-by. This addresses the safety audit problem.

Appendix 2

Meeting Minutes

Cumulative Impact (24/04/17)

Cumulative Impact (31/07/17)

ARUN DISTRICT COUNCIL P/140/16/OUT

MEETING MINUTES

Project:	JNY8840 - Pagham
Meeting Title:	Cumulative Impact – Transport Update
Location:	Highways England Offices, Bridge House, Guildford
Date:	24 April 2017
Time:	14:00

Attendees:	**David Bowie**	-	**Highways England (By Phone)**
	Kevin Bown	-	**Highways England**
	Richard Franklin	-	**Atkins**
	Elizabeth Cleaver	-	**Highways England**
	Ian Gledhill	-	**West Sussex County Council**
	Tim Townsend	-	**West Sussex County Council**
	Melanie A'Lee	-	**RPS Transport (Hook Lane Site)**
	Tom Martindale-Sheldon	-	**C&A Consulting (Sefter Lane Site)**
	Andrew Wilford	-	**Barton Wilmore (Sefter Lane Site)**
	Dave Tighe	-	**Highgate Transportation (Pagham Rd Site)**
	Fiona Bennett	-	**Highgate Transportation (Pagham Rd Site)**
	Ben Chimes	-	**Mayer Brown (Church Barton House)**
Apologies	**Jenny Henderson**	-	**Hunter Page Planning (Pagham Rd Site)**
	Owen Jones	-	**LRM Planning (Hook Lane Site)**

	POINT	**ACTION**
1	DT provided an overview of the work that had been carried out to date and that all three consultants had been working together to provide the cumulative assessments. The first junction on the agenda for discussion was the A27 Whyke Hill Junction.	
2	DB confirmed that Highways England had agreed the model for use on the A27 East / West section through Arun's district but he is now aware that these flows do not accurately reflect the forecast flows in and out of Arun to Chichester and on the bypass; there is a discrepancy in the SATURN flows used in the Chichester Assessment work and the Arun Assessment work as part of their Transport study's. DB also confirmed that the Arun flows have been used in their entirety for the assessment work submitted for the Pagham sites.	
3	DB confirmed that he had reviewed the work undertaken and agrees that the model outputs are correct from the input data, however as the delay at the junction increases, ideally some form of mitigation needs to be provided. DB also commented that he didn't agree with the modelling results because the Arun Transport Study flows were used for the Chichester Bypass. It was agreed that in this instance that it wasn't about improving the proposed layout within the constraints of highway ownership in order to achieve the best possible solution in terms of optimising capacity.	
4	MA & TMS stated that the existing Whyke Hill junction is very constrained and that there was very limited scope within the existing highway land to provide any additional improvements to that already proposed.	

ARUN DISTRICT COUNCIL P/140/16/OUT

5	DB accepted that the A27 in this location was a very congested network, and requested that the consultants review the proposed layout to see if any further widening could be achieved; he stated that any additional queuing capacity would help MOVA. DB agreed that this review should only include land within the public highway or on land within the control of the highway authority.	
6	MA, TMS & DT agreed that they would review the junction layout to see where any improvements can be provided.	All Consultants
7	KB asked if WSCC has any land adjacent to this junction that could be used to provide any further improvements as he understood there was an existing gravel extraction site on the south western corner. TT said that this comes under Minerals & waste and it would need to be looked into.	WSCC
8	FB advised DB that the LINSIG cannot model MOVA and as such any improvements that could be provided would not be identified in the modelling output. DB accepted that the modifications would simply assist MOVA in being able to queue vehicles, KB stated that the impact will be pushed onto local roads and not on the SRN. IG stated that WSCC would not object to additional queues on the Local Road network over the SRN.	
9	It was agreed that the provision of MOVA from these schemes would be a positive action and notwithstanding the perceived variation to the effectiveness of MOVA (based on the pre-Saturn modelling), it was agreed that based on the up-to-date Saturn results, MOVA would have a beneficial impact.	
10	KB reaffirmed that it was not HE's intention or desire to delay delivery of sites or the Arun Local Plan and that any proposed works had to be proportionate to the impact and based on more detailed assessment. It was agreed that the Saturn model was the agreed model to use as part of the scoping exercise. AW advised that this matter needs to be resolved asap as the Arun Local Plan modifications are out for consultation and we would not want to have to advise the Inspector that HE object to these applications, and therefore the proposed growth in Pagham as this would contradict the signing-off of the Arun Transport Study which includes 1,200 dwellings in Pagham. DB advised that Arun have been notified of the issues in their Transport Study.	

Nyetimber Lane/ Grosvenor Gardens

11	DT asked if WSCC had decided on whether they would accept the change in signal timings or the provision of MOVA at this junction. IG stated that their signals team was still reviewing the data provided by C&A Consultants and should hopefully have a response by the end of the week (28/04). TMS requested that WSCC provide a reason why they decide on the measures that they go with, IG agreed that this would be provided	WSCC

Rose Green/ Grosvenor Gardens

12	DT asked if WSCC had decided on whether WSCC had decided on the improvements to this junction. IG stated that their preference would be for a mini-roundabout due to the volume of right turning traffic from Rose Green Road.	
13	IG stated that a safety audit for the mini-roundabout would not be required at this	

	stage and would be secured through a S106 agreement	
14	AW asked if there was a significant difference in costs between the mini-roundabout and the priority junction arrangement, DT stated that based on their review, it is likely that the costs would be similar as both will require statutory undertaker diversions.	

B2166/ Vinnetrow Road

15	TT stated that he was currently reviewing the measures put forward for this junction and will provide his response shortly.	WSCC

B2166/B2145

16	TT stated that he is currently reviewing C&A's proposed improvements to this junction which vary slightly from that submitted by RPS & HT.	WSCC

Lower Bognor Road/ Pagham Road

17	IG stated that all of the reports were identifying increased delay at this junction; however he also acknowledged that this is a constrained junction and as such it is likely that traffic will use alternative routes. Therefore WSCC would be seeking contributions towards improvements that they are currently proposing along the A259. IG will provide more details of these measures. IG also acknowledged that the site west of Bersted would have a greater impact on the A259 and as such would provide a larger contribution.	WSCC
18	IG also confirmed that should the final proposals for the A259 not be completed prior to the planning committee, this would not hold up the determination of the applications. WSCC will be advised by Arun as to when these applications should proceed to committee.	

Sefter Road/ Pagham Road

19	TT is to provide comments back on the measures proposed by C&A at this junction. TMS stated that the measures provided showed an improvement in the modelling results, TT questioned if in reality the measures would actually provide any real benefit. TT to review the assessment and provide comments.	WSCC

General

20	WSCC asked why the flows and modelling were different in the various TA's, DT advised that there were some slight variations such as TEMPRO growth that has been used and predicted location of the school etc., and stated that a statement common to all reports will be provided in each report identifying where the variations were and the reasons for these. IG agreed that this would be an acceptable arrangement.	All Consultants
21	MA advised that the most recent TEMPRO database (V7.2) shows a lesser growth rate than was previously applied, which accounts for a variation in the figures provided to date.	

Contributions

22	IG stated that he would prefer to see the highway works undertaken by the developer	WSCC

rather than WSCC due to the unforeseen risks. MA stated that this would be difficult to achieve due to the three sites being separate developers and from experience at another site in Kent it would be problematic in terms of how and when these works would come forward. DT, FB and AW/TMS agreed with this. IG said that he would need to take legal advice on this.

AOB

23 TT advised that Mayer Brown were also being included as part of the allocation sites and therefore needs to be included in the assessment work undertaken. AW stated that the assessments did include for the additional traffic from this site already. TT also advised that Mayer Brown will also have to carry out their own cumulative assessment work.

24 Next Meeting to be advised once further details have been provided by WSCC.

MINUTE OF MEETING

PROJECT: Pagham South

DATE: 31st July 2017

HELD: Civic Centre, Littlehampton, 11:00

PRESENT:	David Innes	Arun District Council
	Ian Gledhill & Tim Townsend	WSCC
	David Bowie & Paul Harwood	Highways England
	Andrew Wilford & Hardeep Hunjan	Barton Willmore
	Tom Martindale-Sheldon	C&A
	Ruth McKeown	Hallam Land
	Owen Jones	LRM Planning
	Joe Godfrey	Hanbury
	Jenny Henderson	Hunter Page Planning
	Dave Tighe & Fiona Bennett	HTp

---

1. Review of Meeting Note 24/04/17
   - DT set out that it had been a positive meeting, with a clear way forward on the following key issues:
     i. Three separate Transport Assessments.
     ii. One overarching Common Statement of Cumulative Assessment (CSCA) in the front of each.
     iii. The CSCA to clearly state what the differences are and confirm that the differences are minor and immaterial in terms of overarching mitigation, and identify what mitigation is proposed as a result of cumulative impact.
     iv. HE's proposed layout of A27 Whyke Hill junction (i.e. the scheme identified in the Chichester Local Plan) to be reviewed so that capacity can be maximised within the constraints of highway ownership in order that additional costings can be identified. It was accepted by HE that the test for the three Pagham application sites was to get as close to nil detriment as possible. It is intended that the three developers only mitigate for the cumulative impact arising from these three sites.
   - DI confirmed that the LPA were content with this approach as a matter of principle.

ARUN DISTRICT COUNCIL P/140/16/OUT

- What officers now have are two very similar TA's in format (HTp and RPS) and C&A's Addendum submitted in April. An updated report will be prepared and formatted by C&A to align with the HTp and RPS reports once WSCC have confirmed the base traffic to be used.

2. Individual Site Summary
    - Individually, the non-cumulative mitigation measures arising had been agreed and it was agreed that a summary would be included within the CSCA.
    - It was confirmed that Taylor Wimpey had amended their application to accommodate an either/or scenario of 250 dwellings and a 1FE school or Care Home, or up to 280 dwellings.

3. Common Statement of Cumulative Assessment
    - IG confirmed that there is now no significant difference in terms of junction geometries.
    - DI requested that all contributions to be listed, as well as mitigation costings, within the CSCA.
    - It was agreed by all parties that the principle of three separate TAs and one overarching statement (CSCA) was acceptable.
    - DI requested the CSCA to:
        i. List all site access works for each development, together with development specific contributions.
        ii. List all cumulative works i.e. three junction mitigation schemes of B2145/B2166, B2166/Vinnetrow Road, Rose Green Road/Grosvenor Gardens and confirm which developer brings forward which junction.
        iii. List all cumulative-related financial contributions.
    - It was agreed by all that an updated CSCA would clarify the situation.

4. Highways England – A27 Whyke Hill Junction
    - Since the meeting on 24th April a significant amount of modelling work had been carried out to reflect the possible capacity enhancements to the HE layout contained in the Chichester Local Plan. These additional enhancements are costed at £300,000.
    - Discussion took place regarding the impact of the A27 scheme on the existing footbridge. POST MEETING NOTE: IT HAS BEEN AGREED TO RE-DESIGN THE JUNCTION SCHEME TO RETAIN THE FOOTBRIDGE. RPS HAVE SUBMITTED REVISED MODELLING TO SUPPORT THE NEW SCHEME.
    - The current position is that RPS are shortly to provide additional modelling information to reflect HE's recent comments.

ARUN DISTRICT COUNCIL P/140/16/OUT

- DB said that base data is now agreed, provided that all Pagham development flows are now accounted for as set out in HE's recent comments. Submission expected end of this week by RPS.
- DB set out the process required:
    i. Submit modelling
    ii. Agree form of mitigation
    iii. Design Audit
    iv. Costings
    v. Stage 1 RS Audit (CVs and audit brief to be supplied to HE asap. RPS have already agreed to provide this.)
- DB confirmed HE's 21 day turn around policy (21 calendar days), and that this includes outsourcing to Atkins. So therefore a 4-6 week process is anticipated resulting in a confirmed position with HE mid-September 2017.
- AW asked if the HE works could be conditioned, so as not to hold up the applications being determined. DB replied that he would advise Arun that until the full process above was carried out they would not be in a position to recommend that the application is determined.
- RM said that whilst she understood the political pressure that officers were under to ensure a comprehensive assessment of the applications, it was agreed that it was in everyone's interest to fast-track responses where possible.
- DT summarised that as the modified scheme is based on approved Chichester Local Plan signal scheme, it was therefore reasonable to be confident that it would pass final Audit.
- **RM advised that RPS will provide updated modelling, Auditor CVs, Audit Brief and Design Audit to HE by close of play Friday 4th August 2017.**
- DB confirmed that he would not comment on the proposed contribution level of £300,000 until the scheme layout had been agreed. He suggested that it was likely the costings would be sent to Atkins to review.
- DB agreed that we were almost there with the modifications to the Whyke Hill junction.
- DI summarised that we are now only waiting for the final modelling and the design and safety elements to be approved (provided no further comments from HE).

5. WSCC
    - IG set out that WSCC now require the CATM flows to be used to model/review the two roundabout junctions of B2166/B2145 and B2166/Vinnetrow Road.
    - **IG chasing for these and will circulate by 04/08/17.**

ARUN DISTRICT COUNCIL P/140/16/OUT

- IG agreed that in the first instance this would require a check against the modelled flows, and if necessary these two junctions would be remodelled to check the proposed mitigation. This would be submitted as an addendum if required.
- TT set out that WSCC would require Road Safety Audit for all works proposed.
- TM-S confirmed that the Rose Green Road/Grosvenor Gardens and the B2166/Vinnetrow Road junction mitigation schemes had been audited.
- **C&A to arrange for audit on the B2145/B2166 junction mitigation scheme and provide a Design Audit.**
- TT offered to review any information that is submitted to WSCC. IG/TT confirmed that they would also work to a 21 calendar day turn-around, but would endeavour to provide information/feedback more quickly where possible.
- **TM-S agreed to confirm if the Rose Green Road/Grosvenor Gardens junction is an obligation arising from their development as set out in their TA, or as part of the cumulative impact**. POST MEETING NOTE: TM-S CONFIRMS THAT IT SHOULD BE CONSIDERED PART OF THE CUMULATIVE IMPACT AND NOT PART OF THE WORKS ARISING SPECIFICALLY FROM THE TW SITE. THIS WILL BE REFLECTED IN THE UPDATED CSCA.
- The three junctions requiring cumulative mitigation works were agreed by all parties:
    i. B2166/B2145
    ii. B2166/Vinnetrow Road
    iii. Rose Green Road/Grosvenor Gardens
- It was stressed by all that the contributions proposed associated with the hypothetical scheme at Lower Bognor Road/Pagham Road were for sustainable travel on the wider highway network, in lieu of that junction improvement. The hypothetical scheme is not to be built by the developers, and the contribution is intended to go towards sustainable transport measures on the A259. DT confirmed the justification for this was that existing traffic currently using the Lower Bognor Road/Pagham Road junction would be displaced to the wider highway network.
- IG said that WSCC wanted the scheme assessment cost to include theoretical land acquisition costs and design fees e.g. a 20% uplift. This was to be based broadly in accordance with the DfT Green Book.
- It was agreed that the cycle route contribution (£100,000) is also a cumulative contribution to sustainable travel measures. This will be included within the CSCA.
- OJ added that site specific public transport measures should be added to the CSCA. This was agreed.

ARUN DISTRICT COUNCIL P/140/16/OUT

6. Cumulative Impact – Infrastructure Delivery
    - DT summarised that there are three offsite mitigation works schemes. As WSCC are unable to implement schemes such as this, it was therefore agreed that each developer will take the responsibility for one junction as part of their S106.
    - DT explained that as each junction has a different cost then in order to ensure that no developer is unfairly treated, contributions towards the sustainable travel measures would be adjusted as appropriate. This was agreed in principle.
    - TT asked about triggers for the cumulative works. It was agreed to present this in the revised CSCA.
    - AW stressed that each site needed to be free standing, with no clawback mechanisms for works. This was agreed.
    - WSCC were asked when they considered the cumulative works and contributions would be required. IG said that as the assessment is for the future year of 2031, these would not be justified until circa 50% build out. **IG to confirm he agrees that the cumulative obligations arising for each developer are triggered on the competition of the 200th dwelling for that respective development, so that each S106 Agreement is self-contained.**
    - DI stated that with the three developments there would be up to 980 houses being built, not 1,200. However, with the Church Barton Scheme and the Osborne Refrigeration site this could rise to 1,130.
    - OJ queried how the equalisation would be set out against number of dwellings and in terms of offset. DI agreed that it was appropriate for the equalisation figure to be based on the circa 1,200 dwellings, but to mindful that current schemes suggest only 1,130 and our three applications being considered have up to 980 dwellings.
    - DI confirmed that the proposed mechanism should be logical and set out in the CSCA.
    - **HTp to set out costs and mechanisms in revised CSCA, and collectively all developer teams to agree appropriate triggers to present in CSCA.**

7. AOB
    - DI summarised that much positive progress has been made since the IG email on 10th July.
    - Arun confirmed that they are proposing to send out the three Transport Assessments to their consultants to be reviewed. **DI to confirm length of time required for external audit.**
    - It was considered unlikely that a September date for committee was realistic.

ARUN DISTRICT COUNCIL P/140/16/OUT

- DI confirmed that the three Pagham sites are likely to be heard at a Special Committee. DI also confirmed that he would need to give Members three weeks' notice of a committee, and he would hold a Members Briefing two weeks before the committee.
- AW asked if there could be representations made at the Members Briefing. **DI to confirm if there can be representation made by the developer teams.**
- It was agreed that the there is a reasonable expectation that a committee could be held on the three Pagham sites by mid-October 2017, on the basis that highways could be agreed mid-September 2017.
- AW noted that it was important the planning merits of each application would need to be reported and assessed on a case by case basis whilst acknowledging that there were key cumulative issues. DI agreed and noted that this would be brought to Members attention at the Briefing.
- OJ set out that a Statement of Common Ground was required as soon as possible for the Examination process (starting mid-September), therefore the date of our next meeting to confirm this and cover any outstanding issues is set for:

Tuesday 5th September 2017, Arun Civic Centre at 11:00

- POST MEETING NOTE: WSCC CONFIRMED TO ARUN DC THAT THE WEST BERSTED ALLOCATION FOR 2,500 DWELLINGS IS INCLUDED IN THE MODELLED FLOWS. THIS IS TO BE CONFIRMED IN THE STATEMENT OF COMMON GROUND FOR THE LOCAL PLAN EXAMINATION.
- Education:
    i. Contribution mechanism agreed.
    ii. Land value to be agreed – currently under discussion.
    iii. **JH to circulate new valuation to all.**
    iv. **DI to chase County Education department for comments.**
    v. Primary School contributions to be bespoke including costings for site acquisition and £6 million build costs.
    vi. Secondary school, nursery and sixth form contributions to be standard calculator cost.

END 12:30

ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 3

Illustrative Masterplan

ARUN DISTRICT COUNCIL P/140/16/OUT



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On behalf of:

HANBURY

Produced by:

DAVIESLANDSCAPE ARCHITECTS

PROJECT:

Proposed Mixed Use Development at Pagham South

DRAWING TITLE:

Illustrative Masterplan

DATE: July 2017

SCALE: 1:2500@A3

REPORT REFERENCE: DLA.1731.L003.05.Rev D

V:\Server Drives\1731 Pagham Phase 2\Landscape\Drawings\Planning\L003.05 - Illustrative Masterplan.CDR

Appendix 4

Highway Record Plans

ARUN DISTRICT COUNCIL P/140/16/OUT



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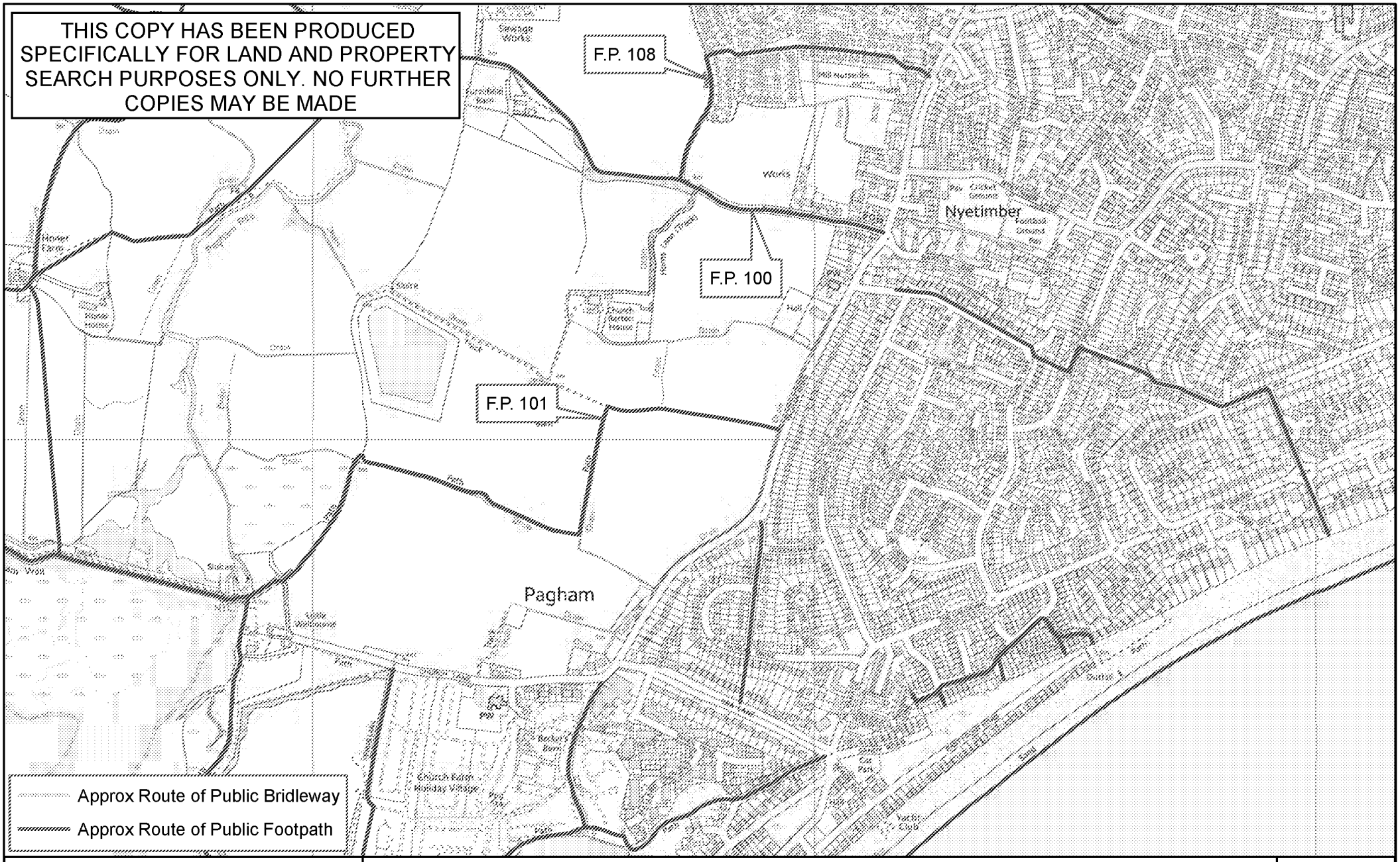
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HWB - Land at Pagham Road, Pagham

Local Development

1:10,000

ARUN DISTRICT COUNCIL P/140/16/OUT



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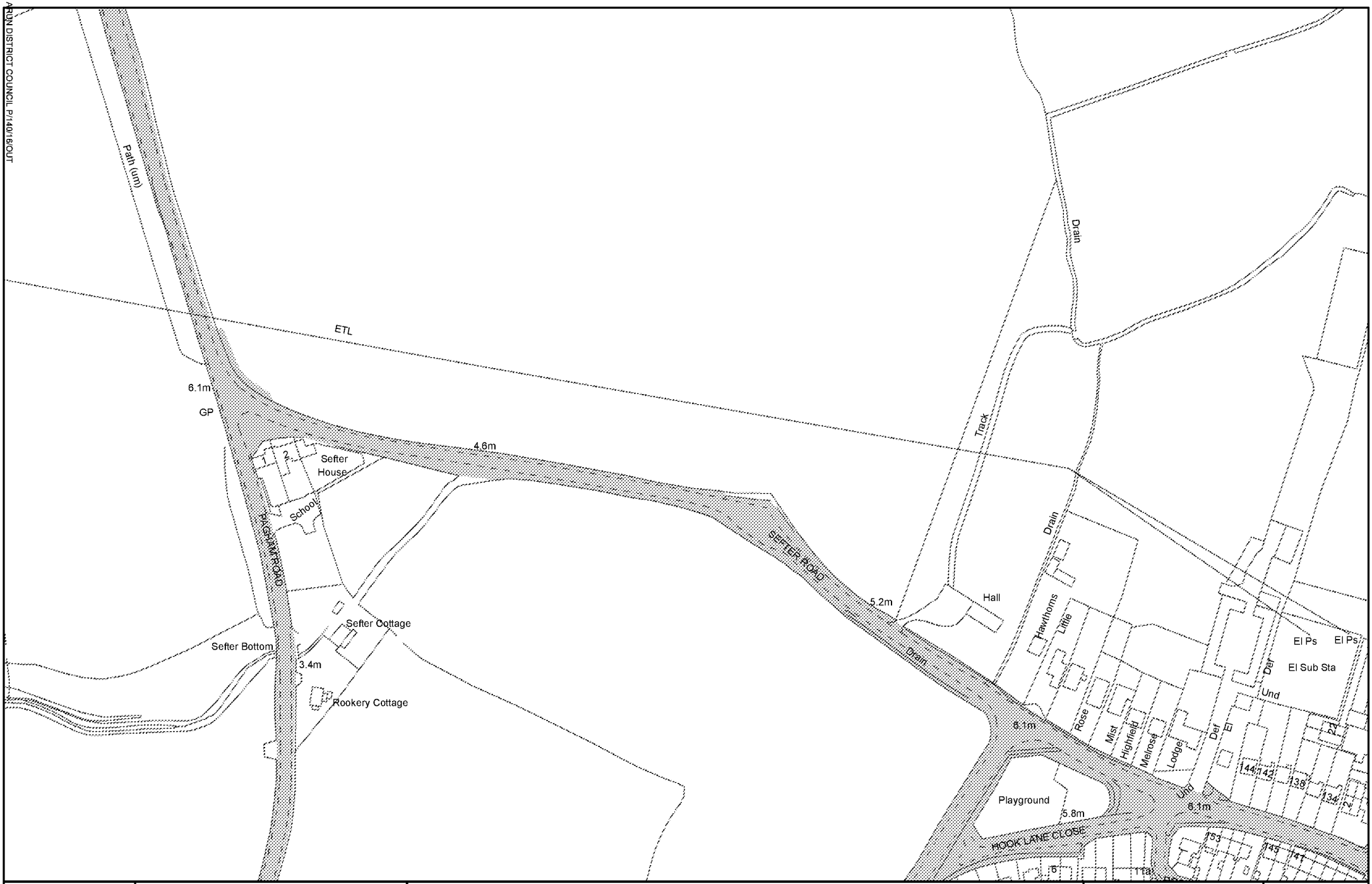
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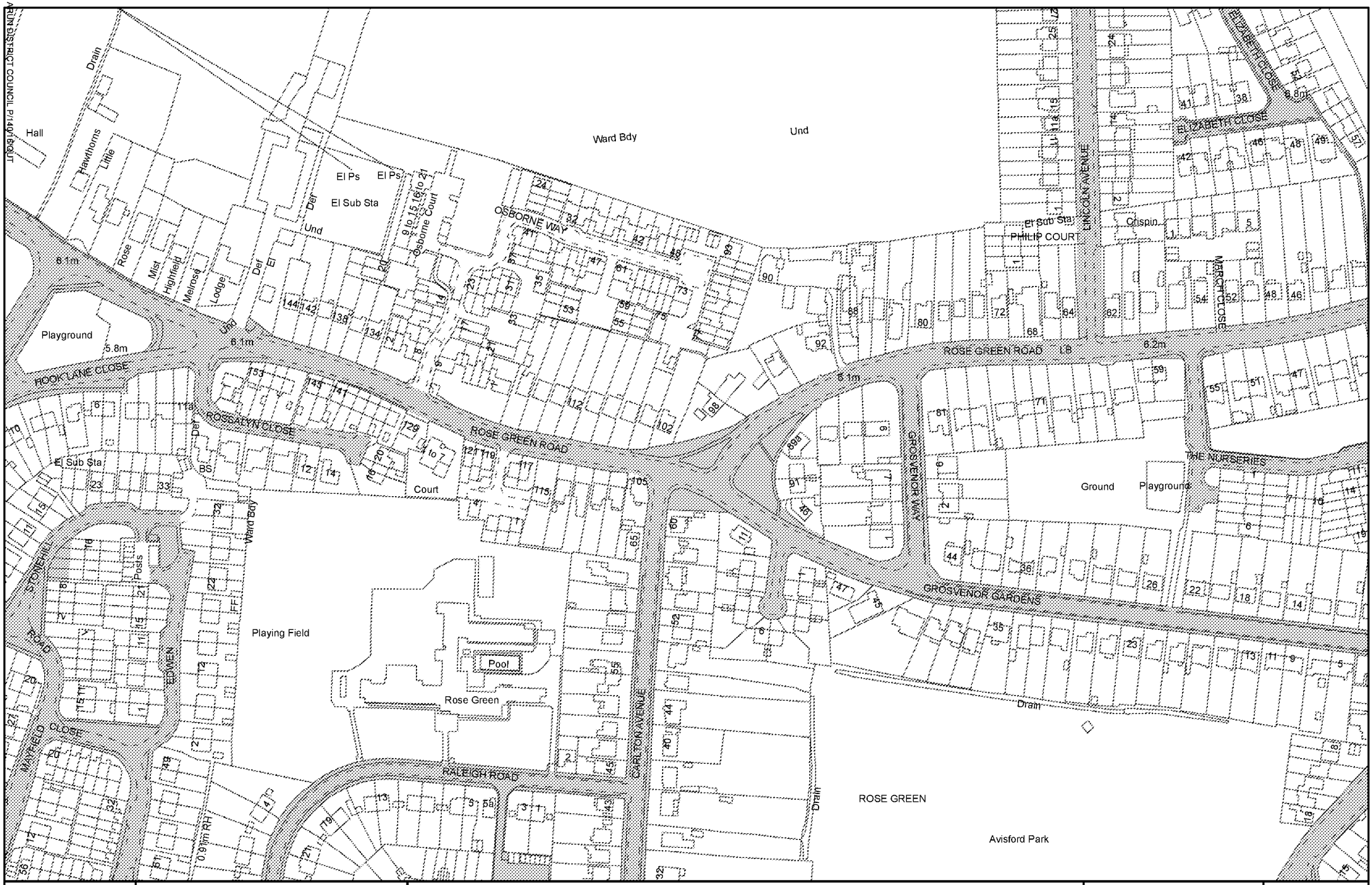
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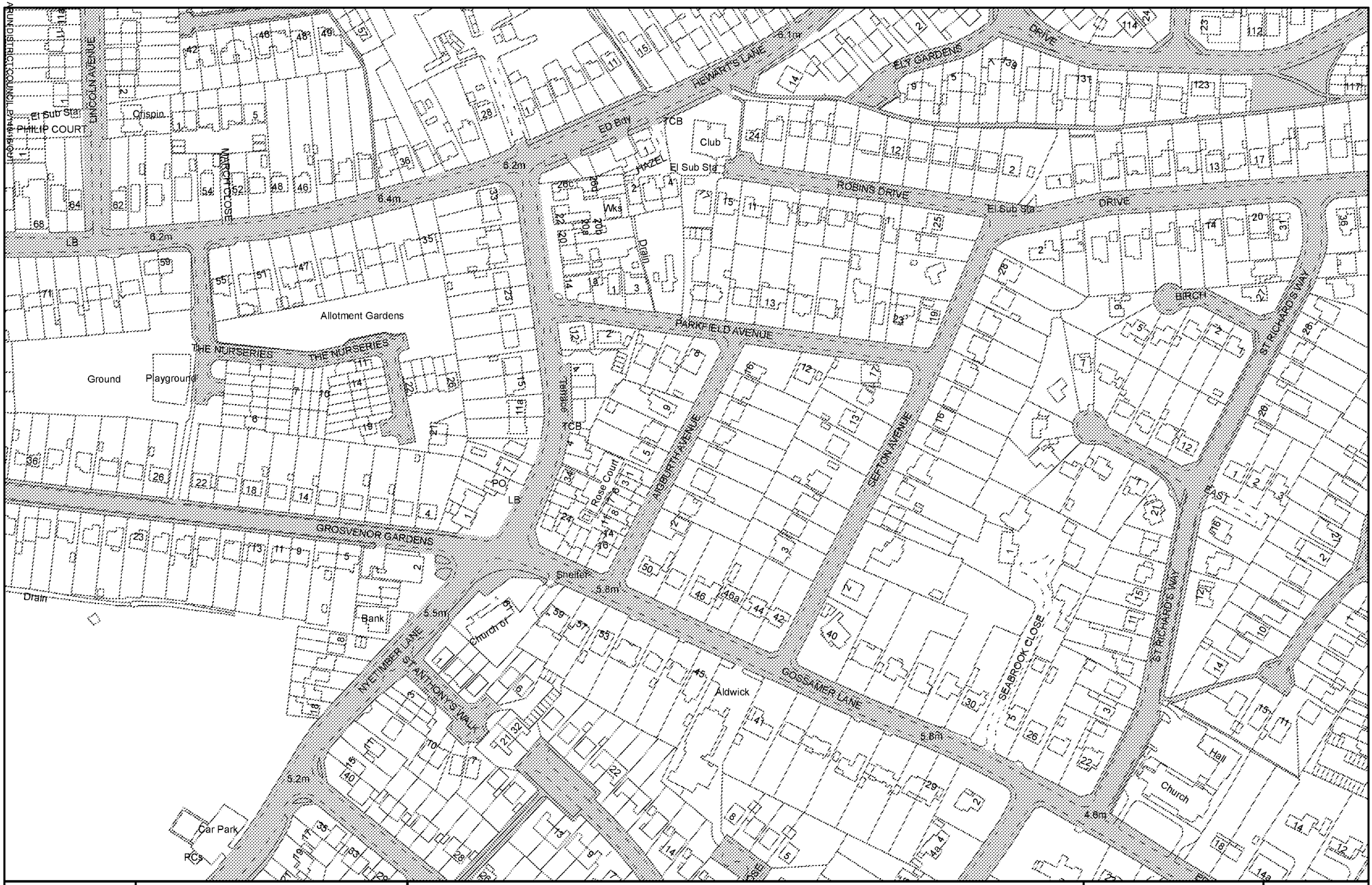
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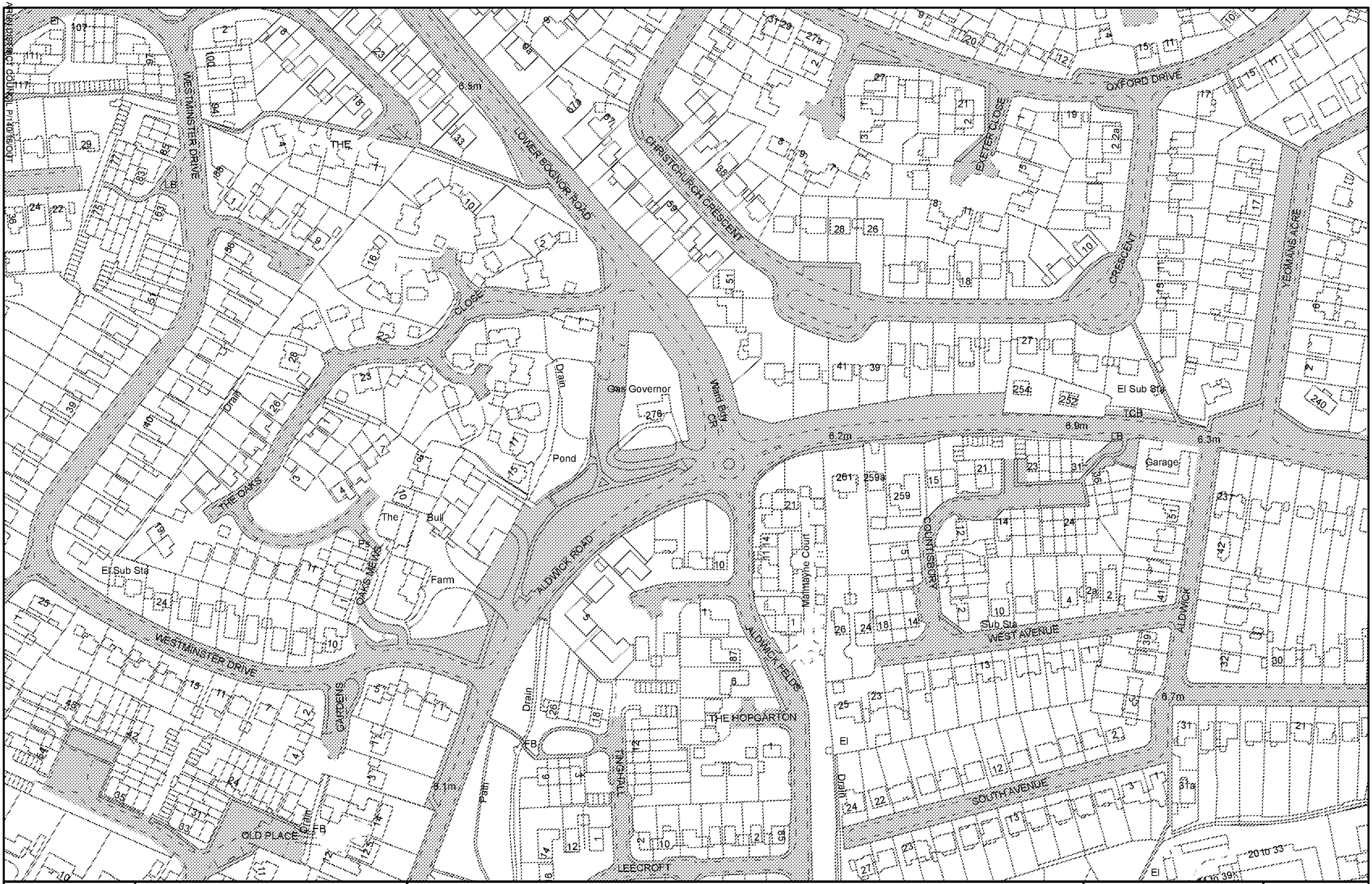
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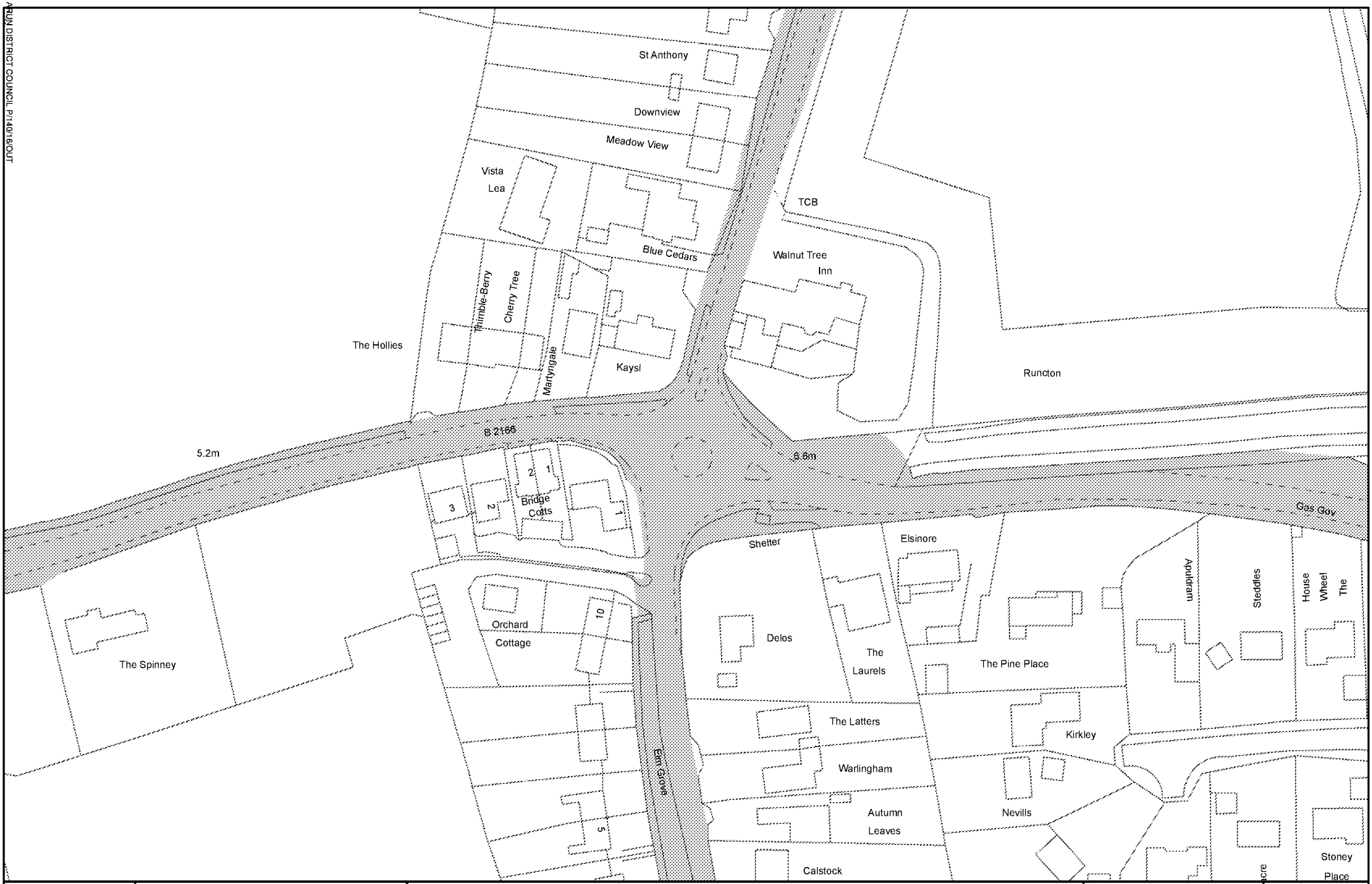
Local Development
for Customers and Communities

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Scale: 1:2,500

ARUN DISTRICT COUNCIL P/140/16/OUT



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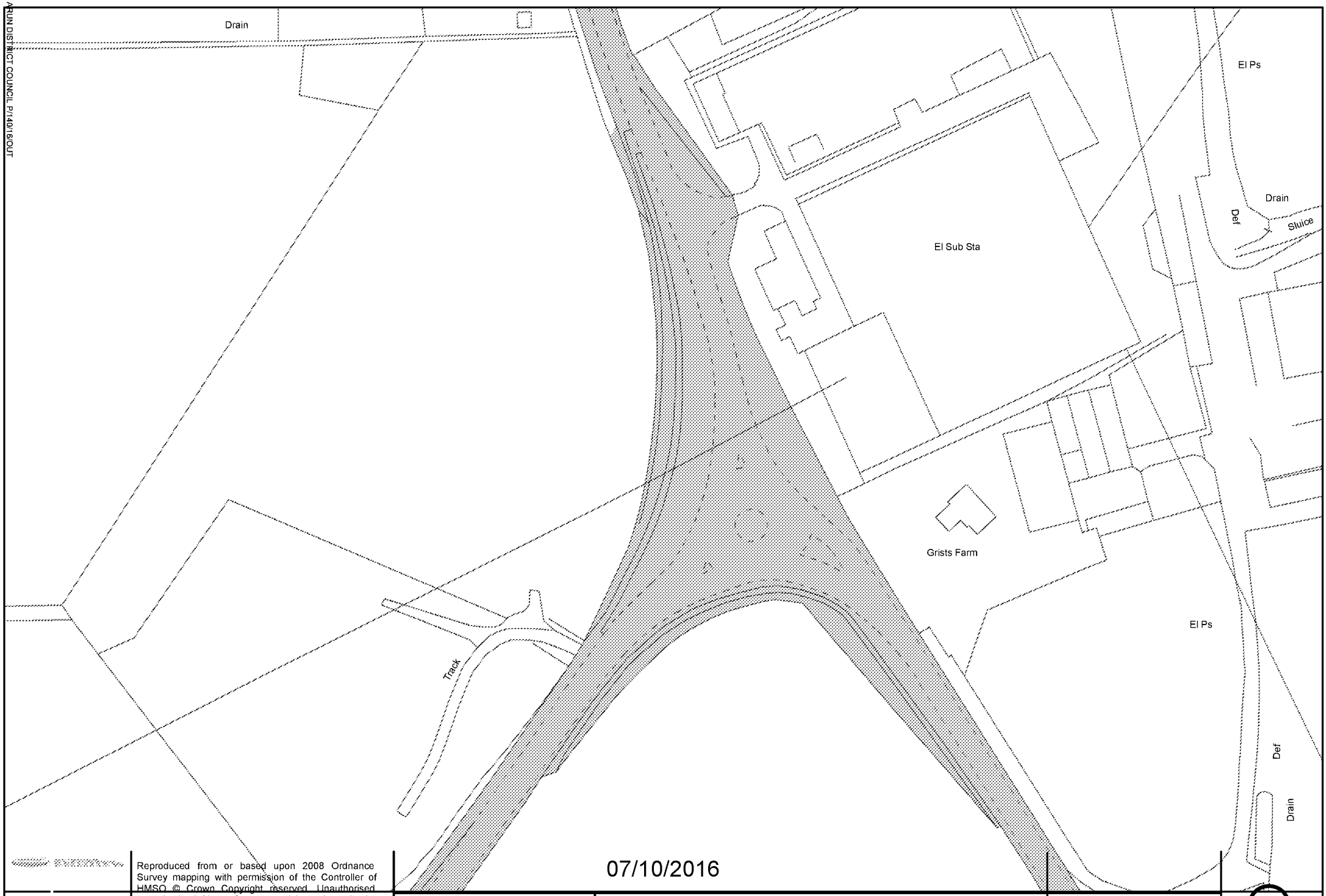
07/10/2016

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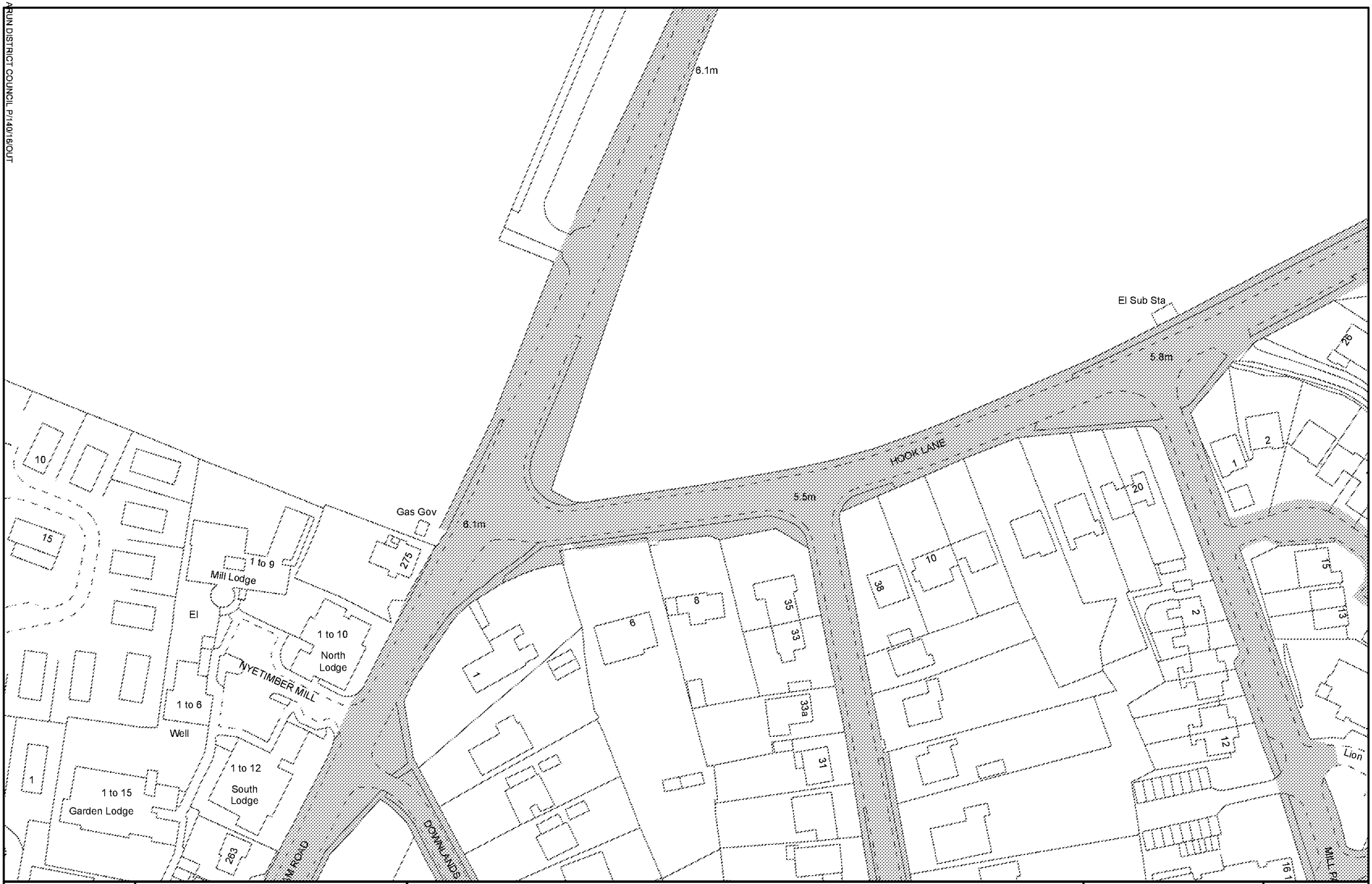
07/10/2016

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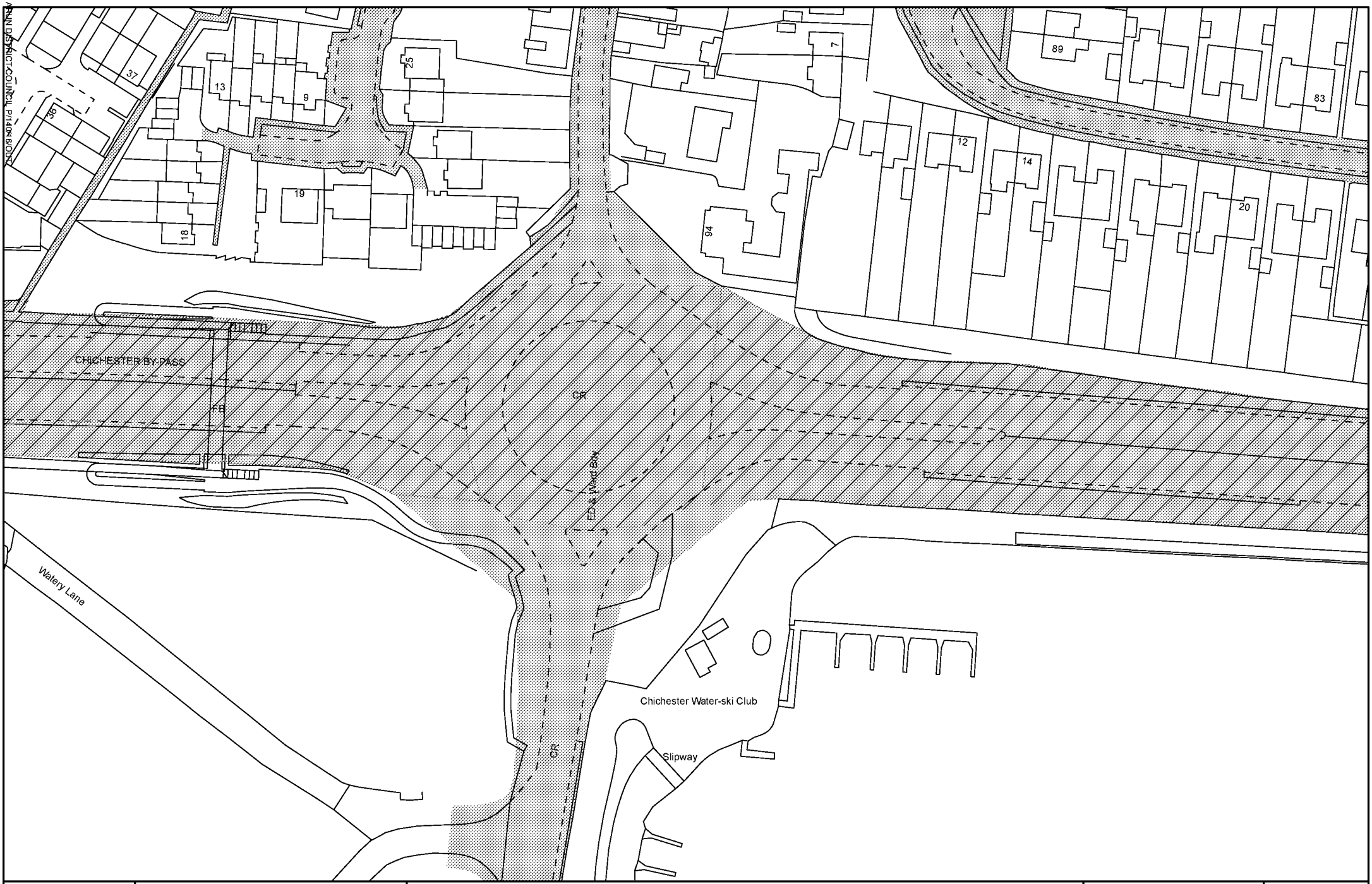
04/10/2016

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Date: 10/05/2017

Scale: 1:1,250

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Appendix 5

Pagham Harbour Cycle Route Plan

ARUN DISTRICT COUNCIL P/140/16/OUT



Chichester District Council

Pagham Harbour Cycle Route

03 Nov 2009

D Garrigan

0 0.15 0.3 0.6 0.9 Miles

Pagham Route

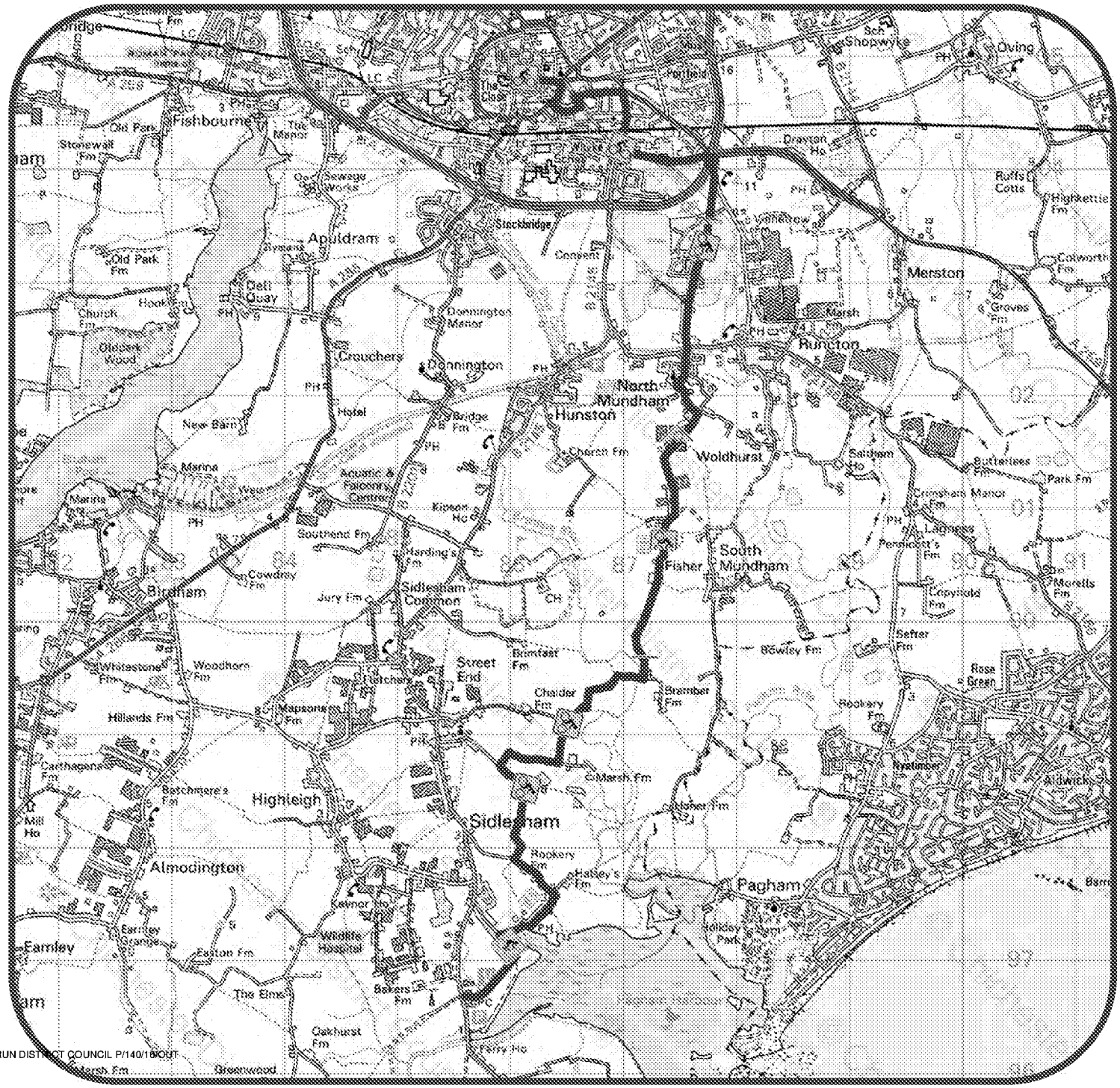
Difficulty:

Distance: 26 Km

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Appendix 6

Bus Route 600 Timetable and Route Map

ARUN DISTRICT COUNCIL P/140/16/OUT

welcome

to your guide to Stagecoach buses in and around Bognor Regis. Whether you're going to work, college or the shops, we think you'll find them easy and convenient. Smart, comfortable buses run up to ***every 10 minutes*** during the day (and up to ***every 30 minutes*** on Sundays). They are easy to get on and off and have a step-free entrance, perfect for buggies too.

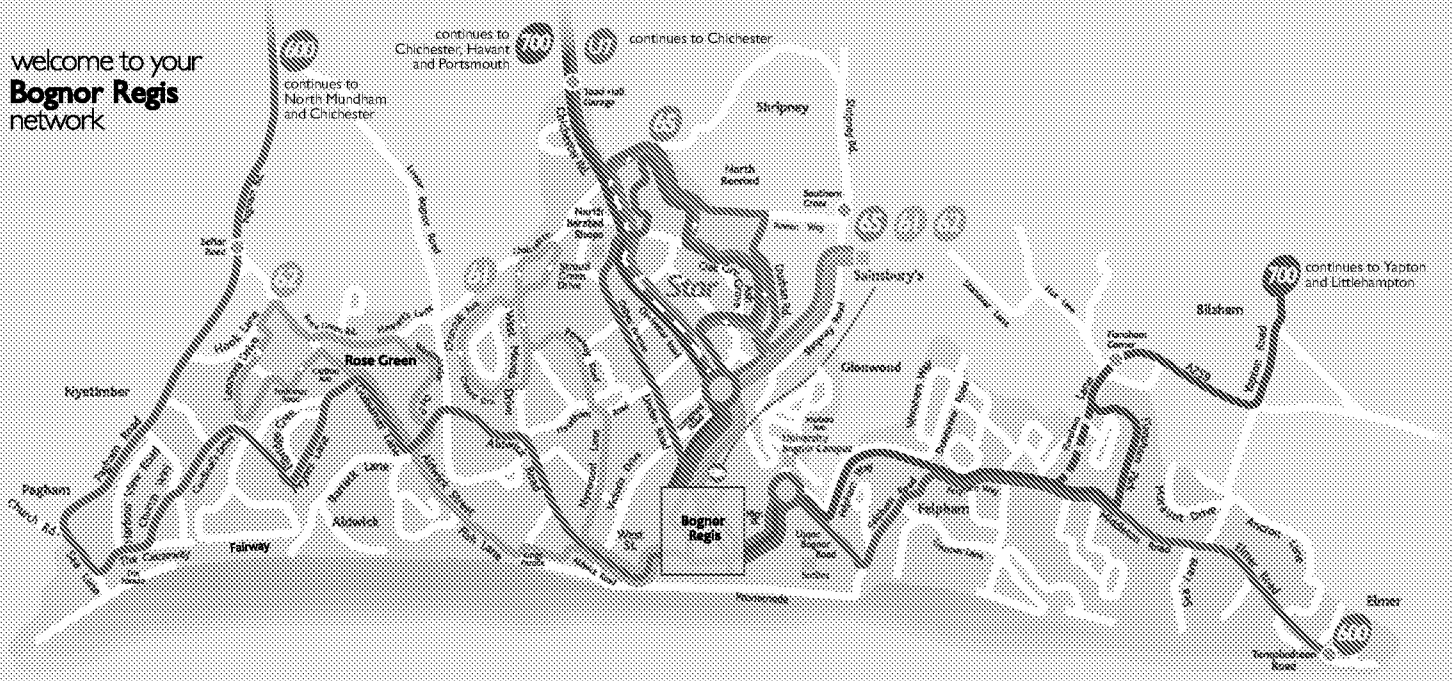


what's new?

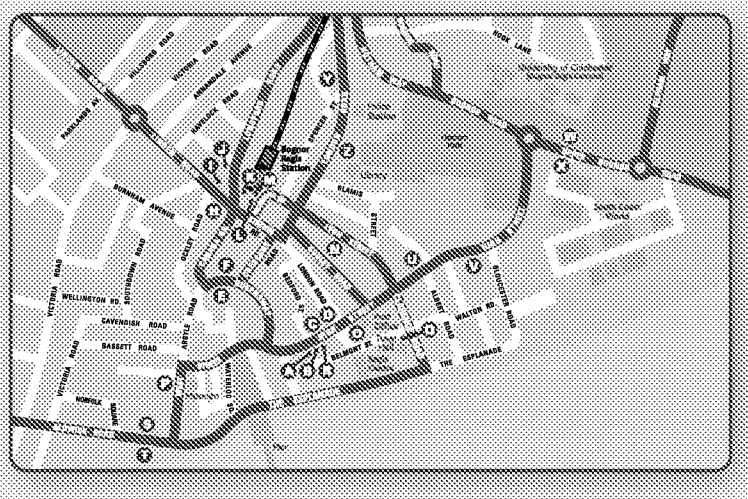
We have made a few changes to the way buses run in and around Bognor Regis. ***The Star*** will now run up to ***every 15 minutes*** between North Bersted and Bognor Regis High Street. A brand new route, the ***600***, will run up to ***every 20 minutes*** and offer convenient through links across Bognor Regis. It will replace ***The Star*** in Elmer, Middleton and Felpham. The ***600*** also replaces previous route ***60*** between Bognor Regis, Pagham and Chichester. Finally, a minor change to route ***62*** will see buses running one way along Westminster Drive and Hewarts Lane to the Rose Green loop, before returning to Bognor Regis Town Centre via Gossamer Lane.

There are also minor changes to the ***700 Coastliner*** timetable. A summary of all buses between Flansham Park and Chichester is included in this guide. For full details pick up a separate leaflet or see our website **www.stagecoachbus.com**.

welcome to your **Bognor Regis** network



where to catch your bus in **Bognor Regis** town centre



ROUTE	TOWARDS	TOWN CENTRE STOPS
Star	North & South Bersted	A E H J O
62	Bognor Regis Campus	D F K U
	Chichester Campus and Tesco	A E J O S W
63	Aldwick, Stroud Green, West Meads	B K N O T
	Sainsbury's	C J N P S
63	Aldwick, Rose Green	B K N O T
	Sainsbury's	C J N P S
600	Felpham, Elmer	D F S U W
	Aldwick, Pagham, Chichester	B T O X O Sunday only
700	Littlehampton, Worthing, Shoreham, Brighton	C F K U W
	Chichester, Havant, Portsmouth	B J O R V X

ARUN DISTRICT COUNCIL P/140/15/OUT

600 buses to Chichester

Mondays to Fridays except public holidays

Elmer Temple Sheen Road				0656	0711		0731	0751	0811	0836	0901						1701	1721	1741	1801	1901	2001	2101
Middleton Sea Lane				0659	0714		0734	0754	0814	0839	0904						1704	1724	1744	1804	1904	2004	2104
Felpham The Southdowns				0702	0717		0737	0759	0819	0844	0907						1707	1727	1747	1807	1907	2007	2107
Felpham Post Office				0706	0721		0741	0805	0825	0850	0911						1711	1731	1751	1811	1911	2011	2111
Bognor Regis Hgh St	0605	0630	0655	0715	0730	0740	0750	0815	0835	0900	0920	then					1720	1740	1800	1820	1920	2020	2120
Aldwick Road Post Office	0608	0633	0658	0718	0733	0743	0753	0818	0838	0903	0923	every					1723	1743	1803	1823	1923	2023	2123
Rose Green St Anthony's Church	0615	0640	0705	0725	0740	0750	0800	0825	0845	0909	0929	20					1729	1749	1809	1829	1928	2028	2128
Willowhale Library	0617	0642	0707	0727	0742	0752	0802	0827	0847	0911	0931	mins					1731	1751	1811	1831	1930	2030	2130
Pagham Shopping Parade	0622	0650	0715	0735	0750	0800	0810	0833	0853	0916	0936	at					1736	1756	1816	1836	1935	2035	2135
Nyetimber Bear Inn	0626	0655	0720	0740	0755	0805	0815	0838	0858	0920	0940						1740	1800	1820	1840	1938	2038	2138
North Mundham School	0633	0706	0727	0747	0802	0812	0822	0845	0905	0927	0947						1747	1807	1827	1847	1945	2045	2145
Chichester Bus Station	0646	0721	0740	0800	0820	0830	0840	0900	0920	0940	1000						1800	1820	1840	1900	1953	2053	2153
Chichester Cathedral	0653	0729b	0747	0807	0827	0837	0847	0907	0927	0947	1007		07	27	47	until	1807	1827	1847		1958	2058	

this bus runs on school days only

b = *on school days, this bus continues to Bishop Luffa School via South Street, arriving at 0734*

Saturdays

Elmer Temple Sheen Road				0741	0801		21	41	01								1741	1801	1901	2001	2101		
Middleton Sea Lane				0744	0804		24	44	04								1744	1804	1904	2004	2104		
Felpham The Southdowns				0747	0807		27	47	07								1747	1807	1907	2007	2107		
Felpham Post Office				0751	0811		31	51	11								1751	1811	1911	2011	2111		
Bognor Regis Hgh St	0700	0720	0740	0800	0820	then	40	00	20								1800	1820	1920	2020	2120		
Aldwick Road Post Office	0703	0723	0743	0803	0823	every	43	03	23								1803	1823	1923	2023	2123		
Rose Green St Anthony's Church	0709	0729	0749	0809	0829	20	49	09	29								1809	1829	1928	2028	2128		
Willowhale Library	0711	0731	0751	0811	0831	mins	51	11	31								1811	1831	1930	2030	2130		
Pagham Shopping Parade	0716	0736	0756	0816	0836	at	56	16	36								1816	1836	1935	2035	2135		
Nyetimber Bear Inn	0720	0740	0800	0820	0840		00	20	40								1820	1840	1938	2038	2138		
North Mundham School	0727	0747	0807	0827	0847		07	27	47								1827	1847	1945	2045	2145		
Chichester Bus Station	0740	0800	0820	0840	0900		20	40	00								1840	1900	1953	2053	2153		
Chichester Cathedral	0747	0807	0827	0847	0907		27	47	07								1847		1958	2058			

Sundays

Elmer Temple Sheen Road																							
Middleton Sea Lane																							
Felpham The Southdowns																							
Felpham Post Office																							
Bognor Regis Hgh St	0900	1000					00										1700	1800					
Aldwick Road Post Office	0903	1003					03										1703	1803					
Rose Green St Anthony's Church	0909	1009					09										1709	1809					
Willowhale Library	0911	1011				then	11										1711	1811					
Pagham Shopping Parade	0916	1016				every	16										1716	1816					
Nyetimber Bear Inn	0920	1020				20	20										1720	1820					
North Mundham School	0927	1027				mins	27										1727	1827					
Chichester Bus Station	0940	1040				at	40										1740	1840					
Chichester Cathedral	0947	1047					47										1747						

600 buses to Bognor Regis & Elmer

Mondays to Fridays except public holidays

Chichester Cathedral				0700		0750	0810	0830	0850	0910	0930	0950						1750	1810	1830	1900	2000	2100
Chichester Bus Station Stand 4	0610	0630	0650	0708	0733	0758	0818	0838	0858	0918	0938	0958						1758	1818	1838	1905	2005	2105
North Mundham School	0620	0640	0700	0720	0744	0809	0829	0849	0909	0929	0949	1009						1809	1829	1849	1913	2013	2113
Nyetimber Bear Inn	0627	0647	0707	0727	0752	0817	0837	0857	0917	0937	0957	1017						1817	1837	1857	1920	2020	2120
Pagham Shopping Parade	0632	0652	0712	0732	0757	0822	0842	0902	0922	0942	1002	1022	then					1822	1842	1901	1924	2024	2124
Willowhale Library	0637	0657	0717	0737	0802	0827	0847	0907	0927	0947	1007	1027	every					1827	1847	1906	1929	2029	2129
Rose Green St Anthony's Church	0639	0659	0719	0739	0804	0829	0849	0909	0929	0949	1009	1029	20	49	09	29	until	1829	1849	1908	1931	2031	2131
Aldwick Road Post Office	0645	0705	0725	0745	0810	0835	0855	0915	0935	0955	1015	1035	mins	55	15	35		1835	1855	1913	1936	2036	2136
Bognor Regis Hgh St	0651	0711	0731	0751	0816	0841	0901	0921	0941	1001	1021	1041	at	01	21	41		1841	1858	1916	1941	2041	2139
Felpham Post Office	0655	0715	0735	0755	0820	0845	0905	0925	0945	1005	1025	1045		05	25	45		1845			1945	2045	
Felpham The Southdowns	0700	0720	0740	0800	0825	0850	0910	0930	0950	1010	1030	1050		10	30	50		1850			1950	2050	
Middleton Sea Lane	0703	0723	0743	0803	0828	0853	0913	0933	0953	1013	1033	1053		13	33	53		1853			1953	2053	
Elmer Temple Sheen Road	0706	0726	0746	0806	0831	0856	0916	0936	0956	1016	1036	1056		16	36	56		1856			1956	2056	

On school days additional buses run as route 660 from Bishop Luffa School (at 1443) and Chichester High School (at 1530) to Bognor Regis High Street.

Saturdays

Chichester Cathedral				0750		10	30	50									1750	1810	1830	1900	2000	2100	
Chichester Bus Station Stand 4	0658	0718	0738	0758		18	38	58									1758	1818	1838	1905	2005	2105	
North Mundham School	0709	0729	0749	0809		29	49	09									1809	1829	1849	1913	2013	2113	
Nyetimber Bear Inn	0717	0737	0757	0817		37	57	17									1817	1837	1857	1920	2020	2120	
Pagham Shopping Parade	0722	0742	0802	0822	then	42	02	22									1822	1842	1901	1924	2024	2124	
Willowhale Library	0727	0747	0807	0827	every	47	07	27									1827	1847	1906	1929	2029	2129	
Rose Green St Anthony's Church	0729	0749	0809	0829	20	49	09	29	until								1829	1849	1908	1931	2031	2131	
Aldwick Road Post Office	0735	0755	0815	0835	mins	55	15	35									1835	1855	1913	1936	2036	2136	
Bognor Regis Hgh St	0741	0801	0821	0841	at	01	21	41									1841	1858	1916	1941	2041		
Felpham Post Office	0745	0805	0825	0845		05	25	45									1845			1945	2045		
Felpham The Southdowns	0750	0810	0830	0850		10	30	50									1850			1950	2050		
Middleton Sea Lane	0753	0813	0833	0853		13	33	53									1853			1953	2053		
Elmer Temple Sheen Road	0756	0816	0836	0856		16	36	56									1856			1956	2056		

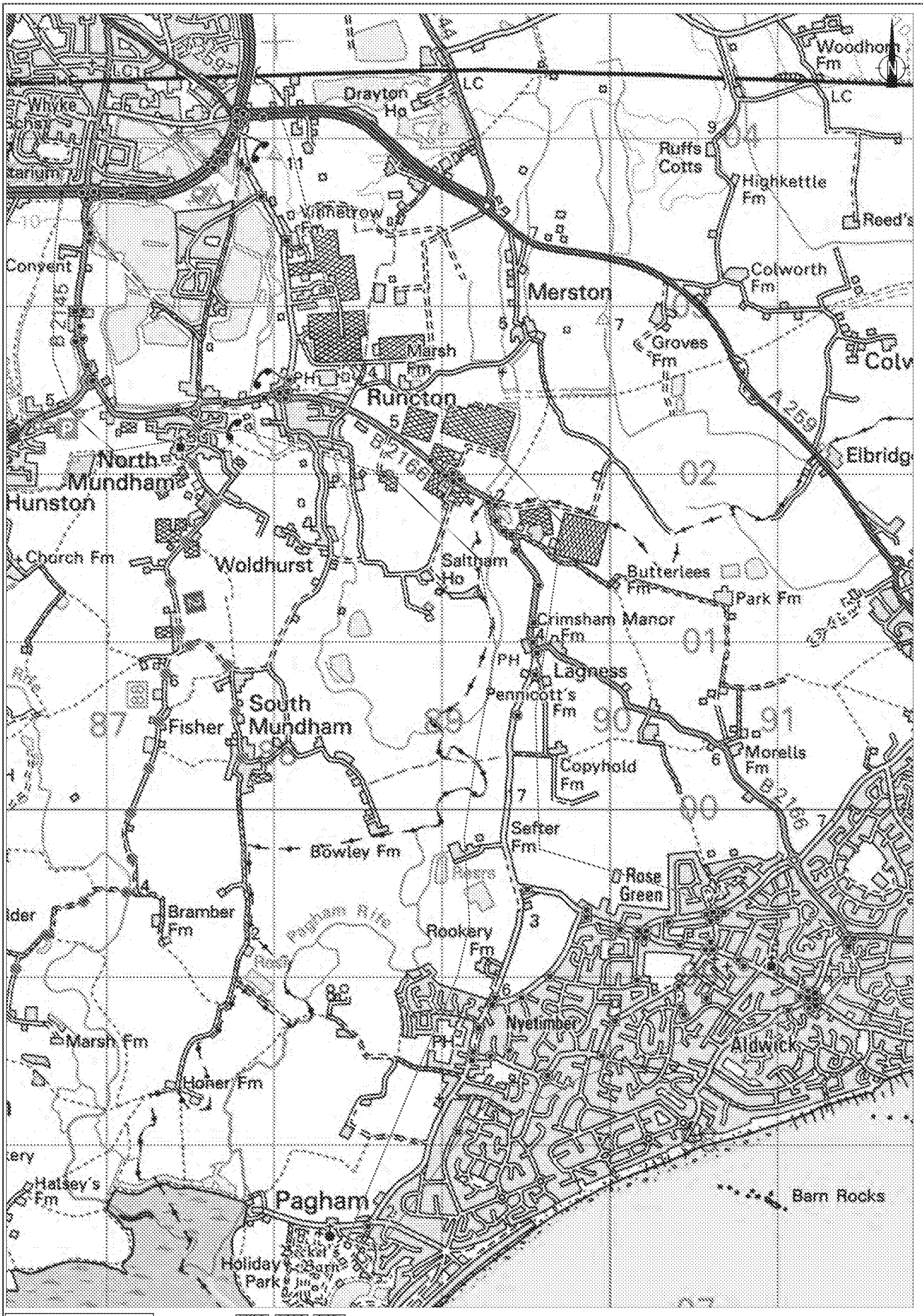
Sundays

Chichester Cathedral		1002					02										1702	1802					
Chichester Bus Station Stand 4	0910	1010					10										1710	1810					
North Mundham School	0921	1021					21										1721	1821					
Nyetimber Bear Inn	0929	1029				then	29										1729	1829					
Pagham Shopping Parade	0934	1034				every	34										1734	1834					
Willowhale Library	0939	1039				20	39										1739	1839					
Rose Green St Anthony's Church	0941	1041				mins	41										1741	1841					
Aldwick Road Post Office	0947	1047				at	47										1747	1847					
Bognor Regis Hgh St	0952	1052					52										1752	1850					

Appendix 7

Accident Records

ARUN DISTRICT COUNCIL P/140/16/OUT



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Rev	Date	Amendment	Name

West Sussex County Council

PIA Search Ref 16106
Chichester to Pagham
5yrs to 30 Jun 2016

AREA		ORG No.
ROUTE No.		SCALE Not Std
FILE No.	16106	Matt Davey Director of Highways and Transport County Hall, West Street Chichester, West Sussex, PO19 1RH (Tel: 01243 642105)
DRAWN	DN	
CHECKED		
DATE	3/8/16	

ARUN DISTRICT COUNCIL P/140/16/OUT



Sussex Safer Roads PARTNERSHIP

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

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

Appendix 8

Traffic Survey Results – Pagham Road along Site Frontage

ARUN DISTRICT COUNCIL P/140/16/OUT

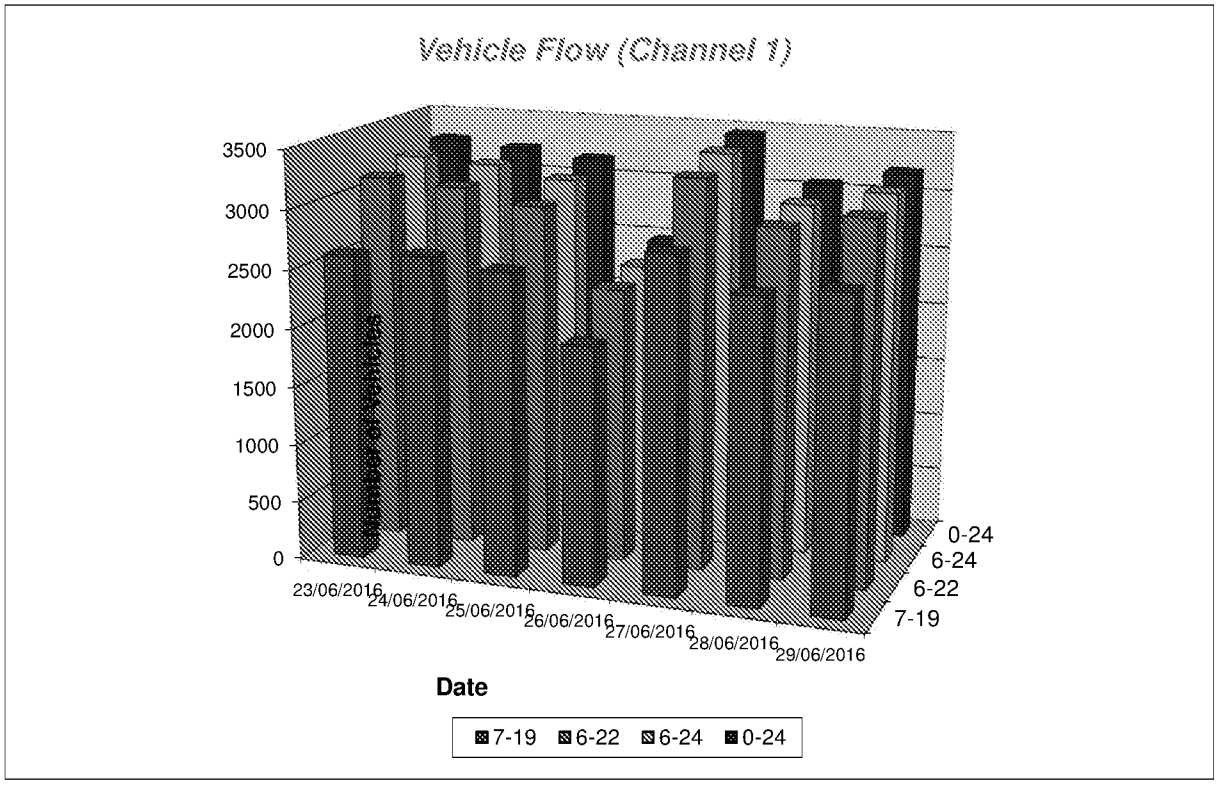
Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound Vehicle Flow **Week 1**

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday	5 Day Ave	7 Day Ave
1	12	9	23	28	15	5	10	10	15
2	4	2	11	13	3	4	5	4	6
3	3	2	7	11	6	2	4	3	5
4	5	2	5	14	4	5	2	4	5
5	5	5	8	7	5	11	7	7	7
6	20	21	18	9	20	24	24	22	19
7	79	85	54	27	63	69	81	75	65
8	202	181	95	35	166	189	179	183	150
9	197	218	172	80	224	221	229	218	192
10	200	196	223	167	214	173	191	195	195
11	227	231	275	216	239	198	225	224	230
12	235	237	308	253	244	235	237	238	250
13	220	242	226	239	269	223	247	240	238
14	232	219	227	215	260	231	220	232	229
15	228	229	242	179	258	211	214	228	223
16	203	210	214	144	222	216	194	209	200
17	222	235	209	186	250	225	224	231	222
18	231	246	196	171	251	229	258	249	226
19	218	209	189	144	234	200	218	216	202
20	227	188	155	113	177	138	175	181	168
21	142	102	126	105	139	111	92	117	117
22	80	75	74	65	97	81	91	85	80
23	53	55	66	30	65	38	51	52	51
24	28	29	44	21	30	24	26	27	29

7-19	2515	2693	2573	2029	2831	2551	2636	2657	2556
6-22	3143	3103	2983	2393	3307	2950	3073	3116	2993
6-24	3273	3228	3167	2472	3455	3063	3204	3245	3122
0-24	3273	3228	3167	2472	3455	3063	3204	3245	3122



Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound Average Speed **Week 1**

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
1	24.1	23.4	26.7	26.1	26.2	27.6	25.4
2	27.0	25.5	26.9	31.4	26.3	24.0	27.8
3	23.7	27.0	25.7	25.9	24.7	23.5	28.8
4	25.2	32.0	24.0	26.0	25.8	29.8	20.0
5	32.4	39.0	26.9	32.7	28.6	26.0	36.0
6	32.8	31.2	30.2	28.9	34.4	31.7	30.0
7	33.3	31.0	28.6	28.2	32.1	31.4	31.2
8	31.3	31.1	29.1	29.7	30.6	30.1	31.7
9	29.0	28.3	28.3	27.1	29.3	28.3	28.6
10	26.6	25.3	26.9	26.7	25.9	25.0	24.5
11	24.7	24.7	24.5	26.1	24.6	25.7	25.1
12	23.9	25.1	25.2	24.7	24.5	24.2	24.4
13	24.8	24.7	25.2	24.8	25.0	24.5	24.4
14	25.1	23.8	24.9	26.0	25.3	25.6	24.3
15	25.6	24.6	25.3	25.1	26.0	25.2	24.7
16	25.3	25.0	25.2	26.6	26.0	26.2	24.3
17	25.0	25.2	25.8	25.2	24.2	24.6	24.9
18	24.5	24.7	24.8	25.0	24.0	24.8	25.1
19	25.9	25.1	25.3	24.9	24.6	24.1	25.6
20	24.3	24.8	24.4	25.7	25.1	25.6	24.7
21	24.0	25.0	23.2	25.1	23.5	25.3	24.9
22	25.2	23.9	25.3	27.0	24.6	23.7	27.3
23	23.5	23.6	24.3	24.1	24.3	24.1	25.2
24	24.3	25.7	25.6	27.4	24.6	25.5	24.3

10-12	24.7	24.9	24.8	25.3	24.6	24.9	24.8
0-24	25.9	25.6	25.5	25.7	25.7	25.7	25.7

7 Day Ave	25.7

Channel 1 - Northbound 85th Percentile

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
1	30.0	28.8	31.4	30.0	32.9	32.2	30.7
2	31.4	28.0	33.0	42.6	29.6	26.8	29.0
3	30.6	27.0	29.7	37.5	28.0	28.1	36.5
4	32.8	32.7	32.4	26.4	34.8	41.2	20.7
5	43.8	46.8	32.0	38.3	40.2	34.0	44.5
6	41.6	38.0	36.9	36.0	41.6	39.1	35.7
7	42.0	39.0	38.0	39.0	40.0	38.0	38.0
8	38.0	39.0	38.0	39.8	38.3	37.0	39.3
9	37.0	35.0	36.0	36.0	36.6	37.0	34.8
10	34.0	32.0	34.0	34.0	34.0	32.0	32.0
11	31.1	32.0	31.0	33.0	32.0	32.0	33.0
12	31.9	32.0	33.0	32.0	32.0	31.0	32.0
13	31.0	32.0	32.0	32.0	32.0	31.0	31.0
14	32.0	31.0	31.0	33.0	32.0	32.5	31.2
15	32.0	31.0	32.0	31.3	33.0	32.0	31.0
16	32.0	32.0	32.0	34.0	34.0	33.0	31.0
17	33.0	31.0	31.0	32.0	30.7	30.4	30.0
18	31.0	31.0	31.0	31.0	31.0	30.0	30.0
19	32.0	31.8	32.0	31.6	31.0	31.0	32.5
20	30.0	32.0	31.0	32.2	32.0	33.0	31.0
21	30.0	33.0	31.0	32.0	30.0	31.5	32.0
22	31.0	30.9	32.1	34.4	31.6	30.0	33.5
23	29.0	29.0	32.0	30.0	31.4	29.9	32.0
24	30.0	36.0	31.6	33.0	31.0	31.7	30.0

10-12	31.1	32.0	31.0	33.0	32.0	32.0	33.0
0-24	33.0	33.0	33.0	33.0	33.0	33.0	33.0

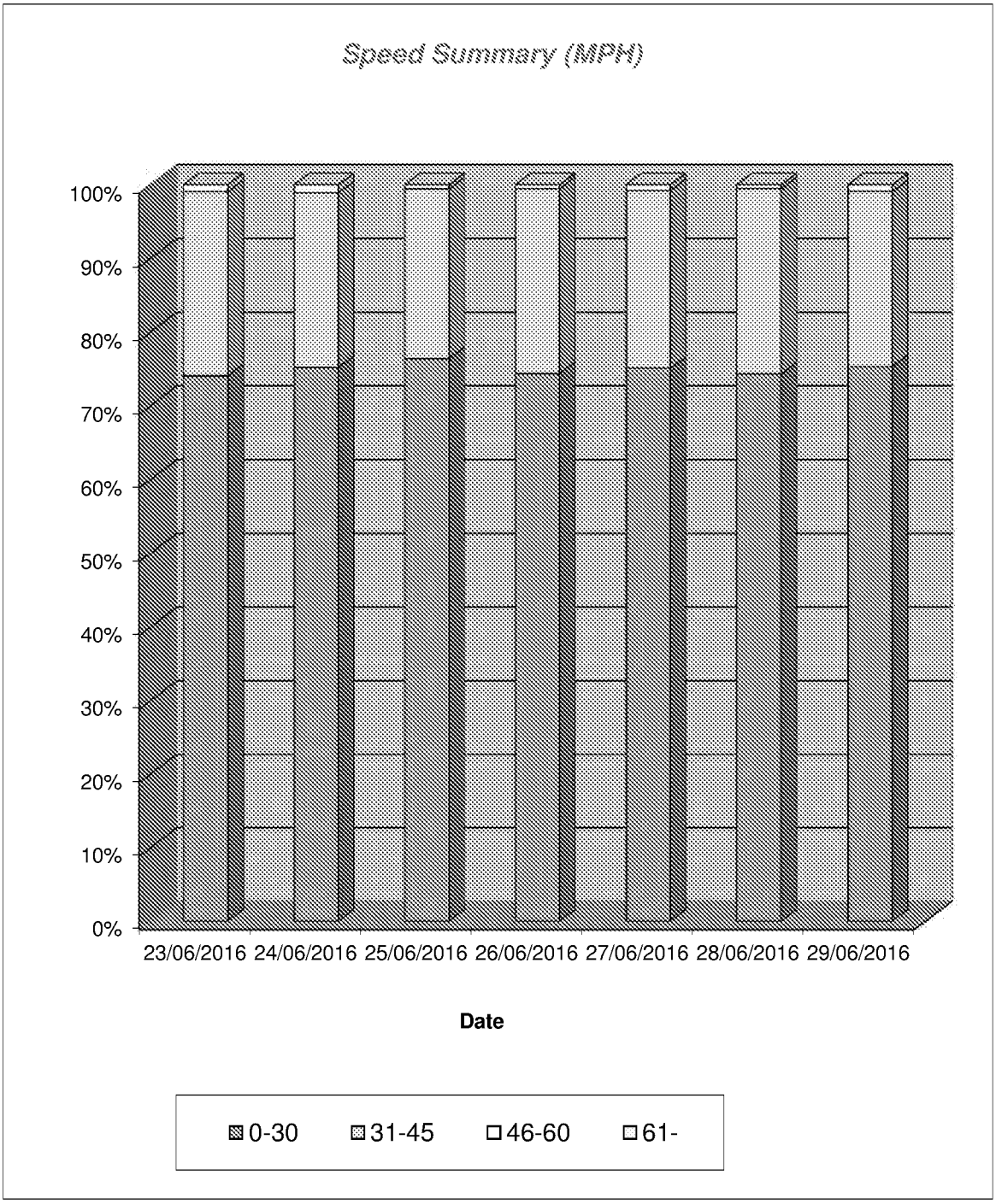
7 Day Ave	33.0

Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound Speed Summary **Week 1**

Speed (MPH)	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
0-30	2425	2429	2421	1840	2595	2278	2415
31-45	818	765	729	619	834	770	760
46-60	30	34	17	13	26	15	29
61-	0	0	0	0	0	0	0
TOTAL	3273	3228	3167	2472	3455	3063	3204



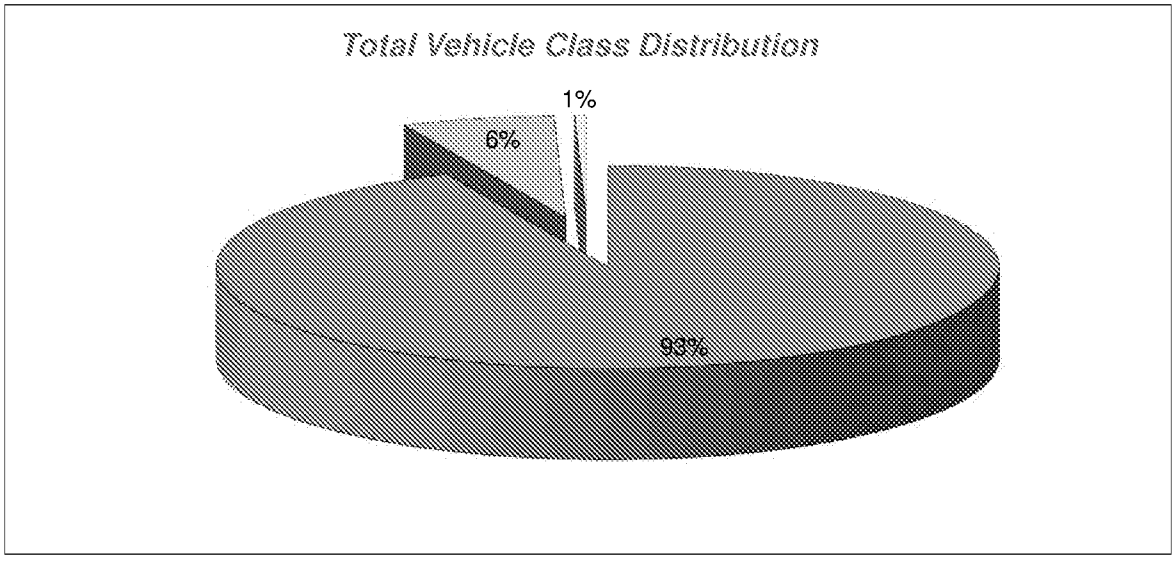
Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
23/06/2016				
7-19	2438	171	6	2615
6-22	2942	192	9	3143
6-24	[illegible]	[illegible]	9	3224
0-24	3069	195	9	3273
24/06/2016				
7-19	2424	216	13	2653
6-22	2950	237	16	3103
6-24	[illegible]	[illegible]	16	3187
0-24	2972	240	16	3228
25/06/2016				
7-19	2451	111	14	2576
6-22	2940	131	14	3085
6-24	[illegible]	[illegible]	14	3095
0-24	3012	141	14	3167
26/06/2016				
7-19	1943	77	9	2029
6-22	2281	86	11	2378
6-24	[illegible]	[illegible]	11	2390
0-24	2369	92	11	2472
27/06/2016				
7-19	2586	228	17	2831
6-22	3037	252	18	3307
6-24	[illegible]	[illegible]	18	3402
0-24	3177	259	19	3455
28/06/2016				
7-19	2344	190	17	2551
6-22	2761	211	18	2990
6-24	[illegible]	[illegible]	18	3012
0-24	2828	217	18	3063
29/06/2016				
7-19	2433	203	12	2648
6-22	2837	224	14	3075
6-24	[illegible]	[illegible]	14	3152
0-24	2957	233	14	3204

Average				
7-19	2372	171	13	2556
6-22	2781	181	14	2986
6-24	[illegible]	[illegible]	14	3066
0-24	2912	197	14	3123



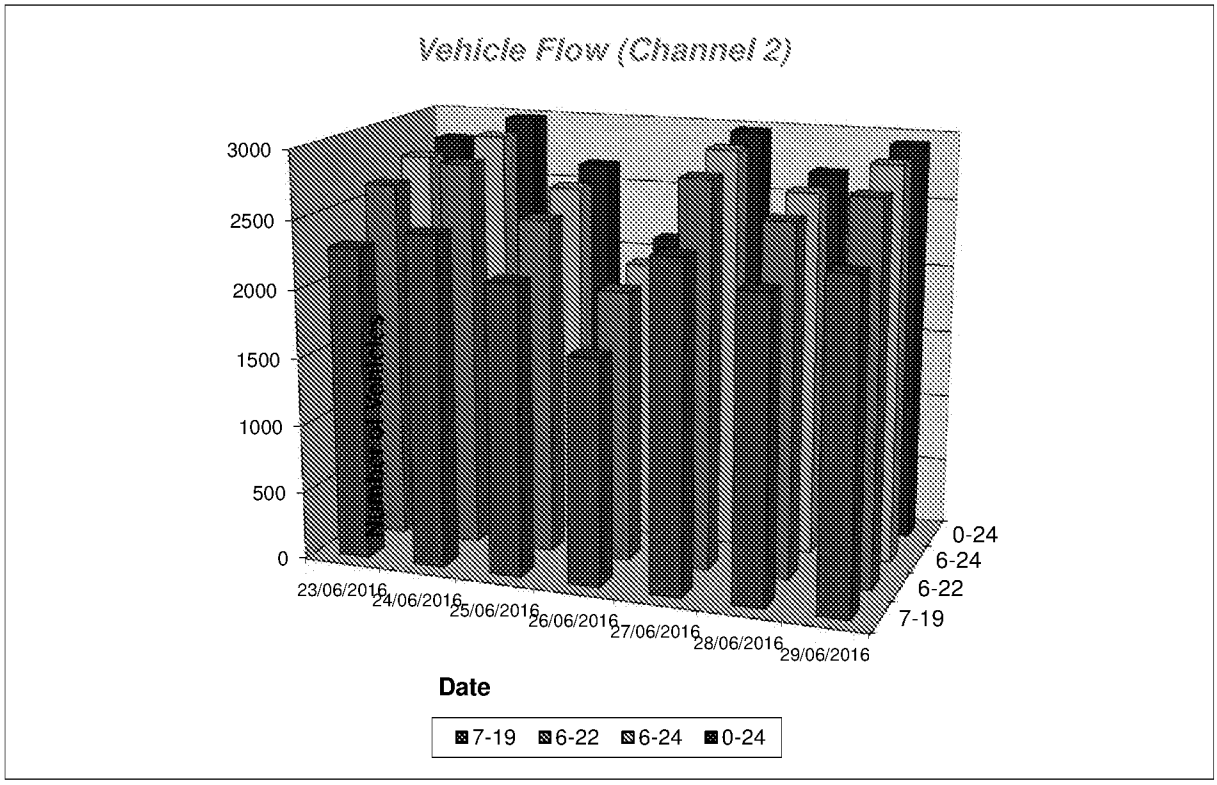
Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound Vehicle Flow **Week 1**

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday	5 Day Ave	7 Day Ave
1	18	19	36	33	16	10	11	15	20
2	6	6	14	13	10	4	6	6	8
3	4	7	5	6	4	5	5	5	5
4	4	0	6	6	2	4	1	2	3
5	6	5	7	5	3	6	4	5	5
6	10	19	11	10	10	13	16	14	13
7	39	42	25	12	40	41	49	42	35
8	112	110	49	27	110	101	97	106	87
9	167	168	116	65	151	139	170	159	139
10	171	163	156	118	161	162	162	164	156
11	173	186	205	193	195	171	174	180	185
12	192	179	224	172	195	173	173	182	187
13	162	210	235	176	198	174	196	188	193
14	184	204	222	164	224	207	199	204	201
15	189	181	182	144	199	184	188	188	181
16	185	221	189	141	223	199	221	210	197
17	257	273	178	156	250	215	281	255	230
18	277	288	203	150	269	282	295	282	252
19	224	248	173	149	231	207	226	227	208
20	120	161	133	143	175	137	152	149	146
21	106	113	104	119	125	97	106	109	110
22	86	80	69	59	82	82	86	83	78
23	67	67	69	53	62	61	83	68	66
24	48	43	58	19	47	34	41	43	41

7-19	2393	2431	2132	1886	2406	2214	2382	2345	2216
6-22	2644	2697	2463	1998	2823	2571	2773	2739	2565
6-24	2675	2727	2521	2019	2858	2605	2814	2840	2643
0-24	2807	2993	2669	2133	2982	2708	2942	2886	2748



Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound Average Speed **Week 1**

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
1	26.4	23.8	26.9	24.1	24.6	25.6	27.5
2	24.5	27.2	30.2	25.7	28.9	24.8	32.0
3	24.5	34.1	25.8	32.2	22.3	24.8	25.6
4	32.5	-	24.8	22.5	24.5	25.5	30.0
5	27.0	21.4	25.9	25.6	33.7	28.8	25.0
6	24.1	24.3	25.5	21.9	23.2	24.7	24.8
7	23.5	22.9	22.1	25.9	24.2	21.2	23.0
8	24.0	24.2	21.4	24.9	25.1	23.5	25.6
9	24.0	25.3	25.3	24.6	23.7	24.4	24.4
10	23.7	24.4	25.7	24.6	24.1	24.4	23.5
11	23.7	25.2	25.0	24.7	23.8	24.3	25.4
12	24.3	25.6	25.4	25.9	25.0	24.7	25.2
13	25.5	25.1	25.9	25.9	26.8	25.6	25.3
14	26.4	25.3	26.0	25.8	26.1	25.9	24.9
15	25.9	25.2	26.2	25.9	26.7	25.7	25.5
16	26.7	27.0	25.4	26.9	25.8	26.7	27.0
17	27.2	27.4	25.9	26.5	27.4	27.3	27.5
18	27.9	28.4	24.2	26.3	27.6	26.5	28.1
19	26.1	27.2	25.1	24.6	24.8	26.7	26.9
20	25.6	25.9	24.6	26.6	27.2	26.9	26.3
21	24.4	25.4	24.9	26.5	25.9	25.9	25.0
22	25.0	26.3	24.9	27.9	24.7	27.3	26.7
23	27.9	25.0	25.3	24.5	24.2	25.2	25.4
24	26.5	26.9	25.4	28.8	24.8	27.1	28.4
10-12	24.0	25.4	25.2	25.3	24.4	24.5	25.3
0-24	25.7	26.0	25.3	25.8	25.7	25.7	26.0

7 Day Ave	25.8

Channel 2 - Southbound 85th Percentile

Hr Ending	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
1	34.5	32.3	34.0	30.2	30.0	29.6	32.5
2	30.5	33.5	43.2	32.4	37.6	34.0	38.3
3	32.2	40.1	30.8	40.0	28.1	28.8	27.4
4	36.6	-	28.5	26.3	24.9	30.2	-
5	31.0	26.0	36.5	33.8	38.3	33.0	32.3
6	32.7	30.9	36.0	31.7	29.7	31.4	37.5
7	32.0	31.0	30.0	33.4	36.0	29.0	31.0
8	32.0	32.0	30.0	34.2	32.0	30.0	33.0
9	30.0	32.0	30.0	30.0	32.0	31.0	30.7
10	31.0	32.0	31.0	32.0	31.0	31.0	31.0
11	31.0	33.0	30.0	30.2	30.0	31.0	32.0
12	30.0	33.0	31.0	32.0	32.0	32.2	33.2
13	33.0	32.0	32.0	33.0	33.0	31.0	33.0
14	33.6	32.0	32.0	34.0	33.0	33.0	32.3
15	33.0	33.0	32.0	33.0	33.3	33.0	32.0
16	33.0	34.0	31.8	34.0	32.0	33.0	33.0
17	34.0	34.0	32.0	33.0	33.0	34.0	34.0
18	35.0	35.0	31.0	31.7	33.0	33.9	35.0
19	34.0	34.0	32.0	30.0	30.5	33.0	34.0
20	34.0	34.0	32.0	34.0	34.0	34.0	33.0
21	33.0	32.2	31.0	33.0	33.0	33.0	31.3
22	32.0	34.0	31.0	34.0	32.0	34.9	34.0
23	33.1	32.0	34.0	30.0	30.9	33.0	30.7
24	33.0	33.7	32.0	34.9	33.1	34.0	34.0
10-12	31.0	33.0	30.0	30.2	30.0	31.0	32.0
0-24	33.0	33.0	32.0	33.0	33.0	33.0	33.0

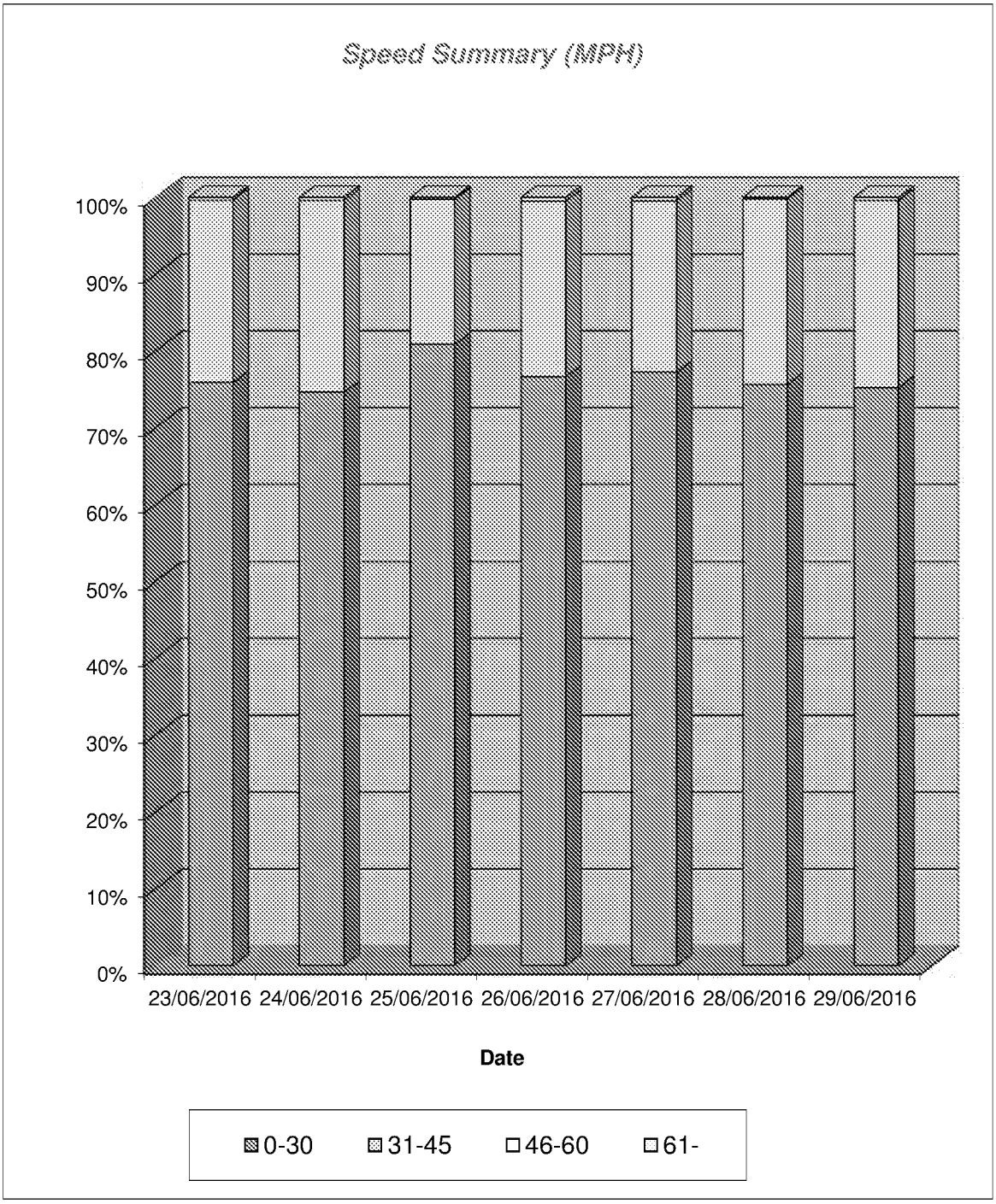
7 Day Ave	33.0

Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound Speed Summary **Week 1**

Speed (MPH)	23/06/2016 Thursday	24/06/2016 Friday	25/06/2016 Saturday	26/06/2016 Sunday	27/06/2016 Monday	28/06/2016 Tuesday	29/06/2016 Wednesday
0-30	2131	2234	2159	1635	2304	2049	2213
31-45	667	748	504	488	666	655	719
46-60	9	11	6	10	12	4	10
61-	0	0	0	0	0	0	0
TOTAL	2807	2993	2669	2133	2982	2708	2942



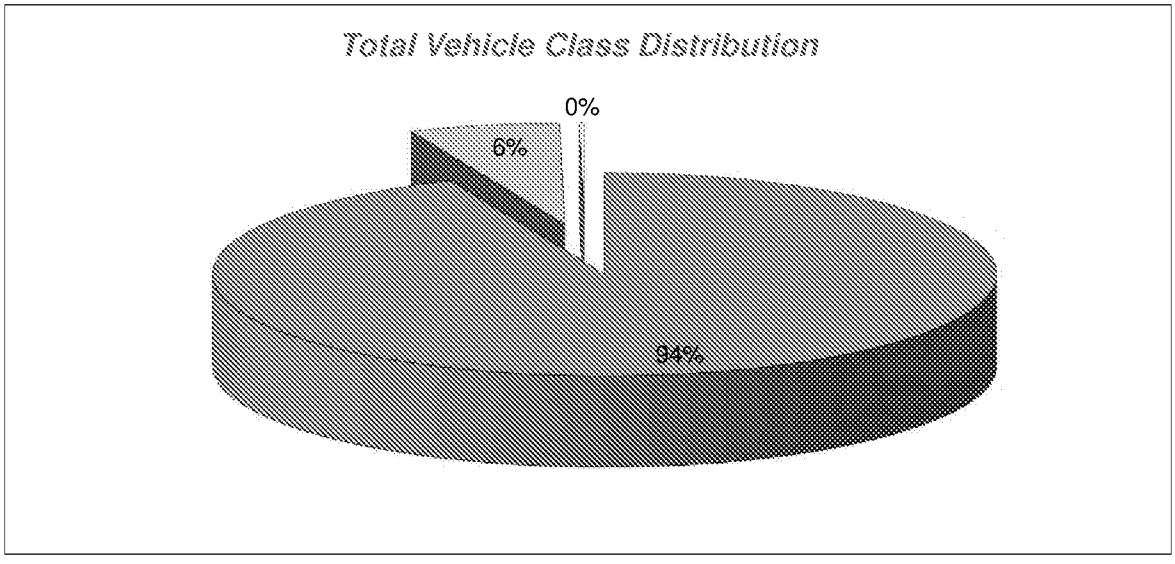
Bognor Regis ATC, Pagham Road

Produced by Road Data Services Ltd.

Channel 2 - Southbound Vehicle Class **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
23/06/2016				
7-19	2135	156	2	2293
6-22	2488	172	3	2644
6-24	2629	175	3	2807
0-24	2629	175	3	2807
24/06/2016				
7-19	2247	177	7	2431
6-22	2633	185	7	2827
6-24	2780	190	7	2977
0-24	2787	199	7	2993
25/06/2016				
7-19	2033	98	1	2132
6-22	2346	115	2	2463
6-24	2472	116	2	2590
0-24	2549	118	2	2669
26/06/2016				
7-19	1588	67	0	1655
6-22	1908	82	1	1991
6-24	1964	85	1	2050
0-24	2045	87	1	2133
27/06/2016				
7-19	2213	187	6	2406
6-22	2610	211	7	2828
6-24	2737	213	7	2957
0-24	2758	217	7	2982
28/06/2016				
7-19	2023	185	6	2214
6-22	2361	203	7	2571
6-24	2457	201	7	2665
0-24	2489	211	8	2708
29/06/2016				
7-19	2305	166	11	2382
6-22	2578	185	11	2775
6-24	2703	185	11	2899
0-24	2742	189	11	2942

Average				
7-19	2063	148	5	2216
6-22	2414	166	5	2585
6-24	2570	169	5	2693
0-24	2571	171	6	2748



Site No: 17550001 Grid Reference: SZ89116,98378
Pagham Road, Bognor Regis (LC 29)
Speed Report-Limit 30 Mph Tue 03-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	4	-	34.8	9.5	0	0	0	0	0	2	1	0	0	1	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	10	36	31	7.6	0	0	0	0	2	5	1	1	0	1	0	0
05:00	45	35.1	29.9	6.2	0	0	1	1	7	19	12	3	1	1	0	0
06:00	93	35.3	29.6	6.4	0	1	4	0	13	40	24	8	3	0	0	0
07:00	232	34	28.4	5.7	0	2	3	12	46	104	49	14	2	0	0	0
08:00	262	33.7	28.8	4.6	0	0	2	7	52	120	75	6	0	0	0	0
09:00	215	31.6	27.3	5.2	0	0	3	18	54	104	29	5	1	1	0	0
10:00	239	30.6	26.4	4.4	0	0	1	12	105	93	23	5	0	0	0	0
11:00	201	30.4	26.6	4	0	0	0	9	81	91	19	1	0	0	0	0
12:00	203	30.4	26.4	4.4	0	0	1	10	89	82	16	5	0	0	0	0
13:00	194	30.9	27.2	4.6	0	0	1	10	63	92	23	4	1	0	0	0
14:00	195	32.4	27.9	4.4	0	0	1	4	58	93	34	5	0	0	0	0
15:00	172	33.5	28.1	5.3	0	2	1	6	45	74	35	9	0	0	0	0
16:00	170	33.3	28	5.2	0	1	2	7	43	75	35	6	1	0	0	0
17:00	164	32.7	27.6	5.3	0	0	3	7	51	69	26	7	0	1	0	0
18:00	145	33.8	28.7	4.9	0	0	0	7	28	70	32	7	1	0	0	0
19:00	142	33.3	27.8	5.8	0	1	3	8	36	61	24	7	2	0	0	0
20:00	69	32.2	27.7	4.6	0	0	1	3	17	34	13	1	0	0	0	0
21:00	54	33.5	27.9	6	0	1	2	1	11	25	11	3	0	0	0	0
22:00	35	33	28.1	5	0	0	1	0	10	15	8	1	0	0	0	0
23:00	18	40.5	33.5	9	0	0	1	0	2	3	6	3	2	0	1	0
12H,7-19	2392	32.5	27.6	4.9	0	5	18	109	715	1067	396	74	6	2	0	0
16H,6-22	2750	32.7	27.7	5	0	8	28	121	792	1227	468	93	11	2	0	0
18H,6-24	2803	32.8	27.7	5.1	0	8	30	121	804	1245	482	97	13	2	1	0
24H,0-24	2865	32.9	27.8	5.1	0	8	31	122	814	1272	496	102	14	5	1	0
Am	08:00	-	-	-	-	07:00	06:00	09:00	10:00	08:00	08:00	07:00	06:00	09:00	-	-
Peak	262	-	-	-	-	2	4	18	105	120	75	14	3	1	-	-
Pm	12:00	23:00	23:00	23:00	-	15:00	19:00	13:00	12:00	14:00	16:00	15:00	23:00	17:00	23:00	-
Peak	203	40.5	33.5	9	-	2	3	10	89	93	35	9	2	1	1	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378
Pagham Road, Bognor Regis (LC 29)
Speed Report-Limit 30 Mph Wed 04-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	6	-	32.7	6	0	0	0	0	1	1	2	2	0	0	0	0
01:00	4	-	28.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
02:00	4	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	12	42.8	31.4	9.2	0	0	0	1	2	5	1	0	2	1	0	0
05:00	40	36.4	30.9	5.5	0	0	0	0	8	13	12	6	1	0	0	0
06:00	89	35.2	29.7	6.4	0	0	3	0	19	34	23	6	2	2	0	0
07:00	238	34.3	28.7	5.6	0	0	5	10	46	107	51	16	3	0	0	0
08:00	241	33.8	28.5	5.1	0	2	1	9	53	107	58	11	0	0	0	0
09:00	204	32.4	27.9	4.2	0	0	0	6	57	99	40	2	0	0	0	0
10:00	214	30.6	26.7	4.4	0	1	2	6	81	100	22	1	1	0	0	0
11:00	220	30.7	27	4.4	0	1	0	11	70	112	22	4	0	0	0	0
12:00	213	30.9	27.3	4.5	0	1	3	5	64	108	31	0	1	0	0	0
13:00	166	32.6	27.5	4.9	0	1	3	3	51	72	34	2	0	0	0	0
14:00	200	32.9	27.3	5.4	0	2	0	12	69	75	30	12	0	0	0	0
15:00	138	32.3	28.2	4.1	0	0	0	2	35	73	26	1	1	0	0	0
16:00	184	33.2	28.2	4.6	0	0	0	4	54	82	36	8	0	0	0	0
17:00	155	33.7	28.9	4.6	0	1	0	5	26	76	43	4	0	0	0	0
18:00	173	34.1	28.3	5.6	0	0	1	14	42	64	41	10	0	1	0	0
19:00	125	31.7	27.1	4.9	0	0	3	6	37	57	20	2	0	0	0	0
20:00	67	35.3	29.8	5.1	0	0	0	0	17	24	18	8	0	0	0	0
21:00	46	34.3	28.3	5.6	0	0	0	3	14	15	10	4	0	0	0	0
22:00	25	34.9	30.5	5.2	0	0	0	0	5	8	10	1	1	0	0	0
23:00	15	36.4	31.5	4.8	0	0	0	0	1	7	4	3	0	0	0	0
12H,7-19	2346	32.8	27.8	4.9	0	9	15	87	648	1075	434	71	6	1	0	0
16H,6-22	2673	33	27.9	5	0	9	21	96	735	1205	505	91	8	3	0	0
18H,6-24	2713	33.1	28	5	0	9	21	96	741	1220	519	95	9	3	0	0
24H,0-24	2779	33.2	28	5	0	9	21	97	753	1244	536	103	12	4	0	0
Am	08:00	-	-	-	-	08:00	07:00	11:00	10:00	11:00	08:00	07:00	07:00	06:00	-	-
Peak	241	-	-	-	-	2	5	11	81	112	58	16	3	2	-	-
Pm	12:00	23:00	23:00	18:00	-	14:00	19:00	18:00	14:00	12:00	17:00	14:00	22:00	18:00	-	-
Peak	213	36.4	31.5	5.6	-	2	3	14	69	108	43	12	1	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Thu 05-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	13	33.6	29.7	3.9	0	0	0	0	2	6	5	0	0	0	0	0
01:00	5	-	31.5	7.7	0	0	0	1	0	0	3	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	41	35	7.9	0	0	0	0	1	3	1	3	1	1	0	0
05:00	49	34.8	29.5	6.4	0	1	1	1	7	19	16	2	2	0	0	0
06:00	96	36	30.4	6.6	0	1	3	0	14	34	29	13	1	0	1	0
07:00	228	34.9	29.6	5.5	0	1	2	6	39	93	67	16	4	0	0	0
08:00	243	34.3	29.5	4.5	0	0	1	4	39	112	76	11	0	0	0	0
09:00	246	32.4	27.8	4.8	0	2	2	9	58	125	46	3	1	0	0	0
10:00	268	31.8	27.8	4.7	0	2	3	8	61	146	43	4	1	0	0	0
11:00	159	32.9	27.9	4.8	0	0	2	7	41	72	33	4	0	0	0	0
12:00	197	31.9	27.4	4.9	0	1	2	6	65	88	28	7	0	0	0	0
13:00	219	30.8	26.3	6.3	0	7	11	14	45	113	22	6	1	0	0	0
14:00	166	30.9	27.7	3.9	0	0	0	3	48	92	20	3	0	0	0	0
15:00	178	32.5	28.2	4.5	0	0	2	4	40	95	32	4	1	0	0	0
16:00	232	31.9	27.4	4.9	0	0	4	15	58	113	37	5	0	0	0	0
17:00	177	33.6	28.3	5.4	0	0	4	7	38	82	37	7	1	1	0	0
18:00	174	32.3	27.7	5.1	0	2	5	1	42	90	29	5	0	0	0	0
19:00	156	30.9	27.4	4.6	0	1	0	5	47	81	17	4	1	0	0	0
20:00	86	34.4	29	5.3	0	0	1	2	20	36	20	6	1	0	0	0
21:00	69	34.7	29.7	7.6	0	1	1	2	14	23	23	3	0	0	0	2
22:00	45	30.8	27.5	4.6	0	0	1	1	12	24	6	1	0	0	0	0
23:00	17	33.4	28.2	6.4	0	0	0	2	4	6	4	0	1	0	0	0
12H,7-19	2487	32.9	28	5.1	0	15	38	84	574	1221	470	75	9	1	0	0
16H,6-22	2894	33.2	28.1	5.2	0	18	43	93	669	1395	559	101	12	1	1	2
18H,6-24	2956	33.1	28.1	5.2	0	18	44	96	685	1425	569	102	13	1	1	2
24H,0-24	3033	33.3	28.1	5.2	0	19	45	98	695	1453	594	108	16	2	1	2
Am	10:00	-	-	-	-	10:00	10:00	09:00	10:00	10:00	08:00	07:00	07:00	04:00	06:00	-
Peak	268	-	-	-	-	2	3	9	61	146	76	16	4	1	1	-
Pm	16:00	21:00	21:00	21:00	-	13:00	13:00	16:00	12:00	16:00	17:00	17:00	23:00	17:00	-	21:00
Peak	232	34.7	29.7	7.6	-	7	11	15	65	113	37	7	1	1	-	2

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378
Pagham Road, Bognor Regis (LC 29)
Speed Report-Limit 30 Mph Fri 06-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	6	-	30.2	3	0	0	0	0	0	4	2	0	0	0	0	0
01:00	6	-	30.2	7	0	0	0	0	2	2	0	2	0	0	0	0
02:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	12	40.3	32.3	6.6	0	0	0	0	1	6	2	1	2	0	0	0
05:00	43	39	32.2	6.9	0	0	1	1	7	7	11	15	1	0	0	0
06:00	102	37.8	31.3	6.4	0	0	2	0	14	38	28	12	7	1	0	0
07:00	209	35	29.8	5.4	0	0	2	6	34	85	62	17	2	1	0	0
08:00	277	33.3	28.5	4.7	0	1	1	9	54	144	57	10	1	0	0	0
09:00	281	30.9	27.4	4.3	0	0	1	10	89	140	35	5	1	0	0	0
10:00	280	30.8	26.7	4.7	0	3	2	11	100	126	35	3	0	0	0	0
11:00	211	31.5	27.6	4.6	0	1	2	6	55	112	29	6	0	0	0	0
12:00	206	32.1	27.7	4.7	0	1	2	6	54	104	35	3	1	0	0	0
13:00	187	31.5	27.3	4.8	1	0	1	8	56	90	27	3	1	0	0	0
14:00	197	33	28	5.3	0	3	2	10	34	101	42	5	0	0	0	0
15:00	202	31.4	27	5	0	2	5	5	64	93	31	2	0	0	0	0
16:00	191	32.8	27.6	5.5	0	5	0	5	55	85	33	8	0	0	0	0
17:00	225	31.9	27.7	4.5	0	1	0	11	55	117	37	4	0	0	0	0
18:00	166	32.5	28	4.8	0	1	1	4	41	85	28	5	1	0	0	0
19:00	151	32.2	27.7	4.9	0	1	1	3	47	71	21	7	0	0	0	0
20:00	100	34.8	29.8	4.9	0	0	0	3	12	52	23	9	1	0	0	0
21:00	78	32.8	27.6	5.5	0	0	3	0	27	31	13	3	1	0	0	0
22:00	41	31.4	27.5	5.8	0	1	0	2	10	21	5	1	1	0	0	0
23:00	17	34	28.2	5.9	0	0	0	2	4	5	5	1	0	0	0	0
12H,7-19	2632	32.5	27.8	4.9	1	18	19	91	691	1282	451	71	7	1	0	0
16H,6-22	3063	32.8	27.9	5	1	19	25	97	791	1474	536	102	16	2	0	0
18H,6-24	3121	32.8	27.9	5	1	20	25	101	805	1500	546	104	17	2	0	0
24H,0-24	3190	33	28	5.1	1	20	26	102	815	1521	561	122	20	2	0	0
Am	09:00	-	-	-	-	10:00	11:00	10:00	10:00	08:00	07:00	07:00	06:00	07:00	-	-
Peak	281	-	-	-	-	3	2	11	100	144	62	17	7	1	-	-
Pm	17:00	20:00	20:00	23:00	13:00	16:00	15:00	17:00	15:00	17:00	14:00	20:00	22:00	-	-	-
Peak	225	34.8	29.8	5.9	1	5	5	11	64	117	42	9	1	-	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Sat 07-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	20	38.5	30.3	7.3	0	0	0	1	5	7	2	3	2	0	0	0
01:00	12	39.5	35.6	6.7	0	0	0	0	0	4	2	4	1	1	0	0
02:00	8	-	31	8.6	0	0	0	2	0	1	2	3	0	0	0	0
03:00	5	-	29.5	6.6	0	0	0	0	2	1	1	1	0	0	0	0
04:00	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0
05:00	31	33.4	28.7	4.9	0	0	1	0	6	15	8	1	0	0	0	0
06:00	43	36.1	29.8	7.1	0	0	2	1	8	15	10	4	3	0	0	0
07:00	101	34.1	29.2	5.1	0	0	0	2	19	55	15	7	3	0	0	0
08:00	127	34.1	29.4	4.6	0	1	0	2	19	61	39	5	0	0	0	0
09:00	194	30.6	26.9	4.3	0	0	1	8	69	94	18	4	0	0	0	0
10:00	273	30.4	26.2	4.3	0	0	3	14	117	111	25	3	0	0	0	0
11:00	323	30.2	26.5	3.8	0	0	1	12	128	157	25	0	0	0	0	0
12:00	249	30.9	27.2	4.7	0	2	2	9	73	129	27	6	1	0	0	0
13:00	220	32.4	27.4	5.1	0	0	2	14	68	93	33	9	1	0	0	0
14:00	184	32.7	26.7	6.2	0	6	3	10	59	68	30	7	1	0	0	0
15:00	183	32.3	27.8	5.4	0	2	4	3	43	95	32	2	0	1	1	0
16:00	160	31.5	27.1	4.9	0	1	1	7	57	67	23	3	1	0	0	0
17:00	197	33.5	28.3	4.9	0	1	2	5	47	88	48	6	0	0	0	0
18:00	181	32.3	27.3	5.3	0	2	5	3	55	80	31	5	0	0	0	0
19:00	149	32.6	27.9	5.2	0	1	3	1	42	71	26	3	1	1	0	0
20:00	124	32.2	27.5	4.8	0	0	1	6	38	55	21	2	1	0	0	0
21:00	82	30.6	26.4	5.4	0	0	3	6	28	35	7	2	1	0	0	0
22:00	60	33.5	27.8	5.6	0	0	0	5	18	22	11	3	1	0	0	0
23:00	43	34.4	28.7	6.1	0	1	0	1	11	15	12	2	1	0	0	0
12H,7-19	2392	31.8	27.3	4.9	0	15	24	89	754	1098	346	57	7	1	1	0
16H,6-22	2790	31.9	27.4	5	0	16	33	103	870	1274	410	68	13	2	1	0
18H,6-24	2893	32	27.4	5	0	17	33	109	899	1311	433	73	15	2	1	0
24H,0-24	2971	32.2	27.5	5.1	0	17	34	112	912	1339	449	85	18	4	1	0
Am	11:00	-	04:00	04:00	-	08:00	10:00	10:00	11:00	11:00	08:00	07:00	07:00	04:00	-	-
Peak	323	-	41	10.6	-	1	3	14	128	157	39	7	3	1	-	-
Pm	12:00	23:00	23:00	14:00	-	14:00	18:00	13:00	12:00	12:00	17:00	13:00	23:00	19:00	15:00	-
Peak	249	34.4	28.7	6.2	-	6	5	14	73	129	48	9	1	1	1	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Sun 08-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	20	34.1	28.8	5.9	0	0	1	0	4	9	4	2	0	0	0	0
01:00	11	35.6	30.8	4.9	0	0	0	0	1	6	2	2	0	0	0	0
02:00	14	35.4	29.2	7.9	0	1	0	0	3	3	5	2	0	0	0	0
03:00	3	-	28.5	5	0	0	0	0	1	1	1	0	0	0	0	0
04:00	5	-	31.5	3.1	0	0	0	0	0	2	3	0	0	0	0	0
05:00	14	39.7	32.8	9	0	1	0	0	1	3	2	6	1	0	0	0
06:00	24	39.2	27.7	10.3	0	1	2	4	4	4	3	3	3	0	0	0
07:00	78	34.9	28.9	5.6	0	0	2	2	15	36	14	9	0	0	0	0
08:00	120	34.5	29.3	5.4	0	0	4	1	19	54	34	7	1	0	0	0
09:00	186	32.7	28.3	4.9	0	3	3	2	28	108	39	3	0	0	0	0
10:00	242	32.8	27.9	4.8	0	1	3	6	63	114	50	4	1	0	0	0
11:00	301	32.6	28.2	4.7	0	2	2	8	64	163	51	11	0	0	0	0
12:00	234	30.7	26.7	5.2	0	4	6	10	63	122	25	4	0	0	0	0
13:00	206	33.1	27.8	5.9	0	5	0	11	48	93	42	3	3	1	0	0
14:00	198	33.5	28.3	5.6	0	2	4	3	46	98	30	12	3	0	0	0
15:00	188	33.8	28.8	5.1	0	2	1	3	39	87	48	6	2	0	0	0
16:00	227	32.7	27.9	5.1	0	3	1	7	56	113	36	11	0	0	0	0
17:00	238	33	28.2	4.9	0	2	1	2	64	117	39	12	1	0	0	0
18:00	188	33.8	28.6	5.3	0	1	3	6	39	83	48	6	2	0	0	0
19:00	148	33.9	28.6	5.2	0	1	2	5	28	69	35	8	0	0	0	0
20:00	100	34	29.4	5.3	0	0	2	0	16	55	19	4	4	0	0	0
21:00	64	33.7	28	6	0	1	2	4	11	25	20	1	0	0	0	0
22:00	33	36.7	29.9	8.1	0	1	2	0	5	9	10	4	2	0	0	0
23:00	20	34.8	29.3	5.4	0	0	0	0	7	5	6	2	0	0	0	0
12H,7-19	2406	33.2	28.1	5.2	0	25	30	61	544	1188	456	88	13	1	0	0
16H,6-22	2742	33.3	28.2	5.3	0	28	38	74	603	1341	533	104	20	1	0	0
18H,6-24	2795	33.4	28.2	5.3	0	29	40	74	615	1355	549	110	22	1	0	0
24H,0-24	2862	33.5	28.3	5.4	0	31	41	74	625	1379	566	122	23	1	0	0
Am	11:00	-	05:00	06:00	-	09:00	08:00	11:00	11:00	11:00	11:00	11:00	06:00	-	-	-
Peak	301	-	32.8	10.3	-	3	4	8	64	163	51	11	3	-	-	-
Pm	17:00	22:00	22:00	22:00	-	13:00	12:00	13:00	17:00	12:00	18:00	17:00	20:00	13:00	-	-
Peak	238	36.7	29.9	8.1	-	5	6	11	64	122	48	12	4	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Mon 09-Jun-14 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	7	-	32.1	5.7	0	0	0	0	1	2	2	2	0	0	0	0
01:00	6	-	31	5.4	0	0	0	0	1	2	2	1	0	0	0	0
02:00	6	-	25.2	5.4	0	0	0	2	0	4	0	0	0	0	0	0
03:00	5	-	29.5	4.4	0	0	0	0	1	2	2	0	0	0	0	0
04:00	11	40.6	32.1	6.5	0	0	0	0	1	5	3	0	2	0	0	0
05:00	50	35.6	28.6	7.9	0	2	3	0	11	13	14	6	1	0	0	0
06:00	93	34.6	28.8	6.6	0	2	3	2	14	43	20	6	3	0	0	0
07:00	235	34.3	29.3	4.9	0	0	3	2	42	113	59	13	3	0	0	0
08:00	269	32.1	28.1	4.3	0	0	2	5	64	148	41	9	0	0	0	0
09:00	220	30.7	27	4.3	0	0	2	9	74	108	23	4	0	0	0	0
10:00	248	30.2	26.2	4.1	0	0	1	15	102	110	18	2	0	0	0	0
11:00	226	31.4	26.9	5.3	0	1	7	11	71	99	30	6	1	0	0	0
12:00	175	31.3	27.2	4.7	0	2	1	3	58	83	25	3	0	0	0	0
13:00	178	31.7	28.1	4.4	0	0	1	5	39	102	26	4	0	1	0	0
14:00	200	31.7	27.7	4.5	0	2	1	1	57	104	31	4	0	0	0	0
15:00	196	30.3	25.8	5.2	0	4	3	11	80	80	15	2	1	0	0	0
16:00	187	32	28.2	4.7	0	1	1	4	41	106	27	5	2	0	0	0
17:00	189	31.2	27.4	4.4	0	1	1	4	58	95	27	3	0	0	0	0
18:00	148	33	28.1	4.7	0	1	0	6	36	69	33	3	0	0	0	0
19:00	105	30.9	26.8	5.2	0	1	4	4	29	51	15	1	0	0	0	0
20:00	78	30.8	27.5	4.5	0	0	0	3	25	39	7	4	0	0	0	0
21:00	46	32.3	28.2	4.5	0	0	0	0	15	22	6	3	0	0	0	0
22:00	31	35	28.2	7.4	0	1	2	1	4	13	6	4	0	0	0	0
23:00	17	37.2	31.4	6.5	0	0	1	0	1	5	6	4	0	0	0	0
12H,7-19	2471	31.7	27.5	4.7	0	12	23	76	722	1217	355	58	7	1	0	0
16H,6-22	2793	31.8	27.5	4.8	0	15	30	85	805	1372	403	72	10	1	0	0
18H,6-24	2841	32	27.6	4.9	0	16	33	86	810	1390	415	80	10	1	0	0
24H,0-24	2926	32.2	27.6	4.9	0	18	36	88	825	1418	438	89	13	1	0	0
Am	08:00	-	04:00	05:00	-	06:00	11:00	10:00	10:00	08:00	07:00	07:00	07:00	-	-	-
Peak	269	-	32.1	7.9	-	2	7	15	102	148	59	13	3	-	-	-
Pm	14:00	23:00	23:00	22:00	-	15:00	19:00	15:00	15:00	16:00	18:00	16:00	16:00	13:00	-	-
Peak	200	37.2	31.4	7.4	-	4	4	11	80	106	33	5	2	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378
Pagham Road, Bognor Regis (LC 29)
Speed Report-Limit 30 Mph Tue 03-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	7	-	31.4	5.8	0	0	0	0	0	5	1	0	1	0	0	0
01:00	4	-	28.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	4	-	41	12.6	0	0	0	0	0	1	0	2	0	0	0	1
05:00	12	45.3	32.7	12.3	0	1	1	0	0	2	4	1	1	2	0	0
06:00	32	33.7	27.7	6.6	0	0	3	1	5	15	5	3	0	0	0	0
07:00	93	34.5	29	5.6	0	0	1	2	23	40	18	6	3	0	0	0
08:00	150	33	28.3	5.1	0	2	3	0	30	81	27	7	0	0	0	0
09:00	165	30.9	27.5	4.4	0	2	0	4	42	94	21	2	0	0	0	0
10:00	158	32.1	27.6	4.4	0	0	0	9	41	77	30	1	0	0	0	0
11:00	198	30.8	26.9	5	0	1	2	16	54	99	19	7	0	0	0	0
12:00	210	30.9	27	4.9	0	2	3	7	69	100	24	4	1	0	0	0
13:00	196	31.6	28.3	4.2	0	1	1	3	35	123	27	6	0	0	0	0
14:00	236	30.7	26.8	4.7	0	1	5	14	64	123	28	1	0	0	0	0
15:00	290	32.1	28	4.4	0	3	0	4	70	158	51	3	1	0	0	0
16:00	294	31.6	27.6	4.7	0	2	5	10	65	162	45	5	0	0	0	0
17:00	333	33	28.6	4.7	0	2	4	9	46	194	70	7	0	1	0	0
18:00	236	33.7	29	4.7	0	1	3	5	30	131	56	9	1	0	0	0
19:00	179	33.4	29.1	4.4	0	1	2	1	21	105	45	3	1	0	0	0
20:00	130	33.7	28.7	5	0	0	2	5	21	67	28	6	1	0	0	0
21:00	79	34.7	29.7	5.8	0	1	0	2	11	38	20	4	2	1	0	0
22:00	62	33.7	29.6	4.8	0	0	0	1	8	35	15	0	3	0	0	0
23:00	24	37.9	30.4	7.8	0	0	2	0	4	6	6	5	1	0	0	0
12H,7-19	2559	32.2	27.9	4.7	0	17	27	83	569	1382	416	58	6	1	0	0
16H,6-22	2979	32.5	28	4.8	0	19	34	92	627	1607	514	74	10	2	0	0
18H,6-24	3065	32.6	28.1	4.8	0	19	36	93	639	1648	535	79	14	2	0	0
24H,0-24	3094	32.7	28.1	4.9	0	20	37	93	640	1659	542	82	16	4	0	1
Am	11:00	-	04:00	-	-	09:00	08:00	11:00	11:00	11:00	10:00	11:00	07:00	05:00	-	04:00
Peak	198	-	41	-	-	2	3	16	54	99	30	7	3	2	-	1
Pm	17:00	23:00	23:00	23:00	-	15:00	16:00	14:00	15:00	17:00	17:00	18:00	22:00	21:00	-	-
Peak	333	37.9	30.4	7.8	-	3	5	14	70	194	70	9	3	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Wed 04-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	15	36.6	31.8	5.7	0	0	0	0	2	5	5	2	1	0	0	0
01:00	4	-	29.8	7.6	0	0	0	0	2	0	1	1	0	0	0	0
02:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
03:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
04:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	6	-	33.5	3.4	0	0	0	0	0	1	4	1	0	0	0	0
06:00	28	35.6	30.8	6.3	0	0	1	0	3	11	9	2	2	0	0	0
07:00	82	34.1	28.2	6.4	2	0	2	2	16	35	20	5	0	0	0	0
08:00	147	34.4	29.7	4.6	0	0	2	1	19	69	49	7	0	0	0	0
09:00	173	31.5	28	4.3	0	0	2	2	42	98	25	3	1	0	0	0
10:00	155	31.3	27.3	4.6	0	1	2	7	39	81	24	1	0	0	0	0
11:00	167	30.8	27.2	4.5	0	0	1	5	59	80	17	4	1	0	0	0
12:00	195	31.1	27	5	0	1	3	9	63	89	23	7	0	0	0	0
13:00	230	31.8	27.5	4.5	0	2	0	7	65	115	39	2	0	0	0	0
14:00	224	31	27.2	4.7	0	2	1	8	72	107	28	6	0	0	0	0
15:00	280	32	28.2	3.9	0	0	1	5	60	162	49	3	0	0	0	0
16:00	263	32.5	28.1	4.6	0	0	4	6	60	139	46	8	0	0	0	0
17:00	328	34.1	29.2	5	0	0	7	9	40	169	87	12	4	0	0	0
18:00	243	33.7	28.4	5.1	0	1	4	15	36	114	68	5	0	0	0	0
19:00	189	33.8	29.2	4.5	0	1	1	2	26	101	52	5	1	0	0	0
20:00	103	33.4	29.3	3.7	0	0	0	1	13	59	29	1	0	0	0	0
21:00	98	33.9	28.7	5.4	0	1	2	0	21	46	22	5	1	0	0	0
22:00	57	35.7	30.8	5.5	0	0	0	2	6	23	18	6	2	0	0	0
23:00	11	39.6	34.9	5.2	0	0	0	0	0	3	3	4	1	0	0	0
12H,7-19	2487	32.8	28	4.8	2	7	29	76	571	1258	475	63	6	0	0	0
16H,6-22	2905	33	28.2	4.8	2	9	33	79	634	1475	587	76	10	0	0	0
18H,6-24	2973	33.1	28.3	4.8	2	9	33	81	640	1501	608	86	13	0	0	0
24H,0-24	3004	33.2	28.3	4.8	2	9	33	81	644	1508	622	91	14	0	0	0
Am	09:00	-	04:00	01:00	07:00	10:00	10:00	10:00	11:00	09:00	08:00	08:00	06:00	-	-	-
Peak	173	-	36	7.6	2	1	2	7	59	98	49	7	2	-	-	-
Pm	17:00	23:00	23:00	22:00	-	14:00	17:00	18:00	14:00	17:00	17:00	17:00	17:00	-	-	-
Peak	328	39.6	34.9	5.5	-	2	7	15	72	169	87	12	4	-	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Thu 05-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	14	34.9	30.3	5.6	0	0	0	1	2	3	7	1	0	0	0	0
01:00	7	-	28.5	6.5	0	0	0	1	1	3	1	1	0	0	0	0
02:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	27.3	10.4	0	0	0	2	0	0	1	1	0	0	0	0
05:00	12	34.5	28.9	8.5	0	0	1	1	2	3	3	1	1	0	0	0
06:00	38	35.3	26.7	9.6	0	1	6	5	4	8	9	3	1	1	0	0
07:00	83	34	28.4	5.8	0	0	0	6	22	32	17	4	1	1	0	0
08:00	147	33.7	29.6	4.4	0	0	2	0	13	91	34	6	0	1	0	0
09:00	171	33.2	28.6	4.6	0	0	0	9	27	94	34	6	1	0	0	0
10:00	164	33.1	28.6	4.6	0	1	0	4	31	88	35	4	1	0	0	0
11:00	263	32.2	28.1	4.2	0	1	1	1	66	142	49	2	1	0	0	0
12:00	212	32.5	27.7	5.4	0	3	2	11	48	105	36	5	2	0	0	0
13:00	218	30.6	27	4.4	0	1	1	11	65	116	19	5	0	0	0	0
14:00	207	31.4	27.3	4.9	0	2	0	11	60	100	29	4	1	0	0	0
15:00	294	31.4	27.3	4.8	0	4	1	11	82	148	42	6	0	0	0	0
16:00	321	31.1	27.5	4.2	0	1	1	9	92	168	47	2	1	0	0	0
17:00	359	33.3	28.3	5	1	2	6	12	61	181	89	7	0	0	0	0
18:00	273	32.8	28.3	4.6	0	1	3	8	50	150	53	8	0	0	0	0
19:00	213	34.1	29.2	4.8	0	0	2	4	37	105	52	11	2	0	0	0
20:00	149	33.7	28.8	5.4	0	0	3	3	28	72	38	3	0	1	1	0
21:00	80	33	27.6	6	0	1	3	4	16	37	16	2	1	0	0	0
22:00	61	34.1	29.2	4.6	0	0	0	1	12	29	15	4	0	0	0	0
23:00	35	35.5	30.2	5.7	0	0	0	0	7	16	7	4	0	1	0	0
12H,7-19	2712	32.5	28	4.7	1	16	17	93	617	1415	484	59	8	2	0	0
16H,6-22	3192	32.8	28.1	4.9	1	18	31	109	702	1637	599	78	12	4	1	0
18H,6-24	3288	32.9	28.1	4.9	1	18	31	110	721	1682	621	86	12	5	1	0
24H,0-24	3327	32.9	28.1	4.9	1	18	32	115	726	1693	633	90	13	5	1	0
Am	11:00	-	-	-	-	11:00	06:00	09:00	11:00	11:00	11:00	09:00	11:00	08:00	-	-
Peak	263	-	-	-	-	1	6	9	66	142	49	6	1	1	-	-
Pm	17:00	23:00	23:00	21:00	17:00	15:00	17:00	17:00	16:00	17:00	17:00	19:00	19:00	23:00	20:00	-
Peak	359	35.5	30.2	6	1	4	6	12	92	181	89	11	2	1	1	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Fri 06-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	11	30.6	27.6	4.6	0	0	0	1	2	6	2	0	0	0	0	0
01:00	7	-	32.8	4.7	0	0	0	0	0	3	2	2	0	0	0	0
02:00	2	-	33.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
03:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
04:00	3	-	35.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0
05:00	5	-	28.5	8.7	0	0	1	0	0	1	3	0	0	0	0	0
06:00	39	36.5	29.4	8.1	0	1	3	1	5	10	12	6	1	0	0	0
07:00	87	34.7	29.7	5.7	0	0	1	4	10	42	22	4	4	0	0	0
08:00	193	33.3	28.8	4.5	0	1	4	2	25	107	53	1	0	0	0	0
09:00	193	32.2	27.7	4.9	0	1	6	2	46	100	36	1	1	0	0	0
10:00	212	31.6	27.3	5.3	0	2	6	7	55	106	30	4	2	0	0	0
11:00	205	33	28.4	4.9	0	1	1	10	34	113	36	9	1	0	0	0
12:00	225	32.8	28.4	4.3	0	0	1	6	44	124	44	6	0	0	0	0
13:00	275	30.7	26.8	4.7	0	1	4	16	82	138	30	3	1	0	0	0
14:00	268	33	28	5.1	1	2	0	8	71	124	54	6	1	1	0	0
15:00	368	30.8	27.4	4.3	0	0	6	7	103	204	40	7	1	0	0	0
16:00	365	33	28.6	4.5	0	0	6	9	55	208	79	6	2	0	0	0
17:00	348	32.9	28.4	4.8	0	3	3	12	51	200	71	7	0	1	0	0
18:00	294	33.6	29.1	4.7	0	0	3	7	37	169	65	9	3	1	0	0
19:00	208	33.1	28.5	4.9	0	0	4	3	42	109	43	5	1	1	0	0
20:00	163	34.3	29.1	5	0	1	0	5	27	80	38	12	0	0	0	0
21:00	122	34.3	29.2	5.5	0	0	2	5	19	54	35	3	4	0	0	0
22:00	80	33.4	28.9	4.5	0	0	0	2	15	42	18	2	1	0	0	0
23:00	36	33.6	28.6	4.9	0	0	1	0	8	16	10	1	0	0	0	0
12H,7-19	3033	32.7	28.1	4.8	1	11	41	90	613	1635	560	63	16	3	0	0
16H,6-22	3565	32.9	28.3	4.9	1	13	50	104	706	1888	688	89	22	4	0	0
18H,6-24	3681	33	28.3	4.9	1	13	51	106	729	1946	716	92	23	4	0	0
24H,0-24	3711	33	28.3	4.9	1	13	52	107	731	1958	725	97	23	4	0	0
Am	10:00	-	04:00	05:00	-	10:00	10:00	11:00	10:00	11:00	08:00	11:00	07:00	-	-	-
Peak	212	-	35.2	8.7	-	2	6	10	55	113	53	9	4	-	-	-
Pm	15:00	21:00	21:00	21:00	14:00	17:00	16:00	13:00	15:00	16:00	16:00	20:00	21:00	19:00	-	-
Peak	368	34.3	29.2	5.5	1	3	6	16	103	208	79	12	4	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Sat 07-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	38	37.3	31.3	6.1	0	0	1	0	5	12	12	7	1	0	0	0
01:00	14	37	32.8	5.3	0	0	0	0	1	4	6	2	1	0	0	0
02:00	6	-	31	3.1	0	0	0	0	0	3	3	0	0	0	0	0
03:00	6	-	34.3	4	0	0	0	0	0	1	3	2	0	0	0	0
04:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
05:00	10	36	32.5	4.2	0	0	0	0	0	4	4	2	0	0	0	0
06:00	17	37.6	31.7	6.5	0	0	0	0	2	8	3	3	0	1	0	0
07:00	50	33.7	28.8	5.1	0	0	1	4	3	26	15	1	0	0	0	0
08:00	119	33.8	29.2	4.9	0	1	1	2	15	65	30	3	2	0	0	0
09:00	155	31.7	27.7	4.6	0	0	1	5	46	76	22	4	1	0	0	0
10:00	199	31.3	27.7	4.2	0	0	0	7	54	106	28	3	1	0	0	0
11:00	264	31	27	4.5	0	1	2	9	91	122	36	3	0	0	0	0
12:00	291	30.8	27.3	4.3	0	1	2	8	85	156	35	4	0	0	0	0
13:00	243	31.6	27.9	4.2	0	0	2	5	59	135	39	2	1	0	0	0
14:00	262	31.9	27.3	5	0	2	4	11	75	123	41	5	1	0	0	0
15:00	272	31	27.1	5	0	4	1	14	77	135	36	4	0	1	0	0
16:00	296	31.2	27.5	4.7	0	2	1	12	84	151	36	9	1	0	0	0
17:00	287	32.1	27.8	4.9	0	1	3	15	60	155	43	9	1	0	0	0
18:00	208	33.6	28.5	5.2	0	0	2	10	44	97	44	9	1	1	0	0
19:00	167	33.1	27.7	5.5	0	2	4	7	39	75	34	6	0	0	0	0
20:00	137	33.2	27.5	5.6	0	0	4	10	35	55	27	6	0	0	0	0
21:00	112	31.2	27.1	4.7	0	0	3	2	39	50	16	2	0	0	0	0
22:00	67	33.1	28.4	4.6	0	0	0	3	14	34	13	3	0	0	0	0
23:00	47	32.8	27.3	6.6	0	2	1	3	7	24	7	3	0	0	0	0
12H,7-19	2646	31.9	27.6	4.7	0	12	20	102	693	1347	405	56	9	2	0	0
16H,6-22	3079	32.1	27.6	4.8	0	14	31	121	808	1535	485	73	9	3	0	0
18H,6-24	3193	32.2	27.7	4.9	0	16	32	127	829	1593	505	79	9	3	0	0
24H,0-24	3269	32.4	27.8	4.9	0	16	33	127	835	1618	534	92	11	3	0	0
Am	11:00	-	03:00	06:00	-	11:00	11:00	11:00	11:00	11:00	11:00	00:00	08:00	06:00	-	-
Peak	264	-	34.3	6.5	-	1	2	9	91	122	36	7	2	1	-	-
Pm	16:00	18:00	18:00	23:00	-	15:00	20:00	17:00	12:00	12:00	18:00	18:00	18:00	18:00	-	-
Peak	296	33.6	28.5	6.6	-	4	4	15	85	156	44	9	1	1	-	-

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Sun 08-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	29	36.2	31.3	5.8	0	0	0	0	4	12	8	4	0	1	0	0
01:00	8	-	31.6	4.7	0	0	0	0	1	2	4	1	0	0	0	0
02:00	10	37.7	32	6	0	0	0	0	2	2	3	3	0	0	0	0
03:00	7	-	32.1	5.7	0	0	0	0	1	2	2	2	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	6	-	32.7	8.6	0	0	0	1	0	1	2	1	1	0	0	0
06:00	18	40.7	34.9	5	0	0	0	0	0	3	10	2	3	0	0	0
07:00	68	37	29.7	7.2	0	0	4	3	12	17	19	12	1	0	0	0
08:00	85	34.9	29.5	6.2	1	0	3	2	10	31	32	6	0	0	0	0
09:00	165	33.9	28.3	6.1	0	3	7	4	22	82	38	8	1	0	0	0
10:00	194	33.7	28.3	5.5	0	2	5	7	32	94	46	8	0	0	0	0
11:00	212	32.9	27.9	5.3	0	1	9	7	36	109	47	2	1	0	0	0
12:00	257	32	27.5	5.2	0	2	3	7	78	120	39	5	1	2	0	0
13:00	232	33.6	28.2	5.6	0	2	4	10	51	105	48	10	1	1	0	0
14:00	222	32.6	28.2	4.5	0	0	4	4	46	122	39	7	0	0	0	0
15:00	254	31.3	27.2	5.1	0	6	5	5	57	140	40	1	0	0	0	0
16:00	221	32	27.6	4.9	0	2	3	4	64	108	33	6	1	0	0	0
17:00	196	33.5	28.3	5.8	0	3	7	3	29	103	43	5	3	0	0	0
18:00	162	34.9	29.7	6	0	1	2	5	22	72	45	11	3	0	0	1
19:00	135	34.9	29.3	6.1	0	3	2	2	19	62	34	12	0	1	0	0
20:00	115	34.4	29.8	4.6	0	0	0	5	9	59	36	5	1	0	0	0
21:00	68	35.3	30.4	5.2	0	0	1	0	8	32	19	6	2	0	0	0
22:00	31	33.4	28.5	5.3	0	0	1	2	3	16	8	1	0	0	0	0
23:00	33	35	29	6.7	0	0	2	2	5	9	12	3	0	0	0	0
12H,7-19	2268	33.4	28.2	5.5	1	22	56	61	459	1103	469	81	12	3	0	1
16H,6-22	2604	33.7	28.4	5.5	1	25	59	68	495	1259	568	106	18	4	0	1
18H,6-24	2668	33.7	28.4	5.5	1	25	62	72	503	1284	588	110	18	4	0	1
24H,0-24	2729	33.8	28.5	5.6	1	25	62	73	511	1303	608	121	19	5	0	1
Am	11:00	-	06:00	-	08:00	09:00	11:00	11:00	11:00	11:00	11:00	07:00	06:00	00:00	-	-
Peak	212	-	34.9	-	1	3	9	7	36	109	47	12	3	1	-	-
Pm	12:00	21:00	21:00	23:00	-	15:00	17:00	13:00	12:00	15:00	13:00	19:00	18:00	12:00	-	18:00
Peak	257	35.3	30.4	6.7	-	6	7	10	78	140	48	12	3	2	-	1

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Site No: 17550001 Grid Reference: SZ89116,98378

Pagham Road, Bognor Regis (LC 29)

Speed Report-Limit 30 Mph Mon 09-Jun-14 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 =>56
00:00	15	36.4	32.5	4.1	0	0	0	0	0	6	6	3	0	0	0	0
01:00	7	-	30.6	5	0	0	0	0	1	3	2	1	0	0	0	0
02:00	3	-	30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
03:00	3	-	31.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	14	34	29.2	6.3	0	0	0	1	3	5	4	0	1	0	0	0
06:00	36	35.5	28.8	7.6	0	0	3	1	8	10	9	3	2	0	0	0
07:00	69	35.3	30.5	4.9	0	0	0	2	5	34	20	7	1	0	0	0
08:00	156	33.6	28.9	4.9	0	1	5	0	18	86	43	2	1	0	0	0
09:00	178	32.3	27.9	4.4	0	0	2	4	46	90	34	2	0	0	0	0
10:00	166	30.6	27	4.2	0	0	1	12	42	93	17	1	0	0	0	0
11:00	200	30.6	26.2	4.9	0	0	9	9	74	84	22	2	0	0	0	0
12:00	215	31.8	27.7	4.7	0	2	1	8	50	116	33	5	0	0	0	0
13:00	227	31.8	28.1	4.2	0	0	0	6	52	129	36	2	1	1	0	0
14:00	217	31.4	27	5	0	4	0	12	62	103	33	3	0	0	0	0
15:00	282	31.3	27.1	5	0	2	5	9	92	129	38	6	1	0	0	0
16:00	339	30.8	27.1	4.3	0	1	3	14	100	175	45	1	0	0	0	0
17:00	361	31.7	27.4	4.9	0	1	9	14	92	183	52	10	0	0	0	0
18:00	227	33.8	28.6	5.1	0	0	6	4	47	104	56	10	0	0	0	0
19:00	128	33.7	28.7	5	0	0	2	4	24	63	28	6	1	0	0	0
20:00	110	34.4	29.9	5.9	0	1	0	1	14	62	22	7	0	2	0	1
21:00	66	34.8	29.2	5.7	0	0	0	0	20	28	10	6	1	1	0	0
22:00	44	35.1	30.1	5.9	0	0	1	1	5	20	12	3	2	0	0	0
23:00	22	41.3	31.7	8.4	0	0	1	0	4	6	6	1	3	1	0	0
12H,7-19	2637	32	27.6	4.8	0	11	41	94	680	1326	429	51	4	1	0	0
16H,6-22	2977	32.4	27.8	4.9	0	12	46	100	746	1489	498	73	8	4	0	1
18H,6-24	3043	32.5	27.8	5	0	12	48	101	755	1515	516	77	13	5	0	1
24H,0-24	3086	32.6	27.9	5	0	12	48	102	759	1533	531	81	14	5	0	1
Am	11:00	-	00:00	-	-	08:00	11:00	10:00	11:00	10:00	08:00	07:00	06:00	-	-	-
Peak	200	-	32.5	-	-	1	9	12	74	93	43	7	2	-	-	-
Pm	17:00	23:00	23:00	23:00	-	14:00	17:00	17:00	16:00	17:00	18:00	18:00	23:00	20:00	-	20:00
Peak	361	41.3	31.7	8.4	-	4	9	14	100	183	56	10	3	2	-	1

K & M TRAFFIC SURVEYS Created at 12:36:35 on 11 Jun 2014

Appendix 9

Traffic Survey Results – Wider Highway Network

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL P/140/16/OUT

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**
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**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (1) Pagham Road / Nyetimber Lane

Approach: Nyetimber Lane

	Left to Pagham Road (South)								Right to Pagham Road (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	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**
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**

ARUN DISTRICT COUNCIL P/140/16/OUT

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**	**11**	**613**	**3**	**0**	**76**	**11**	**4**	**0**	**0**	**94**
1600 - 1615	0	0	43	5	1	0	0	49	0	0	14	1	0	0	0	15
1615 - 1630	1	0	32	6	0	0	2	41	0	1	8	1	0	0	0	10
1630 - 1645	0	4	31	3	1	0	1	40	0	0	10	0	0	0	0	10
1645 - 1700	0	0	23	4	1	0	0	28	0	0	9	1	0	0	0	10
Hourly Total	**1**	**4**	**129**	**18**	**3**	**0**	**3**	**158**	**0**	**1**	**41**	**3**	**0**	**0**	**0**	**45**
1700 - 1715	0	0	26	5	1	0	1	33	0	0	12	0	0	0	0	12
1715 - 1730	0	1	32	7	1	0	1	42	0	0	14	3	0	0	0	17
1730 - 1745	0	0	41	4	1	1	1	48	0	0	11	2	0	0	0	13
1745 - 1800	0	2	43	4	0	0	0	49	0	0	13	2	0	0	0	15
Hourly Total	**0**	**3**	**142**	**20**	**3**	**1**	**3**	**172**	**0**	**0**	**50**	**7**	**0**	**0**	**0**	**57**
1800 - 1815	0	0	28	5	1	0	1	35	0	0	11	1	0	0	0	12
1815 - 1830	1	0	25	4	1	0	1	32	0	0	8	4	0	0	0	12
1830 - 1845	1	0	30	1	0	0	1	33	0	0	8	3	0	0	0	11
1845 - 1900	3	0	30	1	1	0	0	35	0	0	10	1	0	0	0	11
Hourly Total	**5**	**0**	**113**	**11**	**3**	**0**	**3**	**135**	**0**	**0**	**37**	**9**	**0**	**0**	**0**	**46**
Session Total	**6**	**7**	**384**	**49**	**9**	**1**	**9**	**465**	**0**	**1**	**128**	**19**	**0**	**0**	**0**	**148**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (2) Pagham Road / Hook Lane

Approach: Pagham Road (North)

	Left to Hook 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	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**
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**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (2) Pagham Road / Hook Lane

Approach: Hook Lane

	Left to Pagham Road (South)								Right to Pagham Road (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	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**
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**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (2) Pagham Road / Hook Lane

Approach: Pagham Road (South)

	N/B to Pagham Road (North)								Right to Hook 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	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**
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**

ARUN DISTRICT COUNCIL P/140/16/OUT

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 Sefter 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**
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**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (3) Pagham Road / Sefter Road

Approach: Sefter Road

	Left to Pagham Road (South)								Right to Pagham Road (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	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**
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**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (3) Pagham Road / Sefter Road

Approach: Pagham Road (South)

	N/B to Pagham Road (North)								Right to Sefter Road							
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	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**
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**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (4) Sefter Road / Hook Lane

Approach: Sefter Road (East)

	Left to Hook Lane								W/B to Sefter Road (West)							
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	10	2	0	0	0	12	2	0	39	11	1	0	0	53
0715 - 0730	0	0	14	1	0	0	0	15	0	0	73	13	2	0	0	88
0730 - 0745	1	0	24	8	1	0	0	34	1	2	65	18	1	0	0	87
0745 - 0800	0	0	53	8	1	0	1	63	2	0	70	12	1	0	0	85
Hourly Total	**1**	**0**	**101**	**19**	**2**	**0**	**1**	**124**	**5**	**2**	**247**	**54**	**5**	**0**	**0**	**313**
0800 - 0815	0	1	22	8	0	0	0	31	0	0	62	11	0	0	0	73
0815 - 0830	0	0	24	6	1	0	0	31	0	0	51	7	0	1	0	59
0830 - 0845	0	0	33	5	1	0	0	39	1	0	33	4	4	0	0	42
0845 - 0900	0	0	39	2	1	0	0	42	1	0	42	4	1	0	0	48
Hourly Total	**0**	**1**	**118**	**21**	**3**	**0**	**0**	**143**	**2**	**0**	**188**	**26**	**5**	**1**	**0**	**222**
0900 - 0915	0	0	18	5	1	0	1	25	0	1	38	5	0	0	0	44
0915 - 0930	0	0	17	2	0	0	0	19	0	0	31	5	1	0	0	37
0930 - 0945	1	0	21	3	0	0	0	25	0	0	33	2	0	0	0	35
0945 - 1000	1	0	29	6	0	0	0	36	0	0	28	2	0	0	0	30
Hourly Total	**2**	**0**	**85**	**16**	**1**	**0**	**1**	**105**	**0**	**1**	**130**	**14**	**1**	**0**	**0**	**146**
Session Total	**3**	**1**	**304**	**56**	**6**	**0**	**2**	**372**	**7**	**3**	**565**	**94**	**11**	**1**	**0**	**681**
1600 - 1615	0	0	40	6	1	0	0	47	0	0	32	5	1	0	0	38
1615 - 1630	0	1	33	9	1	0	0	44	0	0	28	9	0	0	0	37
1630 - 1645	0	0	39	4	1	0	0	44	0	0	19	5	0	0	0	24
1645 - 1700	0	0	46	7	2	0	1	56	0	0	16	1	0	0	0	17
Hourly Total	**0**	**1**	**158**	**26**	**5**	**0**	**1**	**191**	**0**	**0**	**95**	**20**	**1**	**0**	**0**	**116**
1700 - 1715	1	0	65	7	1	0	0	74	1	0	24	3	1	0	0	29
1715 - 1730	1	0	61	9	0	0	1	72	0	0	27	7	1	0	1	36
1730 - 1745	1	1	58	10	0	1	0	71	0	0	21	3	1	0	0	25
1745 - 1800	1	0	48	3	0	0	0	52	0	0	26	4	1	0	0	31
Hourly Total	**4**	**1**	**232**	**29**	**1**	**1**	**1**	**269**	**1**	**0**	**98**	**17**	**4**	**0**	**1**	**121**
1800 - 1815	0	0	38	7	0	0	0	45	1	0	32	4	0	1	0	38
1815 - 1830	1	0	38	7	0	0	0	46	0	0	13	0	0	0	0	13
1830 - 1845	0	0	38	5	0	0	0	43	0	0	23	4	1	0	0	28
1845 - 1900	0	0	28	7	0	0	0	35	0	0	30	3	1	0	0	34
Hourly Total	**1**	**0**	**142**	**26**	**0**	**0**	**0**	**169**	**1**	**0**	**98**	**11**	**2**	**1**	**0**	**113**
Session Total	**5**	**2**	**532**	**81**	**6**	**1**	**2**	**629**	**2**	**0**	**291**	**48**	**7**	**1**	**1**	**350**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (4) Sefter Road / Hook Lane

Approach: Hook Lane

	Left to Sefter Road (West)								Right to Sefter Road (East)							
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	2	0	0	0	0	2	0	1	13	5	1	0	0	20
0715 - 0730	0	0	0	0	1	0	0	1	0	0	25	3	1	0	0	29
0730 - 0745	1	0	1	1	0	0	0	3	1	0	16	3	1	0	0	21
0745 - 0800	1	0	0	0	0	0	0	1	0	0	23	5	0	0	0	28
Hourly Total	**2**	**0**	**3**	**1**	**1**	**0**	**0**	**7**	**1**	**1**	**77**	**16**	**3**	**0**	**0**	**98**
0800 - 0815	0	0	4	0	0	0	0	4	0	0	42	5	0	0	0	47
0815 - 0830	0	0	0	0	0	0	0	0	1	0	29	8	0	0	0	38
0830 - 0845	0	0	4	0	0	0	0	4	0	0	34	1	2	0	0	37
0845 - 0900	0	0	8	0	0	0	0	8	0	0	42	5	0	0	0	47
Hourly Total	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**	**1**	**0**	**147**	**19**	**2**	**0**	**0**	**169**
0900 - 0915	0	0	16	2	0	0	0	18	0	0	41	2	0	1	0	44
0915 - 0930	0	0	1	0	0	0	0	1	0	0	27	4	1	0	0	32
0930 - 0945	0	0	1	0	0	0	0	1	0	0	32	2	0	0	0	34
0945 - 1000	0	0	1	0	0	0	0	1	0	0	19	3	0	0	0	22
Hourly Total	**0**	**0**	**19**	**2**	**0**	**0**	**0**	**21**	**0**	**0**	**119**	**11**	**1**	**1**	**0**	**132**
Session Total	**2**	**0**	**38**	**3**	**1**	**0**	**0**	**44**	**2**	**1**	**343**	**46**	**6**	**1**	**0**	**399**
1600 - 1615	0	0	2	1	0	0	0	3	1	0	22	3	1	0	0	27
1615 - 1630	0	0	1	0	0	0	0	1	0	0	19	2	0	0	0	21
1630 - 1645	0	0	1	0	0	0	0	1	0	0	17	4	0	0	0	21
1645 - 1700	0	0	1	0	1	0	0	2	0	0	21	2	0	0	0	23
Hourly Total	**0**	**0**	**5**	**1**	**1**	**0**	**0**	**7**	**1**	**0**	**79**	**11**	**1**	**0**	**0**	**92**
1700 - 1715	0	0	2	0	0	0	0	2	1	0	28	5	1	0	0	35
1715 - 1730	0	0	0	0	0	0	0	0	0	0	22	5	1	0	0	28
1730 - 1745	0	0	1	0	0	0	0	1	1	0	31	2	1	0	0	35
1745 - 1800	0	0	1	0	0	0	0	1	0	1	31	3	0	0	0	35
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**2**	**1**	**112**	**15**	**3**	**0**	**0**	**133**
1800 - 1815	0	0	3	0	0	0	0	3	0	0	25	7	1	0	0	33
1815 - 1830	0	0	3	0	0	0	0	3	0	0	12	3	1	0	0	16
1830 - 1845	0	0	4	0	0	0	0	4	1	0	17	0	0	0	0	18
1845 - 1900	4	0	5	0	0	0	0	9	0	0	13	1	0	0	0	14
Hourly Total	**4**	**0**	**15**	**0**	**0**	**0**	**0**	**19**	**1**	**0**	**67**	**11**	**2**	**0**	**0**	**81**
Session Total	**4**	**0**	**24**	**1**	**1**	**0**	**0**	**30**	**4**	**1**	**258**	**37**	**6**	**0**	**0**	**306**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (4) Sefter Road / Hook Lane

Approach: Sefter Road (West)

	E/B to Sefter Road (East)								Right to Hook Lane							
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	1	1	0	0	5	0	0	0	1	0	0	0	1
0715 - 0730	0	0	6	2	2	0	0	10	0	0	0	0	0	0	0	0
0730 - 0745	0	0	11	5	1	0	0	17	0	0	1	0	0	0	0	1
0745 - 0800	0	0	16	8	0	0	0	24	0	0	0	0	0	1	0	1
Hourly Total	**0**	**0**	**36**	**16**	**4**	**0**	**0**	**56**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**3**
0800 - 0815	0	0	11	2	0	0	0	13	0	0	2	0	0	0	0	2
0815 - 0830	0	0	22	7	1	0	0	30	0	0	2	0	0	0	0	2
0830 - 0845	0	0	15	1	1	0	0	17	0	0	0	0	1	0	0	1
0845 - 0900	1	0	22	5	0	0	0	28	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**70**	**15**	**2**	**0**	**0**	**88**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**6**
0900 - 0915	1	0	19	7	1	0	0	28	0	0	1	0	0	0	0	1
0915 - 0930	0	1	18	3	1	0	0	23	0	0	1	0	0	0	0	1
0930 - 0945	0	0	15	1	1	1	0	18	0	0	3	1	0	0	0	4
0945 - 1000	0	0	15	5	1	0	0	21	0	0	1	0	0	0	0	1
Hourly Total	**1**	**1**	**67**	**16**	**4**	**1**	**0**	**90**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**
Session Total	**2**	**1**	**173**	**47**	**10**	**1**	**0**	**234**	**0**	**0**	**12**	**2**	**1**	**1**	**0**	**16**
1600 - 1615	1	0	31	5	1	0	0	38	0	0	3	1	0	0	0	4
1615 - 1630	1	0	48	7	1	0	0	57	0	0	12	2	0	0	0	14
1630 - 1645	0	0	41	5	0	0	0	46	0	0	7	1	0	0	0	8
1645 - 1700	2	0	46	8	0	0	0	56	0	0	3	2	0	0	0	5
Hourly Total	**4**	**0**	**166**	**25**	**2**	**0**	**0**	**197**	**0**	**0**	**25**	**6**	**0**	**0**	**0**	**31**
1700 - 1715	1	1	59	11	0	0	0	72	0	0	7	1	0	0	0	8
1715 - 1730	4	0	50	7	2	0	0	63	0	0	8	2	1	0	0	11
1730 - 1745	2	0	62	3	1	0	0	68	0	0	6	0	0	0	0	6
1745 - 1800	2	1	63	7	0	0	0	73	0	0	5	1	0	0	0	6
Hourly Total	**9**	**2**	**234**	**28**	**3**	**0**	**0**	**276**	**0**	**0**	**26**	**4**	**1**	**0**	**0**	**31**
1800 - 1815	9	2	60	7	0	0	0	78	0	0	5	0	0	0	0	5
1815 - 1830	5	0	45	6	0	0	0	56	0	0	7	1	0	0	0	8
1830 - 1845	13	0	40	5	1	0	0	59	0	0	5	1	0	0	0	6
1845 - 1900	3	0	38	5	1	0	0	47	0	0	9	1	1	0	0	11
Hourly Total	**30**	**2**	**183**	**23**	**2**	**0**	**0**	**240**	**0**	**0**	**26**	**3**	**1**	**0**	**0**	**30**
Session Total	**43**	**4**	**583**	**76**	**7**	**0**	**0**	**713**	**0**	**0**	**77**	**13**	**2**	**0**	**0**	**92**

ARUN DISTRICT COUNCIL P/140/16/OUT

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

	Left to Gossamer Lane								S/B to Nyetimber Lane								Right to Grosvenor Gardens							
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	0	0	0	0	0	0	0	0	0	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	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	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	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**	**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	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	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	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	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**	**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	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	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	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	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**	**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**	**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	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	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	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	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**	**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	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	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	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	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**	**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	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	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	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	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**	**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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

ARUN DISTRICT COUNCIL P/140/16/OUT

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**

ARUN DISTRICT COUNCIL P/140/16/OUT

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: Nyetimber Lane

	Left to Grosvenor Gardens								N/B to Rose Green Road								Right to Gossamer Lane							
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	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**

ARUN DISTRICT COUNCIL P/140/16/OUT

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

	Left to Rose Green Road								E/B to Gossamer Lane								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	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**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Aldwick Road

	Left to Aldwick Street								S/B to Barrack Lane								Right to Gossamer Lane							
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	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	2	0	0	6	1	1	0	0	8
0715 - 0730	0	0	3	1	1	0	0	5	0	0	1	5	1	0	0	7	0	0	17	3	0	0	1	21
0730 - 0745	1	0	4	4	0	0	0	9	1	0	6	0	0	0	0	7	0	2	27	3	2	0	1	35
0745 - 0800	0	0	1	1	0	1	0	3	2	0	9	4	0	1	0	16	0	0	22	8	1	0	2	33
Hourly Total	**1**	**0**	**9**	**6**	**1**	**1**	**0**	**18**	**3**	**0**	**17**	**9**	**2**	**1**	**0**	**32**	**0**	**2**	**72**	**15**	**4**	**0**	**4**	**97**
0800 - 0815	0	0	3	0	0	0	0	3	0	0	13	2	4	0	0	19	1	0	29	6	0	0	0	36
0815 - 0830	0	0	7	0	0	0	0	7	0	0	7	1	0	0	0	8	0	0	40	5	2	0	1	48
0830 - 0845	1	0	8	3	1	0	0	13	0	0	12	3	2	0	0	17	0	0	40	3	3	0	0	46
0845 - 0900	0	0	8	1	0	0	0	9	0	0	13	2	1	0	0	16	0	0	39	3	0	0	1	43
Hourly Total	**1**	**0**	**26**	**4**	**1**	**0**	**0**	**32**	**0**	**0**	**45**	**8**	**7**	**0**	**0**	**60**	**1**	**0**	**148**	**17**	**5**	**0**	**2**	**173**
0900 - 0915	0	0	5	2	0	0	0	7	0	0	13	4	1	1	0	19	0	0	28	11	2	0	1	42
0915 - 0930	0	0	9	0	0	0	0	9	0	0	11	7	0	0	0	18	0	0	28	6	1	0	1	36
0930 - 0945	0	0	9	3	0	0	0	12	0	0	12	5	0	0	0	17	0	1	33	2	0	0	0	36
0945 - 1000	0	0	10	0	1	0	0	11	0	0	10	1	1	0	0	12	2	0	26	6	0	0	2	36
Hourly Total	**0**	**0**	**33**	**5**	**1**	**0**	**0**	**39**	**0**	**0**	**46**	**17**	**2**	**1**	**0**	**66**	**2**	**1**	**115**	**25**	**3**	**0**	**4**	**150**
Session Total	**2**	**0**	**68**	**15**	**3**	**1**	**0**	**89**	**3**	**0**	**108**	**34**	**11**	**2**	**0**	**158**	**3**	**3**	**335**	**57**	**12**	**0**	**10**	**420**
1600 - 1615	0	0	5	1	0	0	0	6	0	0	25	2	1	0	0	28	0	0	54	2	2	0	3	61
1615 - 1630	0	0	3	0	0	0	0	3	0	0	21	1	0	0	0	22	0	0	29	3	0	0	1	33
1630 - 1645	0	0	8	2	0	0	0	10	0	0	24	6	0	0	0	30	0	1	49	10	2	0	0	62
1645 - 1700	0	0	4	1	2	0	0	7	0	0	19	4	0	0	0	23	0	0	47	12	0	0	1	60
Hourly Total	**0**	**0**	**20**	**4**	**2**	**0**	**0**	**26**	**0**	**0**	**89**	**13**	**1**	**0**	**0**	**103**	**0**	**1**	**179**	**27**	**4**	**0**	**5**	**216**
1700 - 1715	0	0	11	2	0	0	0	13	0	0	24	1	1	0	0	26	1	1	39	6	1	0	1	49
1715 - 1730	0	0	9	1	0	0	0	10	1	0	19	2	0	0	0	22	0	0	45	5	2	0	1	53
1730 - 1745	0	0	4	1	0	0	0	5	0	0	15	6	0	0	0	21	2	1	58	9	2	0	0	72
1745 - 1800	0	0	5	1	0	0	0	6	0	0	21	3	0	0	0	24	0	0	44	5	0	0	1	50
Hourly Total	**0**	**0**	**29**	**5**	**0**	**0**	**0**	**34**	**1**	**0**	**79**	**12**	**1**	**0**	**0**	**93**	**3**	**2**	**186**	**25**	**5**	**0**	**3**	**224**
1800 - 1815	0	0	7	4	0	0	0	11	1	1	18	4	0	0	0	24	0	0	38	5	0	0	1	44
1815 - 1830	0	0	8	1	0	0	0	9	0	0	20	1	1	0	0	22	1	0	29	6	0	0	1	37
1830 - 1845	0	1	8	1	0	0	0	10	0	0	15	3	1	0	0	19	2	0	38	4	0	0	0	44
1845 - 1900	0	0	8	0	0	0	0	8	1	0	10	1	0	0	0	12	0	0	43	3	0	0	0	46
Hourly Total	**0**	**1**	**31**	**6**	**0**	**0**	**0**	**38**	**2**	**1**	**63**	**9**	**2**	**0**	**0**	**77**	**3**	**0**	**148**	**18**	**0**	**0**	**2**	**171**
Session Total	**0**	**1**	**80**	**15**	**2**	**0**	**0**	**98**	**3**	**1**	**231**	**34**	**4**	**0**	**0**	**273**	**6**	**3**	**513**	**70**	**9**	**0**	**10**	**611**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Aldwick Street

	Left to Barrack Lane								W/B to Gossamer Lane								Right to Aldwick 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	0	0	2	1	1	0	0	4	1	0	18	6	0	0	0	25	0	0	4	3	0	0	0	7
0715 - 0730	0	0	4	0	0	0	0	4	2	0	33	7	0	0	0	42	0	0	4	1	0	0	0	5
0730 - 0745	0	0	2	2	0	0	0	4	2	1	33	6	0	0	0	42	0	0	4	0	0	0	0	4
0745 - 0800	0	0	10	2	0	0	0	12	1	0	29	11	0	1	0	42	0	0	5	1	0	0	0	6
Hourly Total	**0**	**0**	**18**	**5**	**1**	**0**	**0**	**24**	**6**	**1**	**113**	**30**	**0**	**1**	**0**	**151**	**0**	**0**	**17**	**5**	**0**	**0**	**0**	**22**
0800 - 0815	0	0	5	4	0	0	0	9	0	1	45	10	2	0	0	58	0	0	13	1	2	1	0	17
0815 - 0830	0	0	3	3	2	0	0	8	0	0	28	5	2	0	0	35	0	0	7	0	0	0	0	7
0830 - 0845	0	0	5	2	0	0	0	7	0	0	40	9	2	0	0	51	0	0	14	1	0	0	0	15
0845 - 0900	0	0	6	1	0	0	0	7	1	0	36	3	0	0	1	41	0	0	9	2	0	0	1	12
Hourly Total	**0**	**0**	**19**	**10**	**2**	**0**	**0**	**31**	**1**	**1**	**149**	**27**	**6**	**0**	**1**	**185**	**0**	**0**	**43**	**4**	**2**	**1**	**1**	**51**
0900 - 0915	2	0	9	1	0	0	0	12	0	0	37	6	0	0	0	43	0	0	2	0	0	0	0	2
0915 - 0930	0	0	6	1	0	0	0	7	0	0	39	4	0	0	0	43	1	0	8	1	0	0	0	10
0930 - 0945	0	0	8	3	0	0	0	11	0	0	34	2	0	0	0	36	0	0	17	1	1	0	0	19
0945 - 1000	1	0	15	3	0	0	0	19	0	0	37	5	0	0	0	42	0	0	7	1	0	0	0	8
Hourly Total	**3**	**0**	**38**	**8**	**0**	**0**	**0**	**49**	**0**	**0**	**147**	**17**	**0**	**0**	**0**	**164**	**1**	**0**	**34**	**3**	**1**	**0**	**0**	**39**
Session Total	**3**	**0**	**75**	**23**	**3**	**0**	**0**	**104**	**7**	**2**	**409**	**74**	**6**	**1**	**1**	**500**	**1**	**0**	**94**	**12**	**3**	**1**	**1**	**112**
1600 - 1615	1	0	6	2	0	0	0	9	3	1	52	7	2	0	0	65	0	0	11	1	0	0	0	12
1615 - 1630	0	0	9	1	0	0	0	10	0	1	50	9	1	0	0	61	0	0	10	2	0	0	0	12
1630 - 1645	0	0	13	0	0	0	1	14	1	0	59	7	0	0	0	67	1	0	3	2	0	0	0	6
1645 - 1700	0	0	11	0	0	0	0	11	0	0	52	8	0	0	0	60	0	2	9	2	0	0	0	13
Hourly Total	**1**	**0**	**39**	**3**	**0**	**0**	**1**	**44**	**4**	**2**	**213**	**31**	**3**	**0**	**0**	**253**	**1**	**2**	**33**	**7**	**0**	**0**	**0**	**43**
1700 - 1715	1	0	17	4	1	0	0	23	3	0	76	9	1	0	0	89	0	0	12	2	1	0	0	15
1715 - 1730	1	0	10	1	0	0	0	12	0	2	77	14	3	0	0	96	0	0	12	0	0	0	1	13
1730 - 1745	0	0	6	2	0	0	0	8	2	2	59	9	1	0	0	73	0	0	5	4	0	0	0	9
1745 - 1800	1	0	7	1	1	0	0	10	2	0	44	9	0	1	0	56	0	0	5	1	0	0	0	6
Hourly Total	**3**	**0**	**40**	**8**	**2**	**0**	**0**	**53**	**7**	**4**	**256**	**41**	**5**	**1**	**0**	**314**	**0**	**0**	**34**	**7**	**1**	**0**	**1**	**43**
1800 - 1815	0	0	9	2	1	0	0	12	1	0	39	5	0	0	0	45	0	0	4	0	1	0	0	5
1815 - 1830	0	0	7	3	0	0	0	10	5	1	45	8	1	0	0	60	0	0	3	2	0	0	0	5
1830 - 1845	0	0	7	1	0	0	0	8	0	0	33	4	0	0	0	37	0	0	4	0	0	0	0	4
1845 - 1900	1	0	12	0	0	0	0	13	5	0	52	2	2	0	0	61	0	0	4	0	0	0	0	4
Hourly Total	**1**	**0**	**35**	**6**	**1**	**0**	**0**	**43**	**11**	**1**	**169**	**19**	**3**	**0**	**0**	**203**	**0**	**0**	**15**	**2**	**1**	**0**	**0**	**18**
Session Total	**5**	**0**	**114**	**17**	**3**	**0**	**1**	**140**	**22**	**7**	**638**	**91**	**11**	**1**	**0**	**770**	**1**	**2**	**82**	**16**	**2**	**0**	**1**	**104**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Barrack Lane

	Left to Gossamer Lane								N/B to Aldwick Road								Right to Aldwick Street							
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	0	0	4	0	2	0	0	6	1	0	2	0	1	0	0	4	0	0	2	1	0	0	0	3
0715 - 0730	0	0	9	1	0	0	0	10	2	0	7	1	0	0	0	10	0	0	6	0	0	0	0	6
0730 - 0745	0	0	11	1	0	0	0	12	1	0	8	2	0	0	0	11	0	0	12	1	0	0	0	13
0745 - 0800	0	0	13	2	1	0	0	16	1	0	23	2	2	0	0	28	1	0	17	0	0	0	0	18
Hourly Total	**0**	**0**	**37**	**4**	**3**	**0**	**0**	**44**	**5**	**0**	**40**	**5**	**3**	**0**	**0**	**53**	**1**	**0**	**37**	**2**	**0**	**0**	**0**	**40**
0800 - 0815	0	0	5	0	0	0	0	5	1	0	30	4	1	0	0	36	0	0	8	1	0	0	0	9
0815 - 0830	1	0	12	0	1	0	0	14	0	0	13	2	1	1	0	17	0	0	14	1	0	0	0	15
0830 - 0845	0	0	7	1	1	0	0	9	0	0	13	1	0	0	0	14	0	0	11	1	0	0	0	12
0845 - 0900	0	0	10	1	0	0	0	11	0	0	35	2	0	0	0	37	0	0	8	0	0	0	0	8
Hourly Total	**1**	**0**	**34**	**2**	**2**	**0**	**0**	**39**	**1**	**0**	**91**	**9**	**2**	**1**	**0**	**104**	**0**	**0**	**41**	**3**	**0**	**0**	**0**	**44**
0900 - 0915	1	0	6	0	0	0	0	7	0	0	14	1	0	0	0	15	0	0	15	2	0	0	0	17
0915 - 0930	0	0	10	0	0	0	0	10	0	0	25	2	0	0	0	27	0	0	8	0	0	0	0	8
0930 - 0945	0	0	9	0	1	0	0	10	0	0	16	2	2	1	0	21	0	0	15	1	0	0	0	16
0945 - 1000	0	0	7	1	0	0	0	8	0	0	26	1	0	0	0	27	0	1	11	2	0	0	0	14
Hourly Total	**1**	**0**	**32**	**1**	**1**	**0**	**0**	**35**	**0**	**0**	**81**	**6**	**2**	**1**	**0**	**90**	**0**	**1**	**49**	**5**	**0**	**0**	**0**	**55**
Session Total	**2**	**0**	**103**	**7**	**6**	**0**	**0**	**118**	**6**	**0**	**212**	**20**	**7**	**2**	**0**	**247**	**1**	**1**	**127**	**10**	**0**	**0**	**0**	**139**
1600 - 1615	0	0	12	2	1	0	0	15	2	1	23	4	1	0	0	31	0	0	7	0	0	0	0	7
1615 - 1630	2	0	7	0	0	0	0	9	0	0	16	5	2	0	0	23	1	0	8	1	0	0	0	10
1630 - 1645	0	0	4	2	0	0	0	6	0	0	19	3	0	0	0	22	0	0	6	2	1	0	0	9
1645 - 1700	0	0	8	0	0	0	0	8	0	0	13	4	0	0	0	17	0	0	6	2	0	0	0	8
Hourly Total	**2**	**0**	**31**	**4**	**1**	**0**	**0**	**38**	**2**	**1**	**71**	**16**	**3**	**0**	**0**	**93**	**1**	**0**	**27**	**5**	**1**	**0**	**0**	**34**
1700 - 1715	0	0	8	1	0	0	0	9	0	0	21	6	1	0	0	28	0	0	11	1	0	0	0	12
1715 - 1730	0	0	4	2	0	0	0	6	0	0	8	2	2	0	0	12	0	0	5	1	0	0	0	6
1730 - 1745	0	0	3	1	0	0	0	4	2	1	8	2	1	0	0	14	0	0	2	1	0	0	0	3
1745 - 1800	0	0	5	0	0	0	0	5	1	0	13	0	0	0	0	14	0	0	4	1	0	0	0	5
Hourly Total	**0**	**0**	**20**	**4**	**0**	**0**	**0**	**24**	**3**	**1**	**50**	**10**	**4**	**0**	**0**	**68**	**0**	**0**	**22**	**4**	**0**	**0**	**0**	**26**
1800 - 1815	0	0	5	0	0	0	0	5	1	0	6	1	0	0	0	8	0	0	8	1	0	0	0	9
1815 - 1830	0	1	10	1	0	0	0	12	1	0	11	4	0	0	0	16	0	0	5	0	1	0	0	6
1830 - 1845	0	0	3	1	1	0	0	5	0	0	13	1	0	0	0	14	0	0	11	0	1	0	0	12
1845 - 1900	0	0	7	0	0	0	0	7	0	0	11	4	0	0	0	15	0	0	7	1	0	0	0	8
Hourly Total	**0**	**1**	**25**	**2**	**1**	**0**	**0**	**29**	**2**	**0**	**41**	**10**	**0**	**0**	**0**	**53**	**0**	**0**	**31**	**2**	**2**	**0**	**0**	**35**
Session Total	**2**	**1**	**76**	**10**	**2**	**0**	**0**	**91**	**7**	**2**	**162**	**36**	**7**	**0**	**0**	**214**	**1**	**0**	**80**	**11**	**3**	**0**	**0**	**95**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (6) Aldwick Road / Aldwick Street / Barrack Lane / Gossamer Lane

Approach: Gossamer Lane

	Left to Aldwick Road								E/B to Aldwick Street								Right to Barrack Lane							
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	0	0	8	2	0	0	1	11	2	1	18	3	0	0	0	24	0	0	0	0	0	0	0	0
0715 - 0730	0	0	12	1	1	0	1	15	0	0	19	9	1	0	0	29	0	0	0	0	0	0	0	0
0730 - 0745	2	1	21	2	1	0	1	28	1	0	27	8	0	0	1	37	0	0	1	1	0	0	0	2
0745 - 0800	1	0	26	5	0	0	0	32	0	1	48	11	3	0	0	63	0	0	4	1	0	0	0	5
Hourly Total	**3**	**1**	**67**	**10**	**2**	**0**	**3**	**86**	**3**	**2**	**112**	**31**	**4**	**0**	**1**	**153**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**
0800 - 0815	1	0	48	5	0	0	1	55	0	0	49	6	0	0	1	56	0	1	4	2	0	0	0	7
0815 - 0830	1	0	30	6	0	0	0	37	1	0	57	6	0	0	0	64	0	0	4	2	0	0	0	6
0830 - 0845	0	1	35	5	1	0	1	43	3	0	77	3	1	0	0	84	0	0	7	1	1	0	0	9
0845 - 0900	0	0	38	4	1	0	1	44	0	0	60	8	0	0	0	68	0	0	6	1	0	0	0	7
Hourly Total	**2**	**1**	**151**	**20**	**2**	**0**	**3**	**179**	**4**	**0**	**243**	**23**	**1**	**0**	**1**	**272**	**0**	**1**	**21**	**6**	**1**	**0**	**0**	**29**
0900 - 0915	0	0	38	8	2	0	1	49	0	1	68	7	0	0	1	77	0	0	8	0	0	0	0	8
0915 - 0930	0	0	22	4	1	0	0	27	2	0	43	2	0	0	0	47	0	0	4	0	1	0	0	5
0930 - 0945	0	0	31	4	4	0	1	40	0	0	48	3	0	0	0	51	0	0	6	0	1	0	0	7
0945 - 1000	0	0	40	4	0	0	1	45	1	2	38	7	0	0	0	48	1	0	8	0	0	0	0	9
Hourly Total	**0**	**0**	**131**	**20**	**7**	**0**	**3**	**161**	**3**	**3**	**197**	**19**	**0**	**0**	**1**	**223**	**1**	**0**	**26**	**0**	**2**	**0**	**0**	**29**
Session Total	**5**	**2**	**349**	**50**	**11**	**0**	**9**	**426**	**10**	**5**	**552**	**73**	**5**	**0**	**3**	**648**	**1**	**1**	**52**	**8**	**3**	**0**	**0**	**65**
1600 - 1615	0	0	26	3	2	0	1	32	1	0	58	3	0	0	0	62	0	0	6	0	0	0	0	6
1615 - 1630	0	0	22	1	1	0	0	24	2	0	43	7	0	0	0	52	1	0	11	1	0	0	0	13
1630 - 1645	0	0	23	5	1	0	1	30	0	1	48	9	0	0	0	58	0	0	4	1	0	0	0	5
1645 - 1700	0	1	20	2	0	0	1	24	2	0	47	5	1	0	1	56	0	0	11	0	0	0	0	11
Hourly Total	**0**	**1**	**91**	**11**	**4**	**0**	**3**	**110**	**5**	**1**	**196**	**24**	**1**	**0**	**1**	**228**	**1**	**0**	**32**	**2**	**0**	**0**	**0**	**35**
1700 - 1715	0	2	30	3	1	0	1	37	2	0	41	8	0	0	0	51	0	0	6	1	0	0	0	7
1715 - 1730	1	0	21	7	0	0	1	30	0	0	46	8	0	0	1	55	0	0	5	0	0	0	0	5
1730 - 1745	2	0	30	3	0	0	0	35	3	0	51	2	1	0	0	57	0	0	14	1	0	0	0	15
1745 - 1800	2	1	27	8	1	0	1	40	1	1	52	7	1	0	0	62	0	0	10	0	0	0	0	10
Hourly Total	**5**	**3**	**108**	**21**	**2**	**0**	**3**	**142**	**6**	**1**	**190**	**25**	**2**	**0**	**1**	**225**	**0**	**0**	**35**	**2**	**0**	**0**	**0**	**37**
1800 - 1815	2	1	32	3	1	0	1	40	2	2	48	4	0	0	0	56	0	0	9	2	0	0	0	11
1815 - 1830	2	0	26	1	0	0	0	29	2	0	46	3	0	0	0	51	0	0	7	0	0	0	0	7
1830 - 1845	0	0	22	2	0	0	1	25	8	1	42	5	1	0	0	57	0	0	10	2	0	0	0	12
1845 - 1900	1	0	31	0	0	0	1	33	6	0	37	2	1	0	0	46	0	0	4	1	0	0	0	5
Hourly Total	**5**	**1**	**111**	**6**	**1**	**0**	**3**	**127**	**18**	**3**	**173**	**14**	**2**	**0**	**0**	**210**	**0**	**0**	**30**	**5**	**0**	**0**	**0**	**35**
Session Total	**10**	**5**	**310**	**38**	**7**	**0**	**9**	**379**	**29**	**5**	**559**	**63**	**5**	**0**	**2**	**663**	**1**	**0**	**97**	**9**	**0**	**0**	**0**	**107**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Felds

Approach: Lower Bognor Road

	Left to Aldwick Road (East)								S/B to Aldwick Felds								Right to Aldwick Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	6	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
0715 - 0730	0	0	21	3	0	0	0	24	0	0	1	0	0	0	0	1	0	0	3	4	1	0	0	8
0730 - 0745	0	0	27	7	1	1	0	36	0	0	1	0	0	0	0	1	0	0	9	2	0	0	0	11
0745 - 0800	1	0	30	7	1	0	0	39	0	0	0	0	1	0	0	1	0	0	8	5	2	1	1	17
Hourly Total	**1**	**0**	**84**	**19**	**3**	**1**	**0**	**108**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**24**	**11**	**3**	**1**	**1**	**40**
0800 - 0815	0	0	18	3	0	0	0	21	0	0	1	1	0	0	0	2	0	0	9	1	0	0	0	10
0815 - 0830	1	0	36	8	3	0	0	48	0	0	0	0	0	0	0	0	0	0	10	5	2	0	0	17
0830 - 0845	0	0	34	4	0	0	0	38	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	24
0845 - 0900	0	0	24	2	2	0	0	28	0	0	1	0	0	0	0	1	0	0	20	5	0	0	0	25
Hourly Total	**1**	**0**	**112**	**17**	**5**	**0**	**0**	**135**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**60**	**13**	**3**	**0**	**0**	**76**
0900 - 0915	0	0	24	7	1	0	0	32	0	0	2	0	0	0	0	2	0	0	16	2	0	0	0	18
0915 - 0930	3	0	27	8	0	0	0	38	0	0	7	0	0	0	0	7	0	0	19	5	0	0	0	24
0930 - 0945	0	0	39	8	2	0	0	49	0	0	2	0	0	0	0	2	0	1	19	6	0	0	0	26
0945 - 1000	0	0	24	6	3	1	0	34	0	0	4	0	0	0	0	4	1	0	11	3	2	0	0	17
Hourly Total	**3**	**0**	**114**	**29**	**6**	**1**	**0**	**153**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**1**	**1**	**65**	**16**	**2**	**0**	**0**	**85**
Session Total	**5**	**0**	**310**	**65**	**14**	**2**	**0**	**396**	**0**	**0**	**19**	**1**	**1**	**0**	**0**	**21**	**1**	**1**	**149**	**40**	**6**	**1**	**1**	**201**
1600 - 1615	1	0	31	13	0	0	0	45	0	0	2	0	0	0	0	2	0	0	35	6	1	0	0	42
1615 - 1630	2	1	47	14	1	0	0	65	0	0	10	3	0	0	0	13	0	0	18	2	0	0	0	20
1630 - 1645	4	0	43	13	0	0	0	60	0	0	8	0	0	0	0	8	0	0	33	8	2	0	0	43
1645 - 1700	0	2	49	9	0	0	0	60	0	0	3	1	0	0	0	4	0	0	30	8	1	0	0	39
Hourly Total	**7**	**3**	**170**	**49**	**1**	**0**	**0**	**230**	**0**	**0**	**23**	**4**	**0**	**0**	**0**	**27**	**0**	**0**	**116**	**24**	**4**	**0**	**0**	**144**
1700 - 1715	1	2	45	13	0	0	0	61	0	0	9	0	0	0	0	9	1	0	32	5	1	0	0	39
1715 - 1730	0	0	66	11	1	1	0	79	0	0	7	2	0	0	0	9	0	0	30	4	0	0	0	34
1730 - 1745	0	0	51	6	2	0	0	59	0	0	5	3	0	0	0	8	0	1	31	4	0	0	0	36
1745 - 1800	1	0	45	6	0	0	0	52	0	0	4	0	0	0	0	4	0	0	30	2	0	0	0	32
Hourly Total	**2**	**2**	**207**	**36**	**3**	**1**	**0**	**251**	**0**	**0**	**25**	**5**	**0**	**0**	**0**	**30**	**1**	**1**	**123**	**15**	**1**	**0**	**0**	**141**
1800 - 1815	2	1	39	8	0	0	0	50	0	0	4	0	0	0	0	4	0	0	25	5	0	0	0	30
1815 - 1830	0	0	54	4	0	0	0	58	0	0	5	0	0	0	0	5	0	0	25	9	0	0	0	34
1830 - 1845	0	0	24	3	1	0	0	28	0	0	0	0	0	0	0	0	0	1	23	3	0	0	0	27
1845 - 1900	1	0	19	3	0	0	0	23	0	0	4	0	0	0	0	4	1	0	13	3	0	0	0	17
Hourly Total	**3**	**1**	**136**	**18**	**1**	**0**	**0**	**159**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**1**	**1**	**86**	**20**	**0**	**0**	**0**	**108**
Session Total	**12**	**6**	**513**	**103**	**5**	**1**	**0**	**640**	**0**	**0**	**61**	**9**	**0**	**0**	**0**	**70**	**2**	**2**	**325**	**59**	**5**	**0**	**0**	**393**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Felds

Approach: Aldwick Road (East)

	Left to Aldwick Felds								W/B to Aldwick Road (West)								Right to Lower Bognor 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	0	0	0	0	0	0	0	0	0	0	8	3	2	1	1	15	1	0	37	5	0	0	0	43
0715 - 0730	0	0	0	0	0	0	0	0	0	0	15	5	0	0	1	21	0	1	31	9	0	0	0	41
0730 - 0745	0	0	0	0	0	0	0	0	1	3	23	4	2	0	1	34	0	0	30	17	1	0	0	48
0745 - 0800	0	0	1	0	0	0	0	1	1	0	30	8	1	2	2	44	1	0	31	5	2	0	0	39
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**3**	**76**	**20**	**5**	**3**	**5**	**114**	**2**	**1**	**129**	**36**	**3**	**0**	**0**	**171**
0800 - 0815	0	0	0	0	0	0	0	0	1	0	36	5	2	0	0	44	1	0	37	4	1	0	0	43
0815 - 0830	0	0	4	0	0	0	0	4	1	0	41	1	0	0	1	44	0	0	26	4	1	0	0	31
0830 - 0845	0	0	0	1	0	0	0	1	1	0	33	4	5	0	0	43	1	0	31	6	1	0	0	39
0845 - 0900	0	0	0	0	0	0	0	0	0	0	34	2	1	0	1	38	0	0	26	3	0	0	0	29
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**3**	**0**	**144**	**12**	**8**	**0**	**2**	**169**	**2**	**0**	**120**	**17**	**3**	**0**	**0**	**142**
0900 - 0915	0	0	3	0	0	0	0	3	0	0	29	12	3	1	1	46	2	0	23	6	0	0	0	31
0915 - 0930	0	0	3	0	0	0	0	3	0	0	26	8	1	0	1	36	0	0	26	4	1	0	0	31
0930 - 0945	0	0	2	0	0	0	0	2	0	0	31	5	0	0	0	36	0	0	17	3	0	0	0	20
0945 - 1000	0	0	3	1	0	0	0	4	1	0	31	4	0	0	1	37	0	0	19	2	1	0	0	22
Hourly Total	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**1**	**0**	**117**	**29**	**4**	**1**	**3**	**155**	**2**	**0**	**85**	**15**	**2**	**0**	**0**	**104**
Session Total	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**18**	**6**	**3**	**337**	**61**	**17**	**4**	**10**	**436**	**6**	**1**	**334**	**68**	**8**	**0**	**0**	**417**
1600 - 1615	1	0	1	1	0	0	0	3	0	0	48	2	2	0	2	54	1	0	25	7	0	0	0	33
1615 - 1630	0	0	3	0	0	0	0	3	0	0	45	3	0	0	1	49	0	0	30	0	2	0	0	32
1630 - 1645	0	0	0	0	0	0	0	0	0	1	51	12	0	0	0	64	0	0	39	7	0	0	0	46
1645 - 1700	0	0	1	1	0	0	0	2	1	0	40	14	0	0	1	56	0	0	28	0	0	0	0	28
Hourly Total	**1**	**0**	**5**	**2**	**0**	**0**	**0**	**8**	**1**	**1**	**184**	**31**	**2**	**0**	**4**	**223**	**1**	**0**	**122**	**14**	**2**	**0**	**0**	**139**
1700 - 1715	0	0	2	0	0	0	0	2	0	0	55	6	2	0	1	64	0	0	35	12	0	0	0	47
1715 - 1730	1	0	2	0	0	0	0	3	1	0	43	7	1	0	1	53	0	0	30	6	1	0	0	37
1730 - 1745	0	0	2	0	0	0	0	2	2	0	47	8	2	0	0	59	0	0	27	5	0	0	0	32
1745 - 1800	0	0	2	0	0	0	0	2	0	0	38	5	0	0	1	44	2	0	29	4	0	0	0	35
Hourly Total	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**9**	**3**	**0**	**183**	**26**	**5**	**0**	**3**	**220**	**2**	**0**	**121**	**27**	**1**	**0**	**0**	**151**
1800 - 1815	0	0	2	0	0	0	0	2	0	1	37	6	0	0	1	45	0	0	24	7	0	0	0	31
1815 - 1830	0	0	3	0	0	0	0	3	2	0	31	3	0	0	1	37	7	0	22	0	0	0	0	29
1830 - 1845	0	0	0	0	0	0	0	0	1	0	36	6	1	0	0	44	1	0	16	4	1	0	0	22
1845 - 1900	0	0	0	0	0	0	0	0	0	0	45	2	0	0	0	47	1	0	16	1	0	0	0	18
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**3**	**1**	**149**	**17**	**1**	**0**	**2**	**173**	**9**	**0**	**78**	**12**	**1**	**0**	**0**	**100**
Session Total	**2**	**0**	**18**	**2**	**0**	**0**	**0**	**22**	**7**	**2**	**516**	**74**	**8**	**0**	**9**	**616**	**12**	**0**	**321**	**53**	**4**	**0**	**0**	**390**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Felds

Approach: Aldwick Felds

	Left to Aldwick Road (West)								N/B to Lower Bognor Road								Right to Aldwick Road (East)							
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	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2
0715 - 0730	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
0730 - 0745	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2
0745 - 0800	0	0	1	1	0	0	0	2	0	0	5	0	0	0	0	5	1	0	3	3	0	0	0	7
Hourly Total	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**1**	**0**	**7**	**5**	**0**	**0**	**0**	**13**
0800 - 0815	1	0	0	1	0	0	0	2	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4
0815 - 0830	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
0830 - 0845	0	0	7	0	0	0	0	7	0	0	4	0	0	0	0	4	0	0	2	1	0	0	0	3
0845 - 0900	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2
Hourly Total	**1**	**0**	**10**	**1**	**0**	**0**	**0**	**12**	**0**	**0**	**19**	**1**	**0**	**0**	**0**	**20**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**
0900 - 0915	0	0	2	1	0	0	0	3	0	0	5	1	0	0	0	6	0	0	1	0	0	0	0	1
0915 - 0930	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
0930 - 0945	0	0	5	0	0	0	0	5	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2
0945 - 1000	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**16**	**0**	**0**	**15**	**2**	**0**	**0**	**0**	**17**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
Session Total	**1**	**0**	**32**	**5**	**0**	**0**	**0**	**38**	**0**	**0**	**49**	**3**	**0**	**0**	**0**	**52**	**1**	**0**	**21**	**6**	**0**	**0**	**0**	**28**
1600 - 1615	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
1615 - 1630	0	0	2	0	0	0	0	2	0	0	2	0	1	0	0	3	0	0	1	1	0	0	0	2
1630 - 1645	0	0	1	2	0	0	0	3	0	0	1	0	0	0	0	1	1	0	1	0	0	0	0	2
1645 - 1700	1	0	7	1	0	0	0	9	0	0	3	1	0	0	0	4	0	0	0	1	0	0	0	1
Hourly Total	**1**	**0**	**11**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**8**	**1**	**1**	**0**	**0**	**10**	**1**	**0**	**4**	**2**	**0**	**0**	**0**	**7**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2
1715 - 1730	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5
1730 - 1745	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
1745 - 1800	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**
1800 - 1815	1	0	2	1	0	0	0	4	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
1815 - 1830	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	1	0	0	0	0	0	0	1
1830 - 1845	0	0	2	1	0	0	0	3	1	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0
1845 - 1900	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**12**	**2**	**0**	**0**	**0**	**15**	**1**	**0**	**15**	**0**	**0**	**0**	**0**	**16**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**
Session Total	**2**	**0**	**36**	**5**	**0**	**0**	**0**	**43**	**1**	**0**	**35**	**2**	**1**	**0**	**0**	**39**	**2**	**0**	**15**	**3**	**0**	**0**	**0**	**20**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (7) Lower Bognor Road / Aldwick Road / Aldwick Felds

Approach: Aldwick Road (West)

	Left to Lower Bognor Road								E/B to Aldwick Road (East)								Right to Aldwick Felds							
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	12	2	1	0	0	16	0	0	12	5	0	0	1	18	0	0	1	0	0	0	0	1
0715 - 0730	0	0	9	1	0	0	0	10	2	1	8	1	0	1	1	14	0	0	1	0	0	0	0	1
0730 - 0745	0	0	9	1	0	0	0	10	3	1	30	3	0	0	1	38	0	0	2	0	0	0	0	2
0745 - 0800	0	0	15	2	1	0	0	18	2	0	36	6	0	0	0	44	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**45**	**6**	**2**	**0**	**0**	**54**	**7**	**2**	**86**	**15**	**0**	**1**	**3**	**114**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
0800 - 0815	0	0	23	2	2	1	0	28	2	0	72	8	0	0	1	83	0	0	0	0	0	1	0	1
0815 - 0830	0	0	19	3	0	0	0	22	1	0	40	6	1	0	0	48	0	0	3	0	0	0	0	3
0830 - 0845	0	0	21	1	0	0	0	22	0	1	43	6	0	1	1	52	0	0	3	0	1	0	0	4
0845 - 0900	0	0	30	2	0	0	0	32	1	0	55	5	1	0	1	63	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**93**	**8**	**2**	**1**	**0**	**104**	**4**	**1**	**210**	**25**	**2**	**1**	**3**	**246**	**0**	**0**	**9**	**0**	**1**	**1**	**0**	**11**
0900 - 0915	0	0	16	3	1	0	0	20	0	0	42	7	1	0	1	51	0	0	1	0	0	0	0	1
0915 - 0930	0	0	23	4	0	0	0	27	0	0	33	2	0	0	0	35	0	0	3	1	1	0	0	5
0930 - 0945	0	0	18	2	4	0	0	24	0	0	44	5	1	1	1	52	0	0	4	0	0	1	0	5
0945 - 1000	0	0	21	0	1	0	0	22	0	0	50	5	0	0	1	56	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**78**	**9**	**6**	**0**	**0**	**93**	**0**	**0**	**169**	**19**	**2**	**1**	**3**	**194**	**0**	**0**	**11**	**1**	**1**	**1**	**0**	**14**
Session Total	**1**	**0**	**216**	**23**	**10**	**1**	**0**	**251**	**11**	**3**	**465**	**59**	**4**	**3**	**9**	**554**	**0**	**0**	**25**	**1**	**2**	**2**	**0**	**30**
1600 - 1615	0	1	17	5	1	0	0	24	0	0	39	3	2	0	1	45	0	0	4	0	0	0	0	4
1615 - 1630	0	0	20	5	0	0	0	25	0	0	31	2	2	0	0	35	0	0	2	0	0	0	0	2
1630 - 1645	0	0	12	2	1	0	0	15	0	0	35	5	1	0	1	42	0	0	5	0	0	0	0	5
1645 - 1700	0	0	14	3	0	0	0	17	1	1	27	7	0	0	1	37	0	0	0	1	0	0	0	1
Hourly Total	**0**	**1**	**63**	**15**	**2**	**0**	**0**	**81**	**1**	**1**	**132**	**17**	**5**	**0**	**3**	**159**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**
1700 - 1715	0	1	22	3	1	0	0	27	0	0	36	6	2	0	1	45	0	0	4	1	0	0	0	5
1715 - 1730	0	0	16	0	0	0	0	16	1	0	27	7	2	0	0	37	0	0	3	2	0	0	0	5
1730 - 1745	0	0	14	5	0	0	0	19	3	1	27	5	1	0	1	38	0	0	4	0	0	0	0	4
1745 - 1800	0	1	8	1	0	0	0	10	3	0	36	10	1	0	1	51	0	0	2	0	0	0	0	2
Hourly Total	**0**	**2**	**60**	**9**	**1**	**0**	**0**	**72**	**7**	**1**	**126**	**28**	**6**	**0**	**3**	**171**	**0**	**0**	**13**	**3**	**0**	**0**	**0**	**16**
1800 - 1815	0	0	6	1	1	0	0	8	3	1	30	2	1	0	1	38	0	0	6	0	0	0	0	6
1815 - 1830	0	0	10	3	0	0	0	13	1	0	35	3	0	0	0	39	0	0	0	0	0	0	0	0
1830 - 1845	0	0	10	0	0	0	0	10	2	0	31	2	0	0	1	36	0	0	0	0	0	0	0	0
1845 - 1900	0	0	8	2	0	0	0	10	1	0	40	2	0	0	1	44	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**34**	**6**	**1**	**0**	**0**	**41**	**7**	**1**	**136**	**9**	**1**	**0**	**3**	**157**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**
Session Total	**0**	**3**	**157**	**30**	**4**	**0**	**0**	**194**	**15**	**3**	**394**	**54**	**12**	**0**	**9**	**487**	**0**	**0**	**32**	**4**	**0**	**0**	**0**	**36**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (8) Pagham Road / Lower Bognor Road

Approach: Pagham Road (North)

	Left to Lower Bognor 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	25	5	0	0	0	30	0	0	17	4	1	0	1	23
0715 - 0730	0	0	21	5	0	0	0	26	0	0	16	3	1	0	1	21
0730 - 0745	0	1	47	8	1	1	0	58	0	0	27	11	2	0	1	41
0745 - 0800	0	0	50	8	0	0	0	58	0	0	29	9	2	1	0	41
Hourly Total	**0**	**1**	**143**	**26**	**1**	**1**	**0**	**172**	**0**	**0**	**89**	**27**	**6**	**1**	**3**	**126**
0800 - 0815	0	0	40	1	0	0	0	41	0	0	32	7	0	0	1	40
0815 - 0830	0	0	45	7	1	1	0	54	0	1	29	8	1	1	1	41
0830 - 0845	0	0	37	5	1	1	0	44	0	0	36	5	3	0	1	45
0845 - 0900	0	0	45	5	0	0	0	50	0	0	32	7	0	0	1	40
Hourly Total	**0**	**0**	**167**	**18**	**2**	**2**	**0**	**189**	**0**	**1**	**129**	**27**	**4**	**1**	**4**	**166**
0900 - 0915	0	0	39	8	2	0	0	49	0	0	28	10	5	0	0	43
0915 - 0930	0	0	56	21	3	0	0	80	0	0	32	4	4	0	1	41
0930 - 0945	0	0	29	14	4	0	0	47	0	0	32	7	3	1	1	44
0945 - 1000	1	0	27	15	3	1	0	47	0	0	26	4	2	0	0	32
Hourly Total	**1**	**0**	**151**	**58**	**12**	**1**	**0**	**223**	**0**	**0**	**118**	**25**	**14**	**1**	**2**	**160**
Session Total	**1**	**1**	**461**	**102**	**15**	**4**	**0**	**584**	**0**	**1**	**336**	**79**	**24**	**3**	**9**	**452**
1600 - 1615	0	1	95	23	1	0	0	120	1	3	108	14	2	0	0	128
1615 - 1630	0	2	100	34	1	0	0	137	1	0	104	20	0	0	1	126
1630 - 1645	1	1	106	34	1	0	0	143	1	1	111	20	2	1	1	137
1645 - 1700	0	1	137	15	0	0	0	153	1	3	134	18	2	1	0	159
Hourly Total	**1**	**5**	**438**	**106**	**3**	**0**	**0**	**553**	**4**	**7**	**457**	**72**	**6**	**2**	**2**	**550**
1700 - 1715	0	0	143	20	1	0	0	164	1	0	130	10	2	1	1	145
1715 - 1730	1	0	93	9	2	0	0	105	1	1	122	7	3	0	2	136
1730 - 1745	1	0	103	18	1	0	1	124	1	0	128	13	0	2	1	145
1745 - 1800	1	1	79	18	0	0	0	99	0	1	116	8	1	0	1	127
Hourly Total	**3**	**1**	**418**	**65**	**4**	**0**	**1**	**492**	**3**	**2**	**496**	**38**	**6**	**3**	**5**	**553**
1800 - 1815	0	0	77	5	4	0	0	86	0	2	94	8	2	0	0	106
1815 - 1830	0	0	40	5	1	0	0	46	1	2	85	8	2	0	1	99
1830 - 1845	1	0	29	4	0	0	0	34	0	0	84	7	2	3	1	97
1845 - 1900	0	1	40	5	2	0	0	48	0	0	86	10	0	0	0	96
Hourly Total	**1**	**1**	**186**	**19**	**7**	**0**	**0**	**214**	**1**	**4**	**349**	**33**	**6**	**3**	**2**	**398**
Session Total	**5**	**7**	**1042**	**190**	**14**	**0**	**1**	**1259**	**8**	**13**	**1302**	**143**	**18**	**8**	**9**	**1501**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (8) Pagham Road / Lower Bognor Road

Approach: Lower Bognor Road

	Left to Pagham Road (South)								Right to Pagham Road (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	49	2	0	1	0	52
0715 - 0730	0	0	0	0	0	0	0	0	0	1	76	5	0	1	0	83
0730 - 0745	0	0	0	1	0	0	0	1	0	0	107	5	1	0	0	113
0745 - 0800	0	0	0	0	0	0	0	0	0	0	87	2	1	0	0	90
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**319**	**14**	**2**	**2**	**0**	**338**
0800 - 0815	0	0	1	0	0	0	0	1	0	0	87	3	0	1	0	91
0815 - 0830	0	0	0	0	0	0	0	0	0	0	98	8	0	0	0	106
0830 - 0845	0	0	0	0	0	0	0	0	1	0	96	5	0	1	0	103
0845 - 0900	0	0	0	0	0	0	0	0	0	0	53	2	0	0	0	55
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**334**	**18**	**0**	**2**	**0**	**355**
0900 - 0915	0	0	0	0	0	0	0	0	2	0	47	9	1	0	0	59
0915 - 0930	0	0	0	0	0	0	0	0	0	1	29	15	4	1	1	51
0930 - 0945	0	0	0	0	1	0	0	1	0	0	43	7	5	0	0	55
0945 - 1000	0	0	0	0	0	0	0	0	1	0	41	8	3	0	0	53
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**1**	**160**	**39**	**13**	**1**	**1**	**218**
Session Total	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**4**	**2**	**813**	**71**	**15**	**5**	**1**	**911**
1600 - 1615	0	0	1	0	0	0	0	1	0	0	61	10	0	0	0	71
1615 - 1630	0	0	2	0	0	0	0	2	0	0	38	9	3	0	0	50
1630 - 1645	0	0	0	0	0	0	0	0	0	0	49	6	2	0	0	57
1645 - 1700	0	0	0	0	0	0	0	0	0	0	54	4	1	0	0	59
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**202**	**29**	**6**	**0**	**0**	**237**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	52	16	0	0	0	68
1715 - 1730	0	0	0	0	0	0	0	0	0	0	45	10	0	0	0	55
1730 - 1745	0	0	0	0	0	0	0	0	0	0	39	5	0	0	0	44
1745 - 1800	0	0	0	0	0	0	0	0	1	0	40	6	1	0	0	48
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**176**	**37**	**1**	**0**	**0**	**215**
1800 - 1815	0	0	1	0	0	0	0	1	3	0	31	0	0	0	0	34
1815 - 1830	0	0	0	0	0	0	0	0	0	0	28	2	1	0	0	31
1830 - 1845	0	0	0	0	0	0	0	0	0	0	30	1	0	0	0	31
1845 - 1900	0	0	0	0	0	0	0	0	0	0	21	4	0	0	0	25
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**110**	**7**	**1**	**0**	**0**	**121**
Session Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**488**	**73**	**8**	**0**	**0**	**573**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (8) Pagham Road / Lower Bognor Road

Approach: Pagham Road (South)

	N/B to Pagham Road (North)								Right to Lower Bognor Road							
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	80	18	2	0	1	101	0	0	0	0	0	0	0	0
0715 - 0730	2	0	115	25	2	0	1	145	0	0	1	0	0	0	0	1
0730 - 0745	2	2	150	22	2	0	1	179	0	0	0	0	0	0	0	0
0745 - 0800	1	1	155	25	4	1	0	187	0	0	0	0	0	0	0	0
Hourly Total	**5**	**3**	**500**	**90**	**10**	**1**	**3**	**612**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
0800 - 0815	0	1	167	20	1	0	1	190	0	0	0	0	0	0	0	0
0815 - 0830	1	0	142	18	3	0	1	165	0	0	1	0	0	0	0	1
0830 - 0845	0	0	93	11	2	1	0	107	0	0	0	0	0	0	0	0
0845 - 0900	1	0	70	3	2	0	1	77	0	0	0	0	0	0	0	0
Hourly Total	**2**	**1**	**472**	**52**	**8**	**1**	**3**	**539**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
0900 - 0915	0	0	68	9	3	1	1	82	0	0	0	0	0	0	0	0
0915 - 0930	0	0	71	5	1	0	1	78	0	0	0	0	0	0	0	0
0930 - 0945	0	0	67	8	1	0	1	77	0	0	2	1	0	0	0	3
0945 - 1000	0	1	81	7	1	0	1	91	0	0	1	1	0	0	0	2
Hourly Total	**0**	**1**	**287**	**29**	**6**	**1**	**4**	**328**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**
Session Total	**7**	**5**	**1259**	**171**	**24**	**3**	**10**	**1479**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**
1600 - 1615	0	0	54	10	3	0	2	69	0	0	1	0	0	0	0	1
1615 - 1630	0	0	47	9	1	0	1	58	0	0	1	0	0	0	0	1
1630 - 1645	0	0	37	8	2	0	0	47	0	0	2	0	0	0	0	2
1645 - 1700	0	0	49	7	2	0	1	59	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**187**	**34**	**8**	**0**	**4**	**233**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
1700 - 1715	0	1	58	12	1	0	1	73	0	0	1	0	0	0	0	1
1715 - 1730	1	0	49	6	1	1	1	59	0	0	1	0	0	0	0	1
1730 - 1745	0	2	39	5	2	0	0	48	0	0	1	0	0	0	0	1
1745 - 1800	2	0	50	9	0	0	1	62	0	0	1	0	0	0	0	1
Hourly Total	**3**	**3**	**196**	**32**	**4**	**1**	**3**	**242**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
1800 - 1815	0	0	41	3	0	1	1	46	0	0	2	0	0	0	0	2
1815 - 1830	1	1	48	4	1	0	0	55	0	0	1	0	0	0	0	1
1830 - 1845	0	0	53	5	2	0	1	61	0	0	0	0	0	1	0	1
1845 - 1900	0	0	43	2	2	0	0	47	0	0	0	0	0	0	0	0
Hourly Total	**1**	**1**	**185**	**14**	**5**	**1**	**2**	**209**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**4**
Session Total	**4**	**4**	**568**	**80**	**17**	**2**	**9**	**684**	**0**	**0**	**12**	**0**	**0**	**1**	**0**	**13**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

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

Approach: Vinnetrow Road

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

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

Approach: B2166 (East)

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

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

Approach: Mill Lane

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

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

Approach: B2166 (West)

	Left to Vinnetrow Road								E/B to B2166 (East)								Right to Mill Lane							
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	8	3	0	0	0	12	1	0	32	17	0	0	1	51	0	0	1	0	0	0	0	1
0715 - 0730	0	0	9	6	0	0	0	15	0	0	55	15	1	3	1	75	0	0	1	0	0	0	0	1
0730 - 0745	0	0	18	2	2	0	0	22	0	0	77	19	8	0	1	105	0	0	3	0	0	0	0	3
0745 - 0800	0	1	25	5	0	0	0	31	0	0	85	17	0	1	0	103	0	0	2	1	0	0	0	3
Hourly Total	**1**	**1**	**60**	**16**	**2**	**0**	**0**	**80**	**1**	**0**	**249**	**68**	**9**	**4**	**3**	**334**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
0800 - 0815	0	0	43	5	0	0	0	48	1	0	72	16	3	2	1	95	0	0	1	1	0	0	0	2
0815 - 0830	0	0	31	5	0	0	0	36	0	0	70	22	3	1	0	96	0	0	3	1	0	0	0	4
0830 - 0845	0	0	11	3	0	0	0	14	0	0	72	12	2	1	1	88	0	0	0	0	0	0	0	0
0845 - 0900	1	0	9	2	1	0	0	13	1	0	69	20	3	1	2	96	0	0	1	1	0	0	0	2
Hourly Total	**1**	**0**	**94**	**15**	**1**	**0**	**0**	**111**	**2**	**0**	**283**	**70**	**11**	**5**	**4**	**375**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**8**
0900 - 0915	0	0	6	1	1	0	0	8	0	2	75	17	7	1	1	103	0	0	3	0	0	0	0	3
0915 - 0930	0	0	7	0	1	1	0	9	0	0	62	27	4	2	0	95	0	0	4	0	0	0	0	4
0930 - 0945	0	0	5	2	2	0	0	9	0	0	80	19	4	2	1	106	0	0	0	1	0	0	0	1
0945 - 1000	0	0	11	4	0	0	0	15	1	0	61	22	10	0	1	95	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**29**	**7**	**4**	**1**	**0**	**41**	**1**	**2**	**278**	**85**	**25**	**5**	**3**	**399**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**
Session Total	**2**	**1**	**183**	**38**	**7**	**1**	**0**	**232**	**4**	**2**	**810**	**223**	**45**	**14**	**10**	**1108**	**0**	**0**	**21**	**5**	**0**	**0**	**0**	**26**
1600 - 1615	0	0	20	3	1	1	0	25	1	0	116	28	5	1	1	152	0	0	4	0	0	0	0	4
1615 - 1630	0	0	12	7	2	0	0	21	0	4	148	35	1	0	0	188	0	0	1	2	0	0	0	3
1630 - 1645	0	0	13	11	0	0	0	24	2	1	140	44	0	0	1	188	0	0	3	1	0	0	0	4
1645 - 1700	0	0	14	2	0	1	0	17	0	1	147	38	2	1	1	190	0	0	1	1	0	0	0	2
Hourly Total	**0**	**0**	**59**	**23**	**3**	**2**	**0**	**87**	**3**	**6**	**551**	**145**	**8**	**2**	**3**	**718**	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**13**
1700 - 1715	0	1	12	2	0	1	0	16	0	5	158	24	1	0	1	189	0	0	1	0	0	0	0	1
1715 - 1730	1	0	11	3	2	0	0	17	1	1	186	24	0	2	0	214	0	1	4	1	0	0	0	6
1730 - 1745	2	0	14	1	0	1	0	18	0	1	150	24	3	1	2	181	0	0	5	0	0	0	0	5
1745 - 1800	0	0	11	0	1	0	0	12	1	1	140	21	0	1	1	165	0	0	1	1	0	0	0	2
Hourly Total	**3**	**1**	**48**	**6**	**3**	**2**	**0**	**63**	**2**	**8**	**634**	**93**	**4**	**4**	**4**	**749**	**0**	**1**	**11**	**2**	**0**	**0**	**0**	**14**
1800 - 1815	0	0	3	2	0	0	0	5	0	0	129	14	1	0	1	145	0	0	1	0	0	0	0	1
1815 - 1830	0	0	11	2	2	0	0	15	0	3	113	18	0	0	1	135	0	0	3	1	0	0	0	4
1830 - 1845	0	0	8	3	1	0	0	12	0	0	74	7	1	0	0	82	0	0	2	0	0	0	0	2
1845 - 1900	0	0	7	0	0	0	0	7	1	1	72	11	1	0	1	87	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**29**	**7**	**3**	**0**	**0**	**39**	**1**	**4**	**388**	**50**	**3**	**0**	**3**	**449**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
Session Total	**3**	**1**	**136**	**36**	**9**	**4**	**0**	**189**	**6**	**18**	**1573**	**286**	**15**	**6**	**10**	**1916**	**0**	**1**	**27**	**7**	**0**	**0**	**0**	**35**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (10) B2145 / B2166

Approach: B2145 (North)

	S/B to B2166								Right to B2145 (West)							
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	16	4	0	0	1	21	0	0	29	9	5	0	0	43
0715 - 0730	0	1	30	9	1	4	1	46	0	2	28	10	6	2	1	49
0730 - 0745	0	0	36	13	3	0	1	53	0	1	35	17	3	4	2	62
0745 - 0800	0	0	51	10	0	1	0	62	0	0	43	16	4	2	1	66
Hourly Total	**0**	**1**	**133**	**36**	**4**	**5**	**3**	**182**	**0**	**3**	**135**	**52**	**18**	**8**	**4**	**220**
0800 - 0815	0	0	46	9	2	1	1	59	0	2	44	14	4	2	1	67
0815 - 0830	0	0	38	14	2	2	1	57	0	0	55	12	5	1	0	73
0830 - 0845	0	0	48	11	2	1	0	62	0	0	45	11	4	1	1	62
0845 - 0900	0	0	38	13	2	1	1	55	0	0	50	14	2	1	1	68
Hourly Total	**0**	**0**	**170**	**47**	**8**	**5**	**3**	**233**	**0**	**2**	**194**	**51**	**15**	**5**	**3**	**270**
0900 - 0915	0	0	36	9	4	2	1	52	0	0	37	11	9	0	1	58
0915 - 0930	0	0	38	17	2	2	1	60	1	0	36	17	9	0	1	64
0930 - 0945	0	0	38	15	3	2	0	58	0	0	39	19	3	1	1	63
0945 - 1000	0	0	52	19	9	2	1	83	0	1	50	15	3	1	1	71
Hourly Total	**0**	**0**	**164**	**60**	**18**	**8**	**3**	**253**	**1**	**1**	**162**	**62**	**24**	**2**	**4**	**256**
Session Total	**0**	**1**	**467**	**143**	**30**	**18**	**9**	**668**	**1**	**6**	**491**	**165**	**57**	**15**	**11**	**746**
1600 - 1615	0	0	81	13	0	2	1	97	0	0	73	13	0	0	1	87
1615 - 1630	0	4	72	14	0	0	0	90	0	2	99	19	2	0	1	123
1630 - 1645	1	1	101	16	1	0	1	121	1	1	89	21	4	0	1	117
1645 - 1700	0	1	105	18	1	1	1	127	0	1	79	20	0	0	1	101
Hourly Total	**1**	**6**	**359**	**61**	**2**	**3**	**3**	**435**	**1**	**4**	**340**	**73**	**6**	**0**	**4**	**428**
1700 - 1715	0	4	110	10	1	1	1	127	0	5	95	21	1	1	2	125
1715 - 1730	0	1	116	9	0	2	0	128	3	1	116	13	0	0	1	134
1730 - 1745	0	0	102	12	4	2	1	121	1	0	97	14	1	0	1	114
1745 - 1800	1	1	77	10	0	1	1	91	1	0	62	14	0	0	0	77
Hourly Total	**1**	**6**	**405**	**41**	**5**	**6**	**3**	**467**	**5**	**6**	**370**	**62**	**2**	**1**	**4**	**450**
1800 - 1815	0	0	89	11	0	0	1	101	0	2	57	16	3	0	2	80
1815 - 1830	1	2	77	9	0	0	1	90	0	2	66	11	3	0	1	83
1830 - 1845	0	0	51	7	3	0	0	61	0	0	74	8	0	0	1	83
1845 - 1900	1	0	63	6	0	0	1	71	1	0	84	13	1	0	1	100
Hourly Total	**2**	**2**	**280**	**33**	**3**	**0**	**3**	**323**	**1**	**4**	**281**	**48**	**7**	**0**	**5**	**346**
Session Total	**4**	**14**	**1044**	**135**	**10**	**9**	**9**	**1225**	**7**	**14**	**991**	**183**	**15**	**1**	**13**	**1224**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (10) B2145 / B2166

Approach: B2166

	Left to B2145 (West)								N/B to B2145 (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	1	31	14	1	0	0	47	0	1	82	23	2	1	1	110
0715 - 0730	0	0	58	14	1	0	0	73	0	0	128	26	2	0	1	157
0730 - 0745	0	3	47	24	1	0	0	75	0	1	137	27	0	0	0	165
0745 - 0800	0	0	58	20	0	1	0	79	1	0	134	21	3	2	1	162
Hourly Total	**0**	**4**	**194**	**72**	**3**	**1**	**0**	**274**	**1**	**2**	**481**	**97**	**7**	**3**	**3**	**594**
0800 - 0815	1	0	54	14	1	0	0	70	1	0	128	28	2	0	2	161
0815 - 0830	0	0	72	17	2	1	0	92	0	0	147	18	4	2	1	172
0830 - 0845	1	0	70	12	3	0	0	86	0	0	112	12	1	4	0	129
0845 - 0900	0	0	56	15	2	0	0	73	1	0	82	13	3	1	1	101
Hourly Total	**2**	**0**	**252**	**58**	**8**	**1**	**0**	**321**	**2**	**0**	**469**	**71**	**10**	**7**	**4**	**563**
0900 - 0915	0	0	37	11	2	0	0	50	0	0	99	11	3	2	1	116
0915 - 0930	0	0	35	10	2	1	0	48	0	0	82	12	3	1	0	98
0930 - 0945	0	1	27	12	2	0	0	42	0	0	75	7	2	1	1	86
0945 - 1000	0	0	31	8	2	1	0	42	0	1	57	1	1	1	1	62
Hourly Total	**0**	**1**	**130**	**41**	**8**	**2**	**0**	**182**	**0**	**1**	**313**	**31**	**9**	**5**	**3**	**362**
Session Total	**2**	**5**	**576**	**171**	**19**	**4**	**0**	**777**	**3**	**3**	**1263**	**199**	**26**	**15**	**10**	**1519**
1600 - 1615	1	0	60	16	1	0	0	78	0	1	51	13	3	1	2	71
1615 - 1630	0	0	57	20	2	0	0	79	1	0	55	9	1	1	1	68
1630 - 1645	1	0	69	18	4	0	0	92	0	0	58	12	1	1	1	73
1645 - 1700	2	0	59	17	2	0	0	80	0	0	42	12	1	1	1	57
Hourly Total	**4**	**0**	**245**	**71**	**9**	**0**	**0**	**329**	**1**	**1**	**206**	**46**	**6**	**4**	**5**	**269**
1700 - 1715	0	0	85	13	1	0	0	99	0	0	60	5	4	0	1	70
1715 - 1730	0	1	69	17	2	0	0	89	0	0	61	10	0	0	1	72
1730 - 1745	0	1	44	17	0	0	0	62	0	0	43	5	0	1	0	49
1745 - 1800	0	0	54	10	0	0	0	64	2	0	42	8	2	0	1	55
Hourly Total	**0**	**2**	**252**	**57**	**3**	**0**	**0**	**314**	**2**	**0**	**206**	**28**	**6**	**1**	**3**	**246**
1800 - 1815	1	0	55	3	1	0	0	60	0	1	59	4	0	0	1	65
1815 - 1830	0	0	48	9	0	0	0	57	0	0	50	1	0	2	0	53
1830 - 1845	0	0	36	4	1	0	0	41	0	1	39	0	0	1	1	42
1845 - 1900	2	0	29	5	0	0	0	36	0	0	40	4	0	2	2	48
Hourly Total	**3**	**0**	**168**	**21**	**2**	**0**	**0**	**194**	**0**	**2**	**188**	**9**	**0**	**5**	**4**	**208**
Session Total	**7**	**2**	**665**	**149**	**14**	**0**	**0**	**837**	**3**	**3**	**600**	**83**	**12**	**10**	**12**	**723**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (10) B2145 / B2166

Approach: B2145 (West)

	Left to B2145 (North)								Right to B2166							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	2	57	22	0	1	1	83	0	1	21	20	0	0	0	42
0715 - 0730	0	3	68	15	4	0	3	93	0	0	43	15	2	0	0	60
0730 - 0745	1	1	87	12	2	0	1	104	0	0	60	9	5	0	0	74
0745 - 0800	1	0	80	11	5	0	1	98	0	0	69	11	0	0	0	80
Hourly Total	**2**	**6**	**292**	**60**	**11**	**1**	**6**	**378**	**0**	**1**	**193**	**55**	**7**	**0**	**0**	**256**
0800 - 0815	0	0	95	12	6	1	1	115	0	0	75	12	4	0	0	91
0815 - 0830	0	1	70	13	2	0	2	88	0	0	69	15	1	0	0	85
0830 - 0845	0	1	76	14	3	1	1	96	1	0	64	9	1	0	0	75
0845 - 0900	1	0	49	11	0	3	1	65	0	1	55	11	2	0	1	70
Hourly Total	**1**	**2**	**290**	**50**	**11**	**5**	**5**	**364**	**1**	**1**	**263**	**47**	**8**	**0**	**1**	**321**
0900 - 0915	0	1	74	10	1	1	1	88	0	1	31	8	2	0	0	42
0915 - 0930	0	0	64	17	4	0	1	86	0	0	46	11	3	0	0	60
0930 - 0945	0	1	63	15	2	0	1	82	0	0	31	12	1	0	0	44
0945 - 1000	0	0	68	9	3	0	1	81	1	0	29	11	2	0	0	43
Hourly Total	**0**	**2**	**269**	**51**	**10**	**1**	**4**	**337**	**1**	**1**	**137**	**42**	**8**	**0**	**0**	**189**
Session Total	**3**	**10**	**851**	**161**	**32**	**7**	**15**	**1079**	**2**	**3**	**593**	**144**	**23**	**0**	**1**	**766**
1600 - 1615	0	0	40	9	5	0	2	56	0	0	60	16	6	0	0	82
1615 - 1630	1	1	39	15	2	1	1	60	0	0	76	29	1	0	0	106
1630 - 1645	0	1	45	11	2	0	1	60	1	1	70	34	1	0	0	107
1645 - 1700	0	0	48	11	0	0	2	61	0	0	62	27	0	1	0	90
Hourly Total	**1**	**2**	**172**	**46**	**9**	**1**	**6**	**237**	**1**	**1**	**268**	**106**	**8**	**1**	**0**	**385**
1700 - 1715	0	1	49	5	2	0	2	59	1	1	69	12	1	0	0	84
1715 - 1730	0	1	62	10	6	1	1	81	1	0	90	11	2	0	0	104
1730 - 1745	1	0	60	11	3	0	1	76	2	1	66	14	0	0	1	84
1745 - 1800	0	1	50	9	1	0	1	62	1	0	66	10	1	0	0	78
Hourly Total	**1**	**3**	**221**	**35**	**12**	**1**	**5**	**278**	**5**	**2**	**291**	**47**	**4**	**0**	**1**	**350**
1800 - 1815	1	0	62	7	0	0	1	71	0	0	59	5	1	1	0	66
1815 - 1830	0	1	47	5	2	0	0	55	0	1	46	8	1	0	0	56
1830 - 1845	0	0	52	7	1	2	1	63	0	0	35	3	1	0	0	39
1845 - 1900	0	1	75	8	1	0	2	87	0	1	29	7	0	0	0	37
Hourly Total	**1**	**2**	**236**	**27**	**4**	**2**	**4**	**276**	**0**	**2**	**169**	**23**	**3**	**1**	**0**	**198**
Session Total	**3**	**7**	**629**	**108**	**25**	**4**	**15**	**791**	**6**	**5**	**728**	**176**	**15**	**2**	**1**	**933**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: B2145 (North)

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: Chichester Bypass (East)

	Left to B2145 (South)								W/B to Chichester Bypass (West)								Right to B2145 (North)							
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	0	0	15	11	2	0	0	28	0	4	334	75	17	8	0	438	0	0	8	0	0	0	0	8
0715 - 0730	0	2	16	3	3	3	0	27	0	0	341	66	13	13	2	435	0	0	7	7	1	0	0	15
0730 - 0745	0	1	28	7	2	2	0	40	0	6	295	71	23	9	0	404	0	0	15	1	1	0	0	17
0745 - 0800	0	0	21	9	1	2	0	33	0	1	266	55	16	6	0	344	0	0	18	1	0	1	0	20
Hourly Total	**0**	**3**	**80**	**30**	**8**	**7**	**0**	**128**	**0**	**11**	**1236**	**267**	**69**	**36**	**2**	**1621**	**0**	**0**	**48**	**9**	**2**	**1**	**0**	**60**
0800 - 0815	0	0	28	8	3	0	0	39	0	5	232	41	22	17	1	318	0	0	18	2	2	0	0	22
0815 - 0830	0	0	33	6	3	0	0	42	0	3	265	40	17	11	0	336	0	0	24	1	0	0	0	25
0830 - 0845	0	0	26	10	3	2	0	41	0	5	245	38	32	10	1	331	0	0	20	1	0	0	1	22
0845 - 0900	0	0	27	8	2	0	0	37	0	3	235	47	34	16	0	335	0	1	15	5	1	0	0	22
Hourly Total	**0**	**0**	**114**	**32**	**11**	**2**	**0**	**159**	**0**	**16**	**977**	**166**	**105**	**54**	**2**	**1320**	**0**	**1**	**77**	**9**	**3**	**0**	**1**	**91**
0900 - 0915	0	0	23	9	8	0	0	40	0	2	217	36	20	10	2	267	0	0	10	2	0	2	0	14
0915 - 0930	0	0	22	7	3	0	0	32	0	2	238	35	22	12	0	309	0	0	16	2	0	0	0	18
0930 - 0945	0	0	27	7	1	1	0	36	0	3	202	39	23	15	3	285	0	0	16	4	0	1	0	21
0945 - 1000	0	0	19	2	3	2	0	26	0	0	199	35	18	13	3	268	0	0	23	2	0	0	0	25
Hourly Total	**0**	**0**	**91**	**25**	**15**	**3**	**0**	**134**	**0**	**7**	**856**	**145**	**83**	**50**	**8**	**1149**	**0**	**0**	**65**	**10**	**0**	**3**	**0**	**79**
Session Total	**0**	**3**	**285**	**87**	**34**	**12**	**0**	**421**	**0**	**34**	**3069**	**578**	**257**	**140**	**12**	**4090**	**0**	**1**	**190**	**28**	**5**	**4**	**1**	**229**
1600 - 1615	0	0	28	6	0	0	0	34	0	2	210	60	24	9	0	305	0	0	9	3	0	0	0	12
1615 - 1630	0	2	41	9	1	0	0	53	0	3	201	64	15	12	1	296	0	0	9	1	0	0	0	10
1630 - 1645	0	0	36	14	4	0	0	54	0	5	237	77	16	12	0	347	0	0	12	0	0	0	0	12
1645 - 1700	0	1	37	10	0	0	0	48	0	3	226	64	12	5	0	310	0	0	8	3	1	0	0	12
Hourly Total	**0**	**3**	**142**	**39**	**5**	**0**	**0**	**189**	**0**	**13**	**874**	**265**	**67**	**38**	**1**	**1258**	**0**	**0**	**38**	**7**	**1**	**0**	**0**	**46**
1700 - 1715	0	2	39	12	0	0	1	54	0	6	239	59	14	6	2	326	0	0	13	1	0	1	0	15
1715 - 1730	0	0	52	10	0	0	0	62	0	6	238	62	9	8	0	323	0	0	5	2	0	0	0	7
1730 - 1745	0	0	41	3	0	0	0	44	0	2	253	44	10	7	2	318	0	0	11	0	0	0	0	11
1745 - 1800	0	0	50	9	0	0	0	59	0	2	281	54	8	8	0	353	0	0	8	1	0	0	0	9
Hourly Total	**0**	**2**	**182**	**34**	**0**	**0**	**1**	**219**	**0**	**16**	**1011**	**219**	**41**	**29**	**4**	**1320**	**0**	**0**	**37**	**4**	**0**	**1**	**0**	**42**
1800 - 1815	0	1	40	11	3	0	0	55	0	1	234	40	8	6	0	289	0	1	17	0	0	0	0	18
1815 - 1830	0	2	35	7	2	0	0	46	0	2	245	36	4	8	1	296	0	0	26	6	0	0	0	32
1830 - 1845	0	0	38	5	0	0	0	43	0	3	287	38	5	9	0	342	0	1	22	3	0	0	0	26
1845 - 1900	0	0	43	11	0	0	0	54	0	2	195	33	8	8	3	249	0	0	10	0	0	0	0	10
Hourly Total	**0**	**3**	**156**	**34**	**5**	**0**	**0**	**198**	**0**	**8**	**961**	**147**	**25**	**31**	**4**	**1176**	**0**	**2**	**75**	**9**	**0**	**0**	**0**	**86**
Session Total	**0**	**8**	**480**	**107**	**10**	**0**	**1**	**606**	**0**	**37**	**2846**	**631**	**133**	**98**	**9**	**3754**	**0**	**2**	**150**	**20**	**1**	**1**	**0**	**174**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: B2145 (South)

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

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (11) B2145 / Chichester Bypass

Approach: Chichester Bypass (West)

	Left to B2145 (North)								E/B to Chichester Bypass (East)								Right to B2145 (South)							
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	0	1	39	14	2	0	0	56	0	2	172	74	35	17	1	301	0	0	22	7	0	0	0	29
0715 - 0730	0	1	36	13	4	0	0	54	0	3	166	92	16	22	6	305	0	1	31	15	4	3	0	54
0730 - 0745	0	0	25	18	4	0	0	47	0	3	181	85	33	20	1	323	0	0	34	10	3	0	1	48
0745 - 0800	1	1	30	12	6	0	0	50	0	3	124	67	18	13	0	225	0	0	49	12	4	0	0	65
Hourly Total	**1**	**3**	**130**	**57**	**16**	**0**	**0**	**207**	**0**	**11**	**643**	**318**	**102**	**72**	**8**	**1154**	**0**	**1**	**136**	**44**	**11**	**3**	**1**	**196**
0800 - 0815	0	0	34	9	5	0	0	48	0	0	157	54	21	12	0	244	0	0	53	8	5	2	0	68
0815 - 0830	0	0	29	8	2	0	0	39	0	3	172	58	25	17	0	275	0	0	43	11	3	2	0	59
0830 - 0845	0	0	28	9	3	0	0	40	0	2	171	55	27	13	1	269	0	0	44	10	2	1	0	57
0845 - 0900	0	0	17	12	4	0	0	33	0	0	182	49	23	14	0	268	0	0	27	11	2	2	0	42
Hourly Total	**0**	**0**	**108**	**38**	**14**	**0**	**0**	**160**	**0**	**5**	**682**	**216**	**96**	**56**	**1**	**1056**	**0**	**0**	**167**	**40**	**12**	**7**	**0**	**226**
0900 - 0915	0	0	17	10	1	0	0	28	0	4	177	61	26	17	0	285	0	0	34	18	6	2	0	60
0915 - 0930	0	0	21	10	5	0	0	36	0	0	168	47	22	8	0	245	0	0	49	19	4	2	0	74
0930 - 0945	0	0	37	12	5	0	0	54	0	1	120	36	22	8	0	187	0	0	42	19	7	3	0	71
0945 - 1000	0	0	31	7	9	1	0	48	0	2	101	25	9	11	1	149	0	0	44	18	6	2	0	70
Hourly Total	**0**	**0**	**106**	**39**	**20**	**1**	**0**	**166**	**0**	**7**	**566**	**169**	**79**	**44**	**1**	**866**	**0**	**0**	**169**	**74**	**23**	**9**	**0**	**275**
Session Total	**1**	**3**	**344**	**134**	**50**	**1**	**0**	**533**	**0**	**23**	**1891**	**703**	**277**	**172**	**10**	**3076**	**0**	**1**	**472**	**158**	**46**	**19**	**1**	**697**
1600 - 1615	0	0	12	11	1	0	0	24	0	4	227	58	15	12	2	318	0	0	71	14	0	2	0	87
1615 - 1630	0	1	11	4	2	1	0	19	0	2	224	58	18	11	0	313	0	4	70	18	1	0	0	93
1630 - 1645	0	1	17	2	0	0	0	20	0	4	239	61	9	9	1	323	0	1	92	13	1	0	0	107
1645 - 1700	0	0	19	5	0	0	0	24	0	3	261	53	8	5	3	333	0	1	89	18	2	1	0	111
Hourly Total	**0**	**2**	**59**	**22**	**3**	**1**	**0**	**87**	**0**	**13**	**951**	**230**	**50**	**37**	**6**	**1287**	**0**	**6**	**322**	**63**	**4**	**3**	**0**	**398**
1700 - 1715	0	0	12	4	1	0	0	17	0	3	257	47	7	8	0	322	0	5	101	11	1	2	0	120
1715 - 1730	0	0	11	4	0	0	0	15	0	2	250	42	9	6	0	309	0	0	101	14	0	1	0	116
1730 - 1745	0	0	18	5	1	0	0	24	0	0	227	41	6	11	0	285	0	2	89	12	2	2	0	107
1745 - 1800	0	0	15	1	1	0	0	17	0	4	267	34	4	8	0	317	0	0	78	5	1	1	0	85
Hourly Total	**0**	**0**	**56**	**14**	**3**	**0**	**0**	**73**	**0**	**9**	**1001**	**164**	**26**	**33**	**0**	**1233**	**0**	**7**	**369**	**42**	**4**	**6**	**0**	**428**
1800 - 1815	0	1	10	1	0	0	0	12	0	7	278	31	7	7	0	330	0	0	77	8	1	0	1	87
1815 - 1830	0	0	19	1	0	0	0	20	0	0	288	23	3	7	0	321	0	1	74	8	0	0	0	83
1830 - 1845	0	1	27	0	0	0	0	28	0	2	252	29	6	4	1	294	0	0	59	5	1	0	0	65
1845 - 1900	0	0	14	4	1	0	0	19	0	2	241	32	4	3	0	282	0	0	55	6	1	0	0	62
Hourly Total	**0**	**2**	**70**	**6**	**1**	**0**	**0**	**79**	**0**	**11**	**1059**	**115**	**20**	**21**	**1**	**1227**	**0**	**1**	**265**	**27**	**3**	**0**	**1**	**297**
Session Total	**0**	**4**	**185**	**42**	**7**	**1**	**0**	**239**	**0**	**33**	**3011**	**509**	**96**	**91**	**7**	**3747**	**0**	**14**	**956**	**132**	**11**	**9**	**1**	**1123**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: A27 (North)

	First Left to Bognor Road (East)								Second Left to Vinnetrow Road								S/B to A27 (South)								Right to Bognor Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	10	4	3	1	0	19	0	0	12	1	1	0	0	14	0	1	168	50	18	4	0	241	0	0	17	5	0	0	0	22
0715 - 0730	0	0	8	4	1	0	1	14	0	0	13	2	0	1	0	16	0	2	176	44	8	8	0	238	0	0	21	6	2	1	0	30
0730 - 0745	0	0	7	0	1	0	0	8	0	0	12	1	0	0	0	13	0	1	177	42	17	6	0	243	0	0	20	6	3	0	0	29
0745 - 0800	0	0	14	2	2	1	0	19	0	0	14	2	0	0	0	16	0	0	142	34	7	9	0	192	0	0	22	7	0	0	0	29
Hourly Total	1	0	39	10	7	2	1	60	0	0	51	6	1	1	0	59	0	4	663	170	50	27	0	914	0	0	80	24	5	1	0	110
0800 - 0815	0	0	9	5	4	0	1	19	0	0	16	1	0	0	0	17	0	1	124	25	17	12	0	179	0	1	19	5	0	0	0	25
0815 - 0830	0	1	19	4	2	0	0	26	0	1	17	1	0	0	0	19	0	1	166	19	14	5	0	205	0	0	18	7	0	2	0	27
0830 - 0845	0	0	13	5	5	5	4	32	0	1	14	2	0	0	0	17	0	2	141	28	22	10	0	203	0	0	21	4	1	0	0	26
0845 - 0900	0	0	9	2	1	1	0	13	0	0	17	1	0	0	0	18	0	2	156	30	23	10	0	221	0	2	21	7	0	0	0	30
Hourly Total	0	1	50	16	12	6	5	90	0	2	64	5	0	0	0	71	0	6	587	102	76	37	0	808	0	3	79	23	1	2	0	108
0900 - 0915	0	0	21	4	1	2	1	29	0	0	9	2	0	0	0	11	0	1	124	29	19	9	1	183	0	0	22	4	1	0	1	28
0915 - 0930	0	0	13	2	0	1	1	17	0	0	12	1	0	1	0	14	0	1	120	21	14	9	0	165	0	0	15	8	0	0	0	23
0930 - 0945	0	0	10	2	1	1	0	14	0	0	9	1	0	0	0	10	0	2	114	22	12	11	0	161	0	0	21	5	0	0	0	26
0945 - 1000	0	0	12	2	3	3	0	20	0	0	5	2	0	0	0	7	0	0	121	18	13	9	0	161	0	0	13	5	1	0	0	19
Hourly Total	0	0	56	10	5	7	2	80	0	0	35	6	0	1	0	42	0	4	479	90	58	28	1	670	0	0	71	22	2	0	1	96
Session Total	1	1	145	36	24	15	8	230	0	2	150	17	1	2	0	172	0	14	1729	362	184	102	1	2392	0	3	230	69	8	3	1	314
1600 - 1615	0	0	13	0	0	1	0	14	0	1	12	4	0	0	0	17	0	1	138	35	14	8	0	196	0	1	19	1	0	0	0	21
1615 - 1630	0	2	19	3	3	2	0	29	0	0	13	2	0	0	0	15	0	3	138	37	6	11	0	195	0	1	25	2	1	0	0	29
1630 - 1645	0	0	5	0	0	1	0	6	0	0	20	5	0	0	0	25	0	5	146	49	14	9	0	223	0	0	18	2	0	1	0	21
1645 - 1700	0	0	8	1	1	0	0	10	0	0	19	4	0	0	0	23	0	3	150	38	5	4	0	200	0	1	18	7	0	0	0	26
Hourly Total	0	2	45	4	4	4	0	59	0	1	64	15	0	0	0	80	0	12	572	159	39	32	0	814	0	3	80	13	1	1	0	97
1700 - 1715	0	0	5	1	0	0	0	5	0	2	19	4	0	0	0	25	0	2	149	31	7	6	0	195	0	0	24	2	0	0	0	26
1715 - 1730	0	1	12	4	1	5	0	23	0	0	14	6	0	0	0	20	0	2	148	27	4	7	0	188	0	2	16	1	0	1	0	20
1730 - 1745	0	1	8	0	1	0	0	10	0	0	12	6	0	1	1	20	0	0	150	23	6	6	1	186	0	0	25	2	1	0	1	29
1745 - 1800	0	0	11	0	0	0	0	11	0	0	17	6	1	1	0	25	0	2	165	39	6	7	0	219	0	2	21	0	2	0	0	25
Hourly Total	0	3	36	5	2	5	0	50	0	3	82	22	1	2	1	90	0	6	612	120	23	26	1	788	0	4	86	5	3	1	1	100
1800 - 1815	0	0	19	1	0	0	0	20	0	0	18	8	0	1	0	27	0	2	167	26	9	7	0	211	0	0	18	2	0	0	0	20
1815 - 1830	0	0	16	3	3	1	0	23	0	1	20	3	0	2	0	26	0	3	176	25	2	6	0	212	0	0	16	2	2	0	1	21
1830 - 1845	0	0	27	6	1	0	0	34	0	0	17	2	0	2	0	21	0	2	206	32	2	8	0	250	0	0	21	2	0	0	0	23
1845 - 1900	0	0	20	4	1	0	0	25	0	0	11	2	0	0	0	13	0	0	151	26	6	5	1	189	0	0	19	1	1	1	1	23
Hourly Total	0	0	82	14	5	1	0	102	0	1	66	15	0	5	0	87	0	7	700	109	19	26	1	862	0	0	74	7	3	1	2	87
Session Total	0	4	163	23	11	10	0	211	0	4	192	32	1	7	1	237	0	25	1884	388	81	84	2	2464	0	7	240	24	7	3	2	284

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: Bognor Road (East)

	First Left to Vinnetrow Road								Second Left to A27 (South)								W/B to Bognor Road (West)								Right to A27 (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	1	0	0	0	0	1	0	3	165	28	0	5	0	201	0	0	43	7	0	0	1	51	0	0	16	6	1	1	2	26
0715 - 0730	0	0	3	2	0	1	0	6	0	0	172	29	6	6	2	215	0	1	44	12	2	0	0	59	0	4	8	8	4	2	1	27
0730 - 0745	0	0	1	2	0	0	0	3	0	5	140	29	8	2	0	184	0	0	44	15	0	0	2	61	0	1	15	6	1	2	2	27
0745 - 0800	0	0	4	1	1	0	0	6	0	0	149	28	8	1	0	186	0	0	58	10	3	0	1	72	0	0	7	3	2	3	0	15
Hourly Total	0	0	9	5	1	1	0	16	0	8	626	114	22	14	2	786	0	1	189	44	5	0	4	243	0	5	46	23	8	8	5	95
0800 - 0815	0	0	4	0	0	0	0	4	0	4	134	23	7	5	1	174	0	2	66	12	0	0	2	82	0	0	16	6	5	1	1	29
0815 - 0830	0	0	5	1	1	0	0	7	0	2	117	18	3	4	0	144	0	0	48	9	0	2	2	61	0	0	11	6	0	2	0	19
0830 - 0845	0	0	6	2	1	0	0	9	0	3	121	21	10	3	2	160	0	0	55	11	1	0	0	67	0	0	12	6	2	3	0	23
0845 - 0900	0	0	2	0	2	0	0	4	0	2	103	21	13	5	0	144	1	2	45	8	0	0	0	56	0	0	12	2	6	0	0	20
Hourly Total	0	0	17	3	4	0	0	24	0	11	475	83	33	17	3	622	1	4	214	40	1	2	4	266	0	0	51	20	13	6	1	91
0900 - 0915	0	0	5	0	1	1	0	7	0	1	77	14	9	1	1	103	0	0	61	10	0	0	1	72	0	0	17	12	0	5	0	34
0915 - 0930	0	0	3	1	2	0	0	6	0	1	153	23	11	3	0	191	0	1	35	7	0	0	0	43	0	0	11	2	0	8	0	21
0930 - 0945	0	0	3	0	0	0	0	3	0	2	107	20	11	6	3	149	0	0	51	9	0	0	3	63	0	0	5	1	0	6	0	12
0945 - 1000	0	0	3	0	0	0	0	3	0	0	103	16	7	4	2	132	0	2	34	9	2	0	1	48	0	1	11	7	2	0	0	21
Hourly Total	0	0	14	1	3	1	0	19	0	4	440	73	38	14	6	575	0	3	181	35	2	0	5	226	0	1	44	22	2	19	0	88
Session Total	0	0	40	9	8	2	0	59	0	23	1541	270	93	45	11	1983	1	8	584	119	8	2	13	735	0	6	141	65	23	33	6	274
1600 - 1615	0	0	16	0	0	1	0	17	0	0	84	31	10	0	0	125	0	0	32	7	0	0	2	41	0	0	28	4	4	0	0	36
1615 - 1630	0	0	13	1	0	0	0	14	0	2	85	33	9	1	1	131	0	0	33	7	3	0	3	46	0	0	22	6	1	0	0	29
1630 - 1645	0	0	10	3	1	0	0	14	0	2	116	38	4	2	0	162	0	0	30	7	0	1	1	39	0	0	25	1	1	2	1	30
1645 - 1700	0	0	3	5	0	0	0	8	0	2	93	32	8	1	0	136	0	2	29	7	0	0	1	39	0	1	21	5	3	0	0	30
Hourly Total	0	0	42	9	1	1	0	53	0	6	378	134	31	4	1	554	0	2	124	28	3	1	7	165	0	1	96	16	9	2	1	125
1700 - 1715	0	0	13	6	1	0	0	20	0	4	125	35	5	0	3	172	0	2	45	4	2	0	3	56	0	1	26	2	1	0	1	31
1715 - 1730	0	0	9	2	0	0	0	11	0	2	114	46	5	1	0	168	0	1	45	4	0	1	1	52	0	0	31	1	0	1	0	33
1730 - 1745	0	0	12	1	0	0	0	13	0	0	144	20	4	2	1	171	0	0	40	4	1	0	1	46	0	1	22	0	3	0	1	27
1745 - 1800	0	0	8	3	0	0	0	11	0	1	146	18	0	0	0	165	0	2	32	0	0	0	1	35	0	2	23	0	0	0	0	25
Hourly Total	0	0	42	12	1	0	0	55	0	7	529	119	14	3	4	676	0	5	162	12	3	1	6	189	0	4	102	3	4	1	2	116
1800 - 1815	0	0	6	0	0	0	0	6	0	0	97	21	1	0	0	119	0	0	30	5	1	0	4	40	0	0	19	6	1	0	1	27
1815 - 1830	0	0	2	1	0	0	0	3	0	0	103	22	2	0	0	127	0	0	27	2	2	0	2	33	0	0	16	2	1	0	0	19
1830 - 1845	0	0	5	2	0	0	1	8	0	2	113	15	2	1	0	133	0	0	26	0	0	0	1	27	0	0	12	2	2	0	0	16
1845 - 1900	0	0	8	0	0	1	0	9	0	1	87	12	2	2	2	106	0	1	31	3	1	1	3	40	0	1	11	2	2	0	0	16
Hourly Total	0	0	21	3	0	1	1	26	0	3	400	70	7	3	2	485	0	1	114	10	4	1	10	140	0	1	58	12	5	0	1	76
Session Total	0	0	105	24	2	2	1	134	0	16	1307	323	52	10	7	1715	0	8	460	50	10	2	23	494	0	6	256	31	19	2	4	319

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: Vinnetrow Road

	First Left to A27 (South)								Second Left to Bognor Road (West)								Right to A27 (North)								Last Right to Bognor Road (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	7	2	0	0	0	9	0	0	21	3	0	0	0	24	0	0	11	6	0	0	0	17	0	0	6	4	0	0	0	10
0715 - 0730	0	0	2	1	0	0	0	3	0	0	26	2	0	0	0	28	0	0	5	4	1	0	0	10	0	0	2	2	0	0	0	4
0730 - 0745	0	0	6	5	0	1	0	12	0	0	21	2	0	0	0	23	0	0	7	4	0	0	0	11	0	0	4	1	0	0	0	5
0745 - 0800	0	0	5	1	0	0	0	6	0	1	38	3	0	0	0	42	0	1	5	2	0	0	0	8	0	1	4	1	0	0	0	6
Hourly Total	0	0	20	9	0	1	0	30	0	1	106	10	0	0	0	117	0	1	28	16	1	0	0	46	0	1	16	8	0	0	0	25
0800 - 0815	0	0	5	2	0	1	0	8	0	0	40	4	0	0	0	44	0	0	8	2	0	2	0	12	0	0	5	2	0	2	0	9
0815 - 0830	0	0	11	1	0	0	0	12	0	0	33	2	0	0	0	35	0	0	6	1	0	1	0	8	0	0	4	1	0	1	0	6
0830 - 0845	0	0	3	0	0	0	0	3	0	0	29	7	0	0	0	36	0	2	4	3	0	0	0	9	0	0	4	1	1	0	0	6
0845 - 0900	0	0	2	4	1	0	0	7	0	0	17	1	0	0	0	18	0	0	8	3	2	0	0	13	0	0	5	0	2	0	1	8
Hourly Total	0	0	21	7	1	1	0	30	0	0	119	14	0	0	0	133	0	2	26	9	2	3	0	42	0	0	18	4	3	2	1	29
0900 - 0915	0	0	10	1	1	0	0	12	0	0	25	3	0	0	0	28	0	0	16	3	0	1	0	20	0	0	6	2	0	0	0	8
0915 - 0930	0	0	7	0	0	0	0	7	0	0	22	4	0	0	0	26	0	0	4	1	0	0	0	5	0	0	2	0	0	0	0	2
0930 - 0945	0	1	7	0	1	0	0	9	0	0	17	3	0	0	0	20	0	0	3	1	0	0	0	4	0	0	3	1	0	0	0	4
0945 - 1000	0	0	7	1	0	0	0	8	0	0	26	1	0	0	0	27	0	0	6	1	1	0	0	8	0	0	5	1	1	0	0	7
Hourly Total	0	1	31	2	2	0	0	36	0	0	90	11	0	0	0	101	0	0	29	6	1	1	0	37	0	0	16	4	1	0	0	21
Session Total	0	1	72	18	3	2	0	96	0	1	315	35	0	0	0	351	0	3	83	31	4	4	0	125	0	1	50	16	4	3	1	75
1600 - 1615	0	0	12	2	0	0	0	14	0	0	9	2	0	0	0	11	0	0	12	1	0	0	0	13	0	0	11	1	0	0	0	12
1615 - 1630	0	0	10	2	0	0	0	12	0	0	16	2	0	0	0	18	0	0	21	1	0	0	0	22	0	1	14	1	1	0	0	17
1630 - 1645	0	0	6	2	0	0	0	8	0	0	18	0	0	0	0	18	0	0	17	4	0	1	0	22	0	0	9	3	0	0	0	12
1645 - 1700	0	0	2	1	0	0	0	3	0	0	15	1	0	0	0	16	0	0	15	1	0	0	0	16	0	0	11	1	0	0	0	12
Hourly Total	0	0	30	7	0	0	0	37	0	0	58	5	0	0	0	63	0	0	65	7	0	1	0	73	0	1	45	6	1	0	0	53
1700 - 1715	0	0	7	4	0	0	0	11	0	0	16	0	0	0	0	16	0	0	11	0	0	0	0	11	0	0	10	0	0	0	0	10
1715 - 1730	0	0	7	1	0	0	0	8	1	0	12	0	0	0	0	13	0	0	13	4	0	0	0	17	0	0	10	2	0	0	0	12
1730 - 1745	0	0	5	1	0	0	0	6	0	0	7	0	0	0	0	7	0	0	14	4	0	0	0	18	0	0	13	0	0	0	0	13
1745 - 1800	0	0	1	1	0	0	0	2	0	0	17	0	0	0	0	17	0	0	8	0	2	0	0	10	0	0	4	0	0	0	0	4
Hourly Total	0	0	20	7	0	0	0	27	1	0	52	0	0	0	0	53	0	0	46	8	2	0	0	56	0	0	27	2	0	0	0	30
1800 - 1815	0	0	10	1	0	0	0	11	0	0	16	2	0	0	0	18	0	0	10	1	0	2	0	13	0	0	4	1	0	0	0	5
1815 - 1830	0	0	5	1	0	1	0	7	0	0	18	0	0	0	0	18	0	0	11	2	0	0	0	13	0	0	6	2	0	0	0	8
1830 - 1845	0	1	6	0	1	0	0	8	0	0	9	0	0	0	0	9	0	0	14	0	1	0	0	15	0	0	10	0	1	0	0	11
1845 - 1900	0	0	9	2	0	0	0	11	0	0	19	0	0	0	0	19	0	0	11	2	0	0	0	13	0	0	6	2	0	0	0	8
Hourly Total	0	1	30	4	1	1	0	37	0	0	62	2	0	0	0	64	0	0	46	5	1	2	0	54	0	0	26	5	1	0	0	32
Session Total	0	1	80	18	1	1	0	101	1	0	172	7	0	0	0	180	0	0	157	20	3	2	0	183	0	1	108	12	2	0	0	124

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: A27 (South)

	Left to Bognor Road (West)								N/B to A27 (North)								Right to Bognor Road (East)								Last Right to Vinnetrow 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	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	3	1	0	0	0	4	0	4	131	59	26	14	0	234	0	0	53	27	8	3	1	92	0	0	4	1	2	1	0	8
0715 - 0730	0	0	2	4	0	2	0	8	0	4	142	63	14	14	1	238	0	1	47	35	4	5	2	94	0	0	4	2	0	1	0	7
0730 - 0745	0	0	4	3	2	0	0	9	0	2	142	59	23	18	1	245	0	2	56	29	9	6	1	103	0	0	6	2	2	0	0	10
0745 - 0800	0	0	7	4	2	0	0	13	0	1	104	43	16	9	0	173	0	1	46	25	5	3	0	80	0	1	7	2	1	0	0	11
Hourly Total	0	0	16	12	4	2	0	34	0	11	519	224	79	55	2	890	0	4	202	116	26	17	4	369	0	1	21	7	5	2	0	36
0800 - 0815	0	0	14	3	1	2	0	20	0	0	140	42	15	7	0	204	0	0	51	20	6	4	0	81	0	0	11	2	2	0	0	15
0815 - 0830	0	0	15	3	0	0	0	18	0	0	145	42	20	11	1	219	0	0	59	15	10	6	0	90	0	4	8	2	0	1	0	15
0830 - 0845	0	0	10	5	0	0	0	15	0	0	139	45	18	9	0	211	0	0	54	11	11	4	0	80	0	0	7	2	1	0	0	10
0845 - 0900	0	0	16	7	2	0	0	25	0	0	140	35	15	11	1	202	0	0	68	13	6	6	0	93	0	0	7	0	0	0	0	7
Hourly Total	0	0	55	18	3	2	0	78	0	0	564	164	68	38	2	836	0	0	232	59	33	20	0	344	0	4	33	6	3	1	0	47
0900 - 0915	0	0	11	6	0	1	0	18	0	2	124	39	19	10	0	194	0	2	59	20	9	5	0	95	0	0	34	3	0	3	0	40
0915 - 0930	0	0	9	3	5	0	0	17	0	0	134	35	13	4	0	186	0	0	55	16	5	3	0	79	0	0	3	2	0	1	0	6
0930 - 0945	0	0	12	1	1	0	0	14	0	0	67	20	16	5	0	108	0	1	40	17	10	2	0	70	0	0	5	1	1	0	0	7
0945 - 1000	0	0	7	1	1	0	0	9	0	3	53	13	5	7	0	81	0	0	47	13	4	4	0	68	0	0	6	1	0	1	0	8
Hourly Total	0	0	39	11	7	1	0	58	0	5	378	107	53	26	0	569	0	3	201	66	28	14	0	312	0	0	48	7	1	5	0	61
Session Total	0	0	110	41	14	5	0	170	0	16	1461	495	200	119	4	2295	0	7	635	241	87	51	4	1025	0	5	102	20	9	8	0	144
1600 - 1615	0	0	12	5	0	1	0	18	0	3	146	36	11	10	0	206	0	1	91	20	8	1	2	123	0	1	12	1	1	0	0	15
1615 - 1630	0	0	12	6	2	2	0	22	0	0	152	38	11	6	0	207	0	2	90	28	6	3	0	129	0	0	11	2	1	0	0	14
1630 - 1645	0	0	6	6	0	0	0	12	0	4	160	42	9	5	1	221	0	2	103	17	2	2	0	126	0	0	15	2	0	0	0	17
1645 - 1700	0	0	7	2	0	0	0	9	0	0	156	38	6	2	2	204	0	3	120	19	2	1	2	147	0	0	11	3	1	0	0	15
Hourly Total	0	0	37	19	2	3	0	61	0	7	614	154	37	23	3	838	0	8	404	84	18	7	4	525	0	1	49	8	3	0	0	61
1700 - 1715	0	0	11	2	2	1	0	16	0	3	165	24	4	4	0	200	0	2	107	20	2	4	0	135	0	1	14	0	0	0	0	15
1715 - 1730	0	1	9	3	0	0	0	13	0	0	158	26	10	6	0	200	0	0	106	18	3	1	1	129	0	0	13	3	1	0	0	17
1730 - 1745	0	0	10	1	0	3	0	14	0	0	150	26	5	6	0	187	0	0	105	16	3	3	0	127	0	0	13	0	0	1	0	14
1745 - 1800	0	0	7	2	0	0	0	9	0	3	198	29	5	6	0	241	0	3	94	7	0	0	0	104	0	1	11	2	0	0	0	14
Hourly Total	0	1	37	8	2	4	0	52	0	6	671	105	24	22	0	828	0	5	412	61	8	8	1	495	0	3	51	5	1	1	0	60
1800 - 1815	0	1	12	0	0	0	0	13	0	6	210	21	5	7	0	249	0	1	103	10	3	1	0	118	0	0	11	1	0	1	0	13
1815 - 1830	0	0	12	3	0	0	0	15	0	1	189	11	3	4	0	208	0	0	115	12	0	1	0	128	0	1	9	1	0	2	0	13
1830 - 1845	0	0	10	3	0	0	0	13	0	0	178	17	4	5	0	204	0	2	103	11	4	0	1	121	0	0	9	2	0	0	0	11
1845 - 1900	0	0	14	2	0	0	0	16	0	1	201	21	3	0	0	226	0	1	77	14	2	3	0	97	0	0	6	2	0	0	0	8
Hourly Total	0	1	48	8	0	0	0	57	0	8	778	70	15	16	0	887	0	4	398	47	9	5	1	464	0	1	35	5	0	3	0	45
Session Total	0	2	122	33	4	7	0	170	0	21	2063	329	76	61	3	2553	0	17	1214	192	35	20	6	1484	0	4	135	19	4	4	0	166

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (12) Bognor Road Roundabout

Approach: Bognor Road (West)

	Left to A27 (North)								E/B to Bognor Road (East)								Right to Vinnetrow Road								Last Right to A27 (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	21	14	4	0	0	39	0	0	37	20	4	0	3	64	0	0	2	0	0	0	0	2	0	2	17	2	1	0	0	22
0715 - 0730	0	0	17	12	4	2	0	35	0	0	46	10	1	0	3	60	0	0	1	1	0	0	0	2	0	0	10	3	3	1	0	17
0730 - 0745	0	0	27	10	3	0	0	40	0	0	55	14	1	0	2	72	0	0	6	1	0	0	0	7	0	1	14	5	3	1	0	24
0745 - 0800	0	0	15	9	4	0	0	28	0	0	94	16	5	0	1	116	0	0	9	1	0	0	0	10	0	0	16	2	1	0	0	19
Hourly Total	0	0	80	45	15	2	0	142	0	0	232	60	11	0	9	312	0	0	18	3	0	0	0	21	0	3	57	12	8	2	0	82
0800 - 0815	0	0	10	10	3	0	0	23	0	1	102	31	4	0	1	139	0	0	18	1	0	0	0	19	0	1	14	2	4	0	0	21
0815 - 0830	0	1	12	11	3	0	0	27	0	0	87	14	6	0	2	109	0	0	9	1	0	0	0	10	0	0	21	5	1	1	0	28
0830 - 0845	0	0	12	7	1	1	0	21	0	0	82	15	4	0	0	101	0	0	7	1	0	0	0	8	0	0	14	2	1	0	0	17
0845 - 0900	0	0	11	12	4	0	0	27	0	1	61	19	5	0	2	88	0	0	2	1	0	0	0	3	0	0	22	3	0	0	0	25
Hourly Total	0	1	45	40	11	1	0	98	0	2	332	79	19	0	5	437	0	0	36	4	0	0	0	40	0	1	71	12	6	1	0	91
0900 - 0915	0	0	14	13	1	0	0	28	0	0	42	29	6	1	2	80	0	0	2	2	0	0	0	4	0	0	24	2	0	2	1	29
0915 - 0930	0	0	15	9	3	1	0	28	0	0	65	20	1	0	1	87	0	0	4	1	0	0	0	5	0	0	15	2	1	1	0	19
0930 - 0945	0	0	4	3	2	1	0	10	0	0	64	17	6	2	1	90	0	0	10	1	0	0	0	11	0	0	15	5	1	0	0	21
0945 - 1000	0	0	5	1	3	0	0	9	0	0	84	18	6	0	0	108	0	0	7	1	0	0	0	8	0	0	11	3	0	1	0	15
Hourly Total	0	0	38	26	9	2	0	75	0	0	255	84	19	3	4	365	0	0	23	5	0	0	0	28	0	0	65	12	2	4	1	84
Session Total	0	1	163	111	35	5	0	315	0	2	819	223	49	3	16	1114	0	0	77	12	0	0	0	89	0	4	193	36	16	7	1	257
1600 - 1615	0	1	13	5	0	0	0	19	0	2	115	28	1	0	1	147	0	0	18	2	0	0	0	20	0	0	14	2	1	0	0	17
1615 - 1630	0	1	13	3	0	0	0	17	0	2	104	23	0	1	2	132	0	0	15	1	0	0	0	16	0	0	18	2	0	1	0	21
1630 - 1645	0	0	14	3	0	1	0	18	0	2	123	23	0	0	0	148	0	0	14	1	0	0	0	15	0	1	12	2	1	0	0	16
1645 - 1700	0	0	11	5	1	0	0	17	0	1	121	8	2	0	3	135	0	0	16	2	1	0	0	19	0	0	17	7	2	0	0	26
Hourly Total	0	2	51	16	1	1	0	71	0	7	463	82	3	1	6	562	0	0	63	6	1	0	0	70	0	1	61	13	4	1	0	80
1700 - 1715	0	0	19	4	0	0	0	23	0	3	136	27	1	0	1	168	0	1	18	3	0	0	0	22	0	1	11	2	1	1	0	16
1715 - 1730	0	0	10	1	0	0	0	11	0	3	142	15	0	0	3	163	0	0	17	1	0	0	0	18	0	0	17	1	0	0	0	18
1730 - 1745	0	0	16	4	0	0	0	20	0	2	143	18	1	0	0	164	0	0	17	1	0	0	0	18	0	0	18	3	1	0	0	22
1745 - 1800	0	0	10	0	0	0	0	10	0	0	138	15	0	0	2	155	0	0	19	1	0	0	0	20	0	0	17	2	0	0	0	19
Hourly Total	0	0	55	9	0	0	0	64	0	8	559	75	2	0	6	650	0	1	71	6	0	0	0	78	0	1	63	8	2	1	0	75
1800 - 1815	0	0	29	1	0	0	0	30	0	0	132	12	0	0	2	146	0	0	15	1	0	0	0	16	0	2	9	2	0	0	0	13
1815 - 1830	0	0	14	3	0	0	0	17	0	3	101	16	2	0	3	125	0	1	13	1	0	0	0	15	0	0	14	2	2	0	0	18
1830 - 1845	0	0	10	0	1	0	0	11	0	1	86	7	0	0	2	96	0	0	9	1	0	0	0	10	0	0	13	1	0	0	0	14
1845 - 1900	0	0	13	0	0	0	0	13	0	0	81	6	2	0	0	89	0	0	12	0	0	0	0	12	0	0	12	2	2	1	0	17
Hourly Total	0	0	66	4	1	0	0	71	0	4	400	41	4	0	7	456	0	1	49	3	0	0	0	53	0	2	48	7	4	1	0	62
Session Total	0	2	172	29	2	1	0	206	0	19	1422	198	9	1	19	1568	0	2	183	15	1	0	0	201	0	4	172	28	10	3	0	217

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

Approach: Nyetimber Lane (North)

	Left to Tabard Gate								S/B to Cardinals Drive								Right to Nyetimber Lane (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	2	1	2	0	1	6	0	0	10	2	0	0	0	12
0715 - 0730	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	20	1	1	0	0	22
0730 - 0745	0	0	0	0	0	0	0	0	0	0	3	2	0	0	2	7	0	0	18	5	0	0	0	23
0745 - 0800	0	0	0	0	1	0	0	1	1	0	9	4	1	0	1	16	0	0	17	1	1	1	0	20
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**22**	**9**	**3**	**0**	**4**	**39**	**0**	**0**	**65**	**9**	**2**	**1**	**0**	**77**
0800 - 0815	0	0	1	0	0	0	0	1	0	0	13	4	0	0	1	18	0	0	30	5	1	0	0	36
0815 - 0830	0	0	2	0	0	0	0	2	0	0	15	2	2	0	1	20	0	0	17	0	1	0	0	18
0830 - 0845	0	0	2	0	0	0	0	2	1	0	18	3	1	0	0	23	0	0	5	1	1	0	0	7
0845 - 0900	0	0	1	0	0	0	0	1	0	0	38	5	1	0	1	45	0	0	32	1	1	0	0	34
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**84**	**14**	**4**	**0**	**3**	**106**	**0**	**0**	**84**	**7**	**4**	**0**	**0**	**95**
0900 - 0915	0	0	1	0	0	0	0	1	0	0	26	2	1	0	1	30	0	0	34	4	0	0	0	38
0915 - 0930	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	28	0	0	13	0	1	0	0	14
0930 - 0945	0	0	1	1	0	0	0	2	0	0	17	1	0	0	1	19	0	0	12	1	0	0	0	13
0945 - 1000	0	0	1	1	0	0	0	2	0	0	27	3	0	0	2	32	0	0	11	2	0	0	0	13
Hourly Total	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**94**	**10**	**1**	**0**	**4**	**109**	**0**	**0**	**70**	**7**	**1**	**0**	**0**	**79**
Session Total	**0**	**0**	**9**	**2**	**1**	**0**	**0**	**12**	**2**	**0**	**200**	**33**	**8**	**0**	**11**	**254**	**0**	**0**	**219**	**23**	**7**	**1**	**0**	**250**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	27	5	1	0	1	34	2	0	18	2	0	0	0	22
1615 - 1630	0	0	2	0	0	0	0	2	0	0	36	3	1	0	1	41	0	0	15	2	0	0	0	17
1630 - 1645	0	0	7	0	0	0	0	7	1	0	30	4	0	0	1	36	0	0	17	4	0	0	0	21
1645 - 1700	0	0	3	0	0	0	0	3	0	0	34	5	2	0	1	42	0	0	19	3	0	0	0	22
Hourly Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**127**	**17**	**4**	**0**	**4**	**153**	**2**	**0**	**69**	**11**	**0**	**0**	**0**	**82**
1700 - 1715	0	0	2	0	0	0	0	2	1	0	39	6	0	0	0	46	0	0	17	5	0	0	0	22
1715 - 1730	0	0	4	0	0	0	0	4	0	0	37	15	0	0	1	53	0	0	16	3	1	0	0	20
1730 - 1745	0	0	2	1	0	0	0	3	1	0	30	7	1	0	1	40	0	0	26	3	0	0	0	29
1745 - 1800	0	0	4	0	0	0	0	4	0	0	21	2	1	0	1	25	2	0	12	2	0	0	0	16
Hourly Total	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**2**	**0**	**127**	**30**	**2**	**0**	**3**	**164**	**2**	**0**	**71**	**13**	**1**	**0**	**0**	**87**
1800 - 1815	0	0	1	1	0	0	0	2	1	0	21	1	0	0	1	24	0	0	20	2	0	0	0	22
1815 - 1830	0	0	1	0	0	0	0	1	1	0	20	2	0	0	0	23	0	0	13	2	0	0	0	15
1830 - 1845	0	0	4	0	0	0	0	4	2	0	25	3	1	0	1	32	3	0	29	5	0	0	0	37
1845 - 1900	1	0	1	0	0	0	0	2	0	0	20	1	0	0	0	21	0	0	24	1	0	0	0	25
Hourly Total	**1**	**0**	**7**	**1**	**0**	**0**	**0**	**9**	**4**	**0**	**86**	**7**	**1**	**0**	**2**	**100**	**3**	**0**	**86**	**10**	**0**	**0**	**0**	**99**
Session Total	**1**	**0**	**31**	**2**	**0**	**0**	**0**	**34**	**7**	**0**	**340**	**54**	**7**	**0**	**9**	**417**	**7**	**0**	**226**	**34**	**1**	**0**	**0**	**268**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

Approach: Tabard Gate

	Left to Cardinals Drive								W/B to Nyetimber Lane (West)								Right to Nyetimber Lane (North)							
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	0	0	0	0	0	1	0	0	2	0	1	0	0	3	0	0	2	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	1	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**1**	**1**	**0**	**0**	**9**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8
0815 - 0830	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	3	0	0	0	0	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7
0845 - 0900	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	4	1	0	0	0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**
0900 - 0915	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3
0945 - 1000	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
Session Total	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**18**	**2**	**1**	**0**	**0**	**23**	**0**	**0**	**36**	**1**	**0**	**0**	**0**	**37**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
1615 - 1630	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	3
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**2**	**1**	**0**	**0**	**6**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4
1745 - 1800	0	0	0	0	0	0	0	0	0	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**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**10**
1800 - 1815	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
1815 - 1830	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
1830 - 1845	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2
1845 - 1900	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
Session Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**0**	**0**	**19**	**6**	**1**	**0**	**0**	**26**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

Approach: Cardinals Drive

	Left to Nyetimber Lane (West)								N/B to Nyetimber Lane (North)								Right to Tabard Gate							
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	0	0	2	0	0	0	0	2	1	0	8	2	0	0	0	11	0	0	0	0	0	0	0	0
0715 - 0730	1	0	3	2	0	0	0	6	0	0	19	6	1	0	1	27	0	0	0	0	0	0	0	0
0730 - 0745	0	0	7	1	0	0	0	8	1	0	23	3	0	0	1	28	0	0	0	0	0	0	0	0
0745 - 0800	0	0	5	0	0	0	0	5	1	0	28	8	0	0	1	38	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**17**	**3**	**0**	**0**	**0**	**21**	**3**	**0**	**78**	**19**	**1**	**0**	**3**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	1	0	6	1	0	0	0	8	4	0	41	5	1	0	0	51	0	0	0	0	0	0	0	0
0815 - 0830	0	0	10	0	0	0	0	10	6	0	57	6	1	0	1	71	0	0	0	0	0	0	0	0
0830 - 0845	0	0	3	1	0	0	0	4	0	0	60	7	2	0	1	70	0	0	0	0	0	0	0	0
0845 - 0900	0	0	6	0	0	0	0	6	0	0	40	5	1	0	0	46	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**25**	**2**	**0**	**0**	**0**	**28**	**10**	**0**	**198**	**23**	**5**	**0**	**2**	**238**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	12	0	0	0	0	12	2	0	41	3	0	0	1	47	0	0	0	0	0	0	0	0
0915 - 0930	0	0	2	1	0	0	0	3	0	0	23	3	2	0	1	29	0	0	0	0	0	0	0	0
0930 - 0945	0	0	5	0	0	0	0	5	0	0	35	3	0	0	0	38	0	0	0	1	0	0	0	1
0945 - 1000	0	0	6	1	0	0	0	7	0	0	38	3	1	0	1	43	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**25**	**2**	**0**	**0**	**0**	**27**	**2**	**0**	**137**	**12**	**3**	**0**	**3**	**157**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Session Total	**2**	**0**	**67**	**7**	**0**	**0**	**0**	**76**	**15**	**0**	**413**	**54**	**9**	**0**	**8**	**499**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1600 - 1615	0	0	3	0	0	0	0	3	0	0	27	4	1	0	1	33	0	0	0	0	0	0	0	0
1615 - 1630	0	0	3	2	0	0	0	5	0	1	27	8	1	0	1	38	0	0	0	0	0	0	0	0
1630 - 1645	0	0	1	1	0	0	0	2	0	0	24	10	1	0	0	35	0	0	1	0	0	0	0	1
1645 - 1700	0	0	2	0	0	0	0	2	0	1	23	2	2	0	1	29	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**3**	**0**	**0**	**0**	**12**	**0**	**2**	**101**	**24**	**5**	**0**	**3**	**135**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1700 - 1715	0	0	3	0	0	0	0	3	0	0	27	7	1	0	1	36	0	0	1	3	0	0	0	4
1715 - 1730	0	0	6	0	0	0	0	6	1	0	17	1	0	0	1	20	0	0	0	0	0	0	0	0
1730 - 1745	1	0	1	0	0	0	0	2	0	0	32	4	2	0	1	39	0	0	0	0	0	0	0	0
1745 - 1800	0	0	2	0	0	0	0	2	0	2	27	6	1	0	0	36	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**12**	**0**	**0**	**0**	**0**	**13**	**1**	**2**	**103**	**18**	**4**	**0**	**3**	**131**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**4**
1800 - 1815	0	0	1	1	0	0	0	2	1	1	20	3	0	0	1	26	0	0	0	0	0	0	0	0
1815 - 1830	0	0	10	0	0	0	0	10	1	0	26	1	0	0	1	29	0	0	1	0	0	0	0	1
1830 - 1845	0	0	3	0	0	0	0	3	0	0	17	2	0	0	1	20	0	0	2	0	0	0	0	2
1845 - 1900	0	0	1	0	0	0	0	1	1	0	19	3	0	0	0	23	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**16**	**3**	**1**	**82**	**9**	**0**	**0**	**3**	**98**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
Session Total	**1**	**0**	**36**	**4**	**0**	**0**	**0**	**41**	**4**	**5**	**286**	**51**	**9**	**0**	**9**	**364**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**8**

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Manual Traffic Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd

Junction: (13) Nyetimber Lane / Tabard Gate / Cardinals Drive

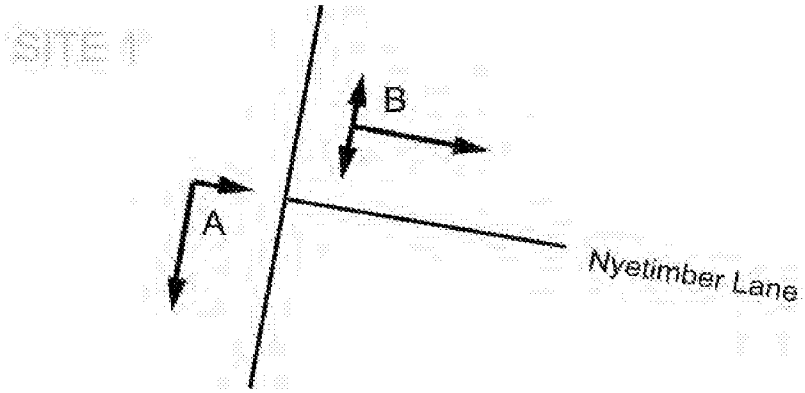
Approach: Nyetimber Lane (West)

	Left to Nyetimber Lane (North)								E/B to Tabard Gate								Right to Cardinals Drive							
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	0	0	5	2	0	0	0	7	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
0715 - 0730	0	0	6	2	0	0	0	8	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0730 - 0745	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
0745 - 0800	0	0	14	4	2	0	0	20	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**33**	**11**	**2**	**0**	**0**	**46**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**
0800 - 0815	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0815 - 0830	3	0	14	3	0	0	0	20	1	0	0	0	0	0	0	1	0	0	3	2	0	0	0	5
0830 - 0845	1	0	15	3	2	0	0	21	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
0845 - 0900	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**4**	**0**	**61**	**8**	**2**	**0**	**0**	**75**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**9**
0900 - 0915	1	0	27	4	2	0	0	34	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6
0915 - 0930	1	0	24	3	0	0	0	28	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
0930 - 0945	3	0	18	1	1	0	0	23	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
0945 - 1000	0	0	17	3	1	0	0	21	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**5**	**0**	**86**	**11**	**4**	**0**	**0**	**106**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**10**	**0**	**1**	**0**	**0**	**11**
Session Total	**9**	**0**	**180**	**30**	**8**	**0**	**0**	**227**	**1**	**0**	**5**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**21**	**4**	**1**	**0**	**0**	**26**
1600 - 1615	0	0	27	2	0	0	0	29	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5
1615 - 1630	0	0	17	3	0	0	0	20	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
1630 - 1645	0	1	21	5	0	0	0	27	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	3
1645 - 1700	0	0	19	2	1	0	0	22	0	0	4	0	1	0	0	5	0	0	8	1	0	0	0	9
Hourly Total	**0**	**1**	**84**	**12**	**1**	**0**	**0**	**98**	**0**	**0**	**8**	**1**	**1**	**0**	**0**	**10**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**
1700 - 1715	0	0	19	3	0	0	0	22	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	4
1715 - 1730	0	0	29	4	0	0	0	33	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4
1730 - 1745	1	0	28	4	0	0	0	33	0	0	5	0	0	0	0	5	0	0	8	1	0	0	0	9
1745 - 1800	0	0	18	4	0	0	0	22	0	0	1	0	0	0	0	1	0	0	3	0	1	0	0	4
Hourly Total	**1**	**0**	**94**	**15**	**0**	**0**	**0**	**110**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**19**	**1**	**1**	**0**	**0**	**21**
1800 - 1815	0	0	26	3	0	0	0	29	0	0	1	0	0	0	0	1	0	0	7	3	0	0	0	10
1815 - 1830	0	0	22	6	0	0	0	28	0	0	2	0	0	0	0	2	0	1	4	0	0	0	0	5
1830 - 1845	0	0	25	1	0	0	0	26	0	1	1	1	0	0	0	3	0	0	7	1	0	0	0	8
1845 - 1900	0	0	24	2	0	0	0	26	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**97**	**12**	**0**	**0**	**0**	**109**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**20**	**4**	**0**	**0**	**0**	**25**
Session Total	**1**	**1**	**275**	**39**	**1**	**0**	**0**	**317**	**0**	**1**	**24**	**2**	**1**	**0**	**0**	**28**	**0**	**1**	**61**	**6**	**1**	**0**	**0**	**69**

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 1							
TIME	A	B	TIME	TIME	A	B	TIME
07:00	0	1	07:00	16:00	2	1	16:00
07:05	0	2	07:05	16:05	1	1	16:05
07:10	1	3	07:10	16:10	0	1	16:10
07:15	0	2	07:15	16:15	1	1	16:15
07:20	0	1	07:20	16:20	2	2	16:20
07:25	1	2	07:25	16:25	1	1	16:25
07:30	0	1	07:30	16:30	0	2	16:30
07:35	0	2	07:35	16:35	0	2	16:35
07:40	0	3	07:40	16:40	0	2	16:40
07:45	0	2	07:45	16:45	1	1	16:45
07:50	0	1	07:50	16:50	0	1	16:50
07:55	0	2	07:55	16:55	2	2	16:55
08:00	0	3	08:00	17:00	0	1	17:00
08:05	0	4	08:05	17:05	2	3	17:05
08:10	0	2	08:10	17:10	0	1	17:10
08:15	0	1	08:15	17:15	0	1	17:15
08:20	0	2	08:20	17:20	0	2	17:20
08:25	0	1	08:25	17:25	2	2	17:25
08:30	0	2	08:30	17:30	3	1	17:30
08:35	1	1	08:35	17:35	1	2	17:35
08:40	0	1	08:40	17:40	3	1	17:40
08:45	0	2	08:45	17:45	2	1	17:45
08:50	0	2	08:50	17:50	0	1	17:50
08:55	0	2	08:55	17:55	0	2	17:55
09:00	1	2	09:00	18:00	1	1	18:00
09:05	1	2	09:05	18:05	2	1	18:05
09:10	0	3	09:10	18:10	4	1	18:10
09:15	0	2	09:15	18:15	0	2	18:15
09:20	0	1	09:20	18:20	4	1	18:20
09:25	0	1	09:25	18:25	0	1	18:25
09:30	0	1	09:30	18:30	1	1	18:30
09:35	0	1	09:35	18:35	0	1	18:35
09:40	1	1	09:40	18:40	1	1	18:40
09:45	0	2	09:45	18:45	0	2	18:45
09:50	2	1	09:50	18:50	1	2	18:50
09:55	1	1	09:55	18:55	1	1	18:55
AVE	0.25	1.75	AVE	AVE	1.06	1.39	AVE

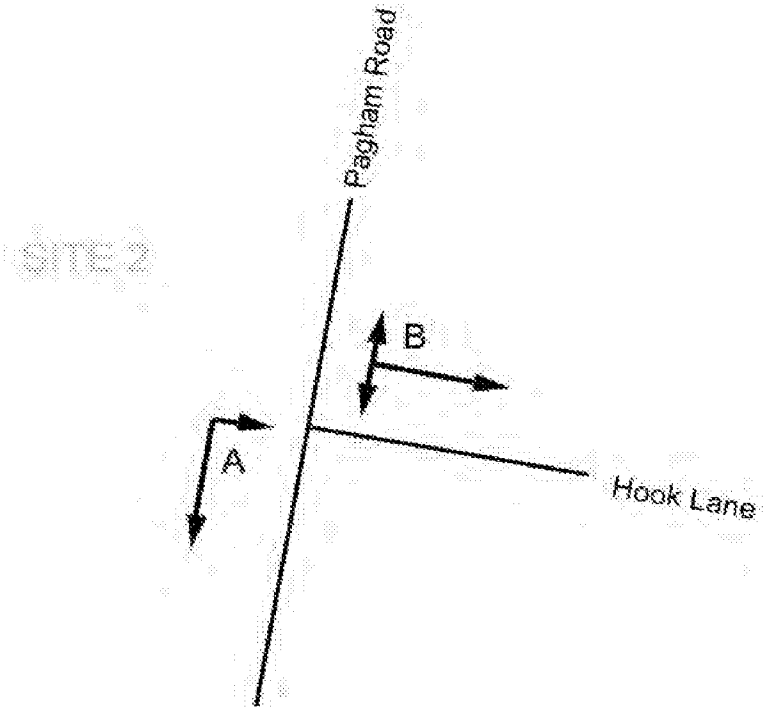


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 2								
TIME	A	B	TIME		TIME	A	B	TIME
07:00	0	2	07:00		16:00	2	1	16:00
07:05	0	1	07:05		16:05	1	1	16:05
07:10	3	1	07:10		16:10	3	0	16:10
07:15	0	1	07:15		16:15	2	1	16:15
07:20	0	2	07:20		16:20	0	1	16:20
07:25	0	1	07:25		16:25	3	2	16:25
07:30	0	1	07:30		16:30	2	4	16:30
07:35	3	2	07:35		16:35	0	1	16:35
07:40	0	3	07:40		16:40	0	5	16:40
07:45	0	4	07:45		16:45	1	5	16:45
07:50	2	2	07:50		16:50	2	3	16:50
07:55	2	2	07:55		16:55	0	2	16:55
08:00	0	2	08:00		17:00	1	3	17:00
08:05	3	4	08:05		17:05	0	4	17:05
08:10	0	2	08:10		17:10	0	6	17:10
08:15	3	1	08:15		17:15	2	1	17:15
08:20	1	1	08:20		17:20	1	3	17:20
08:25	1	1	08:25		17:25	1	2	17:25
08:30	2	1	08:30		17:30	2	2	17:30
08:35	1	1	08:35		17:35	1	1	17:35
08:40	1	2	08:40		17:40	1	5	17:40
08:45	0	1	08:45		17:45	2	3	17:45
08:50	0	1	08:50		17:50	1	2	17:50
08:55	0	1	08:55		17:55	1	3	17:55
09:00	1	1	09:00		18:00	2	1	18:00
09:05	0	2	09:05		18:05	0	1	18:05
09:10	2	2	09:10		18:10	0	4	18:10
09:15	0	1	09:15		18:15	0	1	18:15
09:20	0	1	09:20		18:20	1	1	18:20
09:25	0	1	09:25		18:25	0	1	18:25
09:30	0	1	09:30		18:30	1	2	18:30
09:35	0	0	09:35		18:35	0	1	18:35
09:40	1	1	09:40		18:40	1	2	18:40
09:45	1	1	09:45		18:45	0	2	18:45
09:50	1	1	09:50		18:50	2	2	18:50
09:55	0	2	09:55		18:55	0	2	18:55
AVE	0.78	1.50	AVE		AVE	1.00	2.25	AVE

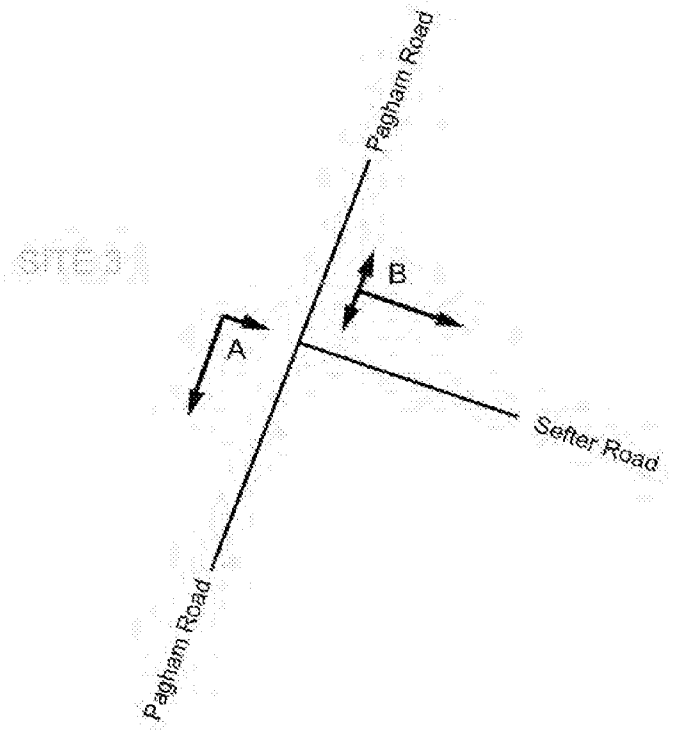


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 3							
TIME	A	B	TIME	TIME	A	B	TIME
07:00	0	6	07:00	16:00	0	2	16:00
07:05	0	7	07:05	16:05	0	3	16:05
07:10	0	8	07:10	16:10	0	3	16:10
07:15	0	8	07:15	16:15	0	1	16:15
07:20	0	10	07:20	16:20	0	4	16:20
07:25	0	9	07:25	16:25	0	2	16:25
07:30	0	12	07:30	16:30	1	2	16:30
07:35	0	13	07:35	16:35	0	1	16:35
07:40	0	10	07:40	16:40	0	3	16:40
07:45	0	14	07:45	16:45	3	2	16:45
07:50	0	11	07:50	16:50	0	1	16:50
07:55	0	10	07:55	16:55	0	3	16:55
08:00	0	14	08:00	17:00	0	3	17:00
08:05	0	10	08:05	17:05	0	2	17:05
08:10	0	7	08:10	17:10	0	1	17:10
08:15	0	12	08:15	17:15	0	2	17:15
08:20	0	13	08:20	17:20	0	2	17:20
08:25	0	5	08:25	17:25	0	4	17:25
08:30	0	6	08:30	17:30	0	6	17:30
08:35	0	4	08:35	17:35	0	2	17:35
08:40	0	3	08:40	17:40	0	4	17:40
08:45	0	6	08:45	17:45	0	8	17:45
08:50	0	5	08:50	17:50	0	4	17:50
08:55	0	2	08:55	17:55	0	6	17:55
09:00	0	4	09:00	18:00	0	3	18:00
09:05	0	5	09:05	18:05	2	3	18:05
09:10	0	3	09:10	18:10	0	3	18:10
09:15	0	3	09:15	18:15	0	4	18:15
09:20	0	1	09:20	18:20	0	3	18:20
09:25	0	1	09:25	18:25	0	2	18:25
09:30	0	3	09:30	18:30	0	4	18:30
09:35	0	1	09:35	18:35	0	1	18:35
09:40	0	4	09:40	18:40	0	4	18:40
09:45	0	2	09:45	18:45	0	6	18:45
09:50	0	2	09:50	18:50	0	1	18:50
09:55	0	2	09:55	18:55	0	1	18:55
AVE	0.00	6.56	AVE	AVE	0.17	2.94	AVE

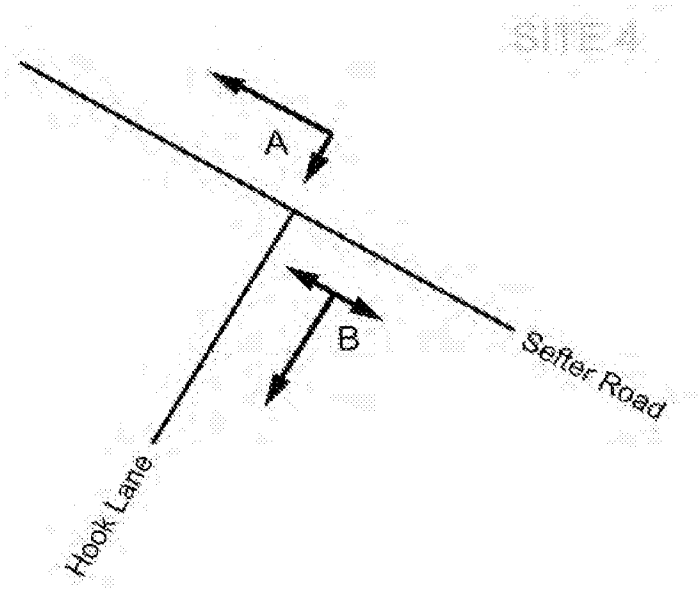


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 4							
TIME	A	B	TIME	TIME	A	B	TIME
07:00	0	1	07:00	16:00	0	2	16:00
07:05	0	2	07:05	16:05	0	2	16:05
07:10	2	1	07:10	16:10	2	1	16:10
07:15	0	2	07:15	16:15	0	1	16:15
07:20	0	3	07:20	16:20	0	3	16:20
07:25	0	2	07:25	16:25	0	1	16:25
07:30	0	2	07:30	16:30	0	2	16:30
07:35	0	3	07:35	16:35	0	2	16:35
07:40	0	2	07:40	16:40	2	2	16:40
07:45	5	2	07:45	16:45	0	2	16:45
07:50	0	3	07:50	16:50	1	3	16:50
07:55	0	3	07:55	16:55	1	1	16:55
08:00	0	4	08:00	17:00	0	3	17:00
08:05	0	3	08:05	17:05	2	1	17:05
08:10	0	3	08:10	17:10	1	3	17:10
08:15	0	2	08:15	17:15	2	2	17:15
08:20	0	2	08:20	17:20	1	1	17:20
08:25	0	3	08:25	17:25	1	1	17:25
08:30	0	2	08:30	17:30	2	2	17:30
08:35	0	1	08:35	17:35	0	2	17:35
08:40	0	1	08:40	17:40	0	2	17:40
08:45	0	2	08:45	17:45	0	3	17:45
08:50	0	3	08:50	17:50	0	2	17:50
08:55	0	2	08:55	17:55	0	2	17:55
09:00	0	3	09:00	18:00	0	3	18:00
09:05	1	2	09:05	18:05	0	6	18:05
09:10	0	4	09:10	18:10	0	1	18:10
09:15	0	2	09:15	18:15	0	2	18:15
09:20	0	1	09:20	18:20	0	1	18:20
09:25	2	2	09:25	18:25	0	1	18:25
09:30	0	2	09:30	18:30	3	2	18:30
09:35	0	2	09:35	18:35	0	1	18:35
09:40	0	1	09:40	18:40	0	1	18:40
09:45	0	2	09:45	18:45	1	1	18:45
09:50	0	1	09:50	18:50	0	2	18:50
09:55	0	1	09:55	18:55	1	1	18:55
AVE	0.28	2.14	AVE	AVE	0.56	1.89	AVE

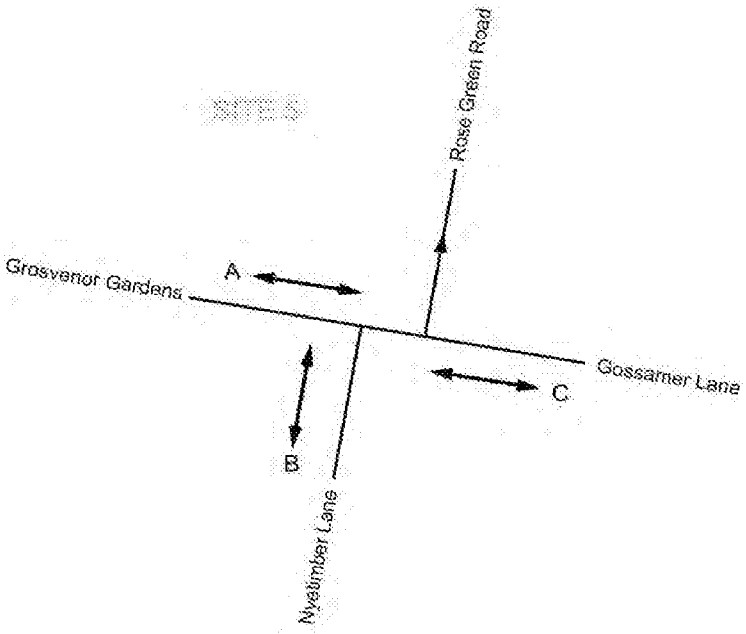


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 5									
TIME	A	B	C	TIME	TIME	A	B	C	TIME
07:00	1	3	2	07:00	16:00	5	6	9	16:00
07:05	1	3	3	07:05	16:05	10	7	9	16:05
07:10	2	1	2	07:10	16:10	6	12	10	16:10
07:15	1	3	2	07:15	16:15	3	7	11	16:15
07:20	1	3	5	07:20	16:20	3	8	7	16:20
07:25	4	5	7	07:25	16:25	7	8	10	16:25
07:30	2	5	3	07:30	16:30	8	11	10	16:30
07:35	1	6	7	07:35	16:35	7	12	8	16:35
07:40	5	8	8	07:40	16:40	3	9	9	16:40
07:45	2	7	8	07:45	16:45	5	11	10	16:45
07:50	4	8	11	07:50	16:50	22	8	9	16:50
07:55	2	5	5	07:55	16:55	3	13	9	16:55
08:00	5	13	9	08:00	17:00	7	11	7	17:00
08:05	5	11	7	08:05	17:05	4	9	6	17:05
08:10	4	9	8	08:10	17:10	9	10	12	17:10
08:15	2	10	11	08:15	17:15	5	4	8	17:15
08:20	7	16	9	08:20	17:20	4	8	9	17:20
08:25	3	13	11	08:25	17:25	6	5	6	17:25
08:30	8	12	10	08:30	17:30	7	8	11	17:30
08:35	7	8	8	08:35	17:35	8	7	9	17:35
08:40	9	11	12	08:40	17:40	3	9	8	17:40
08:45	9	11	12	08:45	17:45	6	5	7	17:45
08:50	3	8	11	08:50	17:50	6	8	10	17:50
08:55	3	4	5	08:55	17:55	8	6	6	17:55
09:00	6	12	7	09:00	18:00	8	4	5	18:00
09:05	6	14	12	09:05	18:05	6	7	4	18:05
09:10	11	16	7	09:10	18:10	4	3	8	18:10
09:15	4	13	7	09:15	18:15	6	6	4	18:15
09:20	2	9	7	09:20	18:20	5	4	7	18:20
09:25	5	11	7	09:25	18:25	1	6	6	18:25
09:30	3	12	6	09:30	18:30	2	8	8	18:30
09:35	3	9	6	09:35	18:35	4	5	5	18:35
09:40	5	13	7	09:40	18:40	4	5	5	18:40
09:45	4	12	7	09:45	18:45	1	4	4	18:45
09:50	2	11	10	09:50	18:50	6	7	8	18:50
09:55	7	11	8	09:55	18:55	4	7	8	18:55
AVE	4.14	9.06	7.42	AVE	AVE	5.72	7.44	7.83	AVE

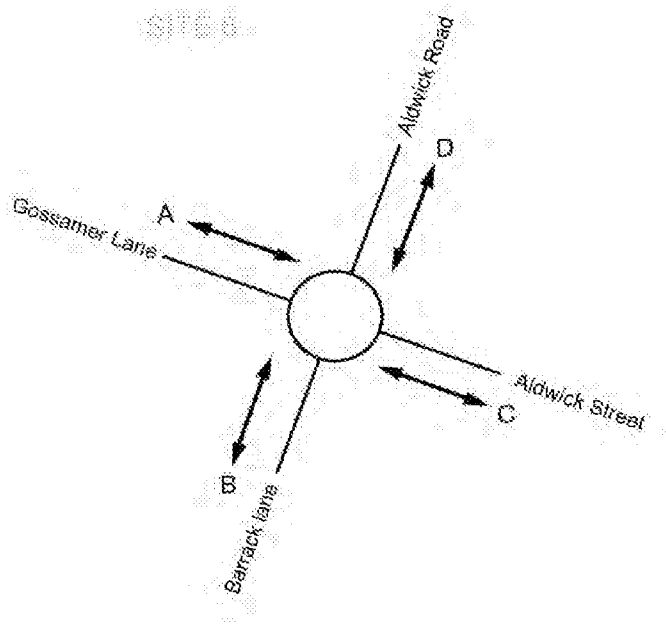


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 6												
TIME	A	B	C	D	TIME	TIME	A	B	C	D	TIME
07:00	1	1	0	1	07:00	16:00	4	2	1	3	16:00
07:05	1	1	0	3	07:05	16:05	2	2	3	4	16:05
07:10	1	2	1	1	07:10	16:10	6	3	2	8	16:10
07:15	0	0	1	1	07:15	16:15	2	1	6	5	16:15
07:20	0	1	0	2	07:20	16:20	3	2	5	2	16:20
07:25	0	1	1	3	07:25	16:25	3	3	4	3	16:25
07:30	0	2	3	3	07:30	16:30	2	3	3	4	16:30
07:35	1	2	1	1	07:35	16:35	2	4	4	3	16:35
07:40	4	2	2	2	07:40	16:40	4	3	4	4	16:40
07:45	2	2	2	3	07:45	16:45	3	1	3	3	16:45
07:50	1	2	2	2	07:50	16:50	1	1	3	5	16:50
07:55	4	2	1	3	07:55	16:55	2	3	5	2	16:55
08:00	2	2	4	7	08:00	17:00	1	2	4	5	17:00
08:05	7	3	5	1	08:05	17:05	5	6	5	4	17:05
08:10	4	2	4	4	08:10	17:10	2	2	7	2	17:10
08:15	1	2	2	3	08:15	17:15	4	3	4	2	17:15
08:20	1	3	5	2	08:20	17:20	4	2	5	5	17:20
08:25	4	3	3	5	08:25	17:25	4	3	4	2	17:25
08:30	0	1	2	2	08:30	17:30	2	1	5	4	17:30
08:35	4	3	5	4	08:35	17:35	3	2	3	3	17:35
08:40	2	2	2	3	08:40	17:40	1	2	4	4	17:40
08:45	7	2	6	3	08:45	17:45	2	3	3	4	17:45
08:50	2	3	1	3	08:50	17:50	3	1	2	2	17:50
08:55	2	2	4	3	08:55	17:55	2	1	2	2	17:55
09:00	4	1	1	4	09:00	18:00	1	0	5	5	18:00
09:05	3	3	3	4	09:05	18:05	4	2	3	8	18:05
09:10	3	3	2	5	09:10	18:10	1	1	1	3	18:10
09:15	1	1	6	2	09:15	18:15	3	2	2	1	18:15
09:20	1	1	2	1	09:20	18:20	2	2	2	2	18:20
09:25	3	1	1	3	09:25	18:25	2	3	3	5	18:25
09:30	5	3	2	1	09:30	18:30	1	2	3	4	18:30
09:35	2	3	4	3	09:35	18:35	1	1	5	1	18:35
09:40	4	4	5	3	09:40	18:40	3	1	1	3	18:40
09:45	4	4	1	5	09:45	18:45	3	1	4	2	18:45
09:50	1	2	4	2	09:50	18:50	1	1	4	2	18:50
09:55	2	3	3	2	09:55	18:55	3	1	3	3	18:55
AVE	2.33	2.08	2.53	2.78	AVE	AVE	2.56	2.03	3.53	3.44	AVE

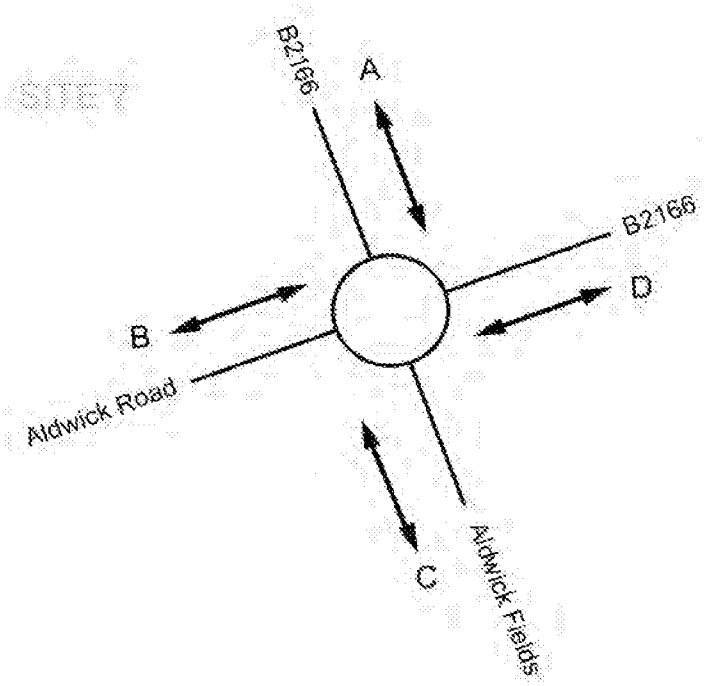


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 7											
TIME	A	B	C	D	TIME	TIME	A	B	C	D	TIME
07:00	2	0	0	0	07:00	16:00	4	1	1	2	16:00
07:05	0	1	0	0	07:05	16:05	1	1	0	4	16:05
07:10	1	1	0	0	07:10	16:10	2	3	1	2	16:10
07:15	2	1	0	0	07:15	16:15	2	1	0	1	16:15
07:20	2	1	1	2	07:20	16:20	4	2	1	0	16:20
07:25	2	0	1	0	07:25	16:25	3	3	0	5	16:25
07:30	1	1	1	0	07:30	16:30	1	0	1	3	16:30
07:35	0	2	1	0	07:35	16:35	4	4	0	6	16:35
07:40	2	2	1	0	07:40	16:40	3	0	0	1	16:40
07:45	2	0	1	6	07:45	16:45	3	1	1	2	16:45
07:50	1	1	0	0	07:50	16:50	2	2	1	3	16:50
07:55	1	1	1	4	07:55	16:55	2	2	1	3	16:55
08:00	1	3	0	4	08:00	17:00	2	3	2	3	17:00
08:05	1	2	1	3	08:05	17:05	2	3	0	4	17:05
08:10	2	2	1	1	08:10	17:10	1	1	1	3	17:10
08:15	3	2	0	0	08:15	17:15	2	2	1	2	17:15
08:20	1	0	1	0	08:20	17:20	3	1	1	1	17:20
08:25	0	0	0	2	08:25	17:25	1	1	0	3	17:25
08:30	0	3	1	1	08:30	17:30	2	0	2	2	17:30
08:35	5	2	1	2	08:35	17:35	2	4	1	1	17:35
08:40	4	6	2	4	08:40	17:40	1	1	1	1	17:40
08:45	1	1	0	3	08:45	17:45	2	1	1	3	17:45
08:50	2	1	1	0	08:50	17:50	4	2	1	2	17:50
08:55	1	3	1	2	08:55	17:55	3	1	0	2	17:55
09:00	2	3	1	4	09:00	18:00	1	0	0	2	18:00
09:05	1	1	1	1	09:05	18:05	1	0	0	2	18:05
09:10	2	2	1	3	09:10	18:10	1	1	1	1	18:10
09:15	1	1	2	3	09:15	18:15	2	2	0	3	18:15
09:20	2	2	1	2	09:20	18:20	4	1	0	2	18:20
09:25	1	2	1	2	09:25	18:25	4	0	1	2	18:25
09:30	3	3	0	6	09:30	18:30	2	2	0	1	18:30
09:35	3	2	0	1	09:35	18:35	1	1	0	2	18:35
09:40	2	3	1	1	09:40	18:40	1	2	0	1	18:40
09:45	4	1	0	1	09:45	18:45	2	2	0	1	18:45
09:50	2	1	0	3	09:50	18:50	1	0	0	3	18:50
09:55	2	4	1	0	09:55	18:55	1	0	1	0	18:55
AVE	1.72	1.69	0.69	1.69	AVE	AVE	2.14	1.42	0.58	2.19	AVE

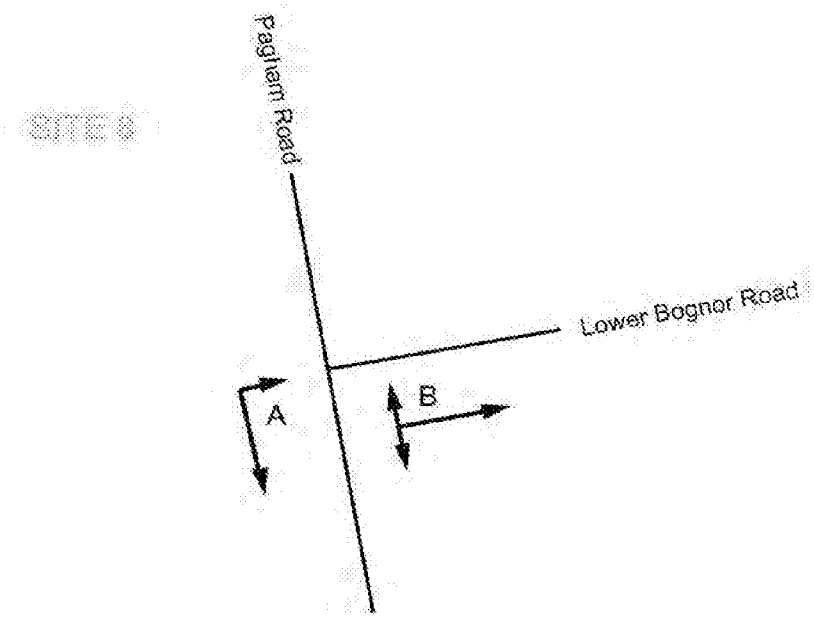


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 8							
TIME	A	B	TIME	TIME	A	B	TIME
07:00	0	3	07:00	16:00	0	6	16:00
07:05	0	4	07:05	16:05	0	11	16:05
07:10	0	3	07:10	16:10	0	8	16:10
07:15	0	3	07:15	16:15	0	3	16:15
07:20	0	5	07:20	16:20	0	5	16:20
07:25	0	3	07:25	16:25	4	7	16:25
07:30	0	4	07:30	16:30	4	10	16:30
07:35	0	4	07:35	16:35	0	16	16:35
07:40	0	3	07:40	16:40	0	6	16:40
07:45	0	6	07:45	16:45	0	4	16:45
07:50	0	3	07:50	16:50	0	5	16:50
07:55	0	5	07:55	16:55	0	10	16:55
08:00	0	3	08:00	17:00	0	8	17:00
08:05	0	4	08:05	17:05	0	6	17:05
08:10	0	3	08:10	17:10	0	2	17:10
08:15	0	2	08:15	17:15	0	3	17:15
08:20	0	3	08:20	17:20	0	4	17:20
08:25	0	4	08:25	17:25	0	3	17:25
08:30	0	5	08:30	17:30	0	5	17:30
08:35	0	2	08:35	17:35	0	5	17:35
08:40	0	7	08:40	17:40	5	4	17:40
08:45	1	1	08:45	17:45	0	4	17:45
08:50	0	2	08:50	17:50	1	3	17:50
08:55	0	7	08:55	17:55	0	3	17:55
09:00	0	3	09:00	18:00	0	3	18:00
09:05	0	2	09:05	18:05	4	3	18:05
09:10	0	3	09:10	18:10	0	3	18:10
09:15	0	3	09:15	18:15	0	2	18:15
09:20	0	4	09:20	18:20	0	3	18:20
09:25	0	6	09:25	18:25	0	2	18:25
09:30	0	5	09:30	18:30	0	3	18:30
09:35	0	3	09:35	18:35	0	2	18:35
09:40	0	2	09:40	18:40	0	3	18:40
09:45	0	5	09:45	18:45	0	2	18:45
09:50	0	3	09:50	18:50	0	4	18:50
09:55	0	4	09:55	18:55	0	1	18:55
AVE	0.03	3.67	AVE	AVE	0.50	4.78	AVE

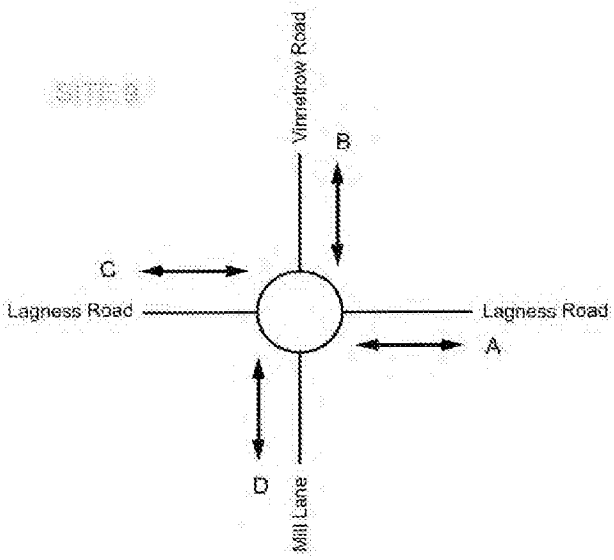


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 9												
TIME	A	B	C	D	TIME	TIME	A	B	C	D	TIME
07:00	1	1	7	1	07:00	16:00	3	0	3	4	16:00
07:05	3	1	2	2	07:05	16:05	4	2	3	5	16:05
07:10	3	0	1	1	07:10	16:10	3	1	6	1	16:10
07:15	4	1	4	1	07:15	16:15	5	0	2	3	16:15
07:20	2	0	1	1	07:20	16:20	2	1	3	5	16:20
07:25	3	0	1	1	07:25	16:25	3	1	4	1	16:25
07:30	1	2	2	2	07:30	16:30	2	0	2	4	16:30
07:35	1	1	1	1	07:35	16:35	3	1	3	3	16:35
07:40	5	0	1	2	07:40	16:40	3	2	2	4	16:40
07:45	3	1	6	1	07:45	16:45	3	2	2	3	16:45
07:50	4	2	4	2	07:50	16:50	5	2	3	4	16:50
07:55	3	1	3	3	07:55	16:55	6	1	1	4	16:55
08:00	5	2	5	2	08:00	17:00	2	0	0	5	17:00
08:05	2	1	6	3	08:05	17:05	3	0	2	4	17:05
08:10	4	3	6	2	08:10	17:10	1	1	3	4	17:10
08:15	4	2	9	2	08:15	17:15	2	1	4	4	17:15
08:20	1	1	6	2	08:20	17:20	3	1	3	5	17:20
08:25	2	2	5	2	08:25	17:25	5	0	2	5	17:25
08:30	1	1	0	3	08:30	17:30	5	0	1	5	17:30
08:35	3	0	2	3	08:35	17:35	3	1	0	5	17:35
08:40	3	0	3	2	08:40	17:40	2	2	2	3	17:40
08:45	1	0	0	1	08:45	17:45	5	0	2	5	17:45
08:50	1	1	1	2	08:50	17:50	2	1	3	5	17:50
08:55	1	0	3	1	08:55	17:55	3	0	4	3	17:55
09:00	3	1	3	1	09:00	18:00	3	1	0	3	18:00
09:05	4	0	4	2	09:05	18:05	4	1	4	4	18:05
09:10	1	1	2	1	09:10	18:10	0	1	1	2	18:10
09:15	3	1	5	1	09:15	18:15	0	1	2	3	18:15
09:20	2	1	0	3	09:20	18:20	3	1	2	3	18:20
09:25	1	0	1	3	09:25	18:25	2	1	2	3	18:25
09:30	5	1	3	2	09:30	18:30	3	0	1	2	18:30
09:35	1	1	1	1	09:35	18:35	3	1	0	3	18:35
09:40	2	0	0	0	09:40	18:40	3	1	2	4	18:40
09:45	2	1	5	3	09:45	18:45	2	0	2	2	18:45
09:50	2	1	0	1	09:50	18:50	3	0	1	3	18:50
09:55	3	1	1	3	09:55	18:55	3	2	0	2	18:55
AVE	2.50	0.89	2.89	1.78	AVE	AVE	2.97	0.83	2.14	3.56	AVE

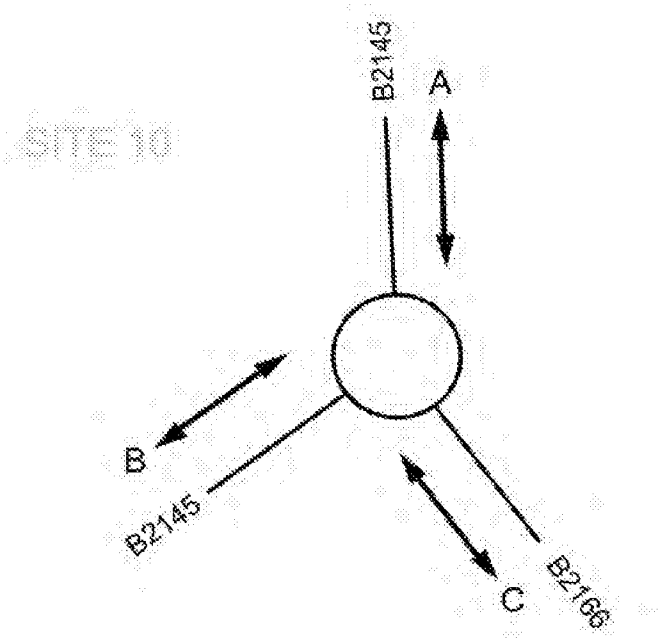


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 10									
TIME	A	B	C	TIME	TIME	A	B	C	TIME
07:00	1	3	3	07:00	16:00	5	6	10	16:00
07:05	2	5	4	07:05	16:05	4	3	2	16:05
07:10	3	5	2	07:10	16:10	2	2	4	16:10
07:15	5	4	5	07:15	16:15	8	4	3	16:15
07:20	2	5	6	07:20	16:20	10	5	4	16:20
07:25	3	11	3	07:25	16:25	8	4	5	16:25
07:30	4	10	5	07:30	16:30	15	5	6	16:30
07:35	2	6	5	07:35	16:35	10	4	6	16:35
07:40	4	5	4	07:40	16:40	7	4	7	16:40
07:45	2	5	3	07:45	16:45	5	2	10	16:45
07:50	2	6	3	07:50	16:50	7	6	6	16:50
07:55	4	9	4	07:55	16:55	7	4	4	16:55
08:00	3	9	8	08:00	17:00	6	4	4	17:00
08:05	2	6	5	08:05	17:05	6	1	6	17:05
08:10	4	6	10	08:10	17:10	7	7	7	17:10
08:15	2	11	3	08:15	17:15	14	5	3	17:15
08:20	3	3	9	08:20	17:20	15	5	5	17:20
08:25	2	9	5	08:25	17:25	7	5	7	17:25
08:30	3	9	4	08:30	17:30	4	5	5	17:30
08:35	5	4	6	08:35	17:35	4	5	6	17:35
08:40	3	5	7	08:40	17:40	5	10	9	17:40
08:45	2	2	4	08:45	17:45	5	12	5	17:45
08:50	3	3	3	08:50	17:50	4	2	3	17:50
08:55	1	6	4	08:55	17:55	4	2	4	17:55
09:00	2	3	3	09:00	18:00	4	3	1	18:00
09:05	2	3	10	09:05	18:05	9	4	2	18:05
09:10	3	5	12	09:10	18:10	4	5	4	18:10
09:15	1	3	4	09:15	18:15	5	5	3	18:15
09:20	6	14	8	09:20	18:20	4	4	6	18:20
09:25	1	7	7	09:25	18:25	4	1	3	18:25
09:30	3	3	6	09:30	18:30	3	2	1	18:30
09:35	5	2	6	09:35	18:35	1	5	3	18:35
09:40	1	3	2	09:40	18:40	2	2	3	18:40
09:45	2	1	7	09:45	18:45	2	4	5	18:45
09:50	2	6	9	09:50	18:50	4	6	2	18:50
09:55	1	5	3	09:55	18:55	5	3	2	18:55
AVE	2.67	5.61	5.33	AVE	AVE	6.00	4.33	4.61	AVE



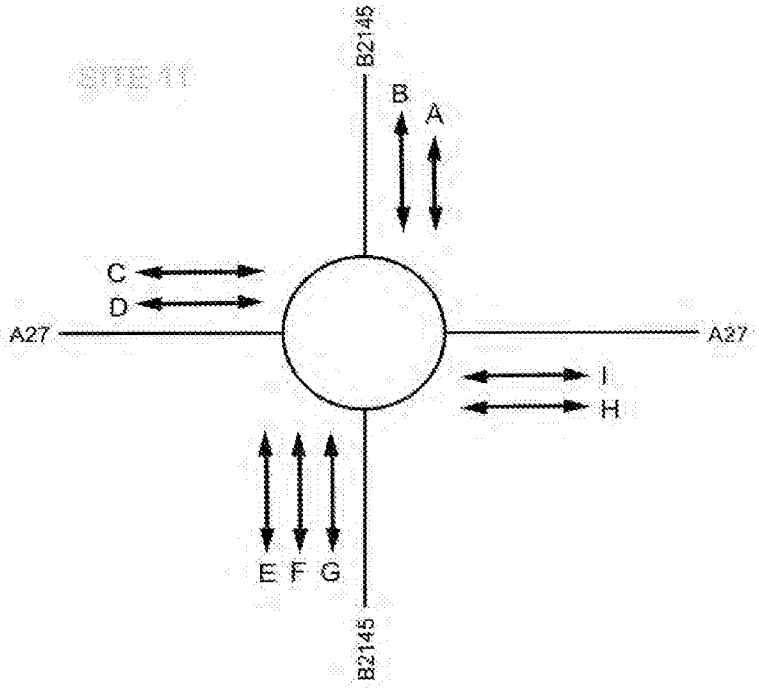
Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 11																					
TIME	A	B	C	D	E	F	G	H	I	TIME	TIME	A	B	C	D	E	F	G	H	I	TIME
07:00	2	2	5	4	5	4	2	2	5	07:00	16:00	18	4	5	7	5	3	3	6	6	16:00
07:05	1	1	9	9	8	5	5	2	3	07:05	16:05	8	3	7	8	4	4	3	7	6	16:05
07:10	2	3	4	3	15	13	6	6	8	07:10	16:10	8	4	9	11	2	3	2	5	3	16:10
07:15	4	4	12	9	11	8	4	6	3	07:15	16:15	11	6	6	8	5	3	3	5	3	16:15
07:20	1	2	12	6	8	4	6	7	4	07:20	16:20	12	3	7	8	6	4	2	6	4	16:20
07:25	1	2	21	15	13	14	5	5	4	07:25	16:25	14	1	12	7	36	3	2	10	8	16:25
07:30	7	1	13	9	16	24	11	10	8	07:30	16:30	13	2	5	10	9	3	4	9	6	16:30
07:35	3	2	15	8	14	30	5	6	6	07:35	16:35	12	2	9	11	3	4	2	15	13	16:35
07:40	1	1	11	6	13	15	18	7	3	07:40	16:40	5	5	4	6	2	3	3	14	12	16:40
07:45	4	3	4	11	11	17	13	10	6	07:45	16:45	12	4	5	6	2	4	2	7	7	16:45
07:50	1	3	6	6	9	6	6	7	5	07:50	16:50	20	4	11	12	2	2	2	12	5	16:50
00:00	2	3	9	6	11	7	18	3	5	07:55	16:55	22	5	7	9	5	2	3	7	5	16:55
00:00	2	2	9	12	5	4	15	5	5	08:00	17:00	4	2	7	9	3	2	4	6	4	17:00
00:00	2	2	10	9	8	5	8	7	5	08:05	17:05	11	6	7	9	4	3	4	9	5	17:05
00:00	8	4	15	9	4	4	11	12	10	08:10	17:10	14	3	12	16	4	2	5	12	8	17:10
00:00	3	1	7	16	13	15	14	7	5	08:15	17:15	18	3	7	11	4	4	3	9	5	17:15
00:00	2	1	13	8	13	14	17	5	5	08:20	17:20	15	3	7	13	2	7	3	11	7	17:20
00:00	2	2	7	11	10	12	11	5	5	08:25	17:25	19	5	5	14	2	2	4	13	10	17:25
00:00	1	2	5	11	6	6	13	4	5	08:30	17:30	15	3	10	13	2	2	3	14	11	17:30
00:00	8	2	7	9	9	9	12	6	5	08:35	17:35	15	3	5	12	3	3	2	13	9	17:35
00:00	4	2	7	9	9	6	5	12	6	08:40	17:40	12	3	6	8	3	3	2	8	5	17:40
00:00	3	2	8	5	8	11	7	10	6	08:45	17:45	12	2	11	13	5	5	4	5	4	17:45
00:00	2	1	5	5	4	4	4	5	5	08:50	17:50	14	2	6	14	6	3	4	6	5	17:50
00:00	1	2	7	5	4	4	3	13	8	08:55	17:55	12	4	6	6	3	2	2	7	5	17:55
00:00	2	9	11	9	6	5	4	4	6	09:00	18:00	10	3	7	6	3	3	3	5	3	18:00
00:00	2	9	4	7	5	4	4	12	5	09:05	18:05	12	2	4	6	2	7	2	5	3	18:05
00:00	2	1	12	8	6	4	5	2	3	09:10	18:10	12	2	6	8	3	8	3	5	5	18:10
00:00	1	4	9	11	4	4	7	5	3	09:15	18:15	10	3	7	4	6	3	3	5	5	18:15
00:00	5	6	11	14	5	3	5	5	5	09:20	18:20	8	4	4	6	2	3	2	5	4	18:20
00:00	2	3	12	8	7	6	5	4	4	09:25	18:25	7	2	3	7	6	1	1	12	4	18:25
00:00	2	2	11	20	3	10	3	5	3	09:30	18:30	7	2	5	7	3	2	5	7	4	18:30
00:00	2	2	15	32	5	7	1	14	3	09:35	18:35	5	2	4	5	3	3	3	7	3	18:35
00:00	3	3	21	47	3	5	2	14	12	09:40	18:40	2	1	4	5	9	5	3	6	5	18:40
00:00	8	4	39	45	4	4	2	14	14	09:45	18:45	5	2	5	6	5	3	7	9	5	18:45
00:00	4	10	49	48	6	12	3	14	10	09:50	18:50	7	3	5	6	3	2	4	5	2	18:50
00:00	2	2	47	50	4	4	3	10	6	09:55	18:55	5	3	5	9	3	2	4	4	3	18:55
10	2.83	2.92	12.83	13.89	7.92	8.58	7.31	7.36	5.67	AVE	AVE	11.28	3.08	6.53	8.78	4.72	3.28	3.08	8.08	5.61	AVE

Queues are maximum vehicle lengths every 5 minutes


B2145
B
A
C
D
A27
A27
I
H
E
F
G
B2145

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 12

TIME	A	B	C	D	E	F	G	H	I	J	K	TIME
07:00	3	5	0	62	71	8	10	11	0	15	12	07:00
07:05	7	4	0	62	77	10	11	9	0	14	16	07:05
07:10	4	2	0	64	81	5	25	27	1	12	16	07:10
07:15	4	1	0	71	82	5	30	31	0	10	12	07:15
07:20	5	3	1	64	79	6	39	42	0	5	5	07:20
07:25	6	4	1	59	75	10	52	54	0	12	10	07:25
07:30	4	2	0	78	94	7	74	75	1	12	10	07:30
07:35	4	3	1	92	101	4	80	81	0	12	10	07:35
07:40	6	4	3	93	103	8	90	88	0	18	15	07:40
07:45	4	3	1	96	105	6	96	95	0	12	18	07:45
07:50	4	2	1	96	106	5	96	102	0	15	18	07:50
07:55	4	3	1	101	110	10	125	123	0	10	12	07:55
08:00	6	3	1	102	112	10	135	120	10	18	15	08:00
08:05	5	6	2	94	106	8	140	130	1	30	30	08:05
08:10	3	6	1	101	109	5	145	150	0	30	30	08:10
08:15	3	6	3	90	104	7	150	150	1	30	30	08:15
08:20	5	5	1	92	100	5	150	145	1	30	30	08:20
08:25	5	4	0	87	96	5	155	150	0	30	30	08:25
08:30	5	2	1	99	111	5	150	155	16	24	22	08:30
08:35	5	3	1	99	114	5	140	158	0	26	22	08:35
08:40	4	3	2	101	118	8	150	144	0	18	20	08:40
08:45	4	2	1	97	116	6	99	102	0	27	24	08:45
08:50	5	2	1	102	114	6	99	94	1	15	12	08:50
08:55	5	3	1	101	115	10	90	86	4	16	14	08:55
09:00	4	3	1	103	119	5	47	49	0	27	22	09:00
09:05	4	3	0	105	120	6	31	34	0	12	6	09:05
09:10	5	2	2	109	124	4	16	19	0	12	5	09:10
09:15	5	2	0	111	129	5	7	15	0	15	12	09:15
09:20	12	8	0	113	134	4	10	9	0	6	15	09:20
09:25	12	8	1	129	144	3	10	9	0	22	25	09:25
09:30	7	2	0	160	160	2	10	10	1	22	24	09:30
09:35	12	8	1	160	160	5	7	7	4	15	20	09:35
09:40	8	6	1	160	160	4	8	5	1	12	12	09:40
09:45	5	5	2	160	160	5	7	5	0	24	22	09:45
09:50	7	5	0	160	160	4	6	8	0	15	20	09:50
09:55	8	3	0	160	160	4	9	10	1	20	22	09:55
AVE	5.53	3.78	0.89	103.60	114.69	5.97	69.42	69.90	1.19	17.86	17.72	AVE

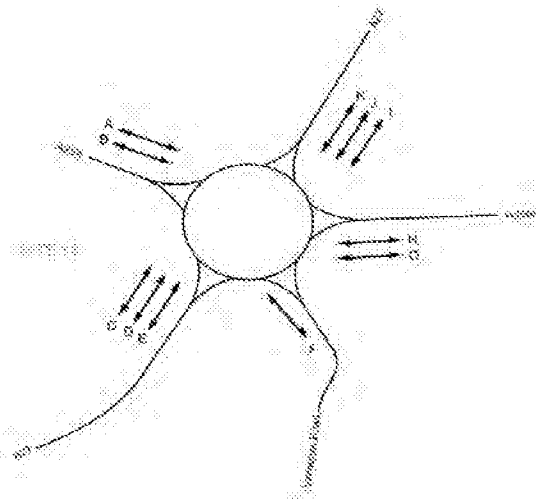
TIME	A	B	C	D	E	F	G	H	I	J	K	TIME
16:00	15	10	1	28	35	7	23	17	0	150	150	16:00
16:05	12	8	1	41	50	4	27	15	1	150	150	16:05
16:10	14	10	3	50	58	7	17	6	1	150	150	16:10
16:15	15	10	6	45	54	8	20	5	3	150	150	16:15
16:20	8	12	3	36	42	12	11	5	4	150	150	16:20
16:25	12	14	2	35	45	18	12	6	1	150	150	16:25
16:30	15	12	1	30	37	13	16	9	1	150	150	16:30
16:35	14	9	0	16	19	19	19	6	1	150	150	16:35
16:40	10	8	0	4	7	21	9	7	1	150	150	16:40
16:45	10	7	1	10	13	10	11	7	0	150	150	16:45
16:50	10	9	0	9	10	11	17	15	0	150	150	16:50
16:55	12	10	0	6	11	3	24	18	1	150	150	16:55
17:00	8	8	0	8	13	7	16	9	0	150	150	17:00
17:05	10	12	1	11	13	10	19	7	0	150	150	17:05
17:10	10	15	0	9	10	9	17	11	0	150	150	17:10
17:15	8	8	1	9	12	6	17	14	1	150	150	17:15
17:20	8	15	0	16	23	4	23	11	3	150	150	17:20
17:25	12	8	1	30	35	8	24	6	1	150	150	17:25
17:30	10	8	0	30	34	4	19	7	1	150	150	17:30
17:35	10	12	0	18	21	4	12	6	0	150	150	17:35
17:40	8	12	0	10	12	4	16	5	1	150	150	17:40
17:45	8	14	2	8	10	4	21	14	2	150	150	17:45
17:50	8	10	0	8	9	3	30	17	0	150	150	17:50
17:55	10	12	1	9	9	7	8	9	1	150	150	17:55
18:00	12	10	1	6	6	6	6	2	0	150	150	18:00
18:05	10	8	0	15	15	4	6	6	0	122	120	18:05
18:10	8	8	1	9	12	15	7	5	1	108	118	18:10
18:15	8	10	0	11	16	15	8	5	0	120	120	18:15
18:20	7	10	1	12	15	10	7	5	1	98	100	18:20
18:25	8	4	1	7	8	4	12	10	1	87	90	18:25
18:30	8	5	0	6	8	4	12	11	2	75	80	18:30
18:35	8	6	1	5	4	3	4	3	0	75	72	18:35
18:40	5	1	0	6	6	14	4	4	1	46	45	18:40
18:45	8	3	0	6	5	6	5	4	2	30	32	18:45
18:50	3	2	0	5	5	4	6	5	0	14	10	18:50
18:55	5	3	0	8	12	7	3	7	0	18	15	18:55
AVE	0.44	8.97	0.81	15.89	19.28	8.19	14.11	8.31	0.89	126.19		AVE

160

AT THIS TIME TRAFFIC FROM FURTHER UP STREAM ON THE A27 BLOCKS BACK TO, THEN THROUGH THE ROUNDABOUT. TRAFFIC QUEUES CAN BE SEEN STRETCHING BACK TO SITE 11 ALONG THE A27 THEN BEYOND.

150

AT THIS TIME QUEUES COULD BE LONGER. 150 IS THE DISTANCE IN VEHICLE LENGTHS TO THE NEXT JUNCTION AT OVING ROAD.

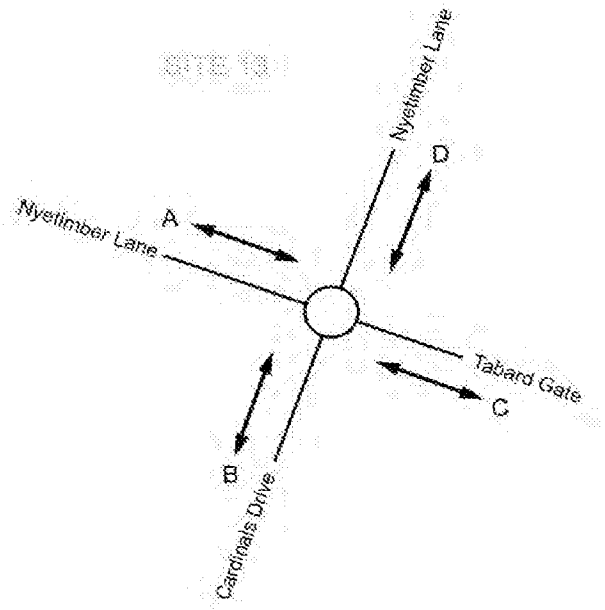


Queues are maximum vehicle lengths every 5 minutes

Pagham Queue Survey, Thursday 30th June 2016

Produced by Road Data Services Ltd.

SITE 13												
TIME	A	B	C	D	TIME	TIME	A	B	C	D	TIME
07:00	0	0	0	0	07:00	16:00	0	1	0	0	16:00
07:05	0	1	0	0	07:05	16:05	0	1	0	1	16:05
07:10	0	0	0	0	07:10	16:10	1	0	0	1	16:10
07:15	0	1	0	0	07:15	16:15	1	2	1	1	16:15
07:20	0	1	0	1	07:20	16:20	1	0	1	1	16:20
07:25	0	0	0	0	07:25	16:25	0	0	0	1	16:25
07:30	0	0	0	0	07:30	16:30	1	1	0	0	16:30
07:35	0	1	1	0	07:35	16:35	1	1	0	0	16:35
07:40	0	1	0	0	07:40	16:40	0	2	0	1	16:40
07:45	0	0	0	0	07:45	16:45	0	1	0	3	16:45
07:50	2	0	0	0	07:50	16:50	2	1	0	1	16:50
07:55	0	0	0	1	07:55	16:55	0	0	0	0	16:55
08:00	1	2	0	2	08:00	17:00	0	1	0	1	17:00
08:05	1	1	1	1	08:05	17:05	1	1	0	1	17:05
08:10	1	2	1	0	08:10	17:10	1	2	0	0	17:10
08:15	1	0	1	0	08:15	17:15	2	1	1	3	17:15
08:20	1	0	0	0	08:20	17:20	1	0	1	3	17:20
08:25	2	3	2	0	08:25	17:25	1	1	0	1	17:25
08:30	0	2	1	0	08:30	17:30	1	1	0	10	17:30
08:35	1	0	0	0	08:35	17:35	0	0	0	2	17:35
08:40	1	0	0	0	08:40	17:40	1	0	0	5	17:40
08:45	0	3	0	0	08:45	17:45	1	1	0	1	17:45
08:50	1	0	1	0	08:50	17:50	1	4	0	2	17:50
08:55	0	3	0	0	08:55	17:55	1	0	0	0	17:55
09:00	1	1	0	1	09:00	18:00	0	1	0	1	18:00
09:05	1	0	1	2	09:05	18:05	1	0	0	1	18:05
09:10	2	2	0	0	09:10	18:10	0	0	0	0	18:10
09:15	0	0	0	2	09:15	18:15	0	2	0	0	18:15
09:20	0	0	0	1	09:20	18:20	0	0	0	1	18:20
09:25	0	0	0	0	09:25	18:25	2	2	0	0	18:25
09:30	1	0	0	2	09:30	18:30	0	1	0	0	18:30
09:35	1	0	0	0	09:35	18:35	2	1	0	1	18:35
09:40	0	1	1	0	09:40	18:40	0	0	0	0	18:40
09:45	0	1	0	0	09:45	18:45	0	1	1	0	18:45
09:50	1	2	0	3	09:50	18:50	1	0	0	0	18:50
09:55	0	0	0	0	09:55	18:55	0	0	0	0	18:55
AVE	0.53	0.78	0.28	0.44	AVE	AVE	0.67	0.83	0.14	1.19	AVE



Queues are maximum vehicle lengths every 5 minutes

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham - Queue Survey, Tuesday 15th September 2015

Junction: (4) Rose Green Road / Grosvenor Gardens / Carlton Avenue

Queues Measured as Stationary and/or Slow Moving traffic less than 5mph (Maximum Observed in Period)

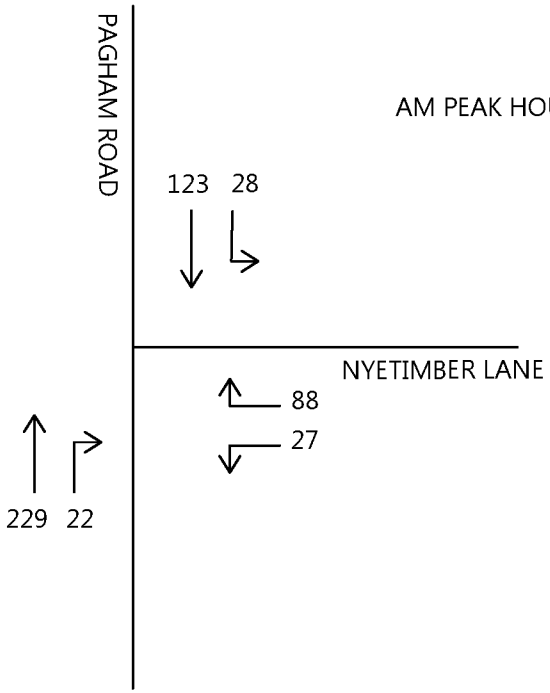
	Queue Lengths (Vehicles)			
TIME	Rose Green Rd (SB)	Grosvenor Gardens	Carlton Avenue	Rose Green Rd (EB)
700	0	0	0	0
705	0	0	0	0
710	0	0	0	0
715	0	0	0	0
720	2	0	0	0
725	0	0	0	0
730	0	0	0	0
735	0	0	0	0
740	3	0	0	0
745	3	0	2	0
750	0	0	0	0
755	0	0	0	0
800	0	0	0	0
805	3	0	0	0
810	2	0	0	0
815	0	0	0	0
820	0	0	0	0
825	0	0	0	0
830	0	0	0	0
835	2	0	0	0
840	0	0	0	0
845	0	0	0	0
850	0	0	2	0
855	0	0	0	0
900	2	0	0	0
905	2	0	0	0
910	0	0	0	0
915	0	0	0	0
920	0	0	0	0
925	0	0	3	0
930	0	0	0	0
935	0	0	0	0
940	0	0	0	0
945	2	0	0	0
950	0	0	0	0
955	0	0	0	0

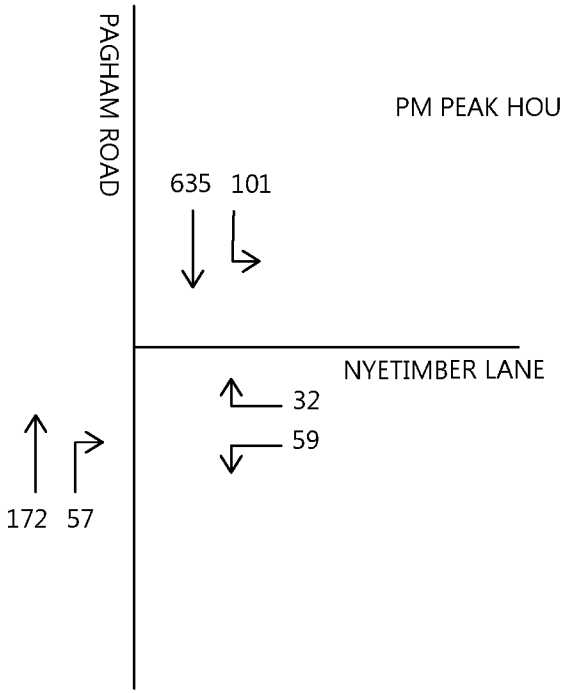
	Queue Lengths (Vehicles)			
TIME	Rose Green Rd (SB)	Grosvenor Gardens	Carlton Avenue	Rose Green Rd (EB)
1600	0	0	0	0
1605	0	0	0	0
1610	0	0	0	0
1615	0	0	0	0
1620	0	0	0	0
1625	0	0	0	0
1630	0	0	2	0
1635	0	0	0	0
1640	0	0	0	0
1645	0	0	0	0
1650	0	0	0	0
1655	2	0	0	0
1700	0	0	0	0
1705	0	0	0	0
1710	0	0	0	0
1715	0	0	0	0
1720	0	0	2	0
1725	0	0	0	0
1730	0	0	0	0
1735	2	0	0	0
1740	0	0	0	0
1745	0	0	0	0
1750	0	0	0	0
1755	0	0	0	0
1800	2	0	0	0
1805	0	0	0	0
1810	0	0	0	0
1815	0	0	0	0
1820	2	0	0	0
1825	0	0	0	0
1830	0	0	0	0
1835	2	0	0	0
1840	0	0	0	0
1845	0	0	0	0
1850	0	0	0	0
1855	0	0	0	0

Appendix 10

Traffic Survey Results – Turning Movement Diagrams

ARUN DISTRICT COUNCIL P/140/16/OUT





NOTES:
North point is indicative only



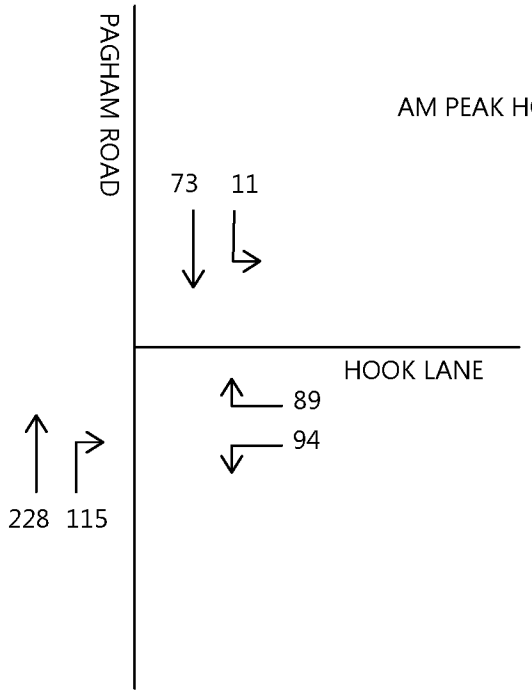
CLIENT:
HANBURY PROPERTIES LIMITED

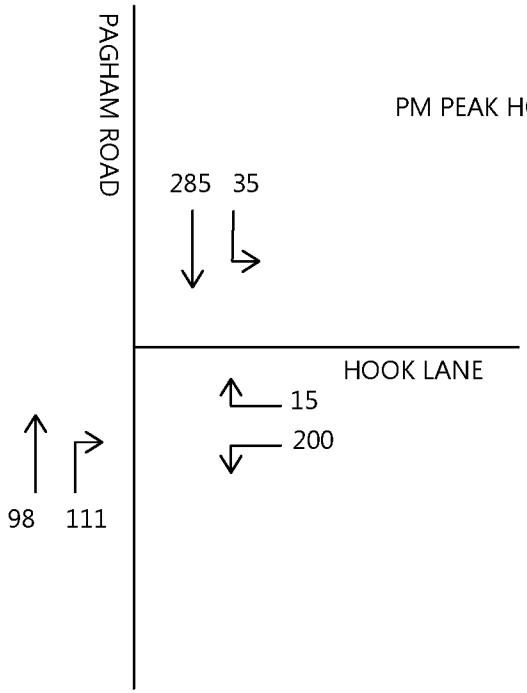
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SCALE: NOT TO SCALE		DATE: 04/08/16	

PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE:
PAGHAM ROAD/NYETIMBER LANE – 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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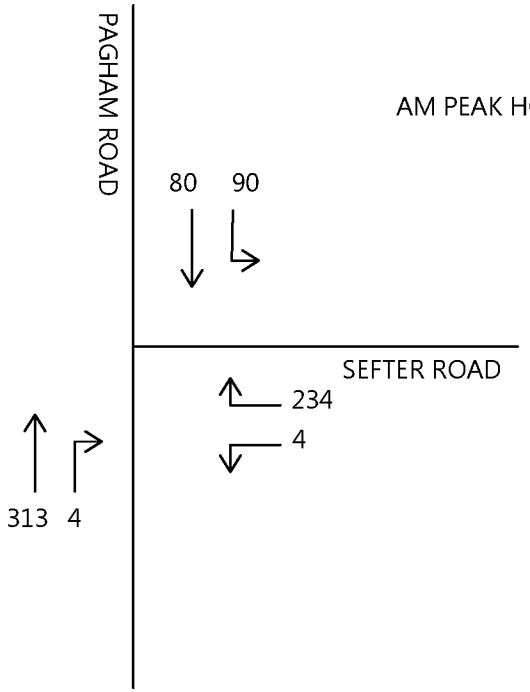
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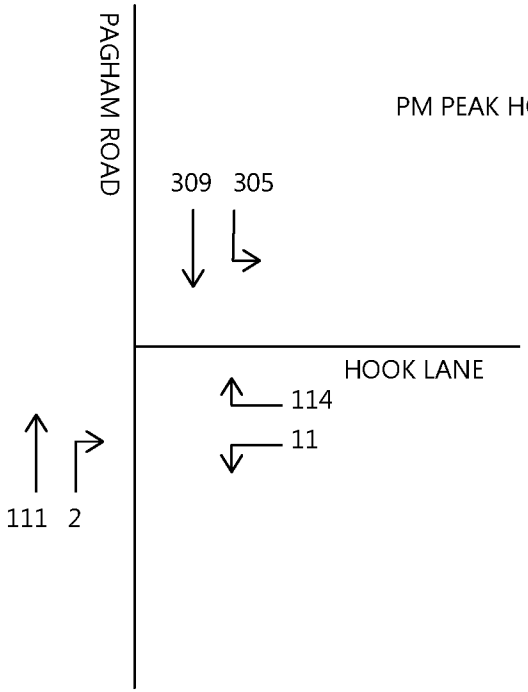
PROJECT: LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE: PAGHAM ROAD/HOOK LANE - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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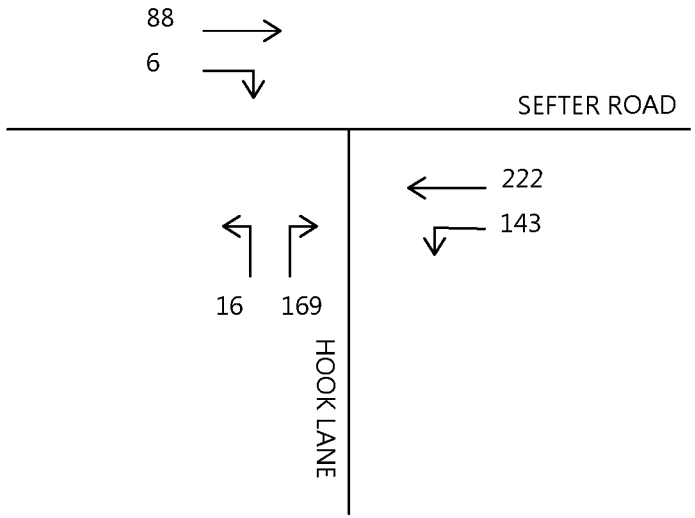
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PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

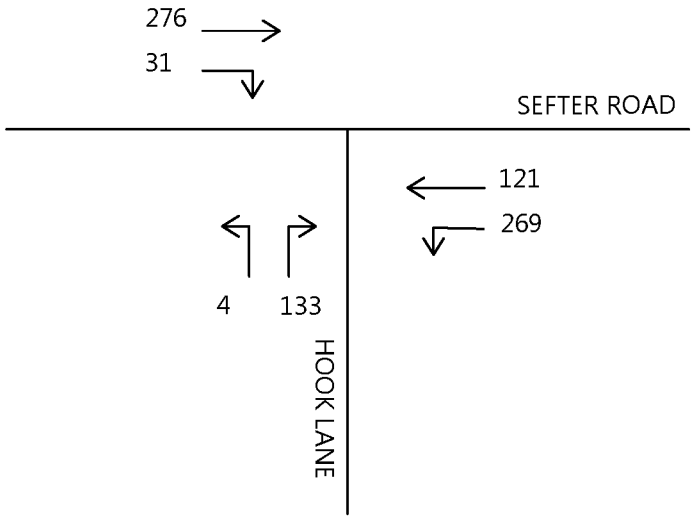
TITLE:
PAGHAM ROAD/SEFTER ROAD - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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AM PEAK HOUR



PM PEAK HOUR



NOTES:
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CLIENT:
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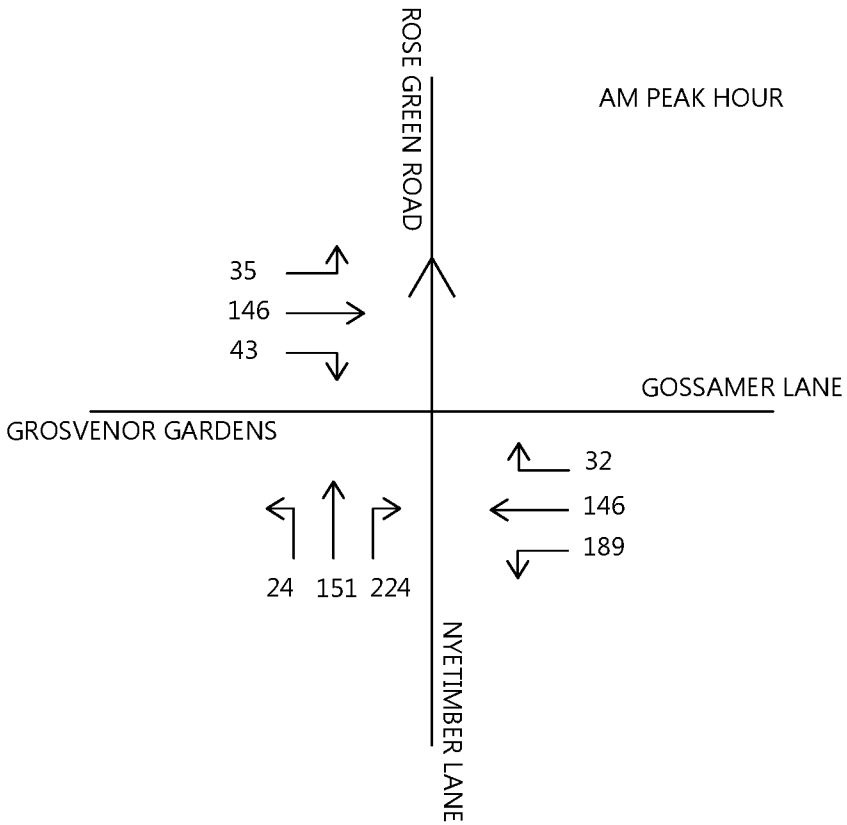
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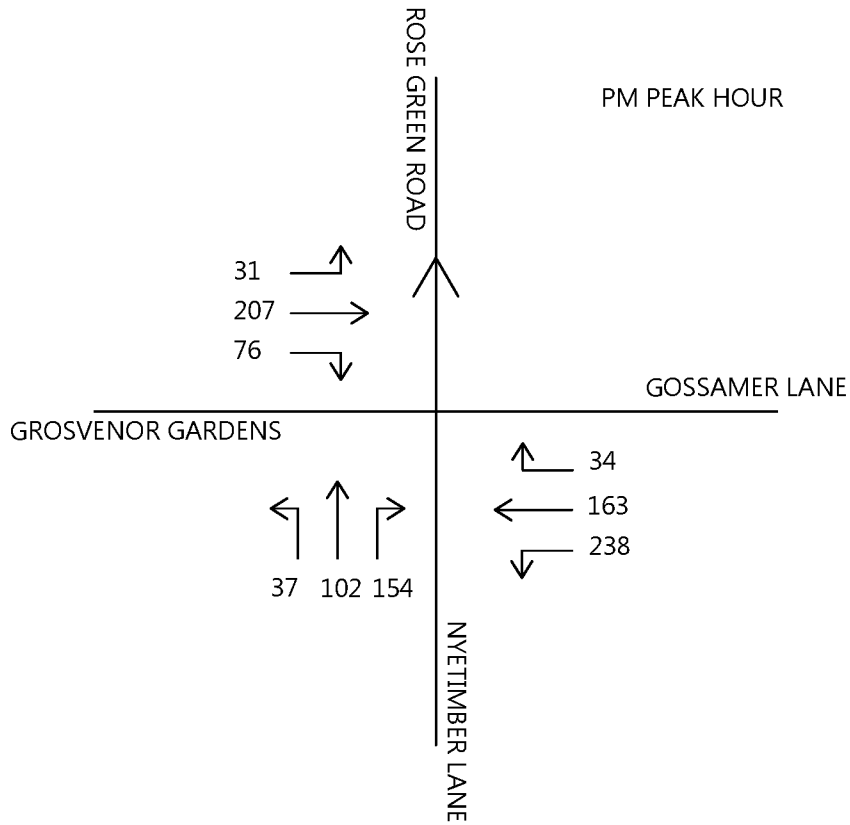
SCALE:	DATE:
NOT TO SCALE	04/08/16

PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE:
SEFTER ROAD/HOOK LANE - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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NOTES:
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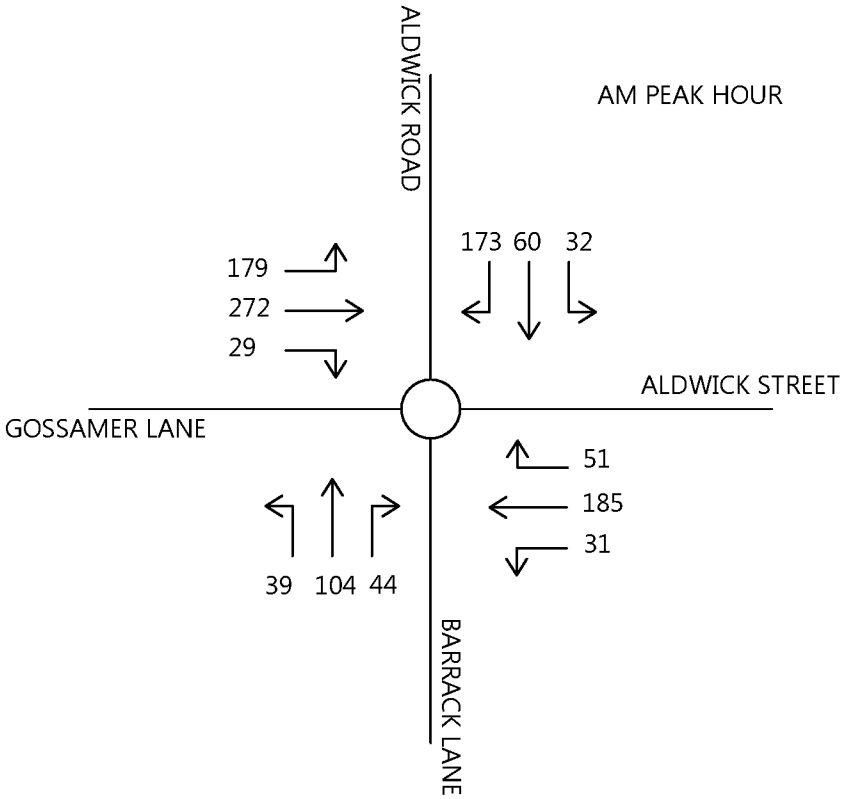
CLIENT:
HANBURY PROPERTIES LIMITED

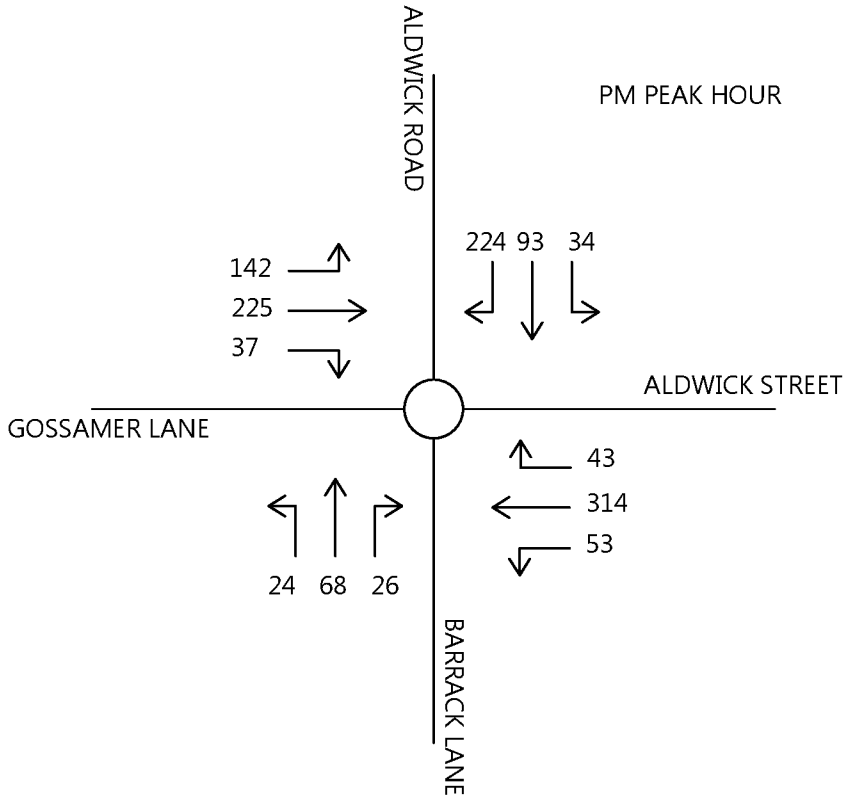
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1616	JUNCTION 5	FB	DT
SCALE: NOT TO SCALE		DATE: 04/08/16	

PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE:
GOSSAMER LANE/NYETIMBER LANE - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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HANBURY PM LIMITED

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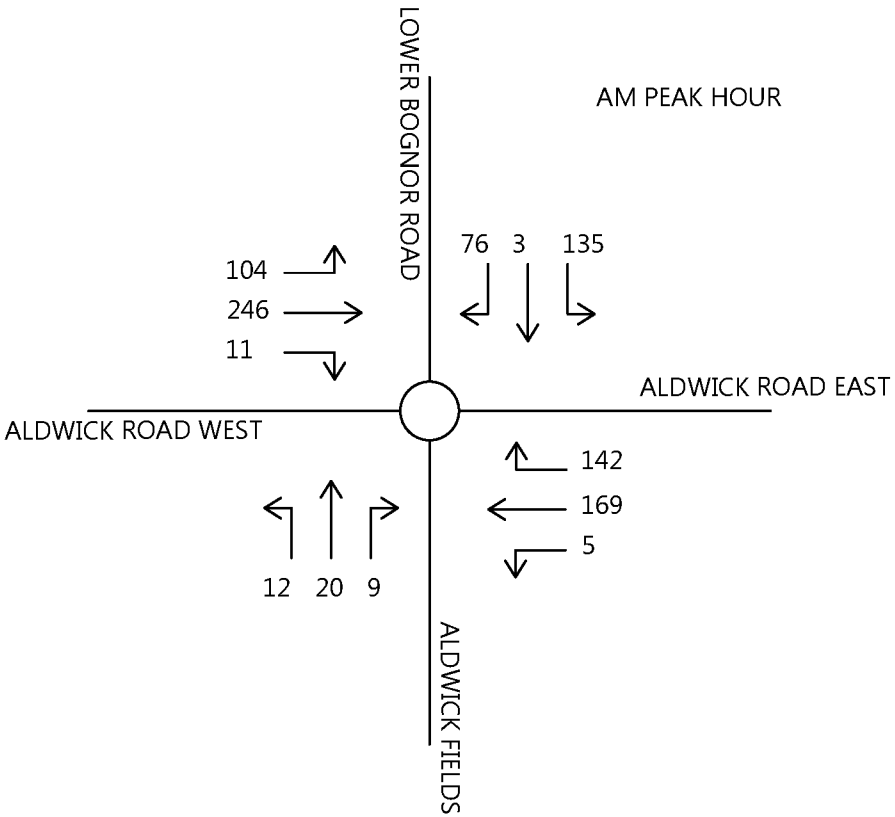
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NOT TO SCALE	05/01/17

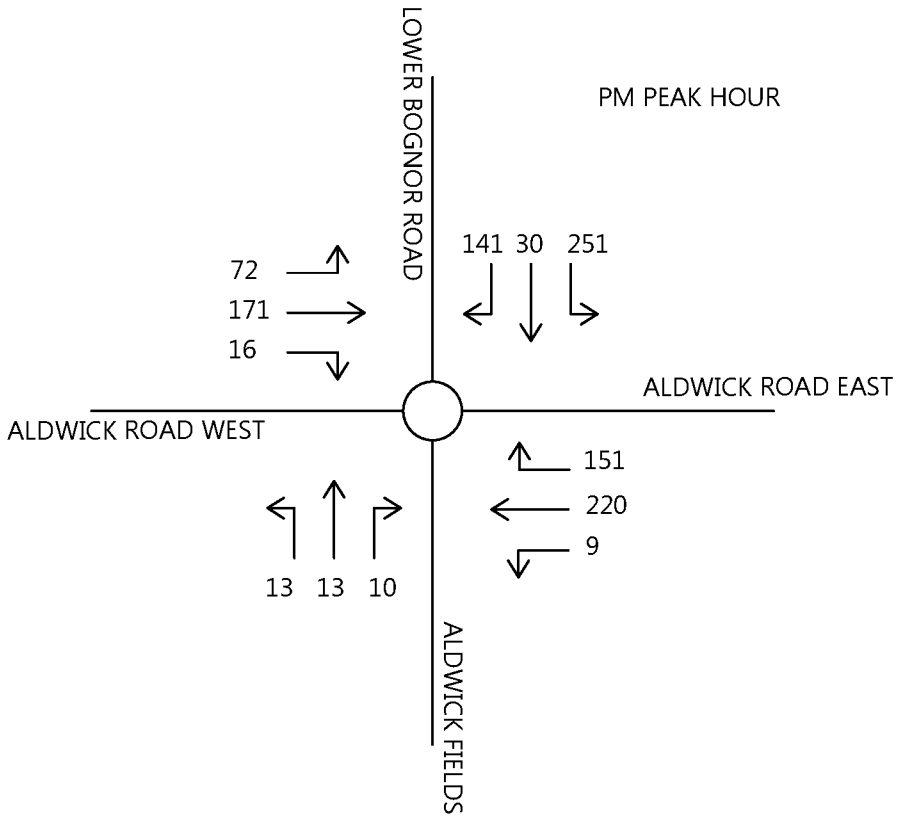
PROJECT:
PAGHAM SOUTH

TITLE:
GOSSAMER LANE/ALDWICK ROAD
- 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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CLIENT: HANBURY PM LIMITED

PROJECT NUMBER	DRAWING NUMBER	DRAWN BY	CHECKED
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SCALE: NOT TO SCALE		DATE: 05/01/17	

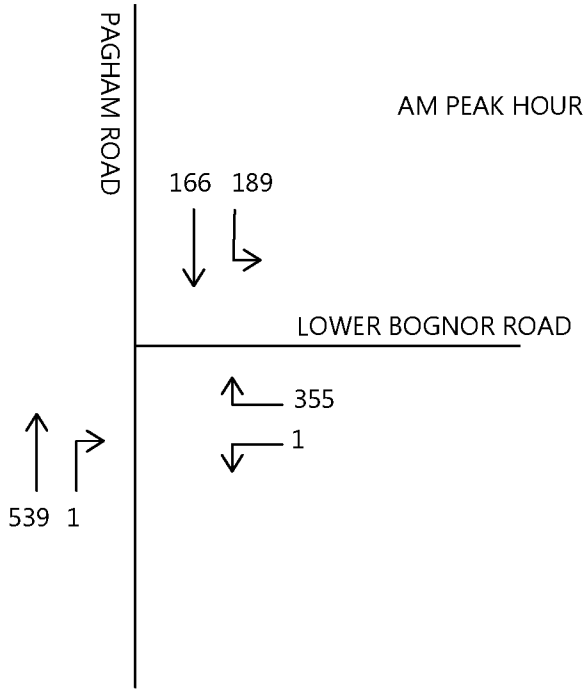
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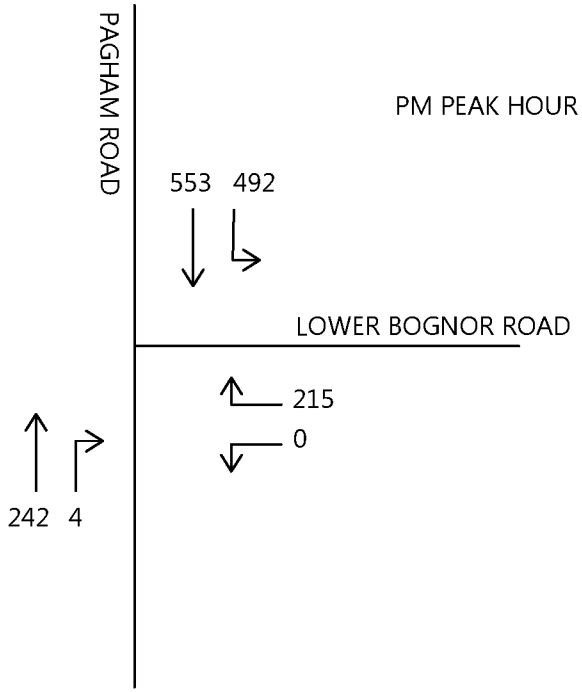
TITLE: LOWER BOGNOR ROAD/ALDWICK ROAD - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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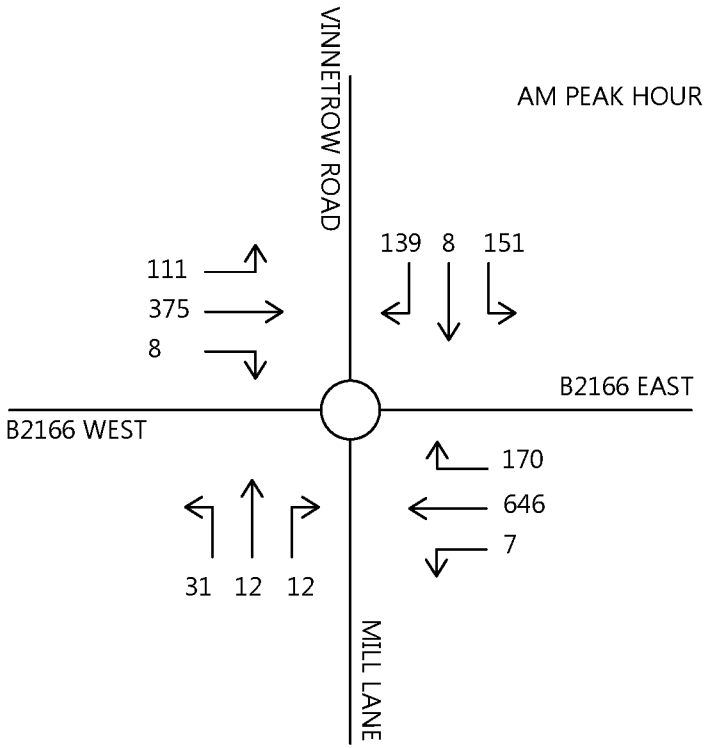
CLIENT:
HANBURY PROPERTIES LIMITED

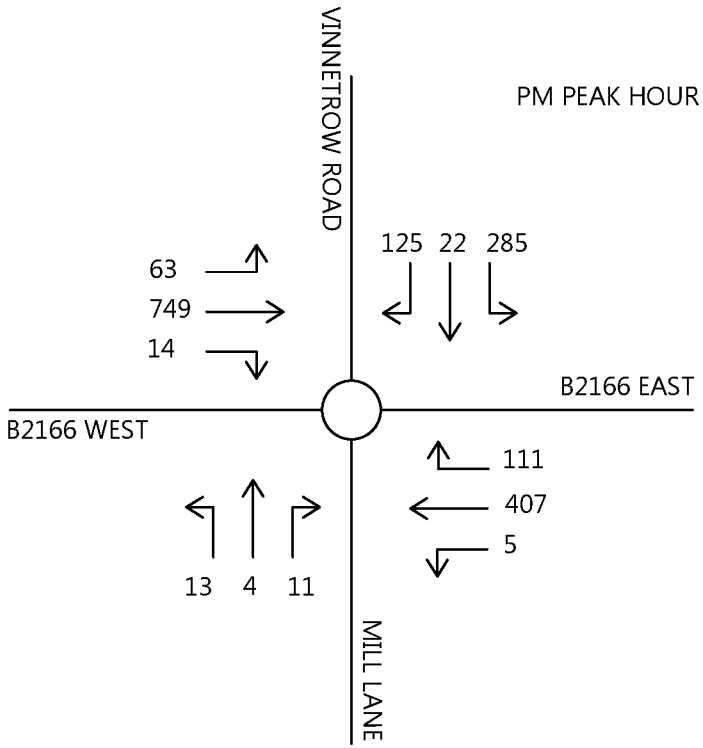
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SCALE: NOT TO SCALE		DATE: 04/08/16	

PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE:
PAGHAM ROAD/LOWER BOGNOR ROAD - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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PROJECT NUMBER:	DRAWING NUMBER:	DRAWN BY:	CHECKED:
1616	JUNCTION 9	FB	DT

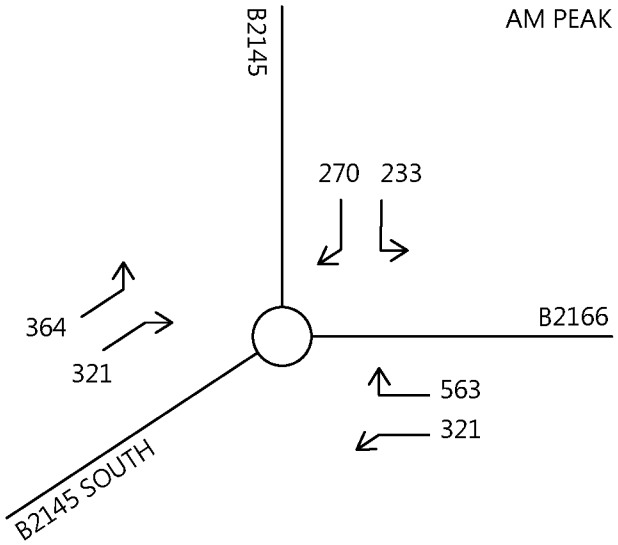
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NOT TO SCALE	05/08/16

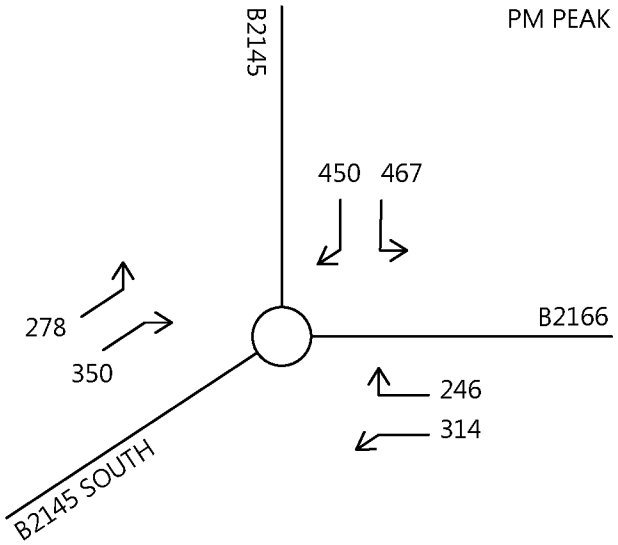
PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE:
VINNETROW ROAD/B2166 - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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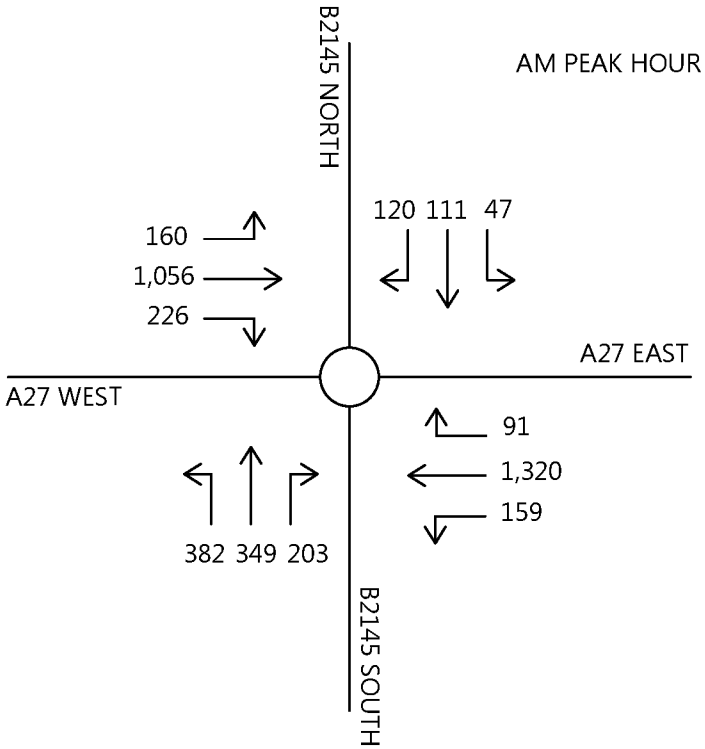
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HANBURY PROPERTIES LIMITED

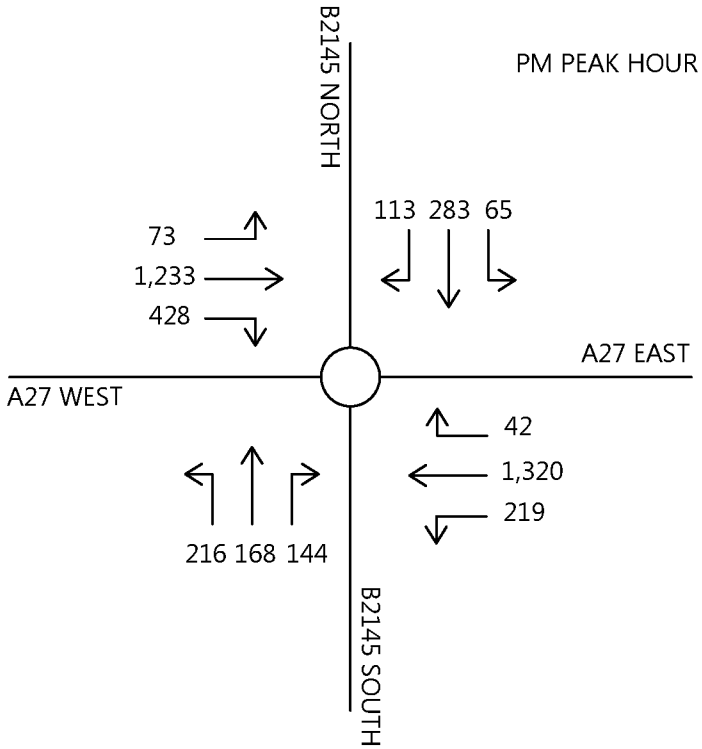
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PROJECT:
LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE:
B2145/B2166 -
2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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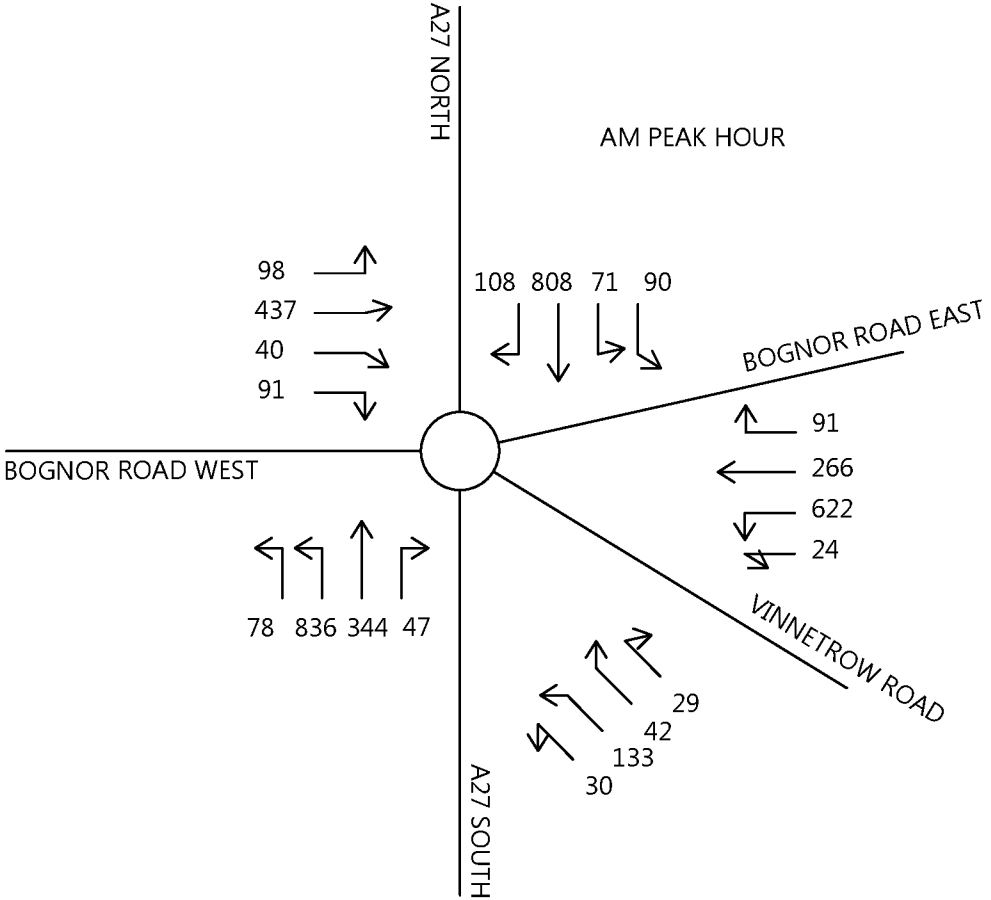
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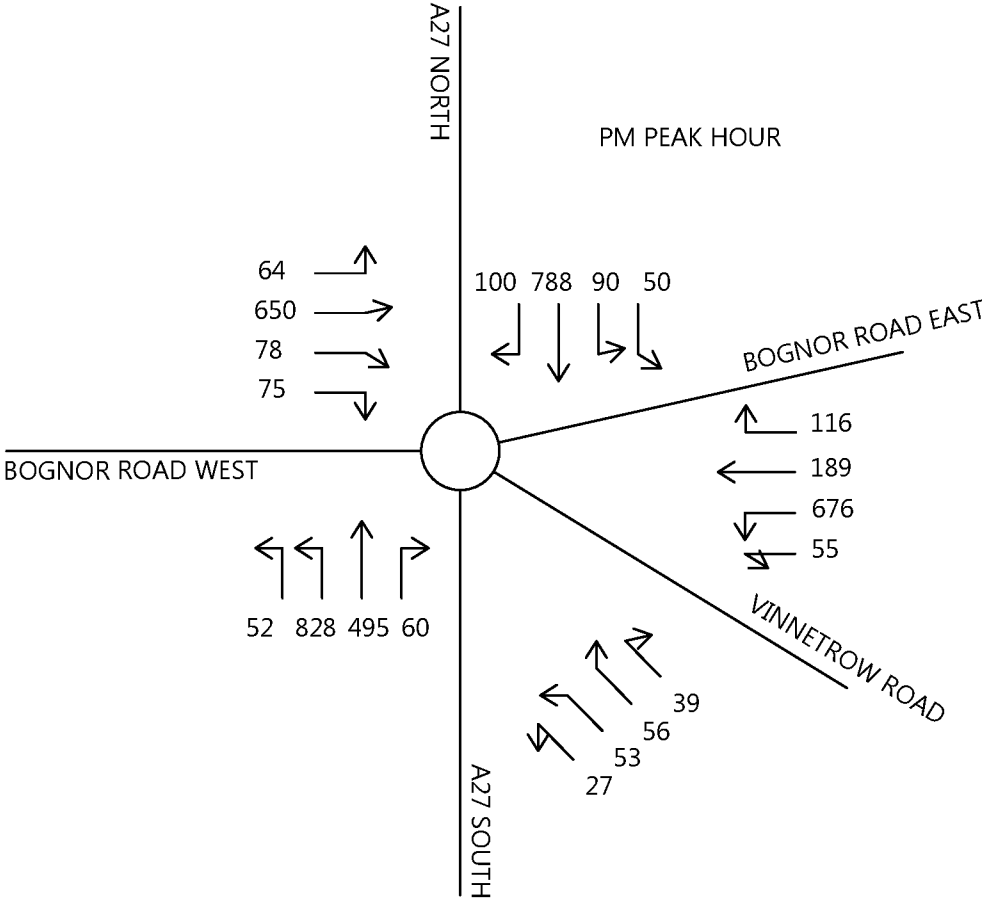
PROJECT: LAND SOUTH OF SUMMER LANE, PAGHAM

TITLE: A27/B2145 - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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PROJECT NUMBER	DRAWING NUMBER	DRAWN BY	CHECKED
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SCALE: NOT TO SCALE		DATE: 05/08/16	

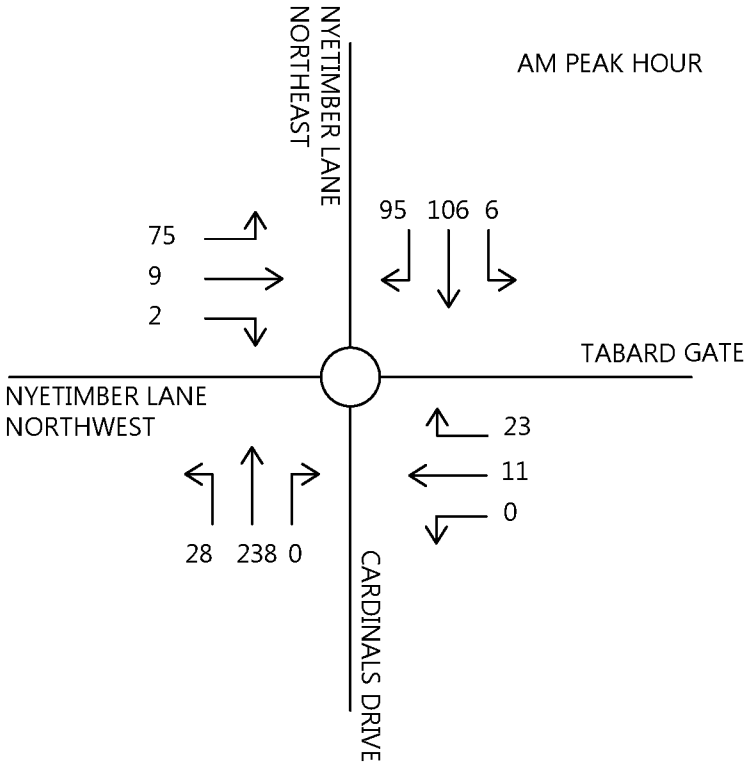
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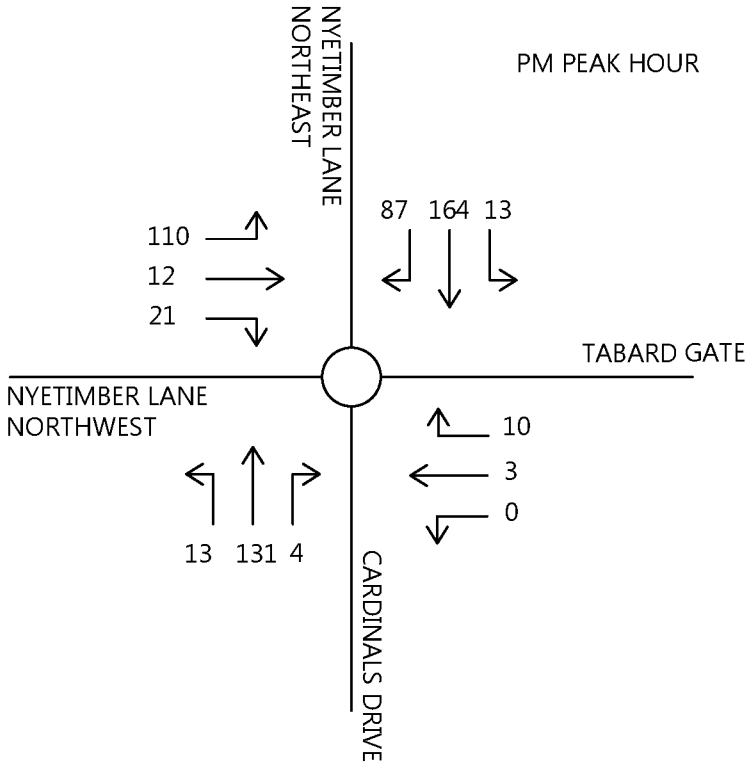
TITLE: A27/BOGNOR ROAD ROUNDABOUT - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

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PROJECT NUMBER	DRAWING NUMBER	DRAWN BY	CHECKED
1616	JUNCTION 13	FB	DT

SCALE	DATE
NOT TO SCALE	05/01/17

PROJECT: PAGHAM SOUTH

TITLE: NYETIMBER LANE/TABARD GATE - 2016 EXISTING PEAK HOUR TURNING MOVEMENT DIAGRAMS

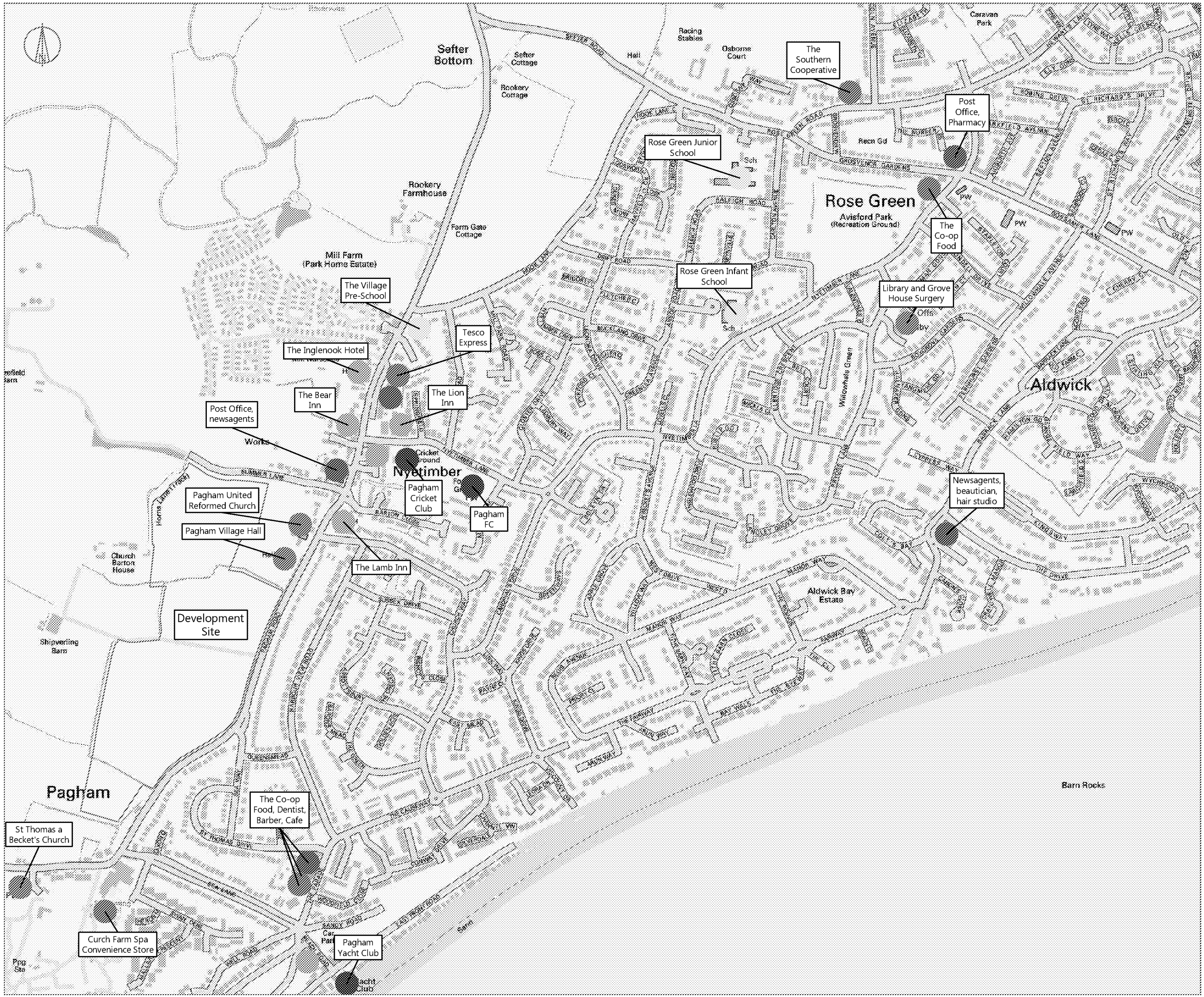
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Appendix 11

Plan Showing Local Services and Amenities

ARUN DISTRICT COUNCIL P/140/16/OUT



NOTES

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Site boundary shown as approximate only.

KEY.

- Education
- Community
- Convenience Retail
- Sports Facilities
- Food and Drink
- Local Centre Facilities

ISSUE	REASON FOR REVISION	DATE

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	07	NOT TO SCALE

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TITLE:

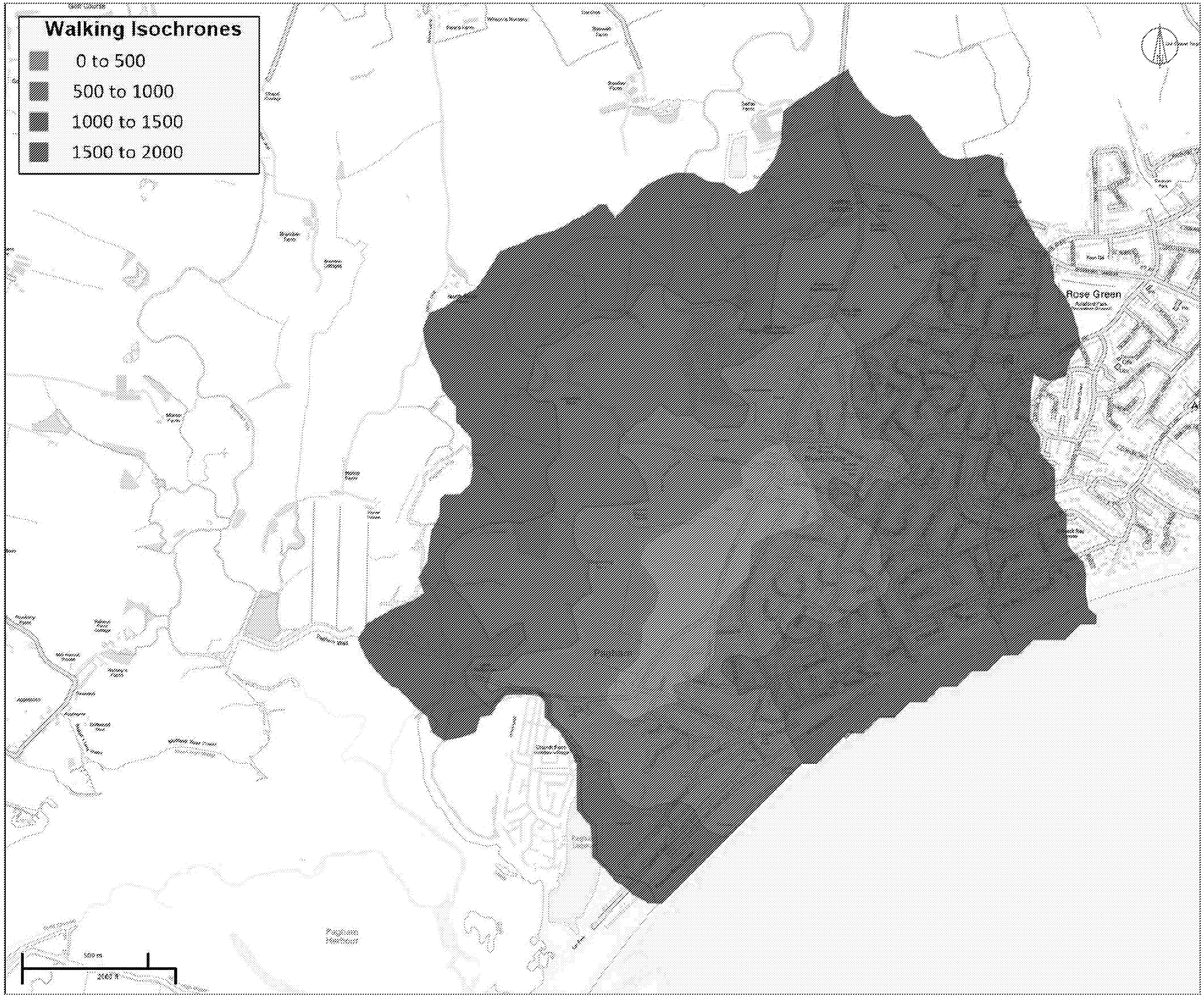
LOCAL SERVICES AND AMENITIES

DATE:	DRAWN BY:	CHECKED:
04/08/16	FB	DT

Appendix 12

Walking Isochrone Mapping

ARUN DISTRICT COUNCIL P/140/16/OUT



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ISSUE	REASON FOR REVISION	DATE

PROJECT:
PAGHAM SOUTH, PAGHAM

CLIENT:
HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	08	SCALE SHOWN

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TITLE:
WALKING ISOCHRONES

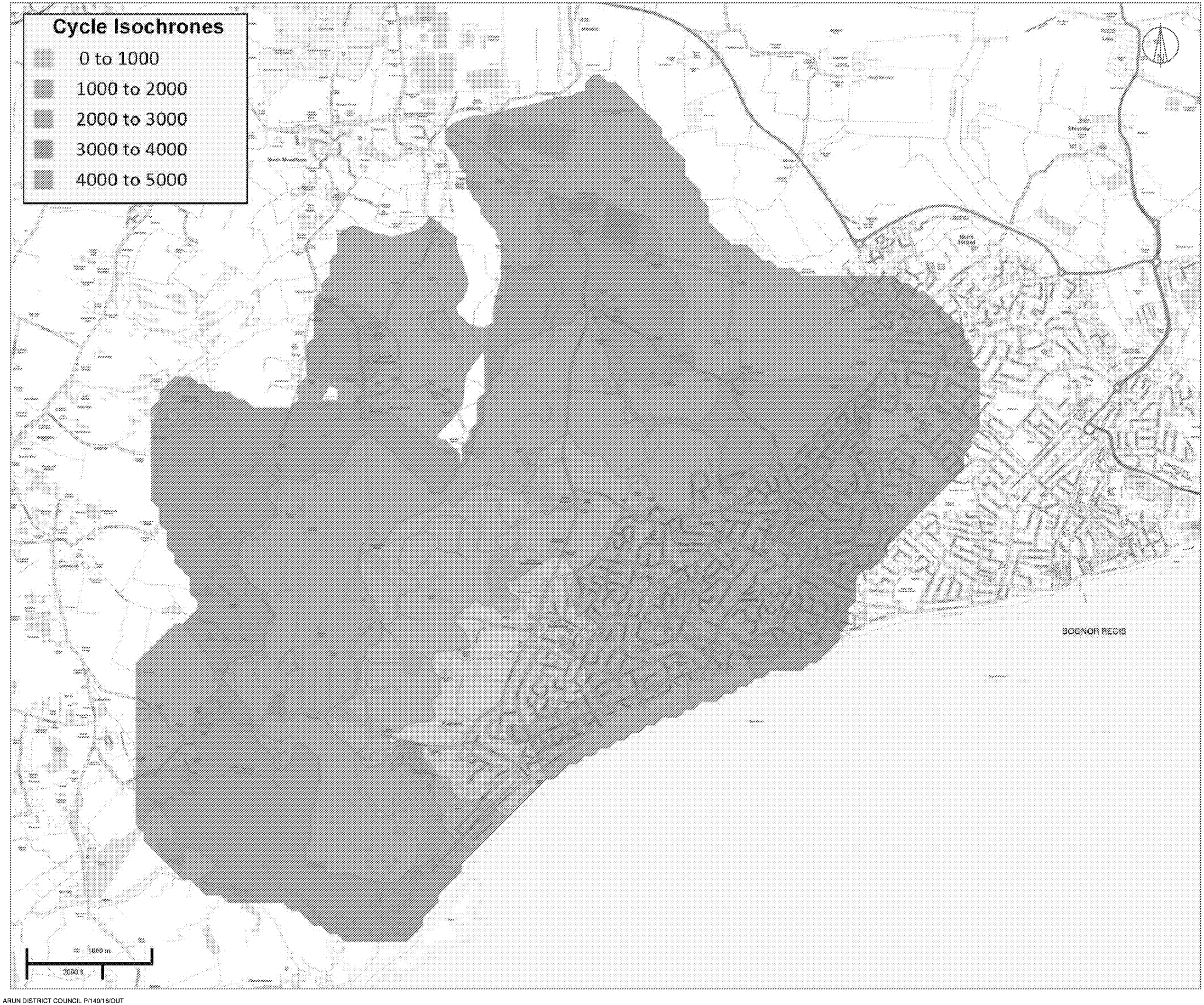
DATE:	DRAWN BY:	CHECKED:
05/12/16	FB	DT

ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 13

Cycling Isochrone Mapping

ARUN DISTRICT COUNCIL P/140/16/OUT



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ISSUE	REASON FOR REVISION	DATE

PROJECT:

PAGHAM SOUTH,
PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	09	SCALE SHOWN

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TITLE:

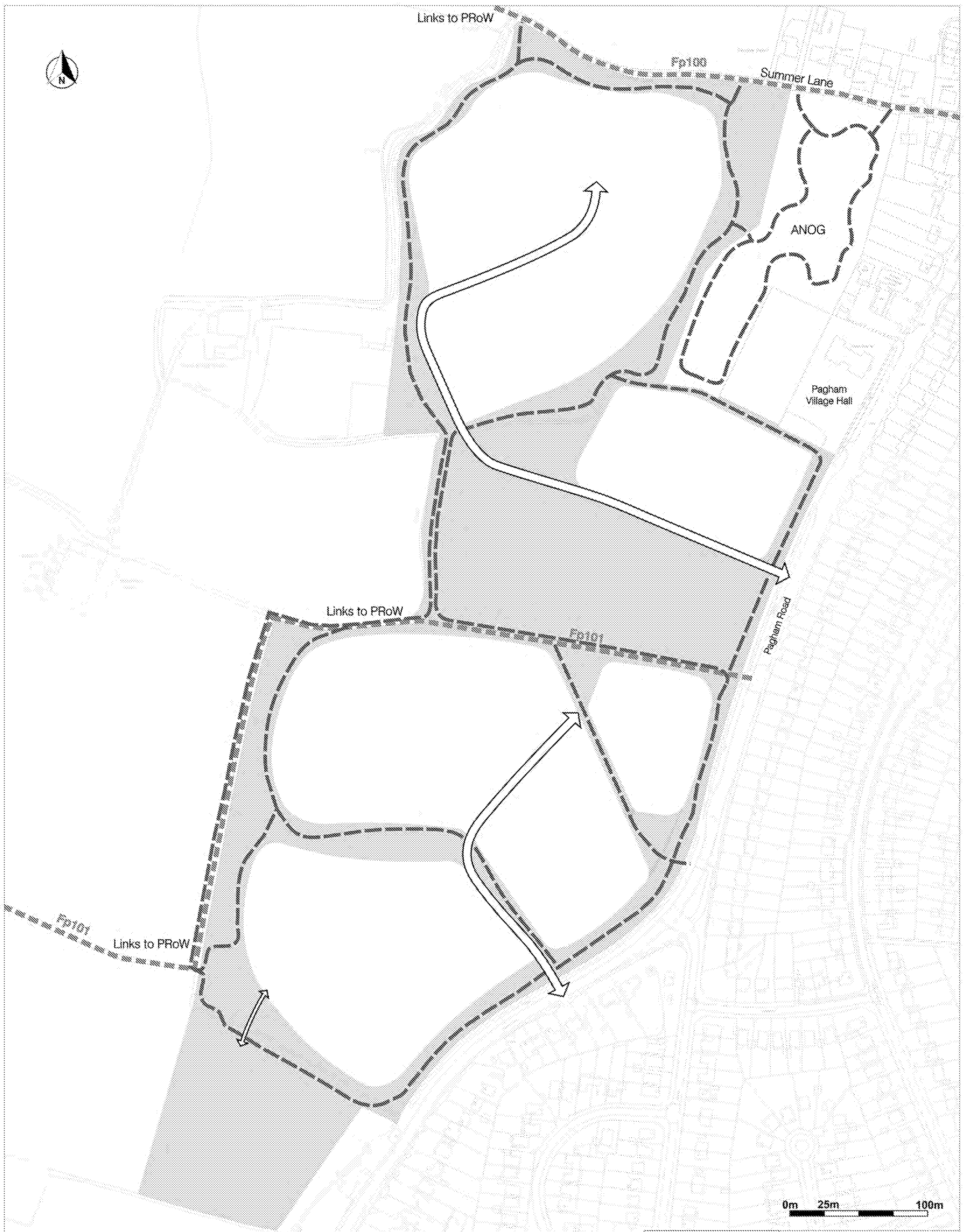
CYCLING ISOCHRONES

DATE:	DRAWN BY:	CHECKED:
05/12/16	FB	DT

Appendix 14

Internal Movement Strategy and Access to Wider PRoW Network Plans

ARUN DISTRICT COUNCIL P/140/16/OUT



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- Open Space Network
- Existing PRoW
- Proposed Development
- Proposed Vehicular Access
- Proposed Primary Pedestrian Routes (2.4km Circuit)
- Proposed Secondary Pedestrian Routes

On behalf of: HANBURY

Produced by: DAVIESLANDSCAPE ARCHITECTS

PROJECT: **Proposed Mixed Use Development at Pagham South**

DRAWING TITLE: **Internal Movement Strategy**

DATE: February 2017 | SCALE: 1:2500@A3

REPORT REFERENCE: DLA.1731.L003.12

N

Honer Lane

Fp 104

Fp109

Summer Lane

Fp100

Hook Lane

Nyetimber Lane

Pagham Road

Fp101

Church Lane

2.8km Route

Fp111

Sea Lane

4km Route

LEGEND

- Site Boundary
- Local Roads
- Existing Development
- Existing Public Rights of Way
- Existing Parish Link
- Land North of Summer Lane
- Proposed Development
- Proposed Vehicular Access
- Proposed Primary Footpath Routes
- Proposed Secondary Footpath Routes
- 4.3km Route
- 2.8km Route
- 4km Route

0m 100m 500m

Environmental Statement

On behalf of: HANDLEY

Produced by:
DAVIESLANDSCAPE
ARCHITECTS
Suite 51, Kimbrook House, Russell Street, Stroud, Gloucestershire, GL5 3AA
t: 01453 766389 e: info@dla.co.uk w: www.dla.co.uk

PROJECT:
Proposed Mixed Use Development at Pagham South

DRAWING TITLE:
Access to Wider PRoW Network

DATE: February 2017 SCALE: 1:10,000@A3

REPORT REFERENCE: DLA.1731.L003.11

Appendix 15

WSCC Public Rights of Way Consultation Response

ARUN DISTRICT COUNCIL P/140/16/OUT

WEST SUSSEX COUNTY COUNCIL **DATE: 8 February 2017**
STRATEGIC PLANNING CONSULTATION

FROM: **Katherine Eels** **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:

RECOMMENDATION:

Advice	X	**Modification**	X	**More Information**	
Objection		**No Objection**		**Refusal**	

West Sussex County Council Public Rights of Way would like to comment on this application as there are Rights of Way which will be impacted by this proposal.

1. With respects to cycling towards Chichester, there is a longstanding WSCC aspiration to secure a route from Pagham to Chichester via Sidlesham. Such a link would then achieve a route using lightly trafficked roads or off-road tracks. This route proposed would use existing public rights of way nos. 100, 104, and 106. These are all public footpaths at present and their legal status would need to be changed to bridleway to allow cycling. The surfacing on parts of the route would also need to be improved along with a minor modification to the existing bridleway standard bridge over the Pagham Rife to accommodate both cyclists and equestrians. This would greatly benefit the local community and new residents for both leisure and commuting.

2. The development proposes to safeguard an element of the proposed cycleway/bridleway 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.

3. Public Footpath 101 runs between both areas of development and is an already well-used access route on foot from the village to Pagham Harbour. Given there is a likely to be an increase in the footfall on this route a contribution should be made to WSCC to improve the footpath surface.

4. We would also like the applicant to look at creating a circular walk going north west from FP101 past Shipverling Barn turning south round the back of the reservoir to re-join FP101, this is within their power to gift. This proposed route would be of community benefit and be attractive to new residents who will inevitably looking for dog walking routes.

5. The granting of planning permission does not authorise obstruction of, interference to or moving of any Public Right of Way (PROW); this can only be done with the prior consent of West Sussex County Council (WSCC), as highway authority, through a legal process.

6. Developers/landowners should ensure that public use of the PROW takes precedence over private/development vehicular traffic. It is a criminal offence to damage the surface of a PROW and the prior consent and approval of the County Council to a specification must be secured, even if the surface is to be improved. The applicant will be liable for any damage to the surface arising from his exercise of private access rights

7. Safe & convenient public access is to be available at all times across the full width of the PROW, which may be wider than the available route – advice on the width can be provided by WSCC Rights of Way (RoW) Team. The path is not to be obstructed by vehicles, plant, scaffolding or the temporary storage of materials and/or chemicals during any works.

8. Any down pipes or soakaways associated with the development should discharge into an existing or new drainage system and away from the surface of the PROW. No drainage system is to be installed through the surface of the path without the prior consent of WSCC's RoW team.

9. Any alteration to, or replacement of, the existing boundary with the PROW or the erection of new fence lines, must be done in consultation with WSCC's RoW Team to ensure the legal width of the path is maintained and there is no unlawful encroachment.

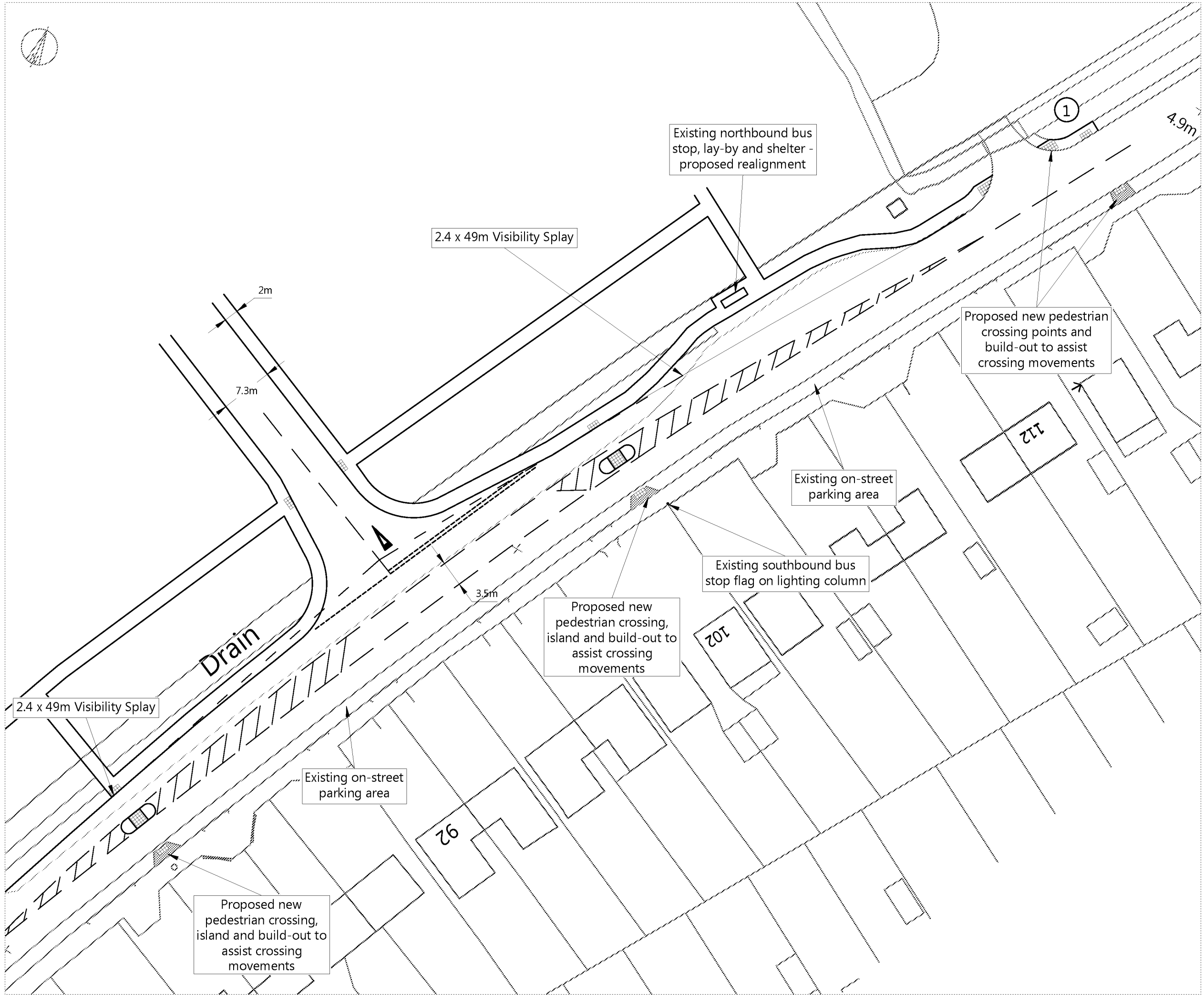
10..Access along the PROW by contractor's vehicles, deliveries or plant is only lawful if the applicant can prove they have a vehicular right. If the path surface is considered damaged as a result of the development then the applicant will be required to make good the surface to a standard satisfactory to WSCC's RoW Team.

Katherine Eels
Access Ranger, PROW, West Sussex County Council

Appendix 16

Plans of the Proposed Site Access Junctions with Pagham Road

ARUN DISTRICT COUNCIL P/140/16/OUT



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KEY:

1. No dig construction to be used for footway extension at Village Hall access to protect tree roots.

ISSUE	REASON FOR REVISION	DATE
L	Removal of duplicate annotation	10/07/17
K	Update to pedestrian crossings to north	07/04/17
J	Addition of driveways	10/03/17
H	Addition of footway at bellmouth	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	09/11/16
E	Review further to RSA1	10/05/16
D	Modification to visibility splays based on measured speeds	28/06/16
C	Addition of southbound bus stop location	13/06/16
B	Visibility Splays	12/06/16
A	Extension of proposed footway along site frontage	10/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	01	1:500 @ A3

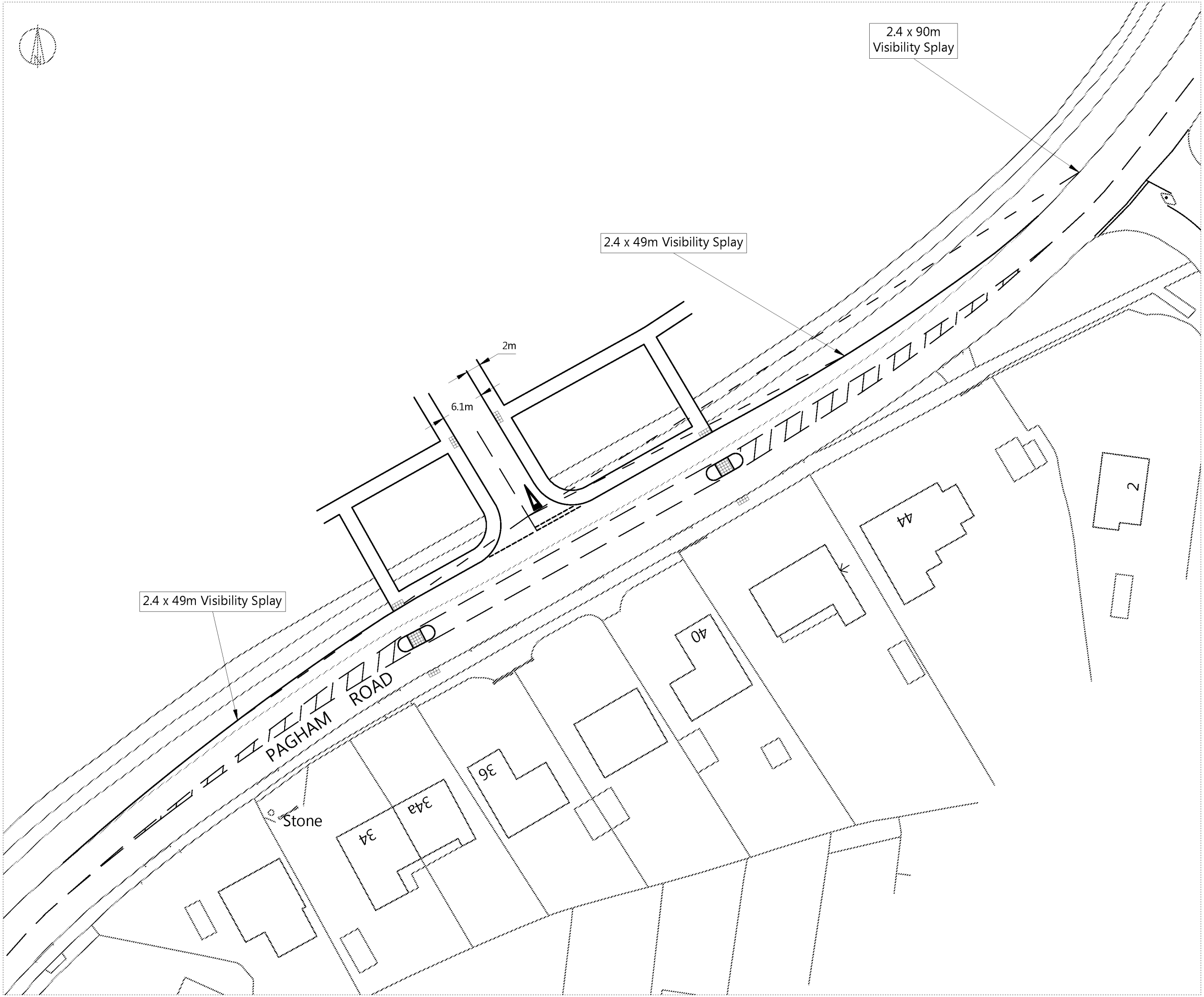
Highgate Transportation
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217

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TITLE:

PROPOSED NORTHERN SITE ACCESS

DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT



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ISSUE	REASON FOR REVISION	DATE
J	Addition of driveways	10/03/17
H	Ghost right turn lane removed	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	04/11/16
E	Review further to RSA1	10/08/16
D	Dimension addition	21/07/16
C	Modification to visibility splays based on measured speeds	28/06/16
B	Visibility Splays	17/06/16
A	Extension of proposed footway along site frontage	16/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	02	1:500 @ A3

Highgate Transportation
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217

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TITLE:

PROPOSED SITE ACCESS - SOUTH OF SEA WAY

DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT



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ISSUE	REASON FOR REVISION	DATE
F	Revised based on agreed access plans	09/05/17
E	Addition of site boundary	30/11/16
D	Review of footway further to public consultation	13/09/16
C	Review further to RSA1	10/08/16
B	Inclusion of visibility splays for issue	15/06/16
A	Extension of proposed footway along site frontage	10/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	03	1:2,500 @ A3

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Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217

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TITLE:

PROPOSED SITE ACCESS JUNCTIONS

DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT

Appendix 17

Pagham South Stage 1 Road Safety Audit and Designer's Response

ARUN DISTRICT COUNCIL P/140/16/OUT

Land South of Summer Lane, Pagham Road, Pagham
Provision of 2 T Junctions
Road Safety Audit Stage 1

Report No 8/2016

July 2016

Alan Consultancy Ltd
Road Safety and Traffic Consultants

ARUN DISTRICT COUNCIL P/140/16/OUT

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2. Items Raised at this Stage 1 Audit	4
3. Audit Team Statement	9
Annex – List of Documents Provided for this Stage 1 Road Safety Audit	
Reference Plan	

ARUN DISTRICT COUNCIL P/140/16/OUT

1. Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out on the provision of 2 T junctions associated with the Land South of Summer Lane, Pagham Road, Pagham scheme at the request of Highgate Transportation Limited, Box 13, 42 Triangle West, Park Street, Bristol, BS8 1ES. The Road Safety Audit was carried out in July 2016.

1.2 The Road Safety Audit Team membership was as follows:

Alan Rookes	IEng, FCIHT, FSoRSA, RegRSA (IHE) Director, Alan Consultancy Limited (Certificate of Competency in Road Safety Audit gained January 2013)
Tim Sterling	BEng, DMS, PGCE, MCIHT, MCMI, MRSGB, MITAI, MSoRSA Principal Consultant and Partner Sterling Road Safety LLP

1.3 The Road Safety Audit took place on-site on 28th July 2016. The Road Safety Audit was undertaken in accordance with the instructions received from Highgate Transportation Limited. The Road Safety Audit comprised of an examination of the documents provided as listed in the Annex. The documents consisted of drawings detailing the proposed junction layouts and associated modifications to Pagham Road, a drawing showing the details of the proposed development, other related drawings, Automatic Traffic Count Data, a PICADY assessment and an email detailing the nature of the proposed development. The Audit Team visited the site on 28th July 2016 between 1245 and 1400 hours. During the site visit the weather was fine and the existing road surface was dry. Traffic conditions were light.

1.4 The terms of reference of the Road Safety Audit are as described in HD 19/15. The Road Safety Audit Team has reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All comments and recommendations are referenced to the preliminary design drawings and the locations are indicated on the A4 attached.

1.6 The proposed junction provision scheme incorporates the provision of a two new T junctions with central ghost islands (and pedestrian refuge islands at the more southerly junction) on Pagham Road leading to a proposed residential area, a community hub with a food store, local centre type facilities and a formal play area/sports pitch. In addition, pedestrian crossing facilities are proposed, along with a 2m wide footway along the Pagham Road frontage of the development and a bus bay near the more northerly junction. In accordance with paragraph 2.20 of HD 19/15, the Road Safety Audit Team has noted that recommendations to make significant changes to the scheme are unlikely to be acceptable.

ARUN DISTRICT COUNCIL P/140/16/OUT

2. Items Raised at this Stage 1 Road Safety Audit

2.1 The Alignment

2.1.1 Problem

Location: Pagham Road at the northbound bus bay at the northern end of the scheme. *(Drawing No 1616 01D)*

Summary: The rear of a stationary bus could overhang into the carriageway leading to rear end shunt collisions.

The rear of a bus stopped at the bus shelter could overhang into the northbound lane of Pagham Road. Following drivers may consequently collide with the rear of the bus as it stops or when seeking to pass the bus.

Recommendation

Realign the entry taper into the bus bay to enable all of the bus to stop within the bay.

2.1.2 Problem

Location: Pagham Road at the southern end of the widening leading to the Northern junction (i.e. at the existing farm access opposite No 80 Pagham Road). *(Drawing No 1616 01D)*

Summary: The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.

The alignment of the western kerb line at the entry into the widened section of carriageway is fairly sharp and may cause some drivers or riders to lose control or clip the kerb as they negotiate the kink. In losing control those drivers or riders could collide with other road users.

Recommendation

Ease the alignment to ensure a smooth transition into the widened section of carriageway.

2.1.3 Problem

Location: Pagham Road at the northern end of the widening at the Southern junction (i.e. opposite Sea Way). *(Drawing No 1616 02D)*

Summary: The fairly sharp kink at the transition from the new to the existing kerb line could cause northbound drivers or riders to lose control as they leave the widened section of carriageway.

The alignment of the western kerb line where the widened section of carriageway re-joins the existing kerb line is fairly sharp and may cause some drivers or riders to lose control or clip the kerb as they negotiate the kink and associated bend. In losing control those drivers or riders could collide with other road users.

ARUN DISTRICT COUNCIL P/140/16/OUT

Recommendation

Ease the alignment to ensure a smooth transition from the widened section of carriageway into the bend and existing carriageway.

2.1.4 Problem

Location: Pagham Road at the southern end of the widening leading to the Southern junction (i.e. opposite No 32 Pagham Road). *(Drawing No 1616 02D)*

Summary: The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.

The alignment of the western kerb line at the entry into the widened section of carriageway is fairly sharp and may cause some drivers or riders to lose control or clip the kerb as they negotiate the kink. In either case, those drivers or riders could collide with other road users.

Recommendation

Ease the alignment to ensure a smooth transition into the widened section of carriageway.

2.2 The Junctions

2.2.1 Problem

Location: Pagham Road at the southbound bus stop outside Nos 100 and 102 Pagham Road. *(Drawing No 1616 01D)*

Summary: The close proximity to the bus stop and right turn lane may lead to rear end shunt collisions between vehicles overtaking a stopped bus and those turning right into the development.

The existing on-carriageway southbound bus stop and the proposed right turn lane for vehicles seeking to enter the proposed development site are positioned close to each other. Some vehicles may simply seek to overtake the stopped bus by driving on the central hatched markings whilst others may overtake and then slow and stop as they enter the right turn lane. These conflicting movements may lead to rear end shunt type collisions. (See also Problem 2.3.1).

Recommendation

Physically prevent overtaking by the provision of a central refuge island within the hatched area at the bus stopping location.

2.2.2 Problem

Location: Visibility splay to the northern side of the Southern junction. *(Drawing No 1616 02D)*

ARUN DISTRICT COUNCIL P/140/16/OUT

Summary: Visibility to the north from the Southern junction is limited by a bend at the Sea Way junction and the restricted visibility may lead to turning vehicle collisions.

The proposals indicate a visibility splay to the north for drivers emerging from the junction of 2.4 x 49m. However, observed vehicular speeds are high and consequently good, clear visibility is desirable to assist emerging drivers to see oncoming vehicles. Limited visibility of approaching vehicles could lead to turning vehicle collisions.

Recommendation

Provide a clear visibility splay of preferably 4.5 x 90m and at least 2.4 x 90m.

2.2.3 Problem

Location: Pedestrian refuge islands adjacent to the Southern junction outside Nos 36 and 42 Pagham Road. *(Drawing No 1616 02D)*

Summary: The islands are located close to existing vehicular accesses and may restrict vehicular movements to and from the accesses. Vehicles entering and leaving the accesses may collide with the islands and other vehicles as they undertake restricted turning manoeuvres.

Both refuge islands are located close to the vehicular accesses to Nos 34a, 36 and 42 Pagham Road. The islands may, therefore, restrict or inhibit vehicular movements to and from the properties. These restrictions may lead directly to collisions with the islands by turning vehicles or drivers having to undertake restricted movements potentially in conflict with other vehicles.

Recommendation

Undertake track run analysis and design the islands accordingly to ensure that vehicles can readily enter and leave the vehicular accesses.

2.3 Non-Motorised Users (NMU's)

2.3.1 Problem

Location: Pagham Road at the southbound on-carriageway bus stop outside Nos 100 and 102 Pagham Road. *(Drawing No 1616 01D)*

Summary: The new development will result in additional pedestrian crossing movements at and near the bus stop potentially leading to vehicle/pedestrian collisions.

At present there is little or no need for pedestrians to cross the carriageway to reach the bus stop, but such movements will occur once the new development, and notably the Community Hub and associated facilities, are provided. The introduction of pedestrian movements at this location is consequently likely to lead to vehicle/pedestrian collisions. (See also Problem 2.2.1).

ARUN DISTRICT COUNCIL P/140/16/OUT

Recommendation

Incorporate a pedestrian crossing facility into the proposed refuge island referred to in Problem 2.2.1.

2.3.2 Problem

Location: Development access road at its Northern junction with Pagham Road. *(Drawing No 1616 01D)*

Summary: Pedestrians will seek to cross the wide bellmouth of the access road with resultant vehicle/pedestrian collisions.

Pedestrians walking along the line of the new footway on the western side of Pagham Road will seek to cross the wide bellmouth of the junction. In doing so, pedestrians will be in a vulnerable position for an appreciable period of time and vehicle/pedestrian collisions are consequently likely to occur.

Recommendation

Reduce the width of the side road junction and/or provide a pedestrian refuge island, with an associated uncontrolled pedestrian crossing facility, in the mouth of the junction.

2.3.3 Problem

Location: Pedestrian crossing on Pagham Road at its junction with Footpath 101 (opposite No 78 Pagham Road). *(Drawing No 1616 01D)*

Summary: Due to the nature of the development, larger numbers of pedestrians will seek to cross at this location with an associated potential increase in vehicle/pedestrian collisions.

The proposed development will cause more pedestrians to cross Pagham Road throughout the length of the scheme and increase pedestrian movements at the proposed crossing location. The width of Pagham Road and the speed of traffic could consequently result in vehicle/pedestrian collisions at this location.

Recommendation

Extend the central hatching southwards from the Northern junction's ghost island through the crossing location and provide a central pedestrian refuge island.

2.3.4 Problem

Location: Development access road at its Southern junction with Pagham Road. *(Drawing No 1616 02D)*

Summary: No pedestrian crossing facilities are proposed, but pedestrians will seek to cross the development access road. Vehicle/pedestrian collisions could consequently occur.

ARUN DISTRICT COUNCIL P/140/16/OUT

Pedestrians walking along the line of the new footway on the western side of Pagham Road will seek to cross the bellmouth of the junction. However, no facilities to assist their movement have been proposed and vehicle/pedestrian collisions are consequently likely to occur.

Recommendation

Provide an uncontrolled pedestrian crossing facility on the development access road close to its junction with Pagham Road.

ARUN DISTRICT COUNCIL P/140/16/OUT

3. Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

Road Safety Audit Team Leader

Alan Rookes IEng, FCIHT, FSoRSA, RegRSA(IHE)
Director
Alan Consultancy Limited

Sig [redacted]

Date 1st August 2016

Road Safety Audit Team Member

T Sterling BEng, DMS, PGCE, MCIHT, MCMI, MRSGB, MITAI, MSoRSA
Principal Consultant and Partner
Sterling Road Safety LLP

Signed [redacted]

Date 1st August 2016

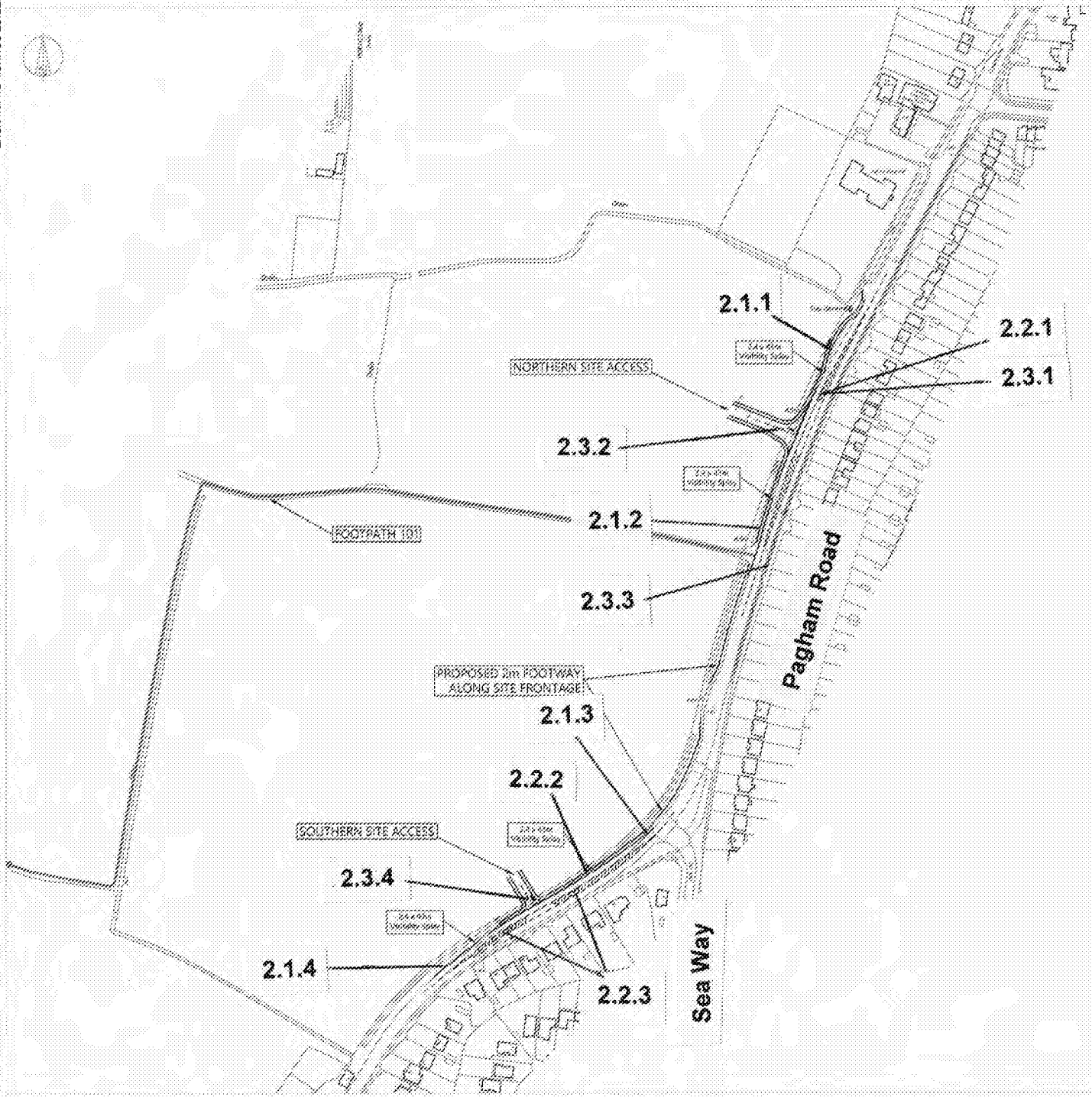
ARUN DISTRICT COUNCIL P/140/16/OUT

Annex: List of Documents Provided for this Stage 1 Road Safety Audit

Document/Drawing Reference No	Title	Date
1616 01D	Proposed Northern Site Access	08/06/16
1616 02D	Proposed Site Access – South of Sea Way	08/06/16
1616 03B	Proposed Site Access Junctions	08/06/16
DLA.1731.L001.02 Rev B	Development Framework Plan	July 2016
Unnumbered (adapted from Google Maps)	Location of Pagham Road, Pagham, Arun District	03/06/16
Unnumbered (adapted from Google Maps)	Approximate Site Area Shown	03/06/16
Unnumbered	HWB – Land at Pagham Road, Pagham – Local Development (showing Public Footways)	Undated
Unnumbered	Local Development (4 No drawings showing public highways near the site)	Undated
Unnumbered	Bognor Regis ATC, Pagham Road	23/06/16 to 29/06/16
1616 2021	PICADY 9 – Priority Intersection Module. Southern Site Access	30/06/16
Email from Highgate Transportation Ltd to Alan Consultancy Ltd	Road Safety Audit Stage 1	21/07/16

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL P/140/16/OUT



LAND SOUTH OF SUMMER LANE, PAGHAM ROAD, PAGHAM

HANBURY PROPERTIES

1616	03	1:2,500 @ A3

HighgateTransportation

PROPOSED SITE ACCESS JUNCTIONS

08/06/16	FB	DT

Road Safety Audit Stage 1

DESIGNERS RESPONSE

PROJECT: Pagham Road, Pagham – Two new priority access junctions with ghost right turn lanes and associated pedestrians crossing facilities.

RSA DATE: July 2016

Para. No.	Problem	Recommendation	Designers' Response
2.1.1	*Northbound bus bay at northern access.* The rear of a stationary bus could overhang into the carriageway leading to rear end shunt collisions.	Realign the entry taper into the bus bay to enable all of the bus to stop within the bay.	The proposed bus stop reflects the existing layby. The swept path analysis carried out demonstrates that a bus can easily pull into the layby and be positioned fully within the layby with no overhanging.
2.1.2	*Southern end of northern junction.* The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.	Ease the alignment to ensure a smooth transition into the widened section of carriageway.	ACCEPTED.
2.1.3	*Northern end of southern access.* The fairly sharp kink at the transition from the new to the existing kerb line could cause northbound drivers or riders to lose control as they leave the widened section of carriageway.	Ease the alignment to ensure a smooth transition from the widened section of carriageway into the bend and existing carriageway.	ACCEPTED.
2.1.4	*Southern end of southern access.* The fairly sharp kink at the transition to the new kerb line could cause northbound drivers or riders to lose control as they enter the widened section of carriageway.	Ease the alignment to ensure a smooth transition into the widened section of carriageway.	ACCEPTED.

ARUN DISTRICT COUNCIL P/140/16/OUT

Para. No.	Problem	Recommendation	Designers' Response
2.2.1	*Southbound bus stop at northern access.* The close proximity to the bus stop and right turn lane may lead to rear end shunt collisions between vehicles overtaking a stopped bus and those turning right into the development.	Physically prevent overtaking by the provision of a central refuge island within the hatched area at the bus stopping location.	ACCEPTED.
2.2.2	*Southern access.* Visibility to the north from the southern junction is limited by a bend at the Sea Way junction and the restricted visibility may lead to turning vehicle collisions.	Provide a clear visibility splay of preferably 4.5 x 90m and at least 2.4 x 90m.	A visibility splay of 2.4 by 90 metres to the left for drivers emerging from the access can be provided. It is not considered that a 4.5 metre set back is appropriate in this location as the increase in distance relates to capacity (for two vehicles to join the main carriageway in one gap).
2.2.3	*Pedestrian refuge islands at southern access at Nos.36 and 42 Pagham Road.* The islands are located close to existing vehicular accesses and may restrict vehicular movements to and from the accesses. Vehicles entering and leaving the accesses may collide with the islands and other vehicles as they undertake restricted turning manoeuvres.	Undertake track run analysis and design the islands accordingly to ensure that vehicles can readily enter and leave the vehicular accesses.	Vehicle tracking confirms location of refuge islands to be acceptable.
2.3.1	*Southbound on-carriageway bus stop at northern access.* The new development will result in additional pedestrian crossing movements at and near the bus stop potentially leading to vehicle/pedestrian collisions.	Incorporate a pedestrian crossing facility into the proposed refuge island referred to in Problem 2.2.1.	Pedestrians will be able to cross at either of the facilities provided to the north or the south of the bus stop location. However, it is felt that if a crossing point were to be provided at this location, it could result in conflict between pedestrians and a parked bus e.g. when pedestrians cross from the west and a bus has pulled up to drop/collect passengers covering the crossing facility on the eastern side.

ARUN DISTRICT COUNCIL P/140/16/OUT

Para. No.	Problem	Recommendation	Designers' Response
2.3.2	*Development access road – northern junction.* Pedestrians will seek to cross the wide bellmouth of the access road with resultant vehicle/pedestrian collisions.	Reduce the width of the side road junction and/or provide a pedestrians refuge island, with an associated uncontrolled pedestrian crossing facility, in the mouth of the junction.	Update to design of access and masterplan following public consultation – relocation of pedestrian routes into the site behind a tree buffer results in a much reduced crossing width on northern access road.
2.3.3	*Footpath 101.* Due to the nature of the development, larger numbers of pedestrians will seek to cross at this location with an associated potential increase in vehicle/pedestrian collisions.	Extend the central hatching southwards from the northern junction's ghost island through the crossing location and provide a central pedestrian refuge island.	ACCEPTED. A pedestrian refuge island will be provided to the south of the northern access to facilitate pedestrian movements over Pagham Road.
2.3.4	*Development access road – southern junction.* No pedestrian crossing facilities are proposed, but pedestrians will seek to cross the development access road. Vehicle/pedestrian collisions could consequently occur.	Provide an uncontrolled pedestrian crossing facility on the development access road close to its junction with Pagham Road.	ACCEPTED. A pedestrian crossing point will be included within the junction design.

ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 18

Pagham South Design Audit

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL P/140/16/OUT

DESIGN AUDIT

PROJECT: Pagham South – Two new priority access junctions with Pagham Road and associated pedestrians crossing facilities.

DATE: March 2017 (Revised July 2017)

DRAWINGS:

- HTp/1616/01 Revision L Northern access
- HTp/1616/02 Revision J Southern access

Item number	Design Guide Reference	Summary	Provision	Commentary
1	MfS Chapter 7, Street Geometry MfS2 Chapter 10, Visibility	The visibility splays at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms. An X-distance of 2.4 metres should normally be used. The Y distance should be based on the derived SSD based on vehicular speeds.	Visibility splays of 2.4 by 49 metres have been provided for each junction, based on the measured speed of 33mph.	In any event it can be seen that a visibility splay of 2.4 by 90 metres can be achieved to both directions from the proposed access junctions. This has been agreed with the highway officer.
2	TD 42/95 Geometric Design of Major/Minor Priority Junctions	TD 42/95 recommends that consideration should be given to providing a ghost island priority junction were the side road flow exceeds 500 vehicles per day (Figure 2/2). The geometric design features of the ghost island are set out in Section 7: 7.17 (c) was used to form the radius for the minor arm entry to accommodate HGVs, supported by swept path analysis. Figure 7/4 and paragraphs 7.35-7.37 were used to provide carriageway dimensions and Figure 7/8 and Tables 7/3 – 7/4 were used for the ghost island tapers.	Northern access – ghost island priority junction with 6.0 metre radii. Ghost right turn lane for the northern access to facilitate HGV manoeuvres associated with the local centre and coaches associated with the school, with localised widening to ensure that HGV/coaches do not straddle the centre lining on the minor arm into the path of oncoming vehicles. Also, design provided determined by the variety of land uses for this northern section of the site, considering the spread of peak usage across the day.	Members, the Parish Council and the public perceived benefit in ghost right turn lanes during public consultation. It is not considered that the creation of a ghost island arrangement will hamper vehicles making the right-turn out of the site. WSCC officers would prefer to not have a ghost right turn lane on the southern access. This has been agreed and subsequently removed, but the pedestrian refuge islands are to remain to facilitate pedestrian crossing movements.
	DfT Traffic Signs Manual Chapter 5, Road Markings	The above was supported by information contained in Section 4 (Longitudinal Lines) and Section 7 (Major/Minor Junctions) of the Traffic Signs Manual Chapter 5: paragraphs 4.49-4.51 and associated diagrams were referenced in terms of lining and hatching, and paragraphs 7.2-7.7 and associated tables for further dimensions and use of markings. Section 14, Traffic Islands, was referenced in terms of the traffic island to the north of the northern access.	Southern access – priority junction with 6.0 metre radii. Pedestrian refuge islands (see item 3 below) included within design.	An option for the southern pedestrian refuge islands without hatching was considered, in line with Figure 4-4 and as per paragraph 14.1 of Chapter 5, Road Markings, but as this presented an inconsistency for approaching drivers with the pedestrian refuges to the north. Therefore it was decided to include hatching on both approaches. Hence a 2.0m wide central zone is created between the two pedestrian refuge islands at the southern junction. This is not a ghost right turn lane.
	MfS2 Chapter 8, Carriageways and Chapter 9, Junctions	MfS2 8.2.4 "It is now considered inappropriate in areas subject to a limit of 30mph, to adopt a design speed of more than 30mph unless existing speeds are significantly above this level." Mfs2 9.4.9 "Where right turn lanes are to be provided…refuges should be provided within ghost islands to facilitate pedestrians crossing."		The design has been shaped not only by local perception, public consultation and highway officer comments, but also by restrictions such as the location of driveways, on-street parking, the bus route and local footpaths, pedestrian desire lines, and the layout of the existing carriageway.

ARUN DISTRICT COUNCIL P/140/16/OUT

Item number	Design Guide Reference	Summary	Provision	Commentary
3	MfS Chapter 6, Street Users' Needs MfS2 Chapter 5, Pedestrian Needs and Footways & Chapter 8, Carriageways LTN 2/95 Section 3, Pedestrian Refuge Islands	To promote inclusive design for pedestrians and cyclists. MfS 6.3.8 "The specific conditions in a street will determine what form of crossing is most relevant." MfS2 5.1.2 "Encouraging walking has many benefits…", and it is important to consider pedestrian desire lines and direct routes should be created wherever possible. MfS 8.7 "Central…refuges are useful features in urban areas to enable pedestrians and cyclists to cross carriageways in two stages". A 2.0m minimum width should be provided to accommodate wheelchair users and cyclists. LTN 2/95 "The width of the crossing should be maintained across the full carriageway". Tactile paving required at all crossing points.	Footways provided behind tree buffer. Uncontrolled crossings provided. One pedestrian refuge island provided either side of the southern access. One pedestrian refuge provided either side of the northern access with build outs in the on-street parking area; the southern refuge aligning with PRoW FP101. A further uncontrolled dropped kerb crossing provided with a build out in the on-street parking area to the north of the development opposite the Village Hall. All crossing points shown to be provided with tactile paving. Footways added at each junction bellmouth (HTp/1616/01/H and 1616/02/H) to facilitate further pedestrian movements.	The removal of footways initially shown along Pagham Road was requested during public consultation. WSCC requested that the refuge islands be increased in width/depth to 2.0 metres to better accommodate pedestrians, cyclists, wheelchairs and pushchairs/prams. WSCC also requested that the traffic splitter island originally shown to the north of the northern access be provided as a pedestrian refuge island. Design includes for build-outs within the kerb-side parking areas on Pagham Road (eastern side) to assist pedestrian movements. Agreed as acceptable design with WSCC. Footways at bellmouths not previously shown (as set out above) due to resistance by local residents of initial plans shown at public consultation. However, footways at the bellmouth of the junctions provided in response to WSCC comments and agreed.
4	TD 42/95 Geometric Design of Major/Minor Priority Junctions	Traffic splitter island 2.2 "…the possibility of major road overtaking traffic, manoeuvres should not be encouraged at major/minor priority junctions."	To the north of the northern access.	Requested as part of RSA Stage 1 to ensure that southbound drivers could not overtake a bus at the bus stop, to safeguard vehicles that may be in the right-turn lane: "*The close proximity to the bus stop and right turn lane may lead to rear end shunt collisions between vehicles overtaking a stopped bus and those turning right into the development.* **Recommendation**: *Physically prevent overtaking by the provision of a central refuge island within the hatched area at the bus stopping location.*" At the request of WSCC (see Item 3 above) the traffic splitter island was replaced by a pedestrian refuge island in April 2017.

ARUN DISTRICT COUNCIL P/140/16/OUT

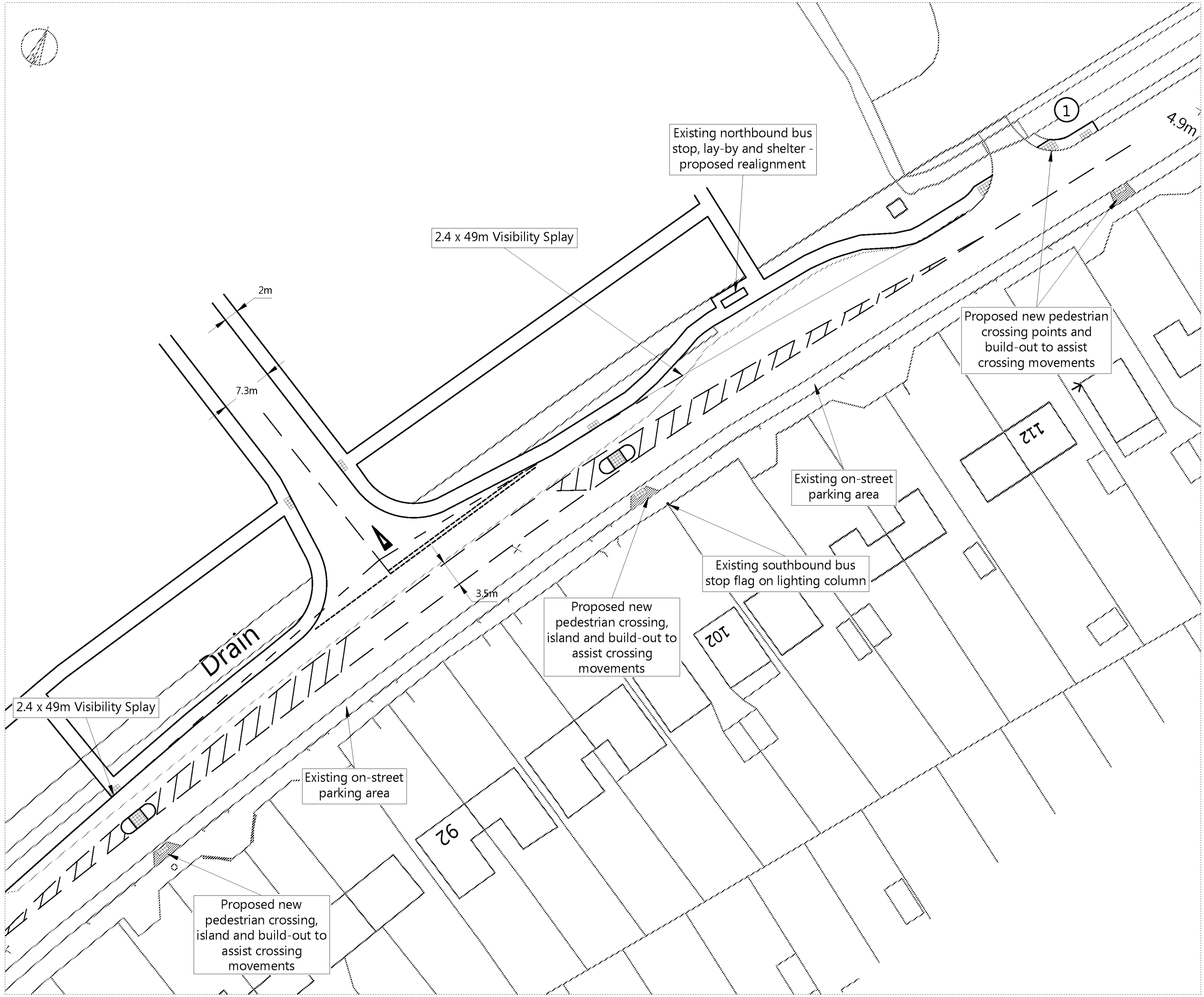
Further comments

It is considered that the pedestrian refuge crossing points proposed are suitable to accommodate the likely level of pedestrian demand over Pagham Road, particularly in consideration of the low traffic flows on Pagham Road past the site frontage. Notwithstanding this, the proximity of driveways on Pagham Road and the likely impact on local residents' amenity value result in the provision of a controlled crossing not being possible, even a zebra crossing would be unsuitable due to these constraints. The position of driveways has been shown on the following plans:

i. HTp/1616/01/L – northern access
ii. HTp/1616/02/J – southern access

Swept path analysis drawings have also been provided which demonstrate that the proposed pedestrian refuge islands and build-outs will not have a detrimental impact on the existing driveways on Pagham Road:

i. HTp/1616/TR06/A – northern access
ii. HTp/1616/TR05 – southern access



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KEY:

1. No dig construction to be used for footway extension at Village Hall access to protect tree roots.

ISSUE	REASON FOR REVISION	DATE
L	Removal of duplicate annotation	10/07/17
K	Update to pedestrian crossings to north	07/04/17
J	Addition of driveways	10/03/17
H	Addition of footway at bellmouth	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	09/11/16
E	Review further to RSA1	10/05/16
D	Modification to visibility splays based on measured speeds	28/06/16
C	Addition of southbound bus stop location	13/06/16
B	Visibility Splays	12/06/16
A	Extension of proposed footway along site frontage	10/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	01	1:500 @ A3

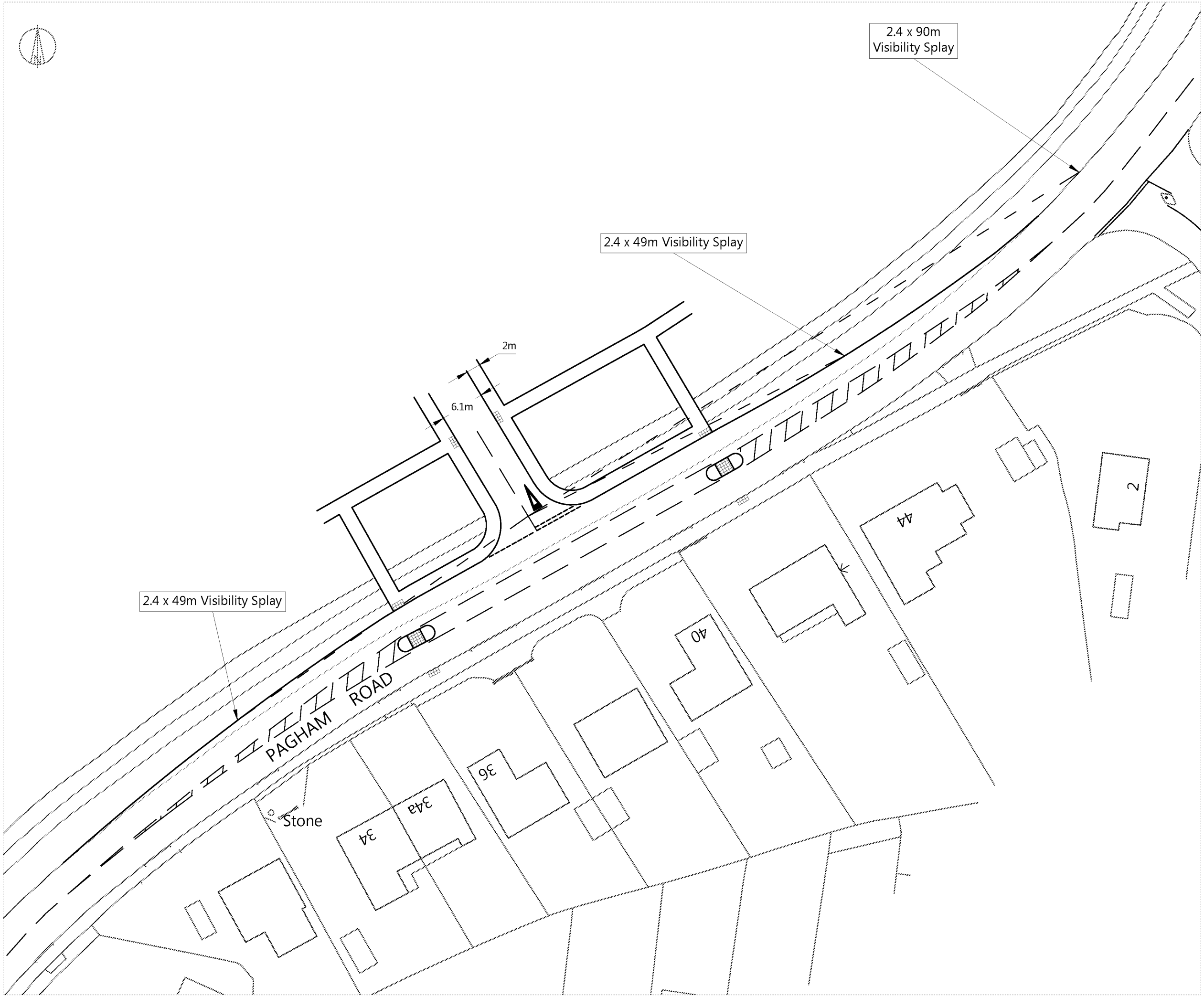
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TITLE:

PROPOSED NORTHERN SITE ACCESS

DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT



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ISSUE	REASON FOR REVISION	DATE
J	Addition of driveways	10/03/17
H	Ghost right turn lane removed	09/02/17
G	Pedestrian refuges widened	31/01/17
F	Review further to Public Consultation	04/11/16
E	Review further to RSA1	10/08/16
D	Dimension addition	21/07/16
C	Modification to visibility splays based on measured speeds	28/06/16
B	Visibility Splays	17/06/16
A	Extension of proposed footway along site frontage	16/06/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
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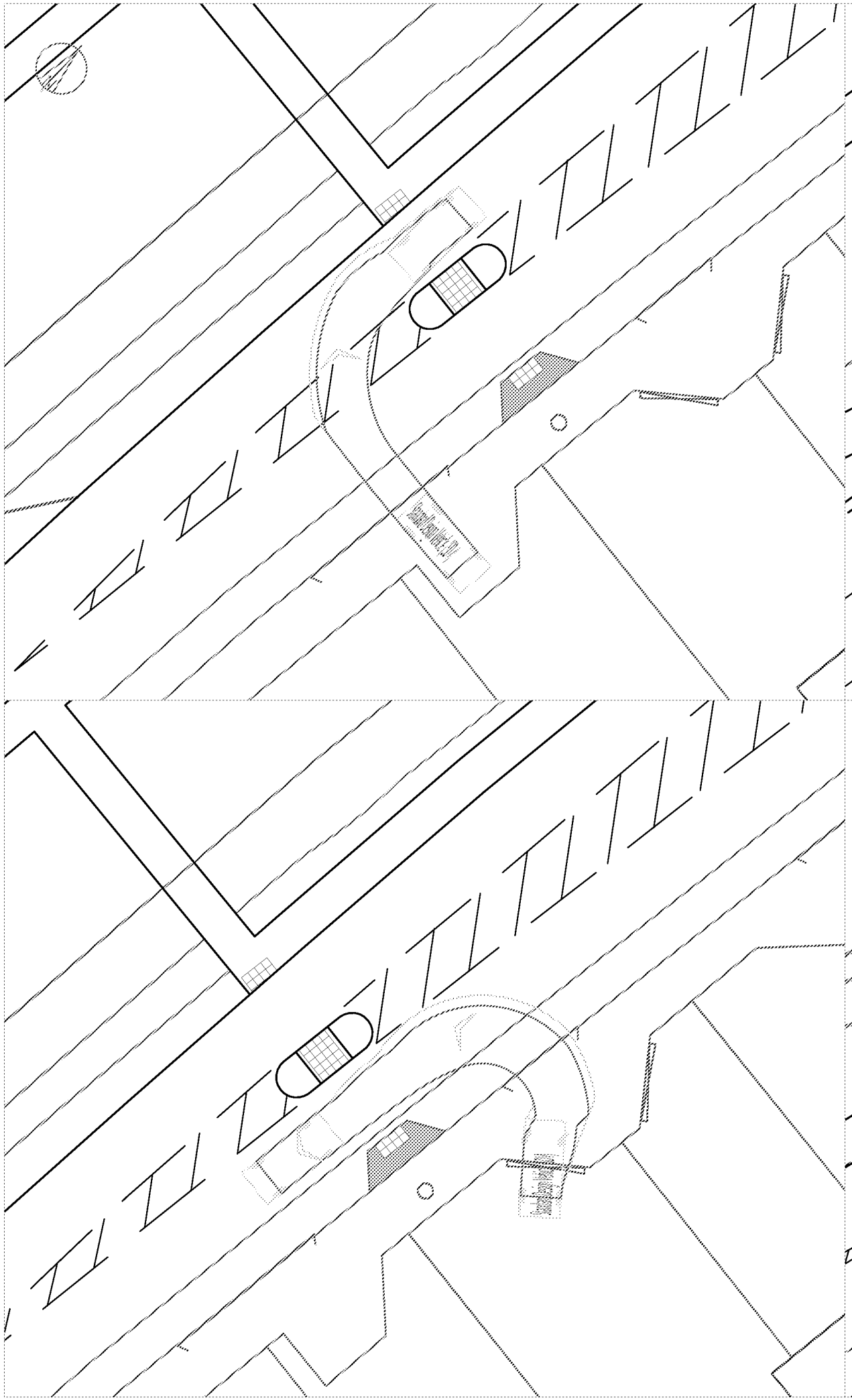
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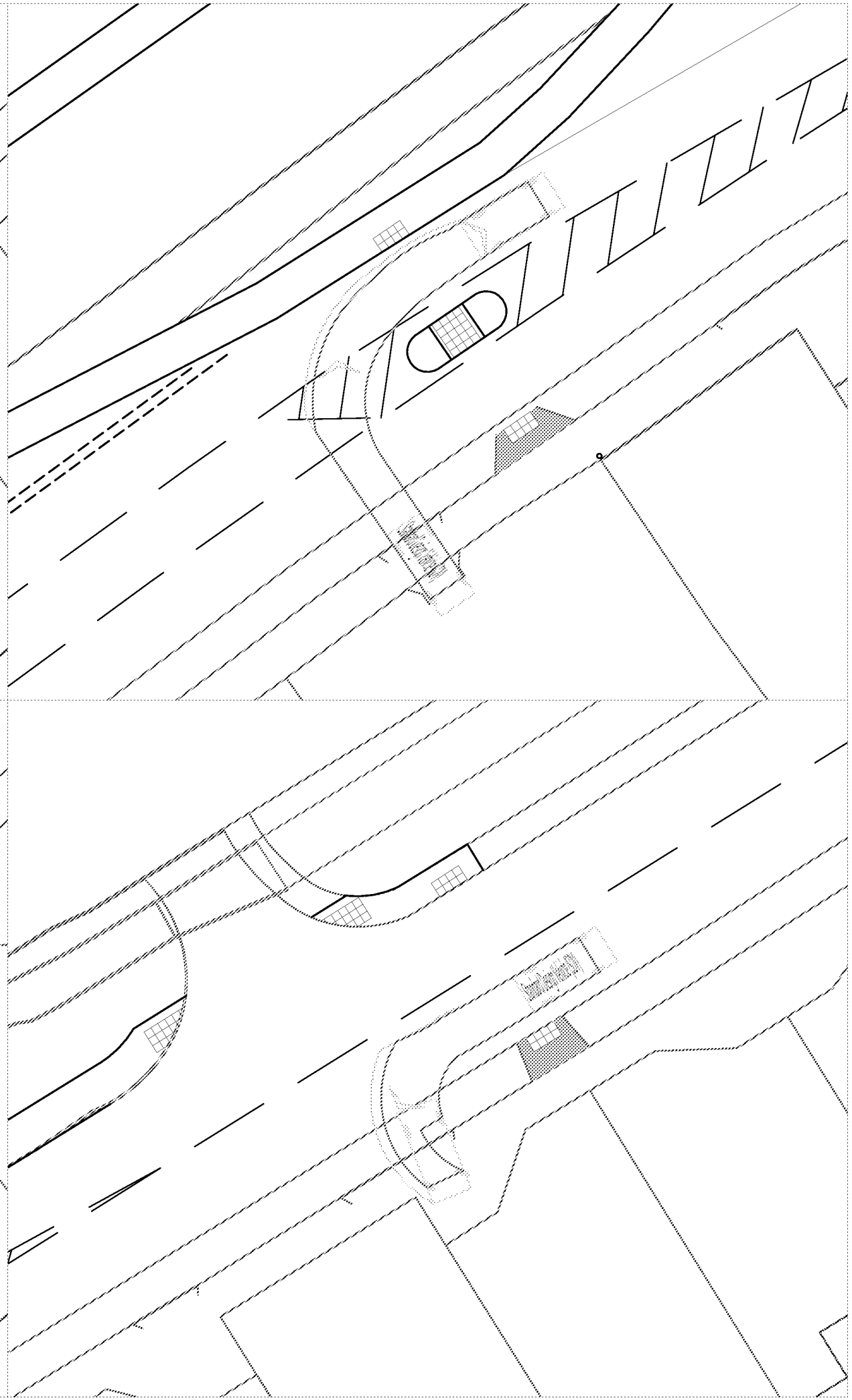
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TITLE:

PROPOSED SITE ACCESS - SOUTH OF SEA WAY

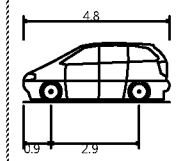
DATE:	DRAWN BY:	CHECKED:
08/06/16	FB	DT





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Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

ISSUE	REASON FOR REVISION	DATE
A	Updated access layout	16/07/17

PROJECT:
PAGHAM SOUTH, PAGHAM

CLIENT:
HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	TR06	1:250 @ A3

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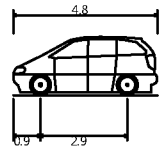
TITLE:
SWEPT PATH ANALYSIS - PAGHAM ROAD (N)

DATE:	DRAWN BY:	CHECKED:
28/02/17	FB	DT



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Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

ISSUE	REASON FOR REVISION	DATE

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	TR05	1:250 @ A3

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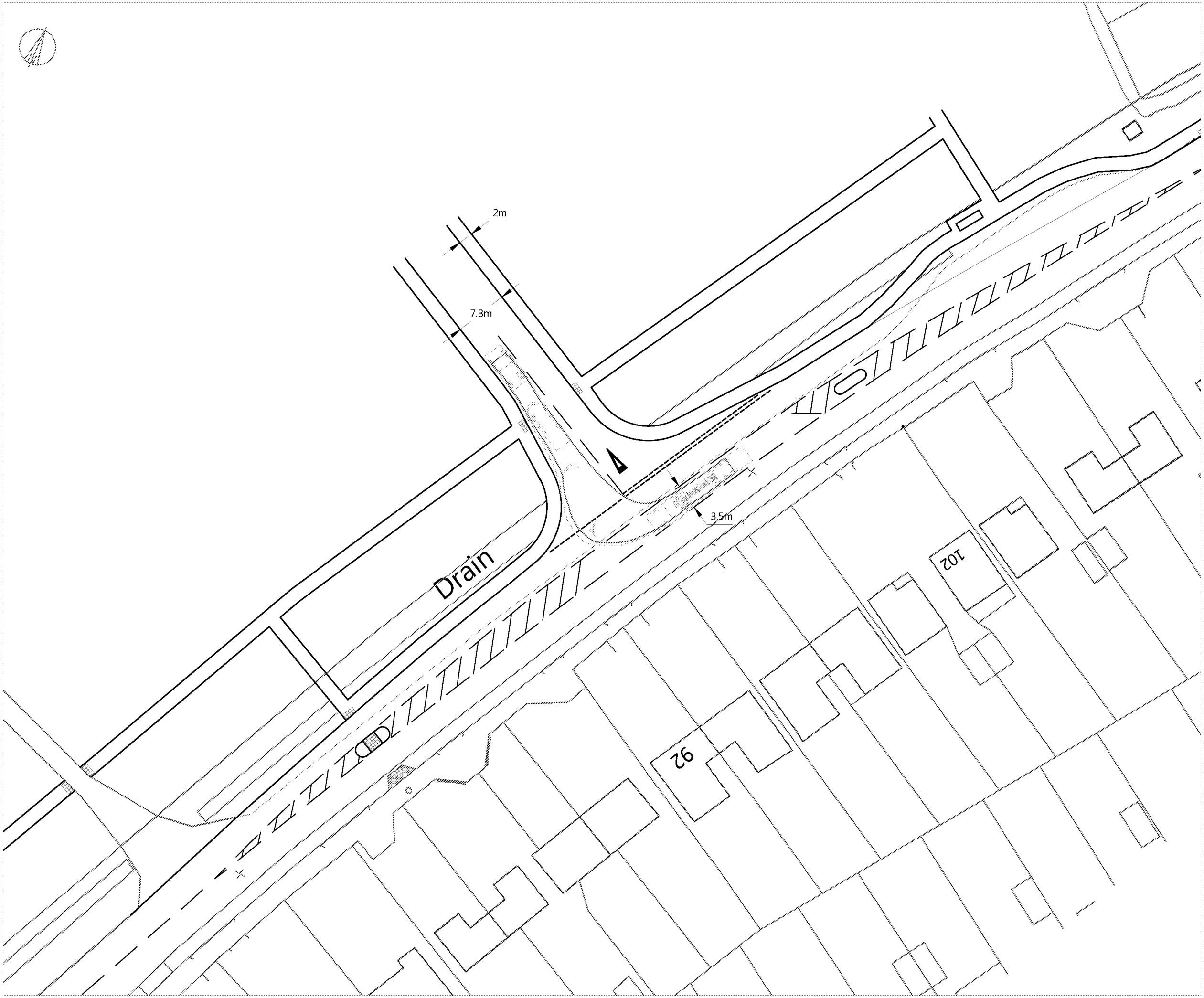
SWEPT PATH ANALYSIS - PAGHAM ROAD (S)

DATE:	DRAWN BY:	CHECKED:
28/02/17	FB	DT

Appendix 19

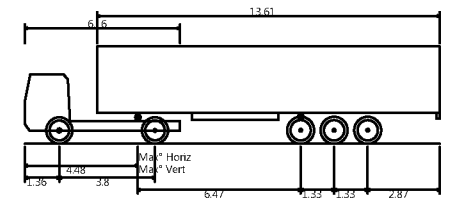
Swept Path Analysis of Pagham South Site Access Junctions

ARUN DISTRICT COUNCIL P/140/16/OUT



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FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

ISSUE	REASON FOR REVISION	DATE
F	Update in line with 1616/01/Revision F	15/03/17
A	Update in line with 1616/01/Revision F	16/11/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PROPERTIES

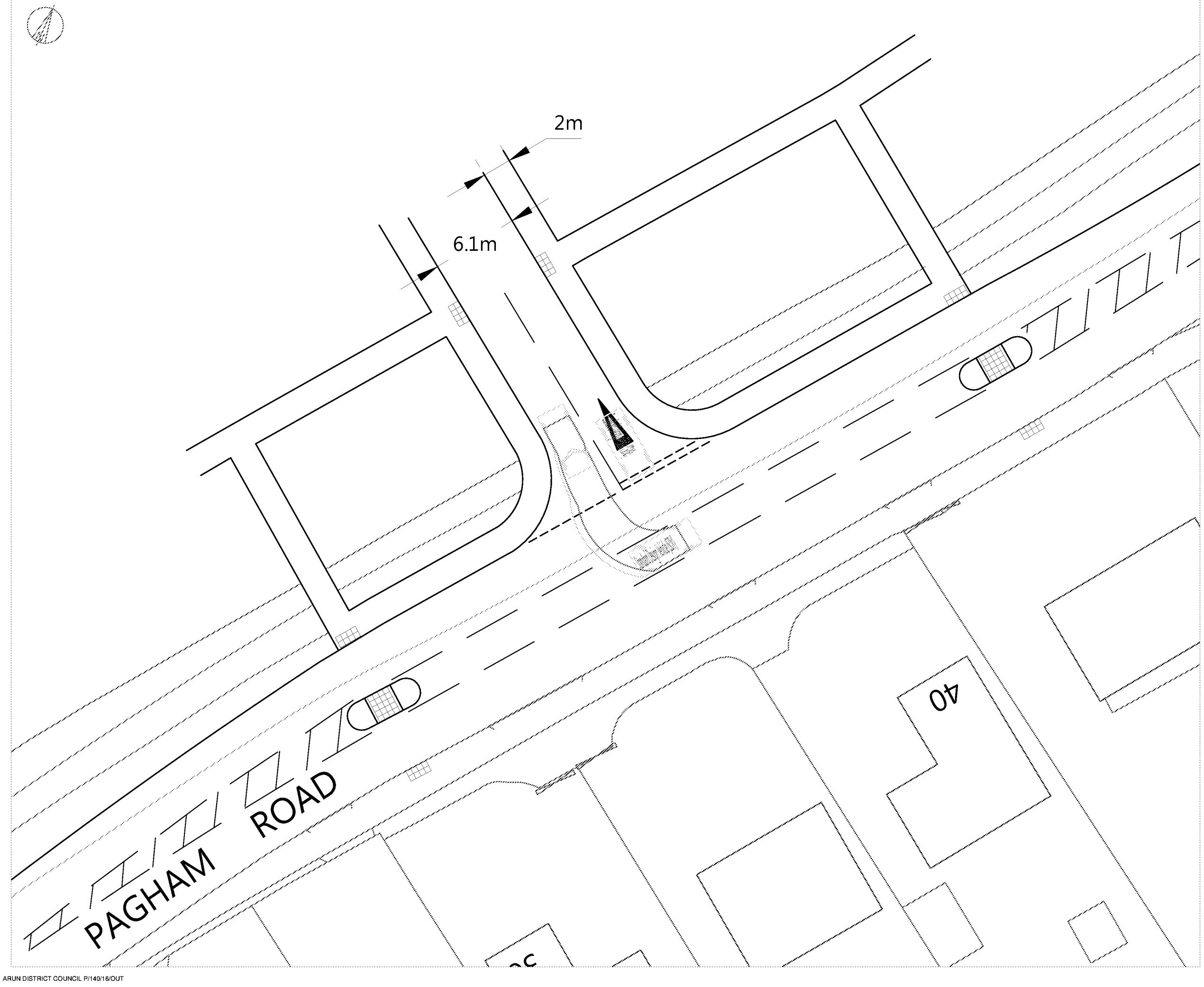
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	TR02	1:500 @ A3

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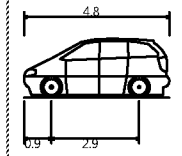
SWEPT PATH ANALYSIS OF HGV AT NORTHERN ACCESS

DATE:	DRAWN BY:	CHECKED:
10/08/16	FB	DT



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Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

ISSUE	REASON FOR REVISION	DATE
B	Update in line with 1616/02/Revision I	15/03/17
A	Update in line with 1616/02/Revision F	16/11/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	TR04	1:250 @ A3

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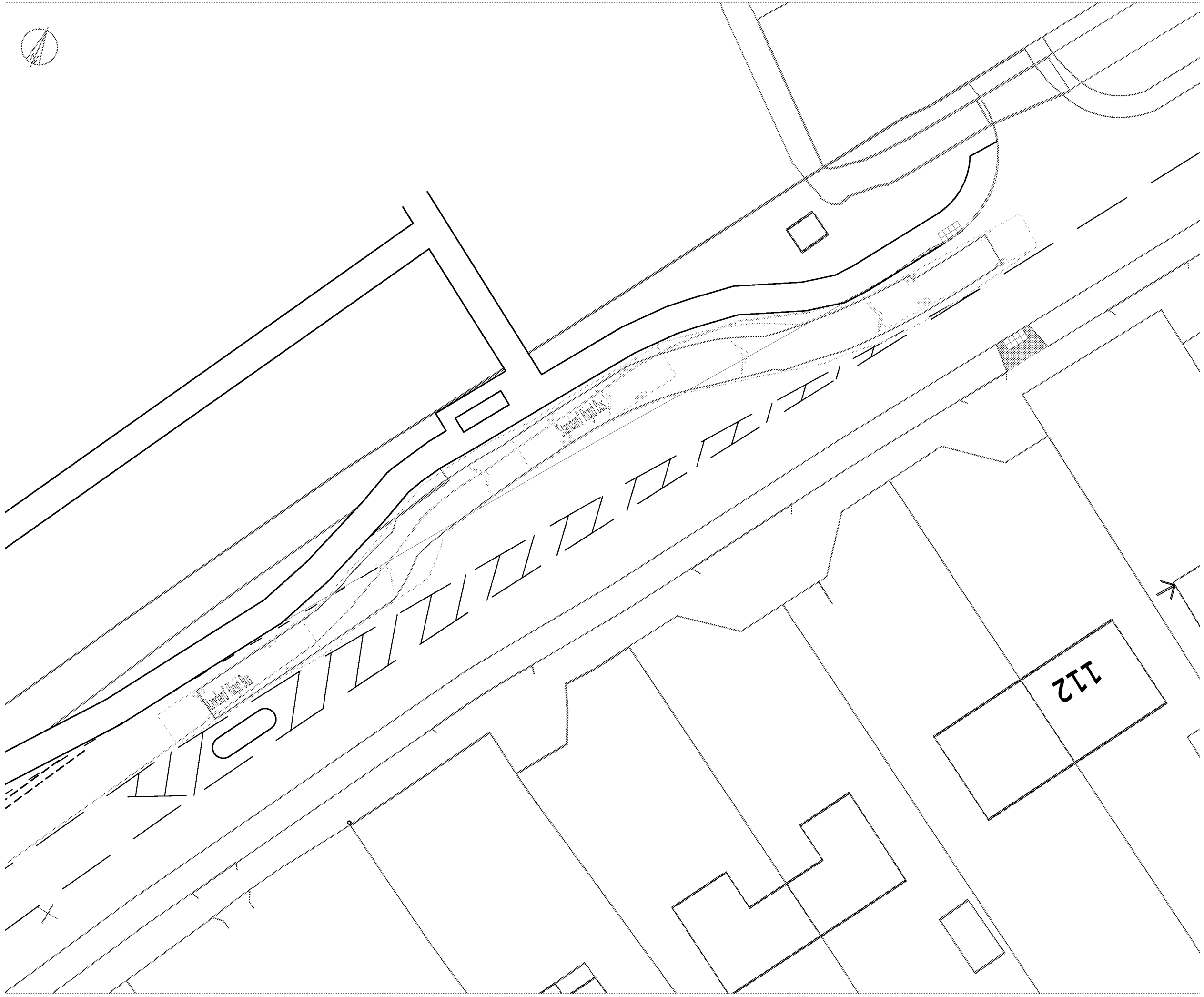
SWEPT PATH ANALYSIS OF LARGE CAR AT SOUTHERN ACCESS

DATE:	DRAWN BY:	CHECKED:
10/08/16	FB	DT

Appendix 20

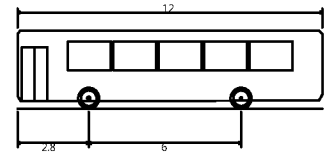
Pagham Road Bus Layby Visibility

ARUN DISTRICT COUNCIL P/140/16/OUT



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'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

ISSUE	REASON FOR REVISION	DATE
F	Update in line with 1616/01/Revision F	15/03/17
A	Update in line with 1616/01/Revision F	10/11/16

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PROPERTIES

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	TR01	1:250 @ A3

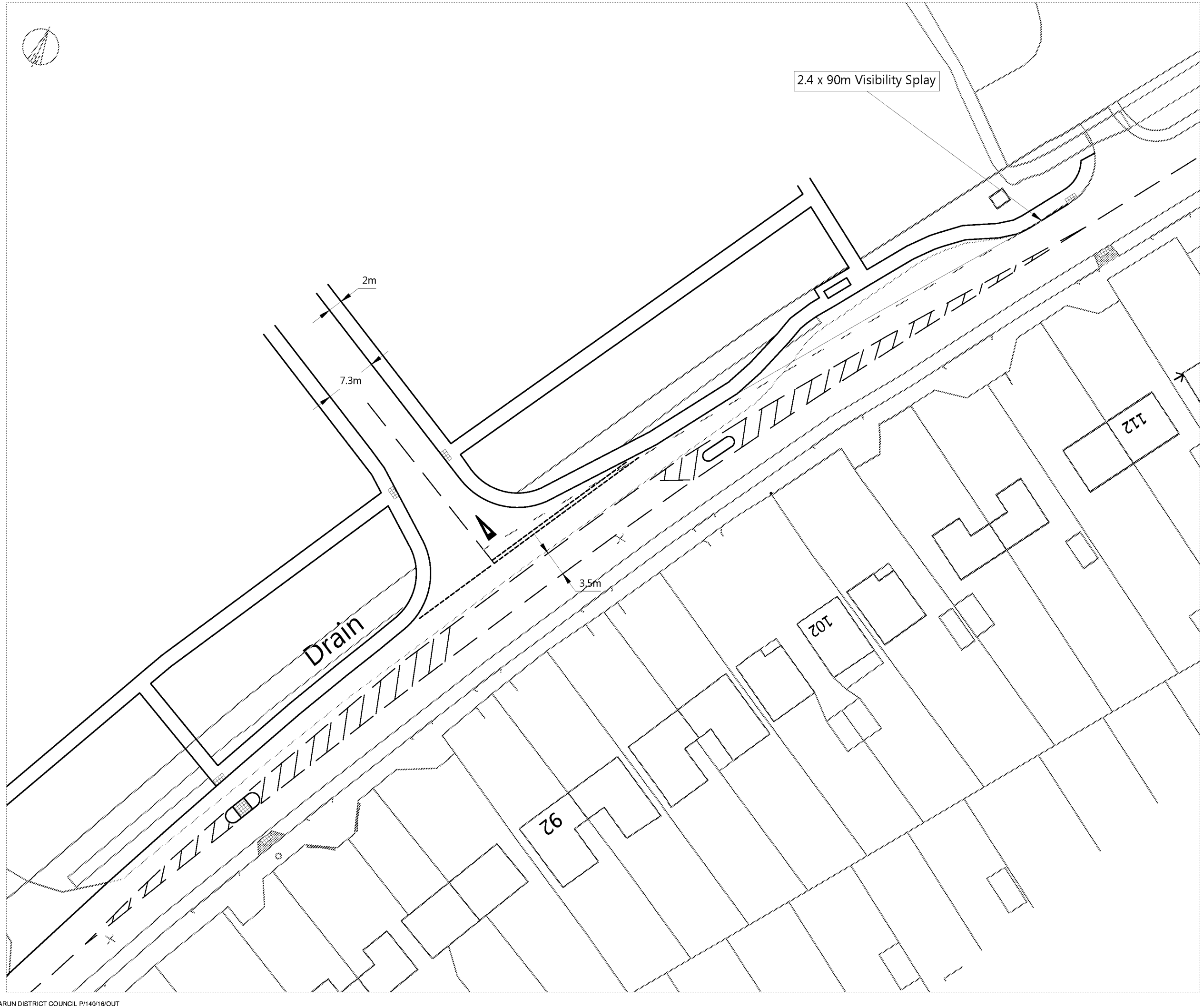
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TITLE:

SWEPT PATH ANALYSIS OF BUS LAYBY AT NORTHERN ACCESS

DATE:	DRAWN BY:	CHECKED:
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ISSUE	REASON FOR REVISION	DATE
A	Update in line with 1616/01/Revision J	15/03/17

PROJECT:

PAGHAM SOUTH, PAGHAM

CLIENT:

HANBURY PM Ltd

PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	10	1:500 @ A3

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TITLE:

90m VISIBILITY TO NORTH AT NORTHERN SITE ACCESS

DATE:	DRAWN BY:	CHECKED:
31/01/17	FB	DT

Appendix 21

Proposed Link to Pagham Harbour Cycle Route

ARUN DISTRICT COUNCIL P/140/16/OUT



LEGEND

- Application Boundary
- Existing PRoW
- Safeguarded Land for a Cycle Link
- Link Provided by Others

Landscape & Visual Assessment

On behalf of:

Hanbury Properties

Produced by:

DAVIESLANDSCAPE ARCHITECTS

PROJECT

Land South of Summer Lane, Pagham

DRAWING TITLE

Potential cycle link to Honer Lane

DATE: August 2016

SCALE: 1:10,000 @ A4

REPORT REFERENCE: DLA.1731.L001.07.Rev A

Appendix 22

TRICS Information

ARUN DISTRICT COUNCIL P/140/16/OUT

Calculation Reference: AUDIT-355901-161220-1241

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	2 days
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
11	**SCOTLAND**		
	FA	FALKIRK	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 52 to 432 (units:)
Range Selected by User: 50 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

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

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	2 days
Thursday	4 days
Friday	3 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

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

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	5

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

Filtering Stage 3 selection:

Use Class:

C3	17 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 days

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

Travel Plan:

Yes	1 days
No	16 days

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

LIST OF SITES relevant to selection parameters

1 **CB-03-A-04** **SEMI DETACHED** **CUMBRIA**
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY *24/04/09* *Survey Type: MANUAL*

2 **CH-03-A-06** **SEMI-DET./ BUNGALOWS** **CHESHIRE**
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

3 **DV-03-A-02** **HOUSES & BUNGALOWS** **DEVON**
MILLHEAD ROAD

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 **DV-03-A-03** **TERRACED & SEMI DETACHED** **DEVON**
LOWER BRAND LANE

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

5 **EX-03-A-01** **SEMI-DET.** **ESSEX**
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY *13/05/08* *Survey Type: MANUAL*

6 **FA-03-A-02** **MIXED HOUSES** **FALKIRK**
ROSEBANK AVENUE & SPRINGFIELD DRIVE

FALKIRK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

7 **NE-03-A-02** **SEMI DETACHED & DETACHED** **NORTH EAST LINCOLNSHIRE**
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **NE-03-A-03** **PRIVATE HOUSES** **NORTH EAST LINCOLNSHIRE**
STATION ROAD

SCUNTHORPE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

9 **NF-03-A-02** **HOUSES & FLATS** **NORFOLK**
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

10 **NY-03-A-06** **BUNGALOWS & SEMI DET.** **NORTH YORKSHIRE**
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

11 **NY-03-A-09** **MIXED HOUSING** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

12 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

13 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

14 **SH-03-A-04** **TERRACED** **SHROPSHIRE**
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY *11/06/09* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15	**SH-03-A-05**	**SEMI-DETACHED/ TERRACED**	**SHROPSHIRE**
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	*24/10/13*	*Survey Type: MANUAL*
16	**SY-03-A-01**	**SEMI DETACHED HOUSES**	**SOUTH YORKSHIRE**
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	*18/09/13*	*Survey Type: MANUAL*
17	**WS-03-A-04**	**MIXED HOUSES**	**WEST SUSSEX**
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	*11/12/14*	*Survey Type: MANUAL*

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.063	17	128	0.243	17	128	0.306
08:00 - 09:00	17	128	0.127	**17**	**128**	**0.359**	**17**	**128**	**0.486**
09:00 - 10:00	17	128	0.144	17	128	0.156	17	128	0.300
10:00 - 11:00	17	128	0.125	17	128	0.161	17	128	0.286
11:00 - 12:00	17	128	0.138	17	128	0.137	17	128	0.275
12:00 - 13:00	17	128	0.163	17	128	0.145	17	128	0.308
13:00 - 14:00	17	128	0.152	17	128	0.152	17	128	0.304
14:00 - 15:00	17	128	0.149	17	128	0.165	17	128	0.314
15:00 - 16:00	17	128	0.265	17	128	0.192	17	128	0.457
16:00 - 17:00	17	128	0.269	17	128	0.170	17	128	0.439
17:00 - 18:00	**17**	**128**	**0.299**	17	128	0.179	17	128	0.478
18:00 - 19:00	17	128	0.213	17	128	0.165	17	128	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.107			2.224			4.331

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.004	17	128	0.003	17	128	0.007
08:00 - 09:00	17	128	0.002	17	128	0.003	17	128	0.005
09:00 - 10:00	17	128	0.003	17	128	0.002	17	128	0.005
10:00 - 11:00	17	128	0.002	17	128	0.001	17	128	0.003
11:00 - 12:00	17	128	0.002	17	128	0.002	17	128	0.004
12:00 - 13:00	17	128	0.002	17	128	0.002	17	128	0.004
13:00 - 14:00	17	128	0.002	17	128	0.001	17	128	0.003
14:00 - 15:00	17	128	0.003	17	128	0.003	17	128	0.006
15:00 - 16:00	**17**	**128**	**0.006**	**17**	**128**	**0.005**	**17**	**128**	**0.011**
16:00 - 17:00	17	128	0.003	17	128	0.004	17	128	0.007
17:00 - 18:00	17	128	0.003	17	128	0.002	17	128	0.005
18:00 - 19:00	17	128	0.002	17	128	0.002	17	128	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.030			0.064

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.001	17	128	0.001	17	128	0.002
08:00 - 09:00	17	128	0.002	17	128	0.001	17	128	0.003
09:00 - 10:00	17	128	0.002	17	128	0.001	17	128	0.003
10:00 - 11:00	17	128	0.002	17	128	0.002	17	128	0.004
11:00 - 12:00	**17**	**128**	**0.003**	17	128	0.002	17	128	0.005
12:00 - 13:00	17	128	0.003	**17**	**128**	**0.003**	**17**	**128**	**0.006**
13:00 - 14:00	17	128	0.003	17	128	0.003	17	128	0.006
14:00 - 15:00	17	128	0.001	17	128	0.003	17	128	0.004
15:00 - 16:00	17	128	0.001	17	128	0.001	17	128	0.002
16:00 - 17:00	17	128	0.002	17	128	0.001	17	128	0.003
17:00 - 18:00	17	128	0.000	17	128	0.000	17	128	0.000
18:00 - 19:00	17	128	0.000	17	128	0.000	17	128	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	17	128	0.000	17	128	0.000
08:00 - 09:00	17	128	0.000	17	128	0.000	17	128	0.000
09:00 - 10:00	17	128	0.000	17	128	0.000	17	128	0.000
10:00 - 11:00	17	128	0.000	17	128	0.000	17	128	0.000
11:00 - 12:00	**17**	**128**	**0.001**	**17**	**128**	**0.001**	**17**	**128**	**0.002**
12:00 - 13:00	17	128	0.000	17	128	0.000	17	128	0.000
13:00 - 14:00	17	128	0.000	17	128	0.000	17	128	0.000
14:00 - 15:00	17	128	0.000	17	128	0.000	17	128	0.000
15:00 - 16:00	17	128	0.000	17	128	0.000	17	128	0.000
16:00 - 17:00	17	128	0.000	17	128	0.000	17	128	0.000
17:00 - 18:00	17	128	0.000	17	128	0.000	17	128	0.000
18:00 - 19:00	17	128	0.000	17	128	0.000	17	128	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.004	17	128	0.013	17	128	0.017
08:00 - 09:00	17	128	0.002	**17**	**128**	**0.015**	17	128	0.017
09:00 - 10:00	17	128	0.002	17	128	0.005	17	128	0.007
10:00 - 11:00	17	128	0.003	17	128	0.006	17	128	0.009
11:00 - 12:00	17	128	0.003	17	128	0.002	17	128	0.005
12:00 - 13:00	17	128	0.005	17	128	0.004	17	128	0.009
13:00 - 14:00	17	128	0.004	17	128	0.003	17	128	0.007
14:00 - 15:00	17	128	0.005	17	128	0.005	17	128	0.010
15:00 - 16:00	17	128	0.012	17	128	0.006	17	128	0.018
16:00 - 17:00	17	128	0.011	17	128	0.004	17	128	0.015
17:00 - 18:00	**17**	**128**	**0.014**	17	128	0.009	**17**	**128**	**0.023**
18:00 - 19:00	17	128	0.011	17	128	0.006	17	128	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.078			0.154

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.072	17	128	0.296	17	128	0.368
08:00 - 09:00	17	128	0.157	**17**	**128**	**0.518**	**17**	**128**	**0.675**
09:00 - 10:00	17	128	0.168	17	128	0.209	17	128	0.377
10:00 - 11:00	17	128	0.154	17	128	0.205	17	128	0.359
11:00 - 12:00	17	128	0.175	17	128	0.183	17	128	0.358
12:00 - 13:00	17	128	0.205	17	128	0.178	17	128	0.383
13:00 - 14:00	17	128	0.195	17	128	0.198	17	128	0.393
14:00 - 15:00	17	128	0.188	17	128	0.215	17	128	0.403
15:00 - 16:00	**17**	**128**	**0.399**	17	128	0.250	17	128	0.649
16:00 - 17:00	17	128	0.376	17	128	0.230	17	128	0.606
17:00 - 18:00	17	128	0.388	17	128	0.234	17	128	0.622
18:00 - 19:00	17	128	0.274	17	128	0.231	17	128	0.505
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.751			2.947			5.698

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.024	17	128	0.069	17	128	0.093
08:00 - 09:00	17	128	0.039	**17**	**128**	**0.158**	17	128	0.197
09:00 - 10:00	17	128	0.048	17	128	0.064	17	128	0.112
10:00 - 11:00	17	128	0.044	17	128	0.053	17	128	0.097
11:00 - 12:00	17	128	0.033	17	128	0.036	17	128	0.069
12:00 - 13:00	17	128	0.043	17	128	0.033	17	128	0.076
13:00 - 14:00	17	128	0.031	17	128	0.050	17	128	0.081
14:00 - 15:00	17	128	0.049	17	128	0.059	17	128	0.108
15:00 - 16:00	**17**	**128**	**0.134**	17	128	0.073	**17**	**128**	**0.207**
16:00 - 17:00	17	128	0.097	17	128	0.049	17	128	0.146
17:00 - 18:00	17	128	0.083	17	128	0.039	17	128	0.122
18:00 - 19:00	17	128	0.057	17	128	0.044	17	128	0.101
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682			0.727			1.409

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

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Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	17	128	0.005	17	128	0.005
08:00 - 09:00	17	128	0.002	**17**	**128**	**0.006**	17	128	0.008
09:00 - 10:00	17	128	0.001	17	128	0.005	17	128	0.006
10:00 - 11:00	17	128	0.002	17	128	0.004	17	128	0.006
11:00 - 12:00	17	128	0.002	17	128	0.004	17	128	0.006
12:00 - 13:00	17	128	0.005	17	128	0.005	**17**	**128**	**0.010**
13:00 - 14:00	17	128	0.005	17	128	0.001	17	128	0.006
14:00 - 15:00	17	128	0.002	17	128	0.003	17	128	0.005
15:00 - 16:00	17	128	0.003	17	128	0.003	17	128	0.006
16:00 - 17:00	17	128	0.005	17	128	0.002	17	128	0.007
17:00 - 18:00	**17**	**128**	**0.007**	17	128	0.002	17	128	0.009
18:00 - 19:00	17	128	0.006	17	128	0.000	17	128	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	**17**	**128**	**0.004**	**17**	**128**	**0.004**
08:00 - 09:00	17	128	0.000	17	128	0.001	17	128	0.001
09:00 - 10:00	17	128	0.000	17	128	0.001	17	128	0.001
10:00 - 11:00	17	128	0.000	17	128	0.000	17	128	0.000
11:00 - 12:00	17	128	0.000	17	128	0.000	17	128	0.000
12:00 - 13:00	17	128	0.000	17	128	0.000	17	128	0.000
13:00 - 14:00	17	128	0.000	17	128	0.000	17	128	0.000
14:00 - 15:00	17	128	0.000	17	128	0.000	17	128	0.000
15:00 - 16:00	17	128	0.000	17	128	0.001	17	128	0.001
16:00 - 17:00	17	128	0.000	17	128	0.000	17	128	0.000
17:00 - 18:00	**17**	**128**	**0.002**	17	128	0.000	17	128	0.002
18:00 - 19:00	17	128	0.002	17	128	0.000	17	128	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.007			0.011

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

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

Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	17	128	0.000	17	128	0.000
08:00 - 09:00	17	128	0.000	**17**	**128**	**0.002**	**17**	**128**	**0.002**
09:00 - 10:00	17	128	0.000	17	128	0.000	17	128	0.000
10:00 - 11:00	17	128	0.000	17	128	0.000	17	128	0.000
11:00 - 12:00	**17**	**128**	**0.002**	17	128	0.000	17	128	0.002
12:00 - 13:00	17	128	0.000	17	128	0.000	17	128	0.000
13:00 - 14:00	17	128	0.000	17	128	0.000	17	128	0.000
14:00 - 15:00	17	128	0.000	17	128	0.000	17	128	0.000
15:00 - 16:00	17	128	0.000	17	128	0.000	17	128	0.000
16:00 - 17:00	17	128	0.000	17	128	0.000	17	128	0.000
17:00 - 18:00	17	128	0.000	17	128	0.000	17	128	0.000
18:00 - 19:00	17	128	0.000	17	128	0.000	17	128	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.000	17	128	0.009	17	128	0.009
08:00 - 09:00	17	128	0.002	**17**	**128**	**0.009**	17	128	0.011
09:00 - 10:00	17	128	0.001	17	128	0.006	17	128	0.007
10:00 - 11:00	17	128	0.002	17	128	0.005	17	128	0.007
11:00 - 12:00	17	128	0.004	17	128	0.005	17	128	0.009
12:00 - 13:00	17	128	0.005	17	128	0.006	17	128	0.011
13:00 - 14:00	17	128	0.005	17	128	0.001	17	128	0.006
14:00 - 15:00	17	128	0.002	17	128	0.004	17	128	0.006
15:00 - 16:00	17	128	0.004	17	128	0.004	17	128	0.008
16:00 - 17:00	17	128	0.005	17	128	0.002	17	128	0.007
17:00 - 18:00	**17**	**128**	**0.010**	17	128	0.002	**17**	**128**	**0.012**
18:00 - 19:00	17	128	0.008	17	128	0.000	17	128	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.053			0.101

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

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Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	128	0.100	17	128	0.387	17	128	0.487
08:00 - 09:00	17	128	0.201	**17**	**128**	**0.700**	**17**	**128**	**0.901**
09:00 - 10:00	17	128	0.219	17	128	0.283	17	128	0.502
10:00 - 11:00	17	128	0.203	17	128	0.269	17	128	0.472
11:00 - 12:00	17	128	0.216	17	128	0.226	17	128	0.442
12:00 - 13:00	17	128	0.258	17	128	0.221	17	128	0.479
13:00 - 14:00	17	128	0.235	17	128	0.252	17	128	0.487
14:00 - 15:00	17	128	0.243	17	128	0.282	17	128	0.525
15:00 - 16:00	**17**	**128**	**0.549**	17	128	0.334	17	128	0.883
16:00 - 17:00	17	128	0.488	17	128	0.285	17	128	0.773
17:00 - 18:00	17	128	0.495	17	128	0.284	17	128	0.779
18:00 - 19:00	17	128	0.349	17	128	0.280	17	128	0.629
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.556			3.803			7.359

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

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Parameter summary

Trip rate parameter range selected:	52 - 432 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-355901-161105-1132

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	DC	DORSET	1 days
05	**EAST MIDLANDS**		
	NR	NORTHAMPTONSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of residents
Actual Range:	43 to 58 (units:)
Range Selected by User:	40 to 90 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 16/10/11

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Residential Zone	3

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

Filtering Stage 3 selection:

Use Class:

C2	3 days

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

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days

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

LIST OF SITES relevant to selection parameters

1	**DC-05-F-02**	**NURSING HOME**		**DORSET**
	WHARNCLIFFE ROAD			
	BOSCOMBE			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		43	
	Survey date: WEDNESDAY		*16/07/08*	*Survey Type: MANUAL*
2	**NR-05-F-01**	**NURSING HOME**		**NORTHAMPTONSHIRE**
	ROCKINGHAM ROAD			
	CORBY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:		55	
	Survey date: FRIDAY		*21/11/08*	*Survey Type: MANUAL*
3	**WY-05-F-01**	**NURSING HOME**		**WEST YORKSHIRE**
	CLIFF ROAD			
	HYDE PARK			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		58	
	Survey date: TUESDAY		*15/06/10*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.077	3	52	0.038	3	52	0.115
08:00 - 09:00	3	52	0.071	3	52	0.045	3	52	0.116
09:00 - 10:00	3	52	0.064	3	52	0.038	3	52	0.102
10:00 - 11:00	3	52	0.064	3	52	0.038	3	52	0.102
11:00 - 12:00	**3**	**52**	**0.090**	3	52	0.090	3	52	0.180
12:00 - 13:00	3	52	0.071	3	52	0.051	3	52	0.122
13:00 - 14:00	3	52	0.083	3	52	0.077	3	52	0.160
14:00 - 15:00	3	52	0.071	**3**	**52**	**0.115**	**3**	**52**	**0.186**
15:00 - 16:00	3	52	0.032	3	52	0.071	3	52	0.103
16:00 - 17:00	3	52	0.090	3	52	0.077	3	52	0.167
17:00 - 18:00	3	52	0.071	3	52	0.115	3	52	0.186
18:00 - 19:00	3	52	0.064	3	52	0.051	3	52	0.115
19:00 - 20:00	2	51	0.050	2	51	0.059	2	51	0.109
20:00 - 21:00	1	58	0.017	1	58	0.069	1	58	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.915			0.934			1.849

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.006	3	52	0.006	3	52	0.012
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.006	3	52	0.006	3	52	0.012
12:00 - 13:00	3	52	0.006	3	52	0.006	3	52	0.012
13:00 - 14:00	3	52	0.013	3	52	0.013	3	52	0.026
14:00 - 15:00	**3**	**52**	**0.019**	**3**	**52**	**0.019**	**3**	**52**	**0.038**
15:00 - 16:00	3	52	0.006	3	52	0.006	3	52	0.012
16:00 - 17:00	3	52	0.013	3	52	0.013	3	52	0.026
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.006	3	52	0.006	3	52	0.012
19:00 - 20:00	2	51	0.010	2	51	0.010	2	51	0.020
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.085			0.170

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.013	3	52	0.013	3	52	0.026
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.006	3	52	0.006	3	52	0.012
10:00 - 11:00	**3**	**52**	**0.026**	3	52	0.013	**3**	**52**	**0.039**
11:00 - 12:00	3	52	0.013	**3**	**52**	**0.019**	3	52	0.032
12:00 - 13:00	3	52	0.000	3	52	0.006	3	52	0.006
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.057			0.115

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	**3**	**52**	**0.006**	**3**	**52**	**0.006**	**3**	**52**	**0.012**
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.006	3	52	0.013	3	52	0.019
09:00 - 10:00	3	52	0.006	3	52	0.006	3	52	0.012
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.000	3	52	0.000
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.019	**3**	**52**	**0.019**	3	52	0.038
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	**3**	**52**	**0.026**	3	52	0.019	**3**	**52**	**0.045**
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.057			0.114

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.090	3	52	0.038	3	52	0.128
08:00 - 09:00	3	52	0.109	3	52	0.058	3	52	0.167
09:00 - 10:00	3	52	0.064	3	52	0.045	3	52	0.109
10:00 - 11:00	3	52	0.090	3	52	0.058	3	52	0.148
11:00 - 12:00	**3**	**52**	**0.122**	3	52	0.122	**3**	**52**	**0.244**
12:00 - 13:00	3	52	0.064	3	52	0.038	3	52	0.102
13:00 - 14:00	3	52	0.103	3	52	0.083	3	52	0.186
14:00 - 15:00	3	52	0.083	3	52	0.135	3	52	0.218
15:00 - 16:00	3	52	0.051	3	52	0.096	3	52	0.147
16:00 - 17:00	3	52	0.096	3	52	0.109	3	52	0.205
17:00 - 18:00	3	52	0.090	**3**	**52**	**0.154**	3	52	0.244
18:00 - 19:00	3	52	0.083	3	52	0.064	3	52	0.147
19:00 - 20:00	2	51	0.059	2	51	0.079	2	51	0.138
20:00 - 21:00	1	58	0.034	1	58	0.086	1	58	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.138			1.165			2.303

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**3**	**52**	**0.083**	3	52	0.026	**3**	**52**	**0.109**
08:00 - 09:00	3	52	0.058	3	52	0.032	3	52	0.090
09:00 - 10:00	3	52	0.013	3	52	0.000	3	52	0.013
10:00 - 11:00	3	52	0.045	3	52	0.038	3	52	0.083
11:00 - 12:00	3	52	0.019	3	52	0.032	3	52	0.051
12:00 - 13:00	3	52	0.019	3	52	0.032	3	52	0.051
13:00 - 14:00	3	52	0.038	3	52	0.058	3	52	0.096
14:00 - 15:00	3	52	0.032	3	52	0.026	3	52	0.058
15:00 - 16:00	3	52	0.026	3	52	0.045	3	52	0.071
16:00 - 17:00	3	52	0.006	3	52	0.026	3	52	0.032
17:00 - 18:00	3	52	0.006	3	52	0.013	3	52	0.019
18:00 - 19:00	3	52	0.000	3	52	0.006	3	52	0.006
19:00 - 20:00	2	51	0.030	**2**	**51**	**0.059**	2	51	0.089
20:00 - 21:00	1	58	0.000	1	58	0.034	1	58	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.375			0.427			0.802

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.032	3	52	0.000	3	52	0.032
08:00 - 09:00	3	52	0.013	3	52	0.019	3	52	0.032
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.006	3	52	0.000	3	52	0.006
11:00 - 12:00	3	52	0.013	3	52	0.000	3	52	0.013
12:00 - 13:00	3	52	0.000	3	52	0.006	3	52	0.006
13:00 - 14:00	3	52	0.006	3	52	0.000	3	52	0.006
14:00 - 15:00	3	52	0.006	3	52	0.026	3	52	0.032
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.006	3	52	0.006
17:00 - 18:00	3	52	0.006	3	52	0.000	3	52	0.006
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	**2**	**51**	**0.040**	2	51	0.000	2	51	0.040
20:00 - 21:00	1	58	0.017	**1**	**58**	**0.034**	**1**	**58**	**0.051**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.091			0.230

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	3	52	0.000	3	52	0.000
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.000	3	52	0.000	3	52	0.000
08:00 - 09:00	3	52	0.000	3	52	0.000	3	52	0.000
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.000	3	52	0.000	3	52	0.000
11:00 - 12:00	3	52	0.000	3	52	0.000	3	52	0.000
12:00 - 13:00	3	52	0.000	**3**	**52**	**0.013**	**3**	**52**	**0.013**
13:00 - 14:00	3	52	0.000	3	52	0.000	3	52	0.000
14:00 - 15:00	3	52	0.000	3	52	0.000	3	52	0.000
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.000	3	52	0.000
17:00 - 18:00	3	52	0.000	3	52	0.000	3	52	0.000
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.013			0.013

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	52	0.032	3	52	0.000	3	52	0.032
08:00 - 09:00	3	52	0.013	3	52	0.019	3	52	0.032
09:00 - 10:00	3	52	0.000	3	52	0.000	3	52	0.000
10:00 - 11:00	3	52	0.006	3	52	0.000	3	52	0.006
11:00 - 12:00	3	52	0.013	3	52	0.000	3	52	0.013
12:00 - 13:00	3	52	0.000	3	52	0.019	3	52	0.019
13:00 - 14:00	3	52	0.006	3	52	0.000	3	52	0.006
14:00 - 15:00	3	52	0.006	3	52	0.026	3	52	0.032
15:00 - 16:00	3	52	0.000	3	52	0.000	3	52	0.000
16:00 - 17:00	3	52	0.000	3	52	0.006	3	52	0.006
17:00 - 18:00	3	52	0.006	3	52	0.000	3	52	0.006
18:00 - 19:00	3	52	0.000	3	52	0.000	3	52	0.000
19:00 - 20:00	**2**	**51**	**0.040**	2	51	0.000	2	51	0.040
20:00 - 21:00	1	58	0.017	**1**	**58**	**0.034**	**1**	**58**	**0.051**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.104			0.243

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**3**	**52**	**0.205**	3	52	0.064	3	52	0.269
08:00 - 09:00	3	52	0.186	3	52	0.122	3	52	0.308
09:00 - 10:00	3	52	0.083	3	52	0.051	3	52	0.134
10:00 - 11:00	3	52	0.141	3	52	0.096	3	52	0.237
11:00 - 12:00	3	52	0.154	3	52	0.154	3	52	0.308
12:00 - 13:00	3	52	0.083	3	52	0.090	3	52	0.173
13:00 - 14:00	3	52	0.147	3	52	0.141	3	52	0.288
14:00 - 15:00	3	52	0.122	**3**	**52**	**0.186**	3	52	0.308
15:00 - 16:00	3	52	0.096	3	52	0.160	3	52	0.256
16:00 - 17:00	3	52	0.103	3	52	0.141	3	52	0.244
17:00 - 18:00	3	52	0.128	3	52	0.186	**3**	**52**	**0.314**
18:00 - 19:00	3	52	0.083	3	52	0.071	3	52	0.154
19:00 - 20:00	2	51	0.129	2	51	0.139	2	51	0.268
20:00 - 21:00	1	58	0.052	1	58	0.155	1	58	0.207
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.712			1.756			3.468

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

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

Parameter summary

Trip rate parameter range selected:	43 - 58 (units:)
Survey date date range:	01/01/08 - 16/10/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-355901-161220-1205

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SC	SURREY	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 days
10	**WALES**		
	MT	MERTHYR TYDFIL	1 days
12	**CONNAUGHT**		
	RO	ROSCOMMON	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of pupils
Actual Range:	82 to 414 (units:)
Range Selected by User:	82 to 447 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 25/09/14

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

Selected survey days:

Tuesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	4
Village	1

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

Filtering Stage 3 selection:

Use Class:

D1	5 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	2 days
No	3 days

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

LIST OF SITES relevant to selection parameters

1 **MS-04-A-02** **PRIMARY SCHOOL** **MERSEYSIDE**
BOOKER AVENUE
ALVERTON
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 264
Survey date: THURSDAY *13/06/13* *Survey Type: MANUAL*

2 **MT-04-A-01** **PRIMARY SCHOOL** **MERTHYR TYDFIL**
BRECON ROAD

MERTHYR TYDFIL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 184
Survey date: FRIDAY *18/10/13* *Survey Type: MANUAL*

3 **NE-04-A-01** **PRIMARY SCHOOL** **NORTH EAST LINCOLNSHIRE**
SUNNINGDALE ROAD

SCUNTHORPE
Edge of Town
Residential Zone
Total Number of pupils: 147
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

4 **RO-04-A-01** **PRIMARY SCHOOL** **ROSCOMMON**
WARREN ROAD

BOYLE
Edge of Town
Residential Zone
Total Number of pupils: 82
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

5 **SC-04-A-01** **PRIMARY SCHOOL** **SURREY**
SCHOOL LANE
PIRBRIGHT
NEAR WOKING
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of pupils: 414
Survey date: THURSDAY *22/11/12* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DO-04-A-01	Not in joint approach agreed selection

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.053	5	218	0.026	5	218	0.079
08:00 - 09:00	**5**	**218**	**0.267**	**5**	**218**	**0.195**	**5**	**218**	**0.462**
09:00 - 10:00	5	218	0.080	5	218	0.083	5	218	0.163
10:00 - 11:00	5	218	0.012	5	218	0.008	5	218	0.020
11:00 - 12:00	5	218	0.022	5	218	0.013	5	218	0.035
12:00 - 13:00	5	218	0.018	5	218	0.023	5	218	0.041
13:00 - 14:00	5	218	0.020	5	218	0.034	5	218	0.054
14:00 - 15:00	5	218	0.038	5	218	0.019	5	218	0.057
15:00 - 16:00	5	218	0.140	5	218	0.165	5	218	0.305
16:00 - 17:00	5	218	0.096	5	218	0.132	5	218	0.228
17:00 - 18:00	5	218	0.071	5	218	0.076	5	218	0.147
18:00 - 19:00	4	227	0.045	4	227	0.055	4	227	0.100
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.862			0.829			1.691

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	**5**	**218**	**0.004**	**5**	**218**	**0.004**	**5**	**218**	**0.008**
09:00 - 10:00	5	218	0.002	5	218	0.001	5	218	0.003
10:00 - 11:00	5	218	0.000	5	218	0.001	5	218	0.001
11:00 - 12:00	5	218	0.001	5	218	0.000	5	218	0.001
12:00 - 13:00	5	218	0.000	5	218	0.001	5	218	0.001
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.002	5	218	0.002	5	218	0.004
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL OGVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**5**	**218**	**0.001**	**5**	**218**	**0.001**	**5**	**218**	**0.002**
08:00 - 09:00	5	218	0.001	5	218	0.001	5	218	0.002
09:00 - 10:00	5	218	0.001	5	218	0.001	5	218	0.002
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.001	5	218	0.001	5	218	0.002
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.001	5	218	0.001	5	218	0.002
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	5	218	0.000	5	218	0.000
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PSVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	5	218	0.000	5	218	0.000	5	218	0.000
09:00 - 10:00	**5**	**218**	**0.007**	**5**	**218**	**0.007**	**5**	**218**	**0.014**
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.001	5	218	0.001	5	218	0.002
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.001	5	218	0.001	5	218	0.002
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.002	5	218	0.002	5	218	0.004
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.005	5	218	0.000	5	218	0.005
08:00 - 09:00	**5**	**218**	**0.013**	5	218	0.003	**5**	**218**	**0.016**
09:00 - 10:00	5	218	0.002	5	218	0.003	5	218	0.005
10:00 - 11:00	5	218	0.000	5	218	0.001	5	218	0.001
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.001	5	218	0.001
15:00 - 16:00	5	218	0.005	5	218	0.005	5	218	0.010
16:00 - 17:00	5	218	0.001	**5**	**218**	**0.012**	5	218	0.013
17:00 - 18:00	5	218	0.002	5	218	0.004	5	218	0.006
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.029			0.057

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.074	5	218	0.028	5	218	0.102
08:00 - 09:00	**5**	**218**	**0.467**	5	218	0.162	**5**	**218**	**0.629**
09:00 - 10:00	5	218	0.095	5	218	0.035	5	218	0.130
10:00 - 11:00	5	218	0.016	5	218	0.012	5	218	0.028
11:00 - 12:00	5	218	0.025	5	218	0.014	5	218	0.039
12:00 - 13:00	5	218	0.019	5	218	0.024	5	218	0.043
13:00 - 14:00	5	218	0.023	5	218	0.040	5	218	0.063
14:00 - 15:00	5	218	0.022	5	218	0.022	5	218	0.044
15:00 - 16:00	5	218	0.105	**5**	**218**	**0.309**	5	218	0.414
16:00 - 17:00	5	218	0.073	5	218	0.237	5	218	0.310
17:00 - 18:00	5	218	0.072	5	218	0.088	5	218	0.160
18:00 - 19:00	4	227	0.075	4	227	0.062	4	227	0.137
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.066			1.033			2.099

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.028	5	218	0.002	5	218	0.030
08:00 - 09:00	**5**	**218**	**0.625**	5	218	0.212	5	218	0.837
09:00 - 10:00	5	218	0.073	5	218	0.058	5	218	0.131
10:00 - 11:00	5	218	0.005	5	218	0.001	5	218	0.006
11:00 - 12:00	5	218	0.021	5	218	0.027	5	218	0.048
12:00 - 13:00	5	218	0.017	5	218	0.025	5	218	0.042
13:00 - 14:00	5	218	0.005	5	218	0.013	5	218	0.018
14:00 - 15:00	5	218	0.019	5	218	0.012	5	218	0.031
15:00 - 16:00	5	218	0.269	**5**	**218**	**0.605**	**5**	**218**	**0.874**
16:00 - 17:00	5	218	0.036	5	218	0.122	5	218	0.158
17:00 - 18:00	5	218	0.009	5	218	0.011	5	218	0.020
18:00 - 19:00	4	227	0.009	4	227	0.010	4	227	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.116			1.098			2.214

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	**5**	**218**	**0.016**	5	218	0.000	**5**	**218**	**0.016**
09:00 - 10:00	5	218	0.000	5	218	0.000	5	218	0.000
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.010**	5	218	0.010
16:00 - 17:00	5	218	0.000	5	218	0.002	5	218	0.002
17:00 - 18:00	5	218	0.000	5	218	0.001	5	218	0.001
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.013			0.029

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**5**	**218**	**0.001**	5	218	0.000	5	218	0.001
08:00 - 09:00	5	218	0.001	5	218	0.000	5	218	0.001
09:00 - 10:00	5	218	0.000	5	218	0.000	5	218	0.000
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.002**	**5**	**218**	**0.002**
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.000	5	218	0.000	5	218	0.000
08:00 - 09:00	5	218	0.000	5	218	0.000	5	218	0.000
09:00 - 10:00	**5**	**218**	**0.018**	5	218	0.000	5	218	0.018
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.020**	**5**	**218**	**0.020**
16:00 - 17:00	5	218	0.000	5	218	0.000	5	218	0.000
17:00 - 18:00	5	218	0.000	5	218	0.000	5	218	0.000
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.020			0.038

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.001	5	218	0.000	5	218	0.001
08:00 - 09:00	5	218	0.016	5	218	0.000	5	218	0.016
09:00 - 10:00	**5**	**218**	**0.018**	5	218	0.000	5	218	0.018
10:00 - 11:00	5	218	0.000	5	218	0.000	5	218	0.000
11:00 - 12:00	5	218	0.000	5	218	0.000	5	218	0.000
12:00 - 13:00	5	218	0.000	5	218	0.000	5	218	0.000
13:00 - 14:00	5	218	0.000	5	218	0.000	5	218	0.000
14:00 - 15:00	5	218	0.000	5	218	0.000	5	218	0.000
15:00 - 16:00	5	218	0.000	**5**	**218**	**0.032**	**5**	**218**	**0.032**
16:00 - 17:00	5	218	0.000	5	218	0.002	5	218	0.002
17:00 - 18:00	5	218	0.000	5	218	0.001	5	218	0.001
18:00 - 19:00	4	227	0.000	4	227	0.000	4	227	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	218	0.109	5	218	0.030	5	218	0.139
08:00 - 09:00	**5**	**218**	**1.122**	5	218	0.377	**5**	**218**	**1.499**
09:00 - 10:00	5	218	0.189	5	218	0.095	5	218	0.284
10:00 - 11:00	5	218	0.022	5	218	0.014	5	218	0.036
11:00 - 12:00	5	218	0.046	5	218	0.041	5	218	0.087
12:00 - 13:00	5	218	0.037	5	218	0.049	5	218	0.086
13:00 - 14:00	5	218	0.028	5	218	0.053	5	218	0.081
14:00 - 15:00	5	218	0.041	5	218	0.035	5	218	0.076
15:00 - 16:00	5	218	0.379	**5**	**218**	**0.951**	5	218	1.330
16:00 - 17:00	5	218	0.110	5	218	0.373	5	218	0.483
17:00 - 18:00	5	218	0.083	5	218	0.104	5	218	0.187
18:00 - 19:00	4	227	0.084	4	227	0.072	4	227	0.156
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.250			2.194			4.444

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

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

Parameter summary

Trip rate parameter range selected:	82 - 414 (units:)
Survey date date range:	01/01/08 - 25/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-355901-160905-0955

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
	DV	DEVON	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
09	**NORTH**		
	DH	DURHAM	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	70 to 469 (units: sqm)
Range Selected by User:	70 to 550 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 19/12/12

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

Selected survey days:

Monday	2 days
Wednesday	2 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	7
High Street	1

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

Filtering Stage 3 selection:

Use Class:

A1	8 days

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

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	8 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	8 days

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

LIST OF SITES relevant to selection parameters

1 **CA-01-O-01** **CO-OP** **CAMBRIDGESHIRE**
MAYORS WALK
NETHERTON
PETERBOROUGH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 375 sqm
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

2 **DC-01-O-01** **LONDIS** **DORSET**
MAUD ROAD

DORCHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 176 sqm
Survey date: FRIDAY *04/07/08* *Survey Type: MANUAL*

3 **DH-01-O-01** **SAINSBURY'S LOCAL** **DURHAM**
132 STATION LANE
SEATON CAREW
HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 469 sqm
Survey date: MONDAY *26/11/12* *Survey Type: MANUAL*

4 **DV-01-O-01** **PREMIER** **DEVON**
MELROSE AVENUE

PLYMOUTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 70 sqm
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

5 **ES-01-O-01** **ONE STOP** **EAST SUSSEX**
THE SIDINGS
ORE VALLEY
HASTINGS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *19/12/12* *Survey Type: MANUAL*

6 **NF-01-O-01** **TESCO EXPRESS** **NORFOLK**
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 298 sqm
Survey date: FRIDAY *26/10/12* *Survey Type: MANUAL*

7 **SY-01-O-02** **SAINBURY'S LOCAL** **SOUTH YORKSHIRE**
ECCLESALL ROAD

SHEFFIELD
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 306 sqm
Survey date: FRIDAY *14/12/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WY-01-O-01 SAINSBURY'S LOCAL WEST YORKSHIRE
KEIGHLEY ROAD

BRADFORD
Edge of Town
Residential Zone
Total Gross floor area: 400 sqm
Survey date: THURSDAY *06/12/12* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	3.226	4	256	2.542	4	256	5.768
07:00 - 08:00	8	297	7.540	8	297	7.035	8	297	14.575
08:00 - 09:00	8	297	8.382	8	297	7.666	8	297	16.048
09:00 - 10:00	8	297	7.203	8	297	6.866	8	297	14.069
10:00 - 11:00	8	297	7.329	8	297	7.077	8	297	14.406
11:00 - 12:00	8	297	7.751	8	297	7.709	8	297	15.460
12:00 - 13:00	8	297	9.941	8	297	9.562	8	297	19.503
13:00 - 14:00	8	297	7.498	8	297	7.119	8	297	14.617
14:00 - 15:00	8	297	8.382	8	297	7.877	8	297	16.259
15:00 - 16:00	8	297	9.646	8	297	10.110	8	297	19.756
16:00 - 17:00	8	297	10.826	8	297	9.393	8	297	20.219
17:00 - 18:00	8	297	11.415	8	297	10.826	8	297	22.241
18:00 - 19:00	**8**	**297**	**12.131**	**8**	**297**	**12.679**	**8**	**297**	**24.810**
19:00 - 20:00	8	297	8.467	8	297	10.067	8	297	18.534
20:00 - 21:00	7	329	4.514	7	329	5.556	7	329	10.070
21:00 - 22:00	6	355	2.632	6	355	3.195	6	355	5.827
22:00 - 23:00	2	422	1.066	2	422	1.896	2	422	2.962
23:00 - 24:00									
Total Rates:			127.949			127.175			255.124

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.084	8	297	0.084	8	297	0.168
08:00 - 09:00	**8**	**297**	**0.379**	**8**	**297**	**0.295**	**8**	**297**	**0.674**
09:00 - 10:00	8	297	0.126	8	297	0.168	8	297	0.294
10:00 - 11:00	8	297	0.126	8	297	0.126	8	297	0.252
11:00 - 12:00	8	297	0.042	8	297	0.042	8	297	0.084
12:00 - 13:00	8	297	0.253	8	297	0.211	8	297	0.464
13:00 - 14:00	8	297	0.084	8	297	0.126	8	297	0.210
14:00 - 15:00	8	297	0.084	8	297	0.000	8	297	0.084
15:00 - 16:00	8	297	0.084	8	297	0.168	8	297	0.252
16:00 - 17:00	8	297	0.126	8	297	0.042	8	297	0.168
17:00 - 18:00	8	297	0.126	8	297	0.126	8	297	0.252
18:00 - 19:00	8	297	0.126	8	297	0.168	8	297	0.294
19:00 - 20:00	8	297	0.126	8	297	0.168	8	297	0.294
20:00 - 21:00	7	329	0.043	7	329	0.043	7	329	0.086
21:00 - 22:00	6	355	0.047	6	355	0.047	6	355	0.094
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			1.856			1.814			3.670

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.196	4	256	0.196	4	256	0.392
07:00 - 08:00	**8**	**297**	**0.253**	**8**	**297**	**0.295**	**8**	**297**	**0.548**
08:00 - 09:00	8	297	0.211	8	297	0.168	8	297	0.379
09:00 - 10:00	8	297	0.084	8	297	0.126	8	297	0.210
10:00 - 11:00	8	297	0.042	8	297	0.042	8	297	0.084
11:00 - 12:00	8	297	0.084	8	297	0.084	8	297	0.168
12:00 - 13:00	8	297	0.084	8	297	0.084	8	297	0.168
13:00 - 14:00	8	297	0.126	8	297	0.084	8	297	0.210
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.000	8	297	0.000	8	297	0.000
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	8	297	0.042	8	297	0.042	8	297	0.084
18:00 - 19:00	8	297	0.000	8	297	0.000	8	297	0.000
19:00 - 20:00	8	297	0.000	8	297	0.000	8	297	0.000
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			1.122			1.121			2.243

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.000	8	297	0.000	8	297	0.000
08:00 - 09:00	8	297	0.000	8	297	0.000	8	297	0.000
09:00 - 10:00	8	297	0.000	8	297	0.000	8	297	0.000
10:00 - 11:00	8	297	0.000	8	297	0.000	8	297	0.000
11:00 - 12:00	8	297	0.000	8	297	0.000	8	297	0.000
12:00 - 13:00	8	297	0.000	8	297	0.000	8	297	0.000
13:00 - 14:00	8	297	0.000	8	297	0.000	8	297	0.000
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.000	8	297	0.000	8	297	0.000
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	8	297	0.000	8	297	0.000	8	297	0.000
18:00 - 19:00	8	297	0.000	8	297	0.000	8	297	0.000
19:00 - 20:00	8	297	0.000	8	297	0.000	8	297	0.000
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.293	4	256	0.196	4	256	0.489
07:00 - 08:00	8	297	0.463	**8**	**297**	**0.632**	8	297	1.095
08:00 - 09:00	**8**	**297**	**0.674**	8	297	0.632	**8**	**297**	**1.306**
09:00 - 10:00	8	297	0.295	8	297	0.168	8	297	0.463
10:00 - 11:00	8	297	0.253	8	297	0.211	8	297	0.464
11:00 - 12:00	8	297	0.042	8	297	0.084	8	297	0.126
12:00 - 13:00	8	297	0.379	8	297	0.295	8	297	0.674
13:00 - 14:00	8	297	0.084	8	297	0.211	8	297	0.295
14:00 - 15:00	8	297	0.126	8	297	0.168	8	297	0.294
15:00 - 16:00	8	297	0.168	8	297	0.168	8	297	0.336
16:00 - 17:00	8	297	0.590	8	297	0.463	8	297	1.053
17:00 - 18:00	8	297	0.337	8	297	0.295	8	297	0.632
18:00 - 19:00	8	297	0.505	8	297	0.548	8	297	1.053
19:00 - 20:00	8	297	0.126	8	297	0.168	8	297	0.294
20:00 - 21:00	7	329	0.087	7	329	0.260	7	329	0.347
21:00 - 22:00	6	355	0.141	6	355	0.141	6	355	0.282
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			4.563			4.640			9.203

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	4.106	4	256	3.030	4	256	7.136
07:00 - 08:00	8	297	9.815	8	297	8.677	8	297	18.492
08:00 - 09:00	8	297	11.163	8	297	10.278	8	297	21.441
09:00 - 10:00	8	297	8.930	8	297	8.593	8	297	17.523
10:00 - 11:00	8	297	8.551	8	297	8.382	8	297	16.933
11:00 - 12:00	8	297	10.531	8	297	10.362	8	297	20.893
12:00 - 13:00	8	297	12.089	8	297	12.089	8	297	24.178
13:00 - 14:00	8	297	8.930	8	297	9.141	8	297	18.071
14:00 - 15:00	8	297	9.478	8	297	9.351	8	297	18.829
15:00 - 16:00	8	297	12.721	8	297	13.353	8	297	26.074
16:00 - 17:00	8	297	14.659	8	297	12.805	8	297	27.464
17:00 - 18:00	8	297	14.406	8	297	14.364	8	297	28.770
18:00 - 19:00	**8**	**297**	**15.206**	**8**	**297**	**15.922**	**8**	**297**	**31.128**
19:00 - 20:00	8	297	11.163	8	297	13.058	8	297	24.221
20:00 - 21:00	7	329	6.510	7	329	8.160	7	329	14.670
21:00 - 22:00	6	355	3.806	6	355	4.417	6	355	8.223
22:00 - 23:00	2	422	1.540	2	422	2.488	2	422	4.028
23:00 - 24:00									
Total Rates:			163.604			164.470			328.074

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	2.639	4	256	2.346	4	256	4.985
07:00 - 08:00	8	297	6.066	8	297	5.476	8	297	11.542
08:00 - 09:00	8	297	11.415	8	297	11.247	8	297	22.662
09:00 - 10:00	8	297	7.751	8	297	6.108	8	297	13.859
10:00 - 11:00	8	297	7.793	8	297	7.666	8	297	15.459
11:00 - 12:00	8	297	9.393	8	297	8.846	8	297	18.239
12:00 - 13:00	8	297	9.688	8	297	9.141	8	297	18.829
13:00 - 14:00	8	297	9.393	8	297	10.278	8	297	19.671
14:00 - 15:00	8	297	9.941	8	297	10.152	8	297	20.093
15:00 - 16:00	**8**	**297**	**16.596**	**8**	**297**	**15.543**	**8**	**297**	**32.139**
16:00 - 17:00	8	297	12.468	8	297	12.258	8	297	24.726
17:00 - 18:00	8	297	10.952	8	297	11.078	8	297	22.030
18:00 - 19:00	8	297	13.311	8	297	13.100	8	297	26.411
19:00 - 20:00	8	297	9.941	8	297	11.752	8	297	21.693
20:00 - 21:00	7	329	7.205	7	329	7.292	7	329	14.497
21:00 - 22:00	6	355	5.686	6	355	6.438	6	355	12.124
22:00 - 23:00	2	422	0.118	2	422	0.118	2	422	0.236
23:00 - 24:00									
Total Rates:			150.356			148.839			299.195

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.126	8	297	0.168	8	297	0.294
08:00 - 09:00	8	297	0.421	8	297	0.421	8	297	0.842
09:00 - 10:00	8	297	0.379	8	297	0.379	8	297	0.758
10:00 - 11:00	8	297	0.590	8	297	0.716	8	297	1.306
11:00 - 12:00	8	297	0.548	8	297	0.379	8	297	0.927
12:00 - 13:00	8	297	0.421	8	297	0.632	8	297	1.053
13:00 - 14:00	8	297	0.421	8	297	0.337	8	297	0.758
14:00 - 15:00	8	297	0.758	8	297	0.505	8	297	1.263
15:00 - 16:00	8	297	0.379	8	297	0.421	8	297	0.800
16:00 - 17:00	8	297	0.379	8	297	0.168	8	297	0.547
17:00 - 18:00	**8**	**297**	**1.264**	**8**	**297**	**1.179**	**8**	**297**	**2.443**
18:00 - 19:00	8	297	0.716	8	297	0.590	8	297	1.306
19:00 - 20:00	8	297	0.126	8	297	0.084	8	297	0.210
20:00 - 21:00	7	329	0.087	7	329	0.087	7	329	0.174
21:00 - 22:00	6	355	0.047	6	355	0.047	6	355	0.094
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			6.662			6.113			12.775

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.000	8	297	0.126	8	297	0.126
08:00 - 09:00	8	297	0.000	8	297	0.042	8	297	0.042
09:00 - 10:00	8	297	0.000	8	297	0.000	8	297	0.000
10:00 - 11:00	8	297	0.000	8	297	0.000	8	297	0.000
11:00 - 12:00	8	297	0.000	8	297	0.000	8	297	0.000
12:00 - 13:00	8	297	0.000	8	297	0.000	8	297	0.000
13:00 - 14:00	8	297	0.000	8	297	0.000	8	297	0.000
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.042	8	297	0.000	8	297	0.042
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	**8**	**297**	**0.253**	**8**	**297**	**0.168**	**8**	**297**	**0.421**
18:00 - 19:00	8	297	0.168	8	297	0.084	8	297	0.252
19:00 - 20:00	8	297	0.042	8	297	0.042	8	297	0.084
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			0.505			0.462			0.967

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.000	8	297	0.000	8	297	0.000
08:00 - 09:00	8	297	0.000	8	297	0.000	8	297	0.000
09:00 - 10:00	8	297	0.000	8	297	0.000	8	297	0.000
10:00 - 11:00	8	297	0.000	8	297	0.000	8	297	0.000
11:00 - 12:00	8	297	0.000	8	297	0.000	8	297	0.000
12:00 - 13:00	8	297	0.000	8	297	0.000	8	297	0.000
13:00 - 14:00	8	297	0.000	8	297	0.000	8	297	0.000
14:00 - 15:00	8	297	0.000	8	297	0.000	8	297	0.000
15:00 - 16:00	8	297	0.000	8	297	0.000	8	297	0.000
16:00 - 17:00	8	297	0.000	8	297	0.000	8	297	0.000
17:00 - 18:00	8	297	0.000	8	297	0.000	8	297	0.000
18:00 - 19:00	8	297	0.000	8	297	0.000	8	297	0.000
19:00 - 20:00	8	297	0.000	8	297	0.000	8	297	0.000
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	355	0.000	6	355	0.000	6	355	0.000
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	0.000	4	256	0.000	4	256	0.000
07:00 - 08:00	8	297	0.126	8	297	0.295	8	297	0.421
08:00 - 09:00	8	297	0.421	8	297	0.463	8	297	0.884
09:00 - 10:00	8	297	0.379	8	297	0.379	8	297	0.758
10:00 - 11:00	8	297	0.590	8	297	0.716	8	297	1.306
11:00 - 12:00	8	297	0.548	8	297	0.379	8	297	0.927
12:00 - 13:00	8	297	0.421	8	297	0.632	8	297	1.053
13:00 - 14:00	8	297	0.421	8	297	0.337	8	297	0.758
14:00 - 15:00	8	297	0.758	8	297	0.505	8	297	1.263
15:00 - 16:00	8	297	0.421	8	297	0.421	8	297	0.842
16:00 - 17:00	8	297	0.379	8	297	0.168	8	297	0.547
17:00 - 18:00	**8**	**297**	**1.516**	**8**	**297**	**1.348**	**8**	**297**	**2.864**
18:00 - 19:00	8	297	0.885	8	297	0.674	8	297	1.559
19:00 - 20:00	8	297	0.168	8	297	0.126	8	297	0.294
20:00 - 21:00	7	329	0.087	7	329	0.087	7	329	0.174
21:00 - 22:00	6	355	0.047	6	355	0.047	6	355	0.094
22:00 - 23:00	2	422	0.000	2	422	0.000	2	422	0.000
23:00 - 24:00									
Total Rates:			7.167			6.577			13.744

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	256	7.038	4	256	5.572	4	256	12.610
07:00 - 08:00	8	297	16.470	8	297	15.080	8	297	31.550
08:00 - 09:00	8	297	23.673	8	297	22.620	8	297	46.293
09:00 - 10:00	8	297	17.355	8	297	15.249	8	297	32.604
10:00 - 11:00	8	297	17.186	8	297	16.976	8	297	34.162
11:00 - 12:00	8	297	20.514	8	297	19.671	8	297	40.185
12:00 - 13:00	8	297	22.578	8	297	22.157	8	297	44.735
13:00 - 14:00	8	297	18.829	8	297	19.966	8	297	38.795
14:00 - 15:00	8	297	20.303	8	297	20.177	8	297	40.480
15:00 - 16:00	**8**	**297**	**29.907**	8	297	29.486	8	297	59.393
16:00 - 17:00	8	297	28.096	8	297	25.695	8	297	53.791
17:00 - 18:00	8	297	27.211	8	297	27.085	8	297	54.296
18:00 - 19:00	8	297	29.907	**8**	**297**	**30.244**	**8**	**297**	**60.151**
19:00 - 20:00	8	297	21.398	8	297	25.105	8	297	46.503
20:00 - 21:00	7	329	13.889	7	329	15.799	7	329	29.688
21:00 - 22:00	6	355	9.680	6	355	11.043	6	355	20.723
22:00 - 23:00	2	422	1.659	2	422	2.607	2	422	4.266
23:00 - 24:00									
Total Rates:			325.693			324.532			650.225

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

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

Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/08 - 19/12/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-355901-161107-1105

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLES

Selected regions and areas:
09 NORTH
TW TYNE & WEAR 1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 260 to 1840 (units: sqm)
Range Selected by User: 240 to 1890 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 28/10/14

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

Selected survey days:
Wednesday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
Residential Zone 1

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

Filtering Stage 3 selection:

Use Class:
A1 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 days

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

LIST OF SITES relevant to selection parameters

1 TW-01-I-02 LOCAL SHOPS TYNE & WEAR
DURHAM ROAD
BARNES PARK
SUNDERLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 540 sqm
Survey date: WEDNESDAY 21/11/12 Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.296	1	540	1.296	1	540	2.592
07:00 - 08:00	1	540	4.074	1	540	3.148	1	540	7.222
08:00 - 09:00	1	540	4.074	1	540	3.519	1	540	7.593
09:00 - 10:00	1	540	4.259	1	540	3.704	1	540	7.963
10:00 - 11:00	1	540	6.481	1	540	3.333	1	540	9.814
11:00 - 12:00	1	540	3.333	1	540	4.815	1	540	8.148
12:00 - 13:00	1	540	3.889	1	540	2.963	1	540	6.852
13:00 - 14:00	1	540	2.593	1	540	2.222	1	540	4.815
14:00 - 15:00	1	540	1.481	1	540	1.296	1	540	2.777
15:00 - 16:00	1	540	2.037	1	540	2.037	1	540	4.074
16:00 - 17:00	1	540	3.519	1	540	3.519	1	540	7.038
17:00 - 18:00	1	540	3.333	1	540	5.926	1	540	9.259
18:00 - 19:00	**1**	**540**	**6.667**	**1**	**540**	**7.593**	**1**	**540**	**14.260**
19:00 - 20:00	1	540	3.519	1	540	4.259	1	540	7.778
20:00 - 21:00	1	540	4.074	1	540	3.704	1	540	7.778
21:00 - 22:00	1	540	4.444	1	540	4.444	1	540	8.888
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			59.073			57.778			116.851

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.185	1	540	0.185	1	540	0.370
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.185	1	540	0.185	1	540	0.370
11:00 - 12:00	**1**	**540**	**0.370**	**1**	**540**	**0.370**	**1**	**540**	**0.740**
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.185	1	540	0.000	1	540	0.185
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.185	1	540	0.185
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.925			0.925			1.850

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.185	1	540	0.000	1	540	0.185
09:00 - 10:00	**1**	**540**	**0.556**	**1**	**540**	**0.185**	**1**	**540**	**0.741**
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.185	1	540	0.185
18:00 - 19:00	1	540	0.000	1	540	0.185	1	540	0.185
19:00 - 20:00	1	540	0.000	1	540	0.185	1	540	0.185
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.185	1	540	0.185	1	540	0.370
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.926			0.925			1.851

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	**1**	**540**	**0.185**	1	540	0.000	**1**	**540**	**0.185**
15:00 - 16:00	1	540	0.000	**1**	**540**	**0.185**	1	540	0.185
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.185			0.185			0.370

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.185	1	540	0.000	1	540	0.185
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.370	**1**	**540**	**0.370**	**1**	**540**	**0.740**
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.185	1	540	0.185
12:00 - 13:00	1	540	0.185	1	540	0.185	1	540	0.370
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.370	1	540	0.370	1	540	0.740
15:00 - 16:00	1	540	0.185	1	540	0.185	1	540	0.370
16:00 - 17:00	**1**	**540**	**0.556**	1	540	0.000	1	540	0.556
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.185	1	540	0.370	1	540	0.555
19:00 - 20:00	1	540	0.000	1	540	0.370	1	540	0.370
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.370	1	540	0.370	1	540	0.740
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.406			2.405			4.811

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	1.481	1	540	1.481	1	540	2.962
07:00 - 08:00	1	540	5.370	1	540	4.074	1	540	9.444
08:00 - 09:00	1	540	4.815	1	540	3.889	1	540	8.704
09:00 - 10:00	1	540	5.370	1	540	4.630	1	540	10.000
10:00 - 11:00	1	540	7.593	1	540	3.333	1	540	10.926
11:00 - 12:00	1	540	4.259	1	540	6.481	1	540	10.740
12:00 - 13:00	1	540	6.111	1	540	3.704	1	540	9.815
13:00 - 14:00	1	540	4.259	1	540	3.148	1	540	7.407
14:00 - 15:00	1	540	2.222	1	540	1.852	1	540	4.074
15:00 - 16:00	1	540	3.519	1	540	2.407	1	540	5.926
16:00 - 17:00	1	540	6.111	1	540	5.926	1	540	12.037
17:00 - 18:00	1	540	4.444	1	540	10.185	1	540	14.629
18:00 - 19:00	**1**	**540**	**11.667**	**1**	**540**	**11.481**	**1**	**540**	**23.148**
19:00 - 20:00	1	540	5.000	1	540	7.407	1	540	12.407
20:00 - 21:00	1	540	6.111	1	540	5.926	1	540	12.037
21:00 - 22:00	1	540	5.556	1	540	5.185	1	540	10.741
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			83.888			81.109			164.997

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	4.259	1	540	3.333	1	540	7.592
07:00 - 08:00	1	540	5.926	1	540	4.259	1	540	10.185
08:00 - 09:00	1	540	9.074	1	540	9.630	1	540	18.704
09:00 - 10:00	1	540	7.963	1	540	7.593	1	540	15.556
10:00 - 11:00	1	540	6.667	1	540	5.556	1	540	12.223
11:00 - 12:00	1	540	5.556	1	540	5.370	1	540	10.926
12:00 - 13:00	**1**	**540**	**12.593**	**1**	**540**	**13.333**	**1**	**540**	**25.926**
13:00 - 14:00	1	540	9.630	1	540	7.963	1	540	17.593
14:00 - 15:00	1	540	8.704	1	540	7.963	1	540	16.667
15:00 - 16:00	1	540	8.704	1	540	9.259	1	540	17.963
16:00 - 17:00	1	540	8.519	1	540	9.815	1	540	18.334
17:00 - 18:00	1	540	9.074	1	540	10.000	1	540	19.074
18:00 - 19:00	1	540	7.778	1	540	10.741	1	540	18.519
19:00 - 20:00	1	540	8.704	1	540	8.333	1	540	17.037
20:00 - 21:00	1	540	5.741	1	540	7.407	1	540	13.148
21:00 - 22:00	1	540	5.000	1	540	7.222	1	540	12.222
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			123.892			127.777			251.669

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL BUS/ TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	1	540	0.000	1	540	0.556	1	540	0.556
08:00 - 09:00	1	540	0.000	1	540	1.481	1	540	1.481
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.185	1	540	0.926	1	540	1.111
11:00 - 12:00	1	540	2.037	**1**	**540**	**2.963**	**1**	**540**	**5.000**
12:00 - 13:00	**1**	**540**	**2.407**	1	540	1.852	1	540	4.259
13:00 - 14:00	1	540	1.481	1	540	0.741	1	540	2.222
14:00 - 15:00	1	540	1.111	1	540	0.556	1	540	1.667
15:00 - 16:00	1	540	2.222	1	540	0.000	1	540	2.222
16:00 - 17:00	1	540	1.852	1	540	0.185	1	540	2.037
17:00 - 18:00	1	540	1.481	1	540	0.000	1	540	1.481
18:00 - 19:00	1	540	0.556	1	540	0.556	1	540	1.112
19:00 - 20:00	1	540	1.111	1	540	0.370	1	540	1.481
20:00 - 21:00	1	540	0.185	1	540	0.556	1	540	0.741
21:00 - 22:00	1	540	0.741	1	540	0.741	1	540	1.482
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.110			12.594			28.704

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

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Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.000	1	540	0.000	1	540	0.000
07:00 - 08:00	1	540	0.000	1	540	0.000	1	540	0.000
08:00 - 09:00	1	540	0.000	1	540	0.000	1	540	0.000
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.000	1	540	0.000	1	540	0.000
11:00 - 12:00	1	540	0.000	1	540	0.000	1	540	0.000
12:00 - 13:00	1	540	0.000	1	540	0.000	1	540	0.000
13:00 - 14:00	1	540	0.000	1	540	0.000	1	540	0.000
14:00 - 15:00	1	540	0.000	1	540	0.000	1	540	0.000
15:00 - 16:00	1	540	0.000	1	540	0.000	1	540	0.000
16:00 - 17:00	1	540	0.000	1	540	0.000	1	540	0.000
17:00 - 18:00	1	540	0.000	1	540	0.000	1	540	0.000
18:00 - 19:00	1	540	0.000	1	540	0.000	1	540	0.000
19:00 - 20:00	1	540	0.000	1	540	0.000	1	540	0.000
20:00 - 21:00	1	540	0.000	1	540	0.000	1	540	0.000
21:00 - 22:00	1	540	0.000	1	540	0.000	1	540	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	0.741	1	540	1.111	1	540	1.852
07:00 - 08:00	1	540	0.000	1	540	0.556	1	540	0.556
08:00 - 09:00	1	540	0.000	1	540	1.481	1	540	1.481
09:00 - 10:00	1	540	0.000	1	540	0.000	1	540	0.000
10:00 - 11:00	1	540	0.185	1	540	0.926	1	540	1.111
11:00 - 12:00	1	540	2.037	**1**	**540**	**2.963**	**1**	**540**	**5.000**
12:00 - 13:00	**1**	**540**	**2.407**	1	540	1.852	1	540	4.259
13:00 - 14:00	1	540	1.481	1	540	0.741	1	540	2.222
14:00 - 15:00	1	540	1.111	1	540	0.556	1	540	1.667
15:00 - 16:00	1	540	2.222	1	540	0.000	1	540	2.222
16:00 - 17:00	1	540	1.852	1	540	0.185	1	540	2.037
17:00 - 18:00	1	540	1.481	1	540	0.000	1	540	1.481
18:00 - 19:00	1	540	0.556	1	540	0.556	1	540	1.112
19:00 - 20:00	1	540	1.111	1	540	0.370	1	540	1.481
20:00 - 21:00	1	540	0.185	1	540	0.556	1	540	0.741
21:00 - 22:00	1	540	0.741	1	540	0.741	1	540	1.482
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.110			12.594			28.704

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

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Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	540	6.667	1	540	5.926	1	540	12.593
07:00 - 08:00	1	540	11.296	1	540	8.889	1	540	20.185
08:00 - 09:00	1	540	13.889	1	540	15.000	1	540	28.889
09:00 - 10:00	1	540	13.704	1	540	12.593	1	540	26.297
10:00 - 11:00	1	540	14.444	1	540	9.815	1	540	24.259
11:00 - 12:00	1	540	11.852	1	540	15.000	1	540	26.852
12:00 - 13:00	**1**	**540**	**21.296**	1	540	19.074	1	540	40.370
13:00 - 14:00	1	540	15.370	1	540	11.852	1	540	27.222
14:00 - 15:00	1	540	12.407	1	540	10.741	1	540	23.148
15:00 - 16:00	1	540	14.630	1	540	11.852	1	540	26.482
16:00 - 17:00	1	540	17.037	1	540	15.926	1	540	32.963
17:00 - 18:00	1	540	15.000	1	540	20.185	1	540	35.185
18:00 - 19:00	1	540	20.185	**1**	**540**	**23.148**	**1**	**540**	**43.333**
19:00 - 20:00	1	540	14.815	1	540	16.481	1	540	31.296
20:00 - 21:00	1	540	12.037	1	540	13.889	1	540	25.926
21:00 - 22:00	1	540	11.667	1	540	13.519	1	540	25.186
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			226.296			223.890			450.186

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

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Parameter summary

Trip rate parameter range selected:	260 - 1840 (units: sqm)
Survey date date range:	01/01/08 - 28/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

Appendix 23

Census 2011 Data

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL P/140/16/OUT

Method of Travel to Work (QS701EW)

				Pagham ar Ward	Arun Non-Metropo	South East Region	England Country
All Usual Residents Aged 16 to 74	Count	Persons	Mar-11	5334	106071	6274341	38881374
Work Mainly at or From Home	Count	Persons	Mar-11	187	4133	279656	1349568
Underground, Metro, Light Rail, Tram	Count	Persons	Mar-11	7	94	15338	1027625
Train	Count	Persons	Mar-11	46	3101	311895	1343684
Bus, Minibus or Coach	Count	Persons	Mar-11	111	1646	189926	1886539
Taxi	Count	Persons	Mar-11	12	239	16750	131465
Motorcycle, Scooter or Moped	Count	Persons	Mar-11	40	608	36467	206550
Driving a Car or Van	Count	Persons	Mar-11	2332	43621	2590701	14345882
Passenger in a Car or Van	Count	Persons	Mar-11	188	4199	200386	1264553
Bicycle	Count	Persons	Mar-11	99	2497	127614	742675
On Foot	Count	Persons	Mar-11	161	6848	463662	2701453
Other Method of Travel to Work	Count	Persons	Mar-11	11	457	28328	162727
Not in Employment	Count	Persons	Mar-11	2140	38628	2013618	13718653
Method of Travel to Work, 2011 (QS701E	LastUpdat	30-Jan-13					
Method of Travel to Work, 2011 (QS701E	Source	Office for National Statistics					
Method of Travel to Work (QS701EW)	National Statistics						

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ARUN DISTRICT COUNCIL P/140/16/OUT

KS401EW - Dwellings, household spaces and accommodation type

ONS Crown Copyright Reserved [from Nomis on 6 November 2016]

population	All dwellings; all household spaces
units	Household spaces and Dwellings
date	2011
rural urban	Total

Area	All categories: Dwelling type
msoa2011:E02006559 : Arun 018	4,032
msoa2011:E02006560 : Arun 019	4,553
lsoa2011:E01031380 : Arun 018A	798
lsoa2011:E01031383 : Arun 018D	793
lsoa2011:E01031384 : Arun 018E	814
lsoa2011:E01031385 : Arun 019A	787
lsoa2011:E01031445 : Arun 019B	811
lsoa2011:E01031446 : Arun 019C	639
lsoa2011:E01031447 : Arun 019D	765
lsoa2011:E01031448 : Arun 019E	861
lsoa2011:E01031449 : Arun 019F	690

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

ARUN DISTRICT COUNCIL P/140/16/OUT

KS401EW - Dwellings, household spaces and accommodation type

ONS Crown Copyright Reserved [from Nomis on 6 November 2016]

population	All dwellings; all household spaces
units	Household spaces and Dwellings
date	2011
rural urban	Total

Area	All categories: Dwelling type		Assignment
lsoa2011:E01031380 : Arun 018A	798	11.50%	Nyetimber, Gosssamer Lane
lsoa2011:E01031383 : Arun 018D	793	11.40%	Nyetimber Lane
lsoa2011:E01031384 : Arun 018E	814	11.70%	Nyetimber, Gosssamer Lane
lsoa2011:E01031385 : Arun 019A	787	11.30%	Nyetimber Lane, Gossamer Lane
lsoa2011:E01031445 : Arun 019B	811	11.70%	1/2 Hook Lane, 1/2 Nyetimber Lane
lsoa2011:E01031446 : Arun 019C	639	9.20%	1/2 Hook Lane, 1/2 Nyetimber Lane
lsoa2011:E01031447 : Arun 019D	765	11.00%	Lost before Nyetimber
lsoa2011:E01031448 : Arun 019E	861	12.40%	Accounted for in southbound flows
lsoa2011:E01031449 : Arun 019F	690	9.90%	Hook Lane, Grosvenor Gardens
Total	6,958	100%	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.

ARUN DISTRICT COUNCIL P/140/16/OUT

KS401EW - Dwellings, household spaces and accommodation type

ONS Crown Copyright Reserved [from Nomis on 6 November 2016]

population	All dwellings; all household spaces
units	Household spaces and Dwellings
date	2011
rural urban	Total

RETAIL DISTRIBUTION

Area	All categories: Dwelling type	%	Assignment	Adjustment %
lsoa2011:E01031445 : Arun 019B	811	37	1/2 North of Nyetimber, 1/2 Nyetimber Lane	36.5
lsoa2011:E01031446 : Arun 019C	639	29	Nyetimber Lane	29
lsoa2011:E01031447 : Arun 019D	765	35	Lost before Nyetimber	34.5
Total	2,215			100%

AM	58% Traffic to/from North	21%	1/2 North of Nyetimber, 1/2 Nyetimber Lane	27.5% Nyetimber Lane
		17%	Nyetimber Lane	
		20%	Lost before Nyetimber	
PM	46% to/from North	17%	1/2 North of Nyetimber, 1/2 Nyetimber Lane	21.5% Nyetimber Lane
		13%	Nyetimber Lane	
		16%	Lost before Nyetimber	

ARUN DISTRICT COUNCIL P/140/16/OUT

KS401EW - Dwellings, household spaces and accommodation type

ONS Crown Copyright Reserved [from Nomis on 6 November 2016]

population	All dwellings; all household spaces
units	Household spaces and Dwellings
date	2011
rural urban	Total

SCHOOL DISTRIBUTION

Area	All categories: Dwelling type		Assignment
lsoa2011:E01031380 : Arun 018A	798	11.5%	Nyetimber, Gosssamer Lane
lsoa2011:E01031383 : Arun 018D	793	11.4%	Nyetimber Lane
lsoa2011:E01031384 : Arun 018E	814	11.7%	Nyetimber, Gosssamer Lane
lsoa2011:E01031385 : Arun 019A	787	11.3%	Nyetimber Lane, Gossamer Lane
lsoa2011:E01031445 : Arun 019B	811	11.7%	1/2 Hook Lane, 1/2 Nyetimber Lane
lsoa2011:E01031446 : Arun 019C	639	9.2%	1/2 Hook Lane, 1/2 Nyetimber Lane
lsoa2011:E01031447 : Arun 019D	765	11.0%	Lost before Nyetimber
lsoa2011:E01031448 : Arun 019E	861	12.4%	Accounted for in southbound flows
lsoa2011:E01031449 : Arun 019F	690	9.9%	Hook Lane, Grosvenor Gardens
Total	6,958	100%	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.

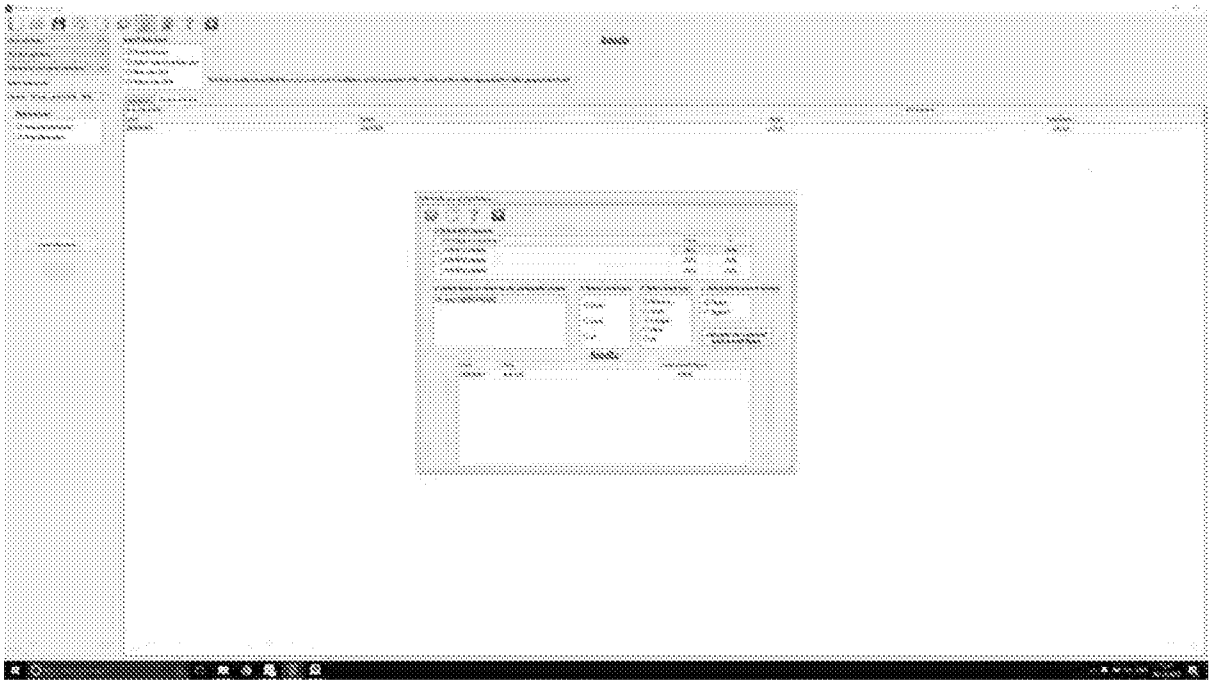
Appendix 24

TEMPRO Data

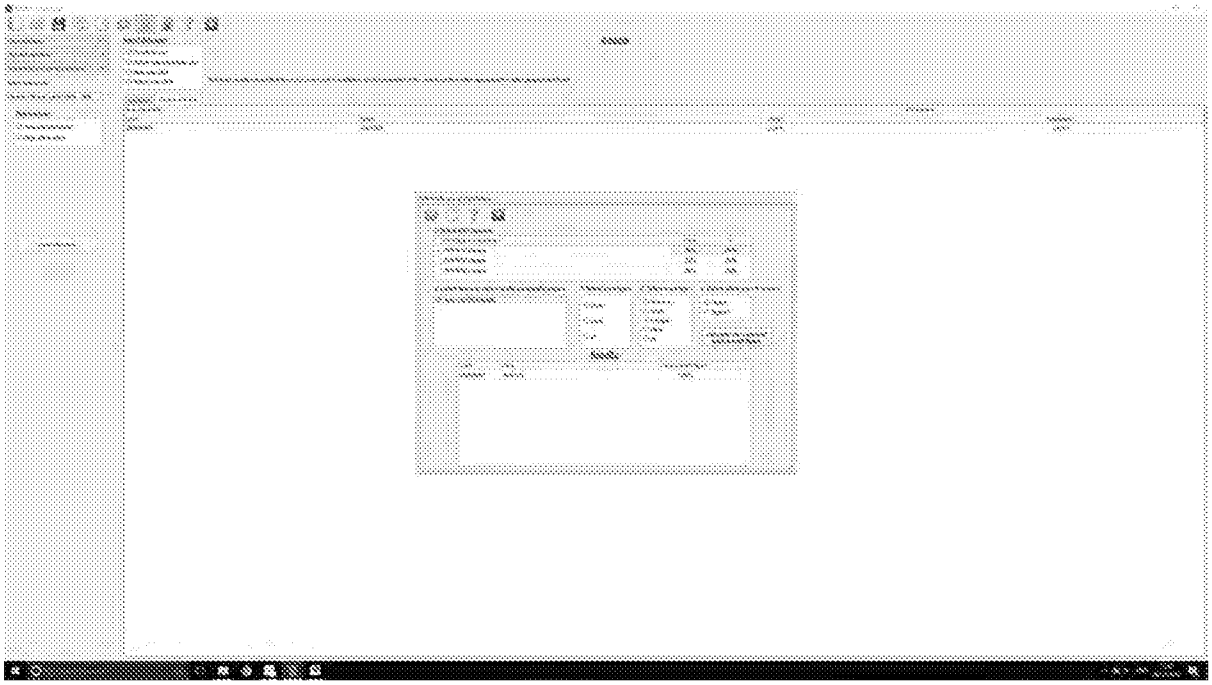
ARUN DISTRICT COUNCIL P/140/16/OUT

1616 Pagham South

2016-2022 AM Urban Principal



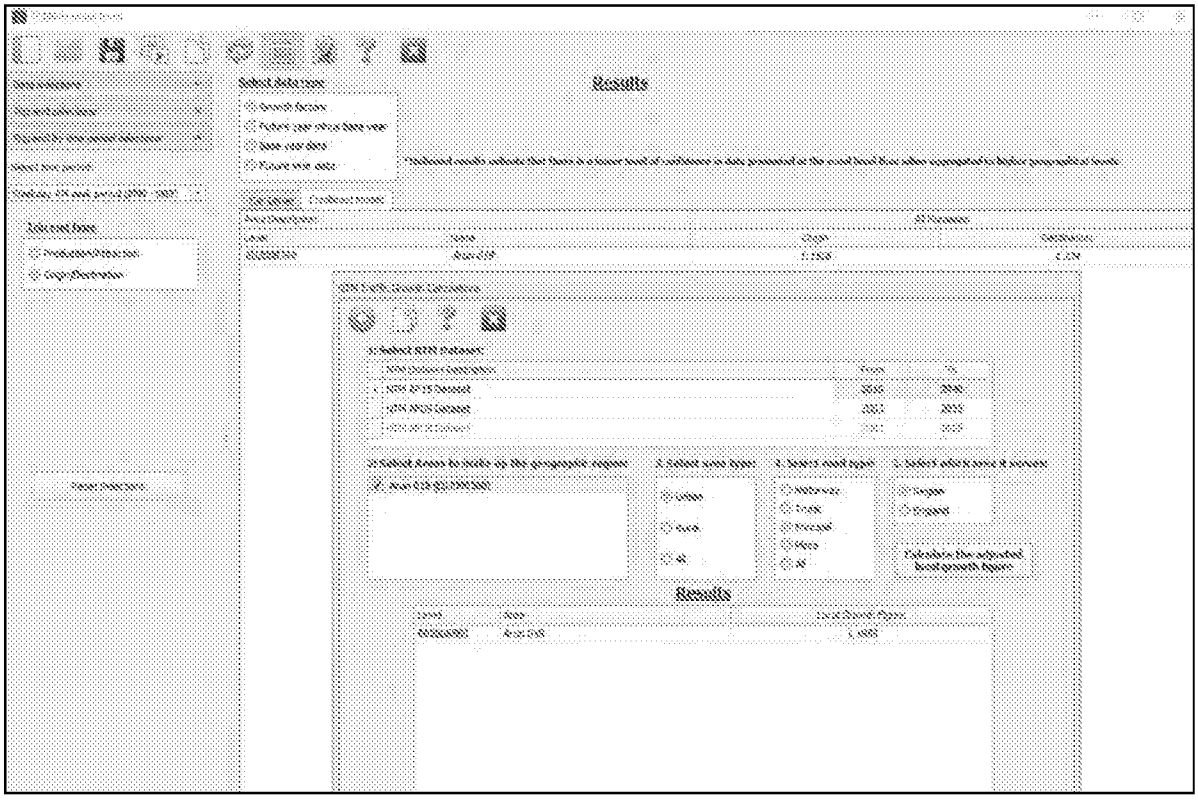
2016-2022 PM Urban Principal



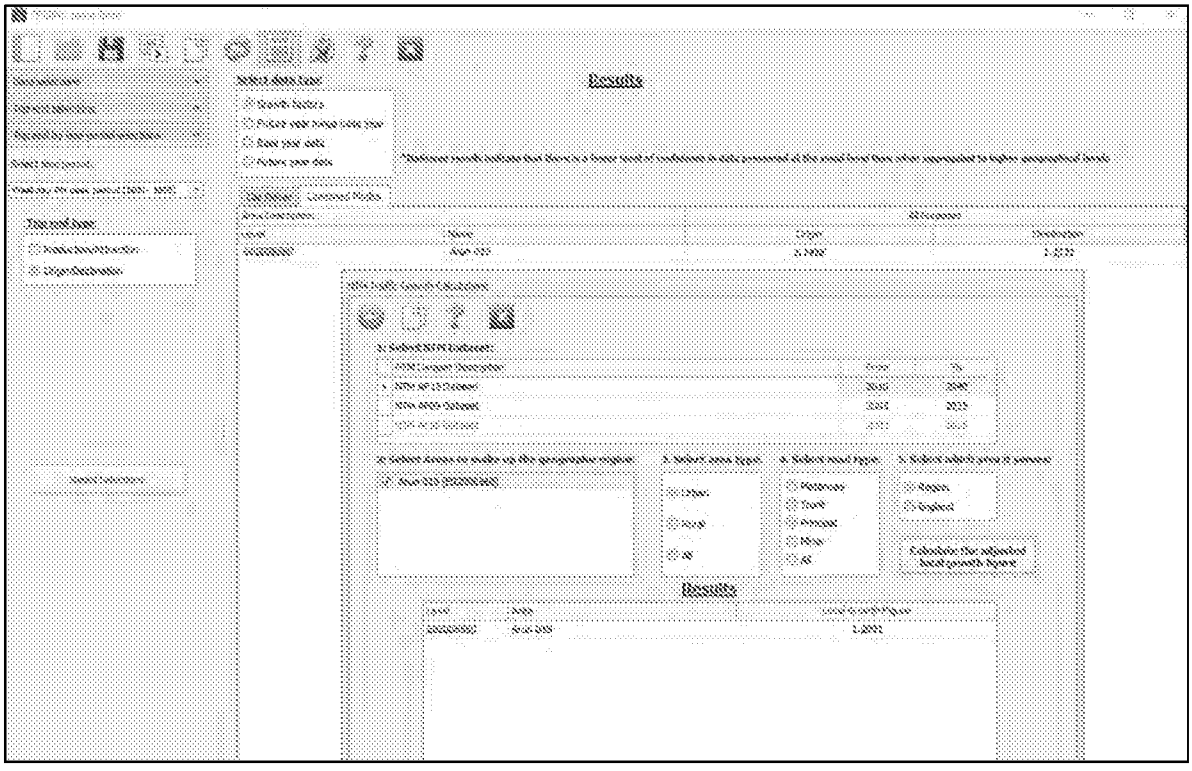
1616 Pagham South
ATA/02/A

Arun (019) Urban Principal Road 2016-2031

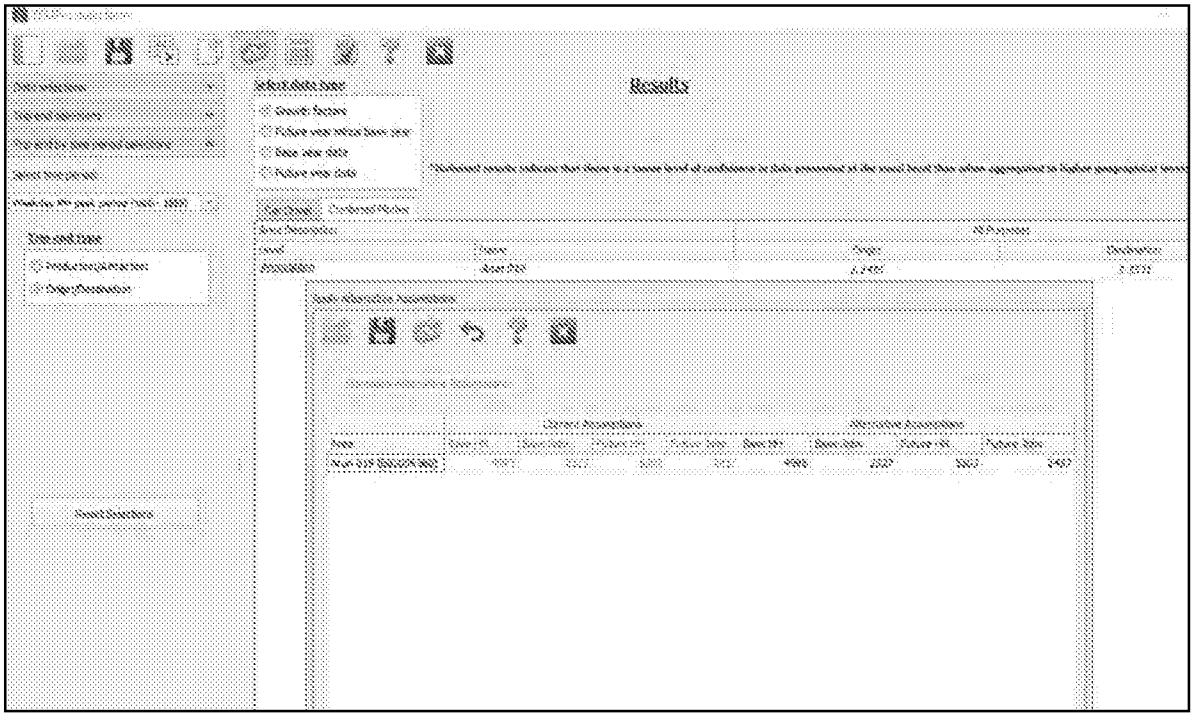
AM



PM

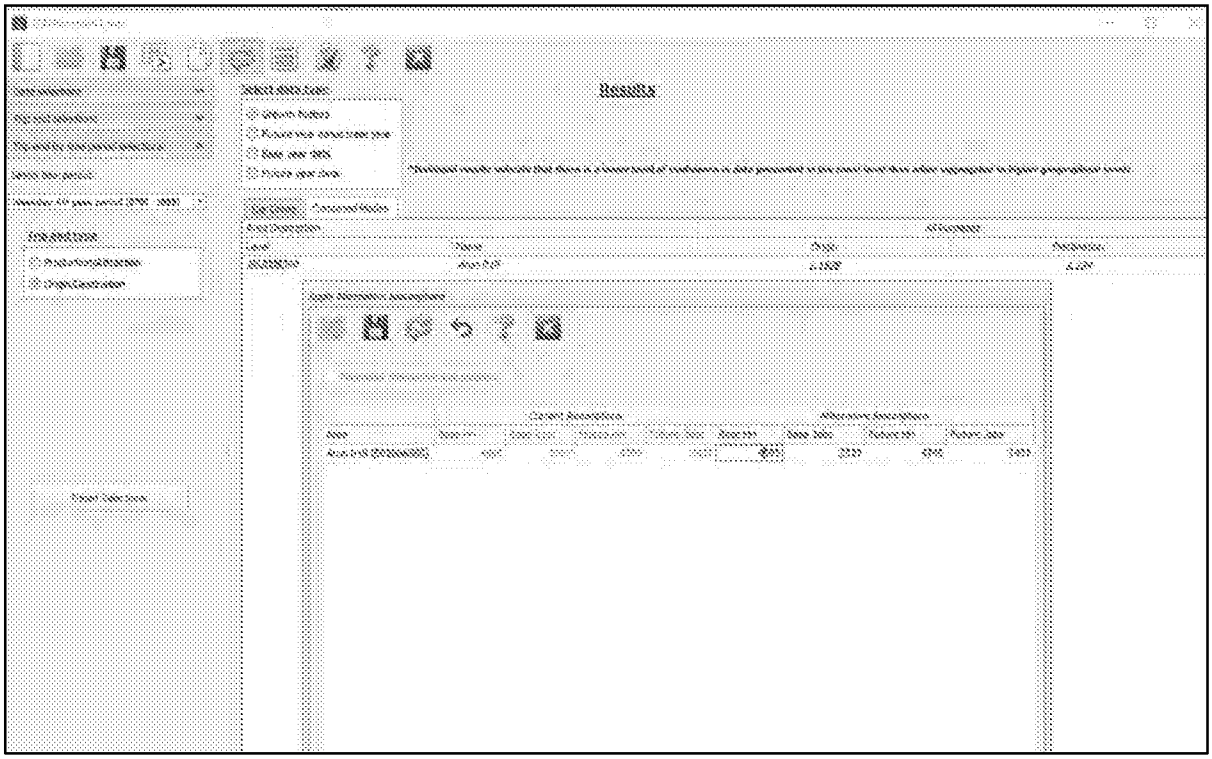


Housing Allocation 2016-2031

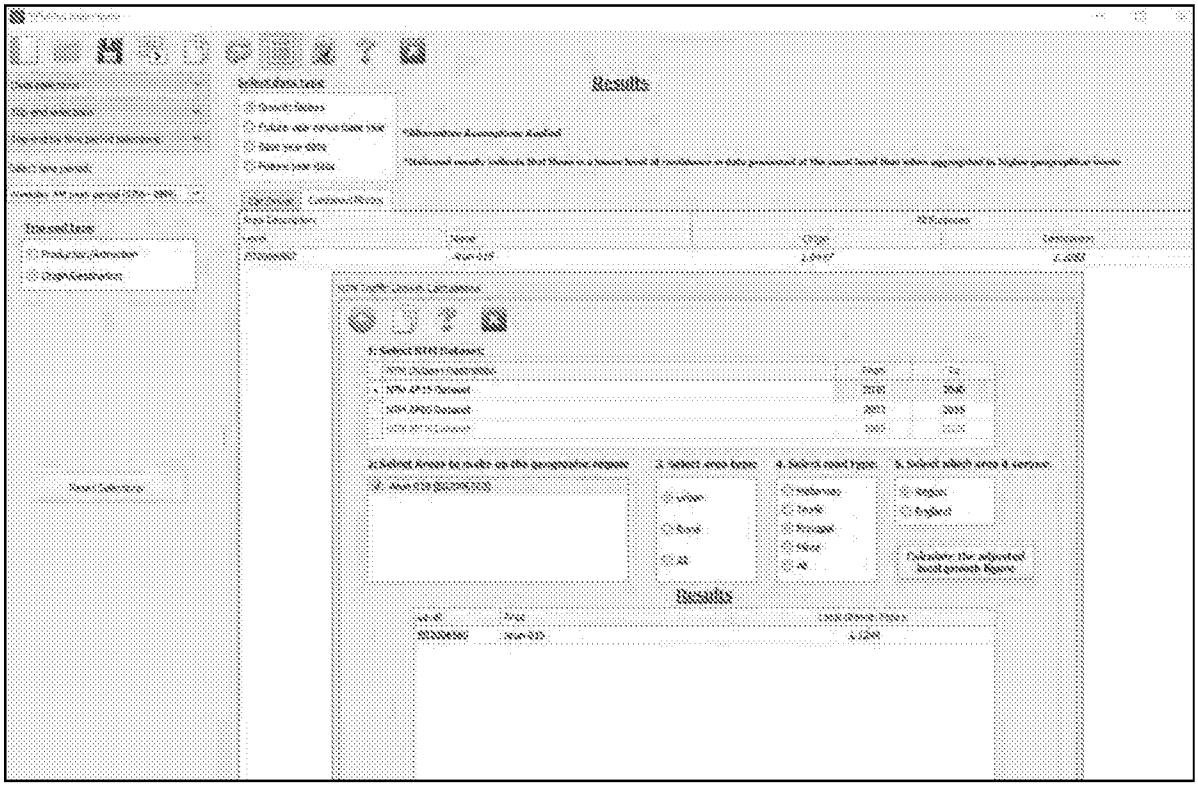


5303hh-4595hh=708 additional households in 2031 from 2016

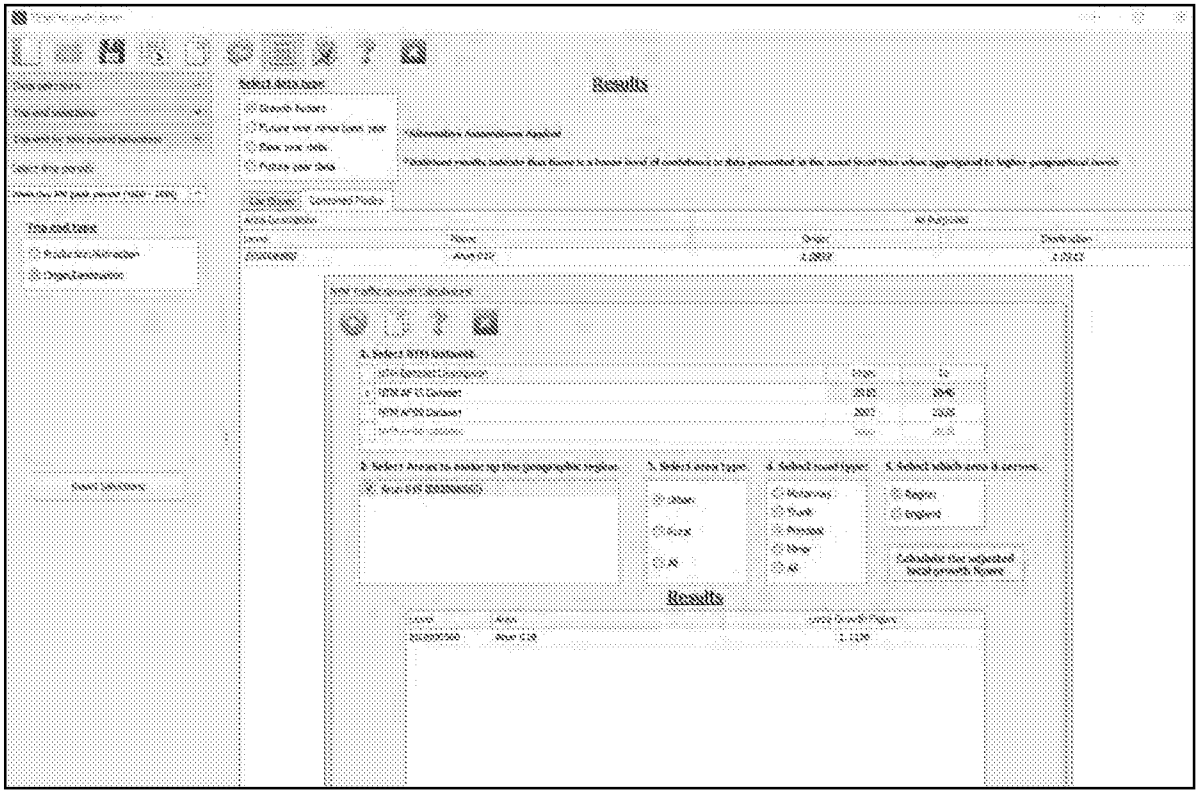
Adjusted Housing 2016-2031



Adjusted Housing 2016-2031 AM



Adjusted Housing 2016-2031 PM



Appendix 25

Pagham South PICADY Outputs – Site Access Junctions

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 2022 Site Access N +DEV.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY\TA01A
Report generation date: 06/03/2017 18:58:38

»2022, AM
»2022, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
Stream B-AC	0.3	7.31	0.21	A	1.58	A	140 % [Stream B-AC]	0.3	7.50	0.20	A	1.69	A	137 % [Stream B-AC]
Stream C-AB	0.1	5.72	0.11	A				0.2	5.59	0.13	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/06/2016
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	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	1.58	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	140	Stream B-AC

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	250.0	✓	6.00

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	5.00	65	44

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	625	0.109	0.275	0.173	0.393
1	B-C	782	0.115	0.290	-	-
1	C-B	820	0.304	0.304	-	-

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	2022	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		✓	329	100.000
B		✓	120	100.000
C		✓	358	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	27	302
	B	18	0	102
	C	286	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	1
	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	0.21	7.31	0.3	1.2	A
C-AB	0.11	5.72	0.1	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	90	664	0.136	90	0.2	6.258	A
C-AB	54	744	0.073	54	0.1	5.216	A
C-A	215			215			
A-B	20			20			
A-C	227			227			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108	648	0.167	108	0.2	6.665	A
C-AB	65	729	0.089	65	0.1	5.420	A
C-A	257			257			
A-B	24			24			

A-C	271			271			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	132	624	0.212	132	0.3	7.307	A
C-AB	79	708	0.112	79	0.1	5.723	A
C-A	315			315			
A-B	30			30			
A-C	333			333			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	132	624	0.212	132	0.3	7.313	A
C-AB	79	708	0.112	79	0.1	5.723	A
C-A	315			315			
A-B	30			30			
A-C	333			333			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108	648	0.167	108	0.2	6.675	A
C-AB	65	729	0.089	65	0.1	5.422	A
C-A	257			257			
A-B	24			24			
A-C	271			271			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	90	664	0.136	91	0.2	6.277	A
C-AB	54	744	0.073	54	0.1	5.222	A
C-A	215			215			
A-B	20			20			
A-C	227			227			

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	0.08	0.00	0.00	0.08	0.08			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	0.20	0.00	0.00	0.20	0.20			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	0.27	0.03	0.26	0.46	0.48			N/A	N/A
C-AB	0.13	0.03	0.26	0.46	0.49			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	0.27	0.03	0.30	0.92	1.24			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			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	0.20	0.00	0.00	0.20	0.20			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	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2022, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way	1.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	137	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	2022	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		✓	223	100.000
B		✓	111	100.000
C		✓	452	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	200
	B	34	0	77
	C	361	91	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	1
	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	0.20	7.50	0.3	1.2	A
C-AB	0.13	5.59	0.2	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	84	642	0.130	83	0.1	6.436	A
C-AB	69	768	0.089	68	0.1	5.139	A
C-A	272			272			
A-B	17			17			
A-C	151			151			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	625	0.160	100	0.2	6.847	A
C-AB	82	758	0.108	82	0.1	5.320	A
C-A	325			325			
A-B	21			21			
A-C	180			180			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	602	0.203	122	0.3	7.497	A
C-AB	100	744	0.135	100	0.2	5.585	A
C-A	397			397			
A-B	25			25			
A-C	220			220			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	602	0.203	122	0.3	7.503	A
C-AB	100	744	0.135	100	0.2	5.587	A
C-A	397			397			
A-B	25			25			
A-C	220			220			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	100	625	0.160	100	0.2	6.859	A
C-AB	82	758	0.108	82	0.1	5.325	A
C-A	325			325			
A-B	21			21			
A-C	180			180			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	84	642	0.130	84	0.2	6.453	A
C-AB	69	768	0.089	69	0.1	5.144	A

C-A	272			272			
A-B	17			17			
A-C	151			151			

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	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			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	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			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	0.25	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.15	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	0.25	0.03	0.29	0.83	1.18			N/A	N/A
C-AB	0.15	0.03	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-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			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	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 2022 Site Access S +DEV.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY\TA01A
Report generation date: 06/03/2017 19:08:50

»2022, AM
»2022, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022													
Stream B-AC	0.2	6.47	0.14	A	1.22	A	256 % [Stream B-AC]	0.1	5.79	0.07	A	1.31	A	167 % [Stream C-AB]
Stream C-AB	0.1	5.19	0.07	A				0.3	5.22	0.16	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/06/2016
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	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Southern Site Access	T-Junction	Two-way	1.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	256	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road South		Major
B	Site		Minor
C	Pagham Road North		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	7.00			110.0	✓	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	4.19	40	47

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	575	0.100	0.253	0.159	0.362
1	B-C	731	0.107	0.271	-	-
1	C-B	638	0.236	0.236	-	-

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	2022	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		✓	250	100.000
B		✓	83	100.000
C		✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	249
	B	2	0	81
	C	272	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	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	0.14	6.47	0.2	0.5	A
C-AB	0.07	5.19	0.1	0.9	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	62	673	0.093	62	0.1	5.889	A
C-AB	34	728	0.046	33	0.1	5.178	A
C-A	195			195			
A-B	0.75			0.75			
A-C	187			187			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	662	0.113	75	0.1	6.123	A
C-AB	43	747	0.057	43	0.1	5.110	A
C-A	230			230			
A-B	0.90			0.90			

A-C	224			224			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	648	0.141	91	0.2	6.464	A
C-AB	58	774	0.074	57	0.1	5.025	A
C-A	277			277			
A-B	1			1			
A-C	274			274			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	91	648	0.141	91	0.2	6.467	A
C-AB	58	774	0.075	58	0.1	5.028	A
C-A	277			277			
A-B	1			1			
A-C	274			274			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	75	662	0.113	75	0.1	6.128	A
C-AB	43	747	0.057	43	0.1	5.120	A
C-A	230			230			
A-B	0.90			0.90			
A-C	224			224			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	62	673	0.093	63	0.1	5.898	A
C-AB	34	728	0.046	34	0.1	5.186	A
C-A	195			195			
A-B	0.75			0.75			
A-C	187			187			

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	0.10	0.00	0.00	0.10	0.10			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	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.09	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	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.13	0.03	0.27	0.48	0.89			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	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			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	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			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	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2022, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Southern Site Access	T-Junction	Two-way	1.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	167	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	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		✓	183	100.000
B		✓	41	100.000
C		✓	395	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	182
	B	1	0	40
	C	327	68	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	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	0.07	5.79	0.1	0.5	A
C-AB	0.16	5.22	0.3	0.6	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	31	686	0.045	31	0.0	5.492	A
C-AB	75	766	0.098	75	0.2	5.204	A
C-A	222			222			
A-B	0.75			0.75			
A-C	137			137			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	678	0.054	37	0.1	5.613	A
C-AB	97	792	0.123	97	0.2	5.178	A
C-A	258			258			
A-B	0.90			0.90			
A-C	164			164			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	667	0.068	45	0.1	5.788	A
C-AB	133	829	0.160	132	0.3	5.169	A
C-A	302			302			
A-B	1			1			
A-C	200			200			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	45	667	0.068	45	0.1	5.788	A
C-AB	133	829	0.160	133	0.3	5.176	A
C-A	302			302			
A-B	1			1			
A-C	200			200			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	37	678	0.054	37	0.1	5.614	A
C-AB	98	793	0.123	98	0.2	5.193	A
C-A	257			257			
A-B	0.90			0.90			
A-C	164			164			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	31	686	0.045	31	0.0	5.495	A
C-AB	76	766	0.099	76	0.2	5.223	A

C-A	222			222			
A-B	0.75			0.75			
A-C	137			137			

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	0.05	0.00	0.00	0.05	0.05			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	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			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	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.31	0.03	0.26	0.47	0.56			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	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.32	0.03	0.26	0.47	0.50			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	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			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	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

Appendix 26

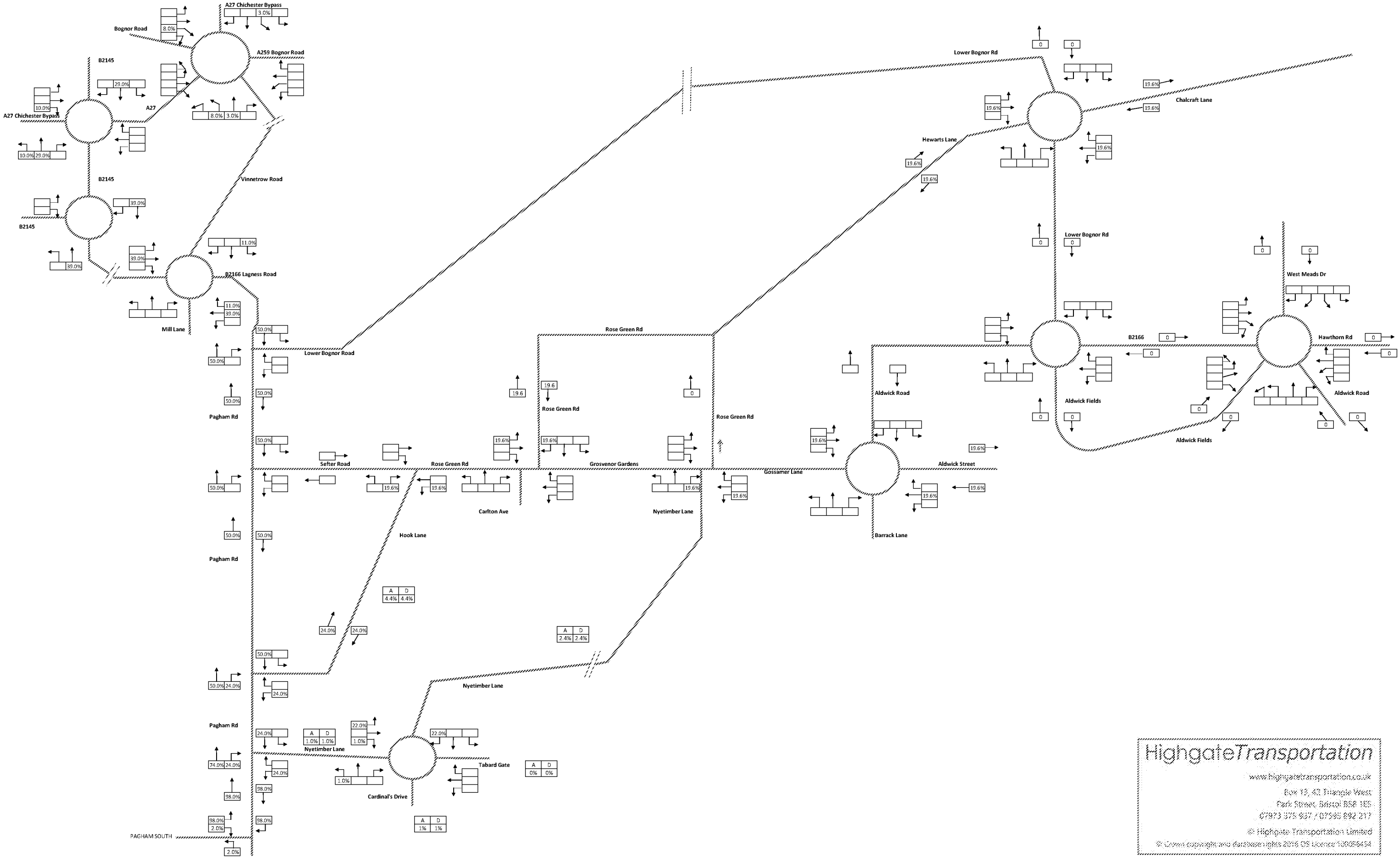
Pagham South Wider Area Highway Network Peak Hour Distribution Diagrams

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Pagham South

Residential & Care Home Traffic Distribution



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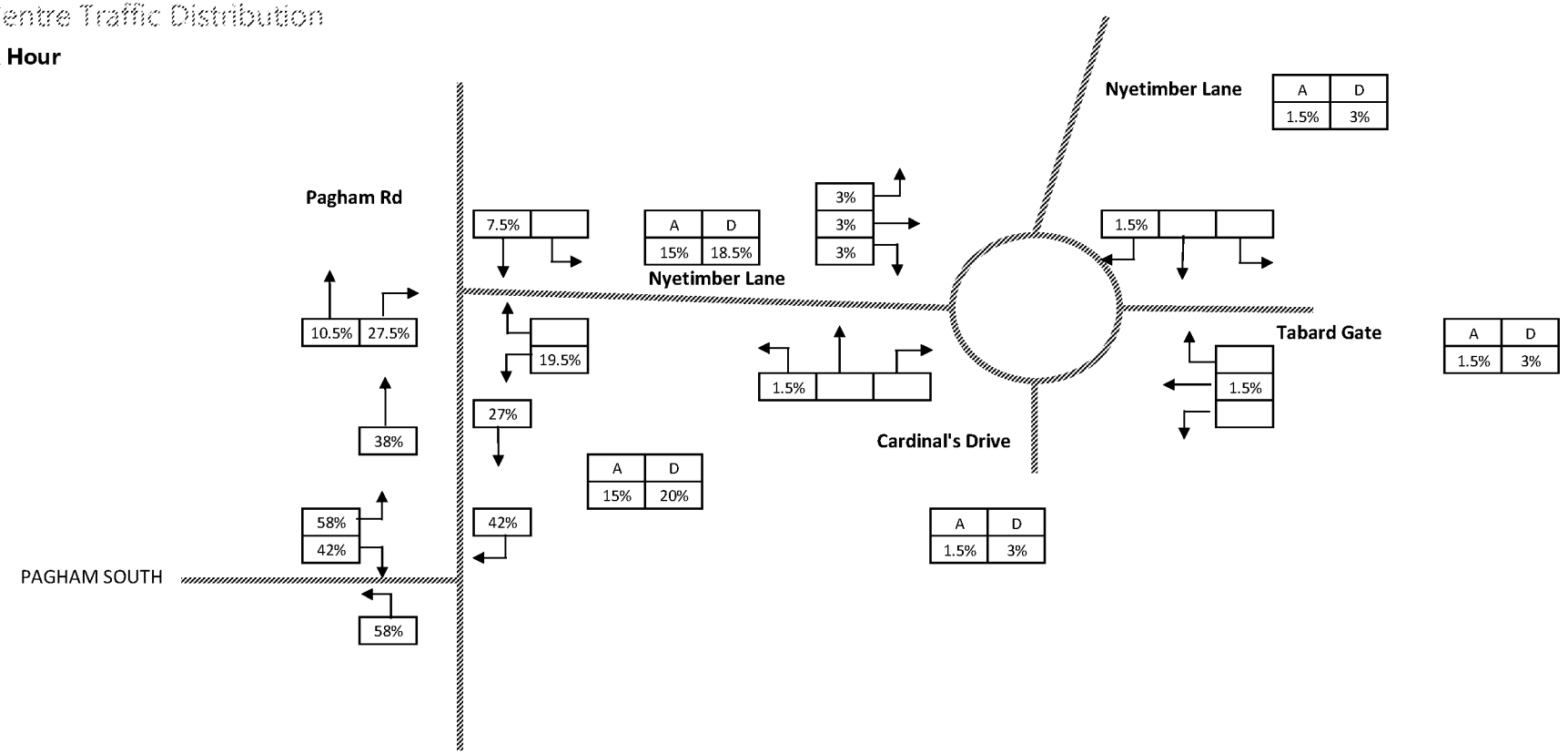
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Pagham South

Local Centre Traffic Distribution

AM Peak Hour



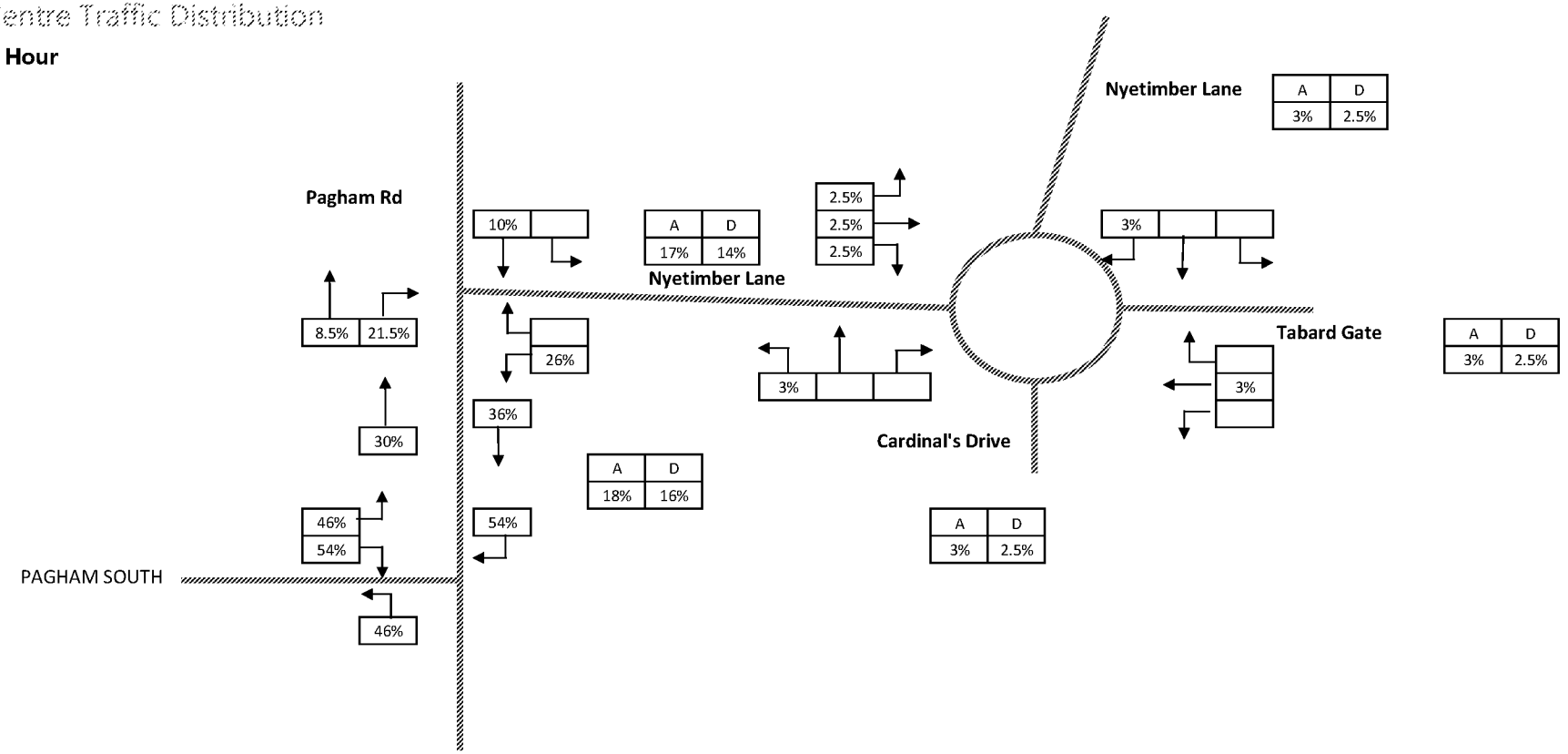
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Local Centre Traffic Distribution

PM Peak Hour



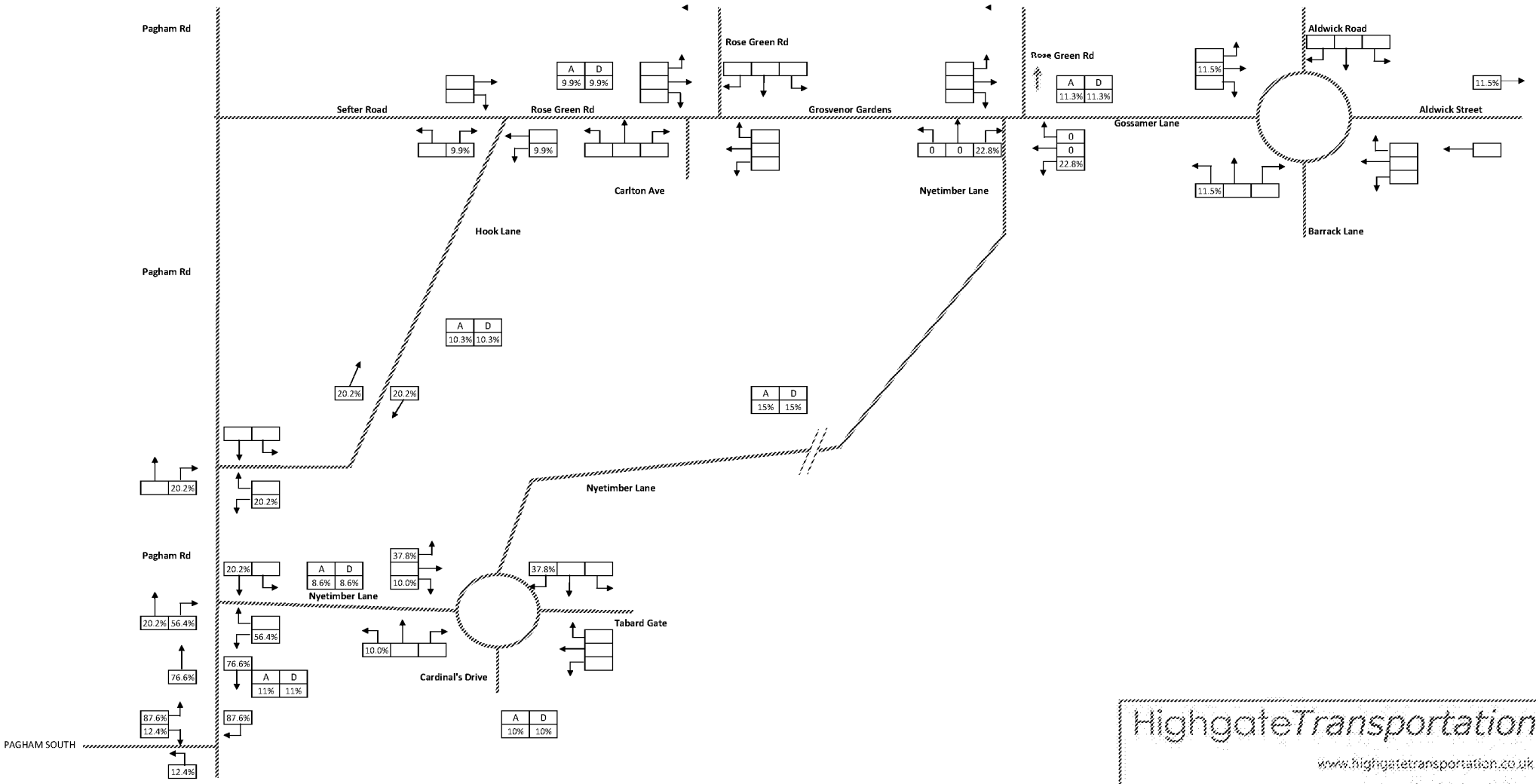
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Primary School Traffic Distribution

AM & PM Peak Hours



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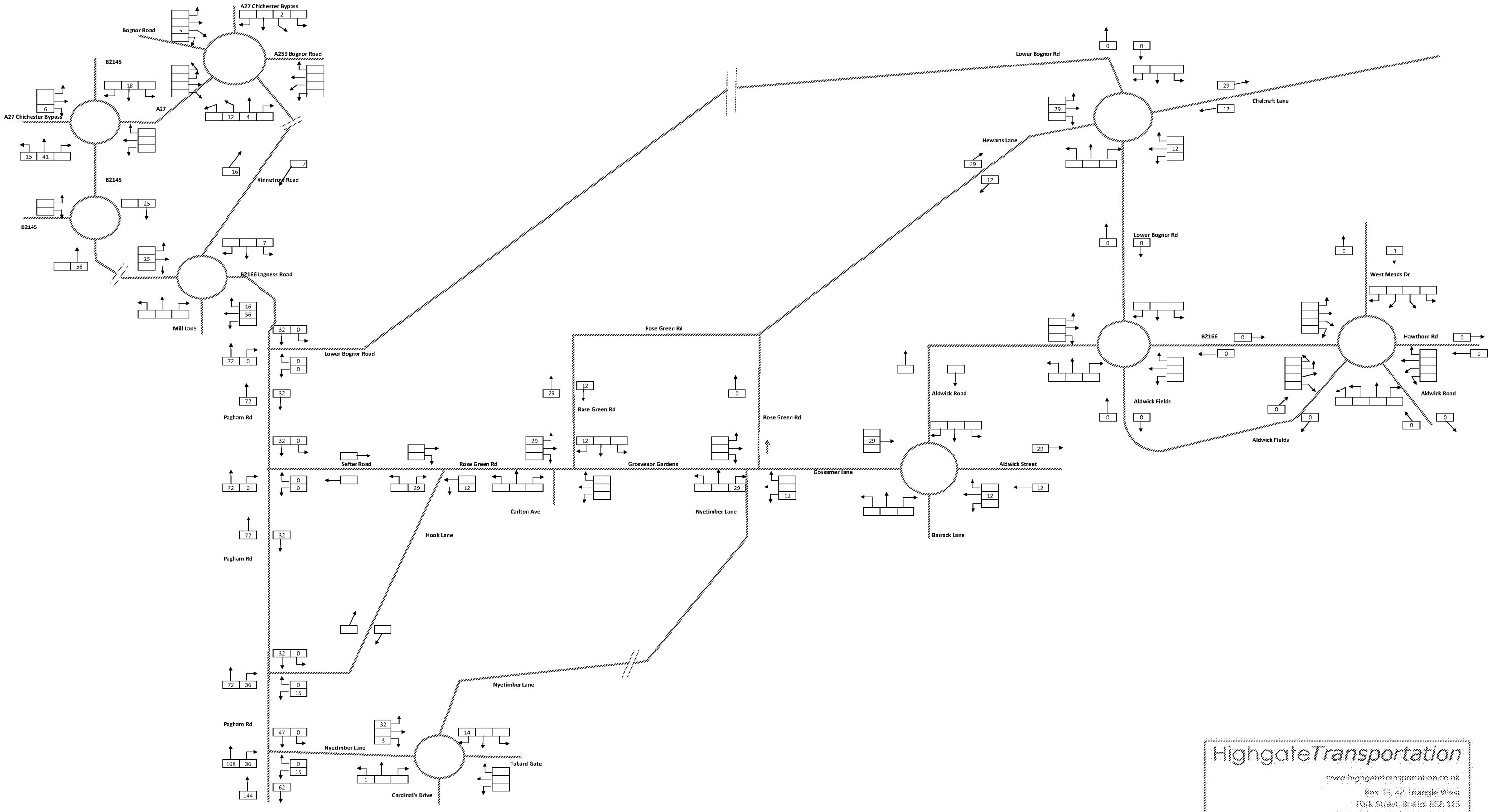
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Pagham South

Residential & Care Home Traffic

AM Peak Hour



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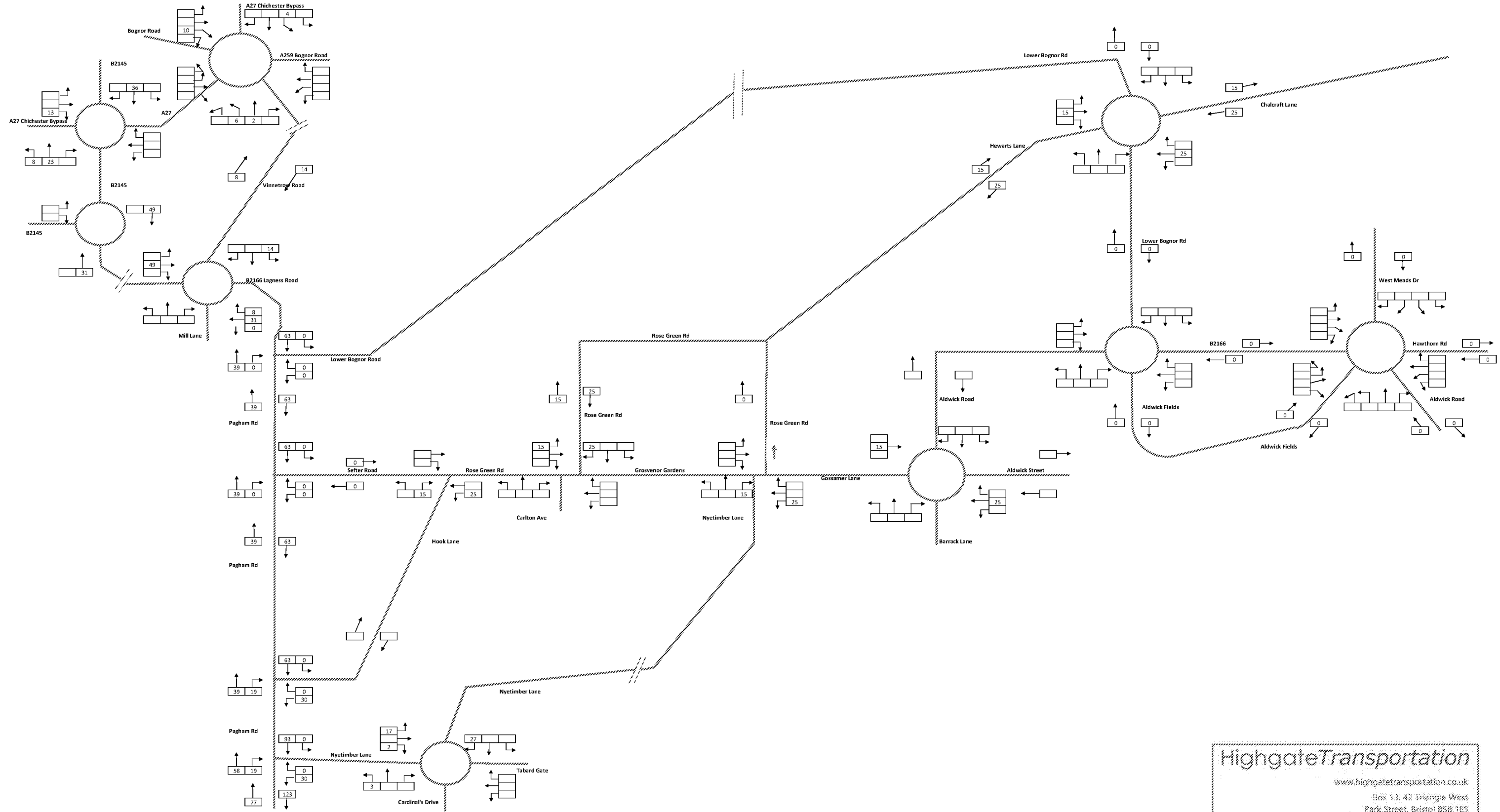
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Pagham South

Residential & Care Home Traffic

PM Peak Hour



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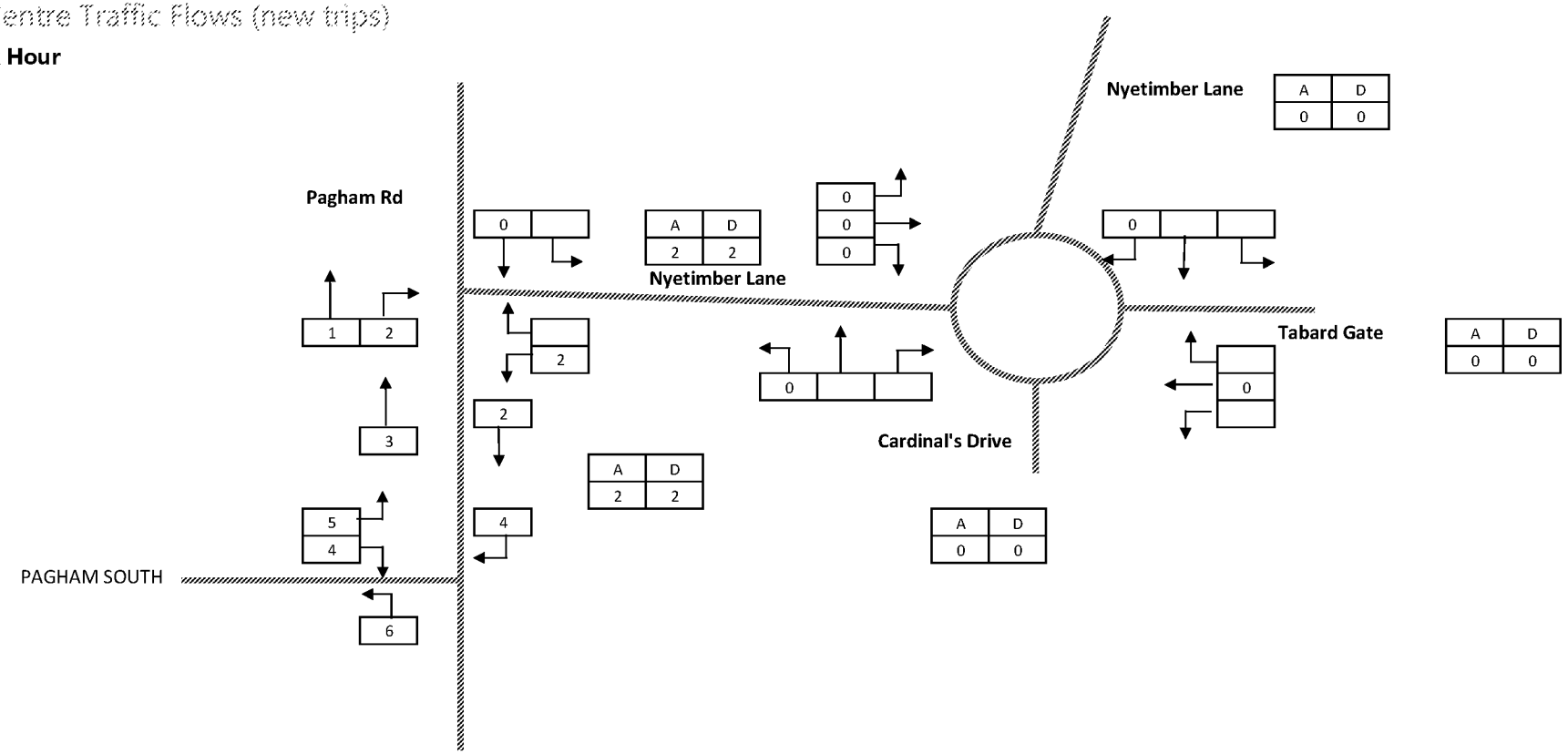
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Pagham South

Local Centre Traffic Flows (new trips)

AM Peak Hour

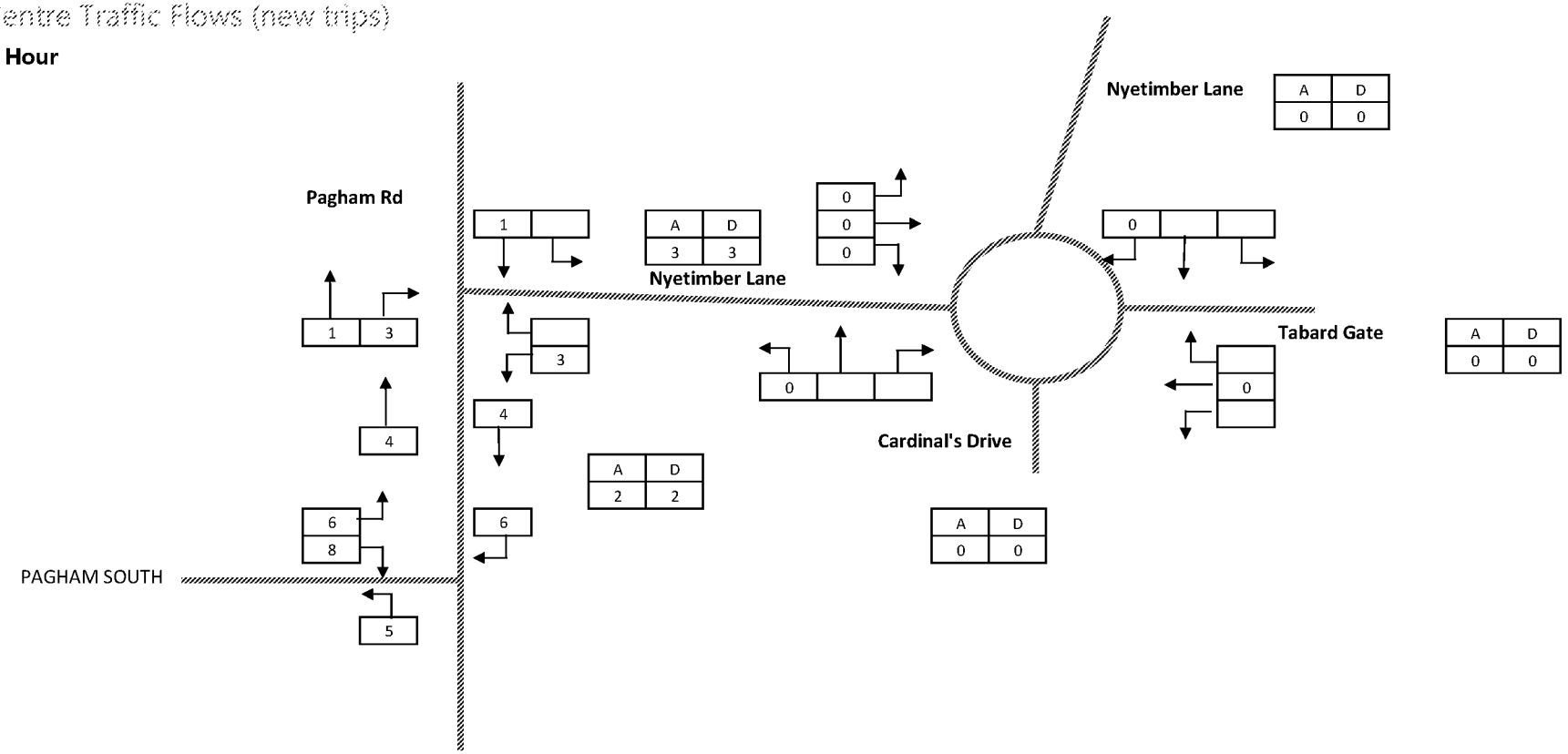


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Pagham South

Local Centre Traffic Flows (new trips)

PM Peak Hour



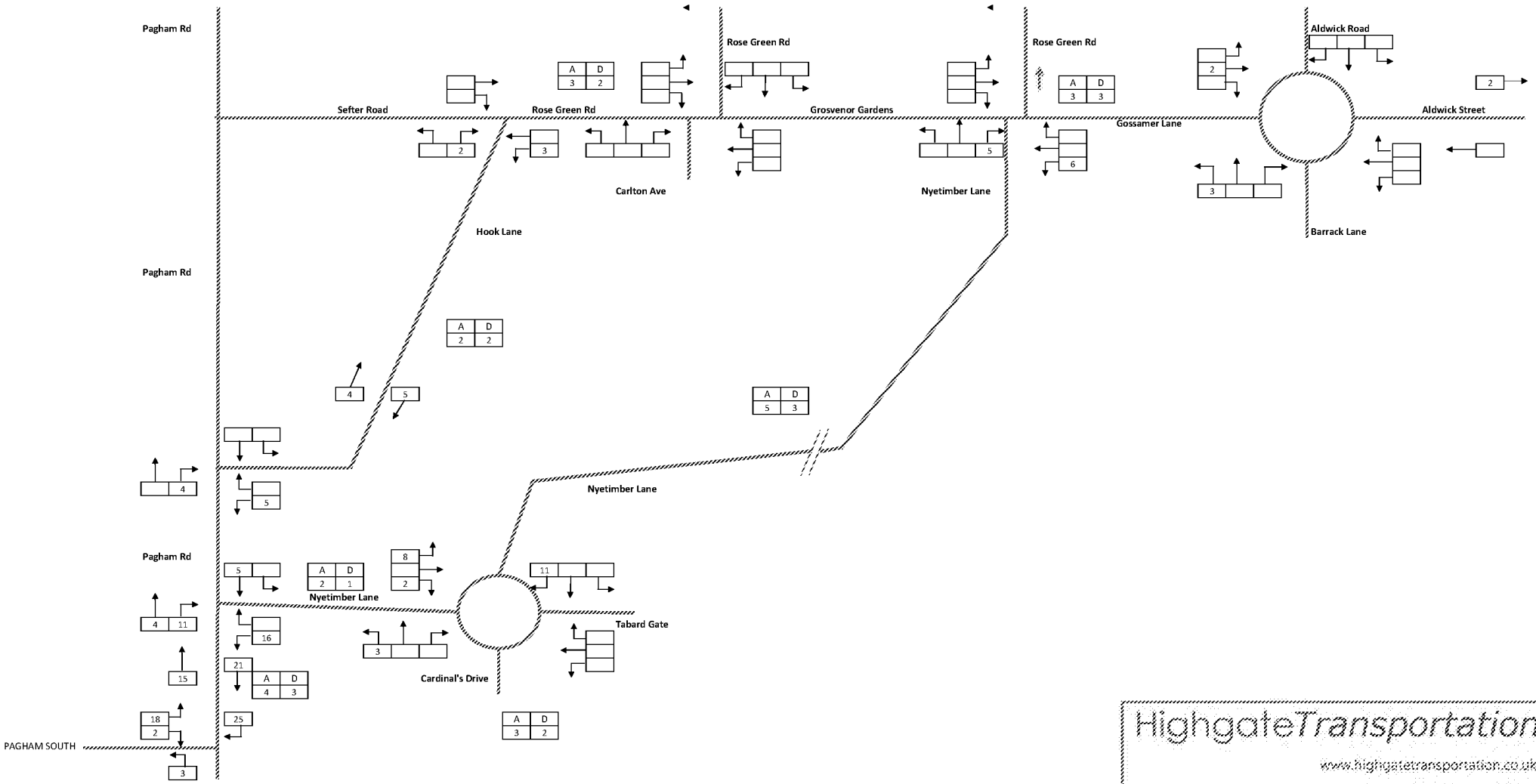
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Primary School Traffic Flows

AM Peak Hour 0800-0900



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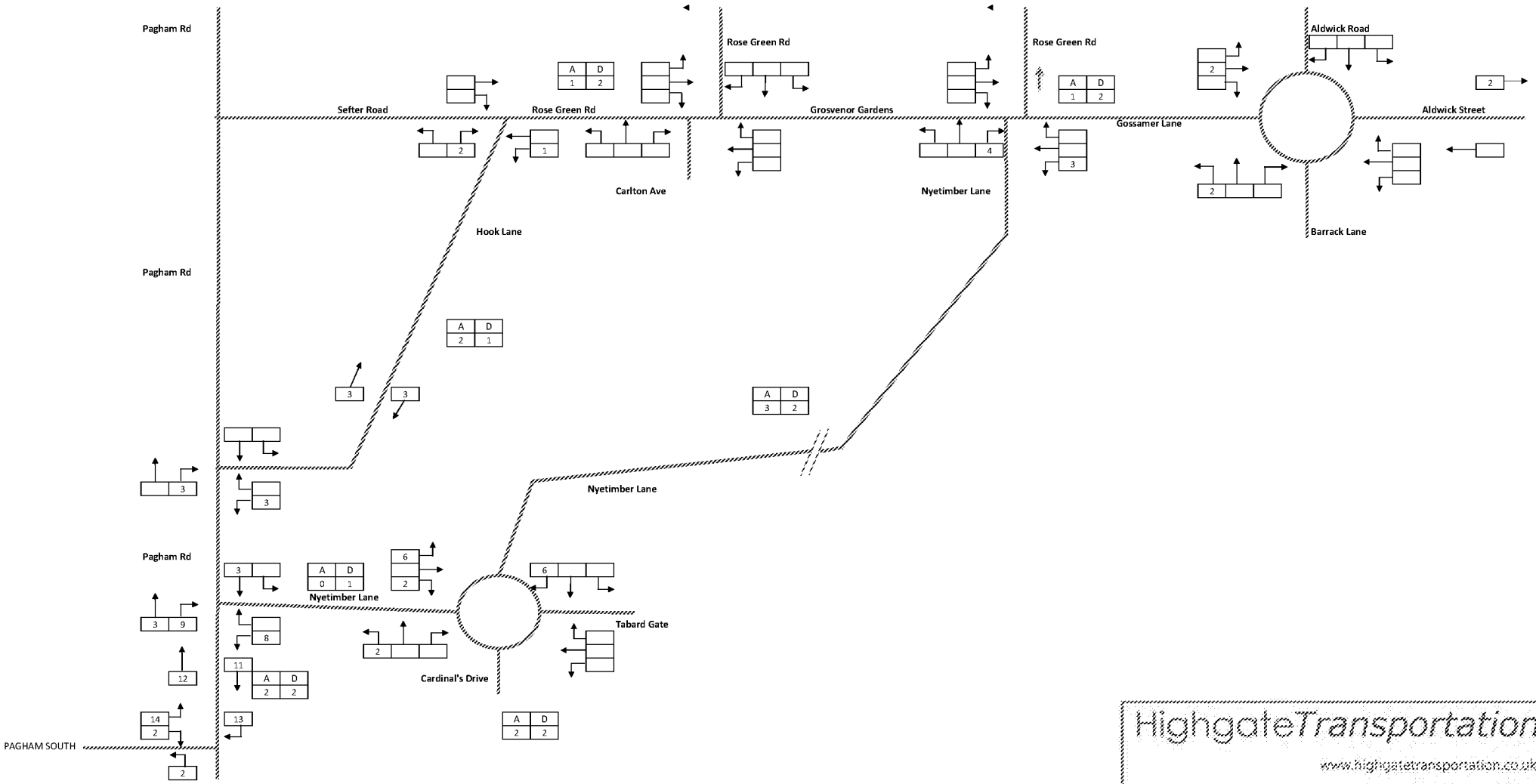
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Primary School Traffic Flows

PM Peak Hour 1700-1800



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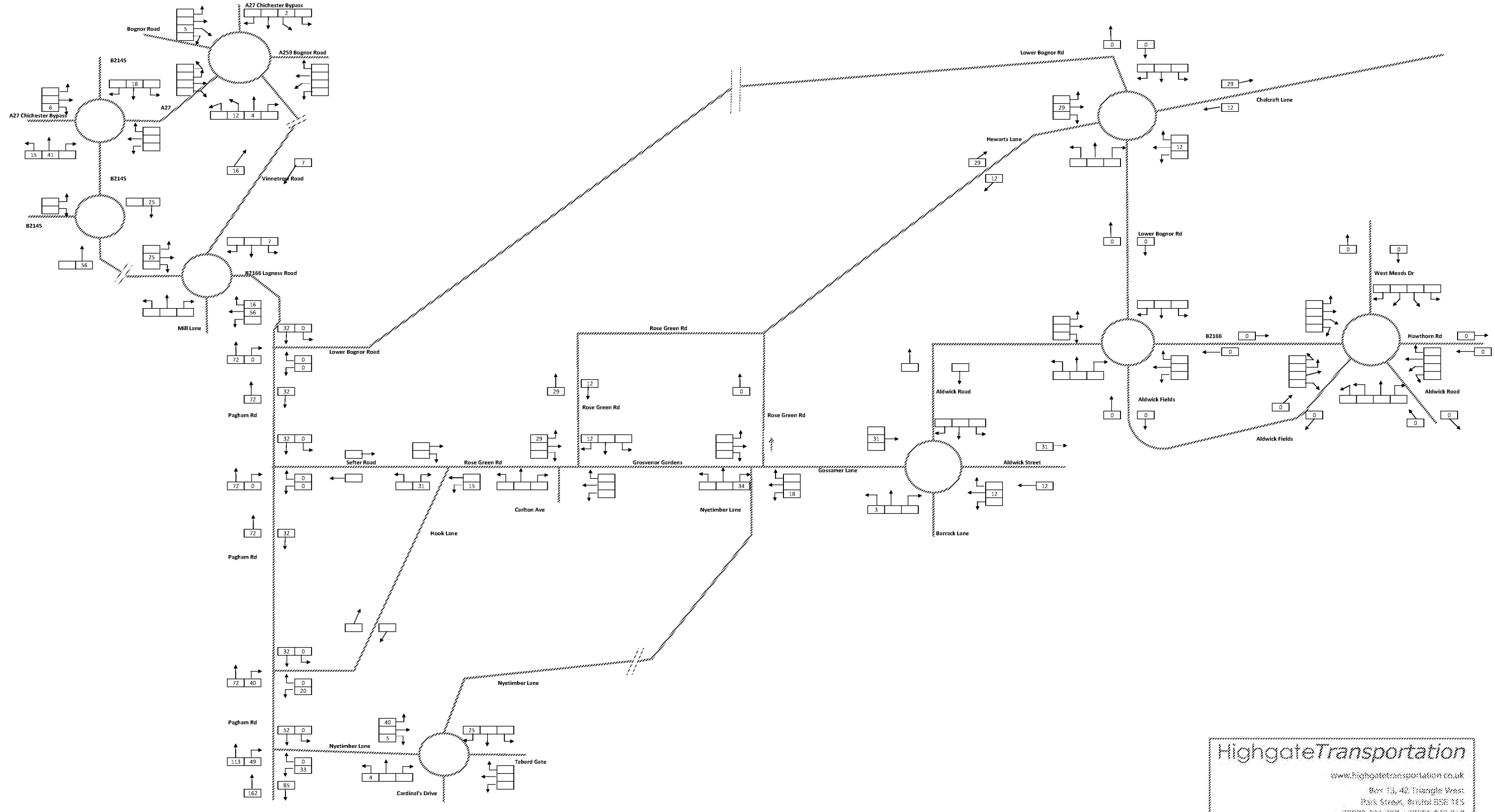
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Pagham South Total Development Traffic Flows

AM Peak Hour



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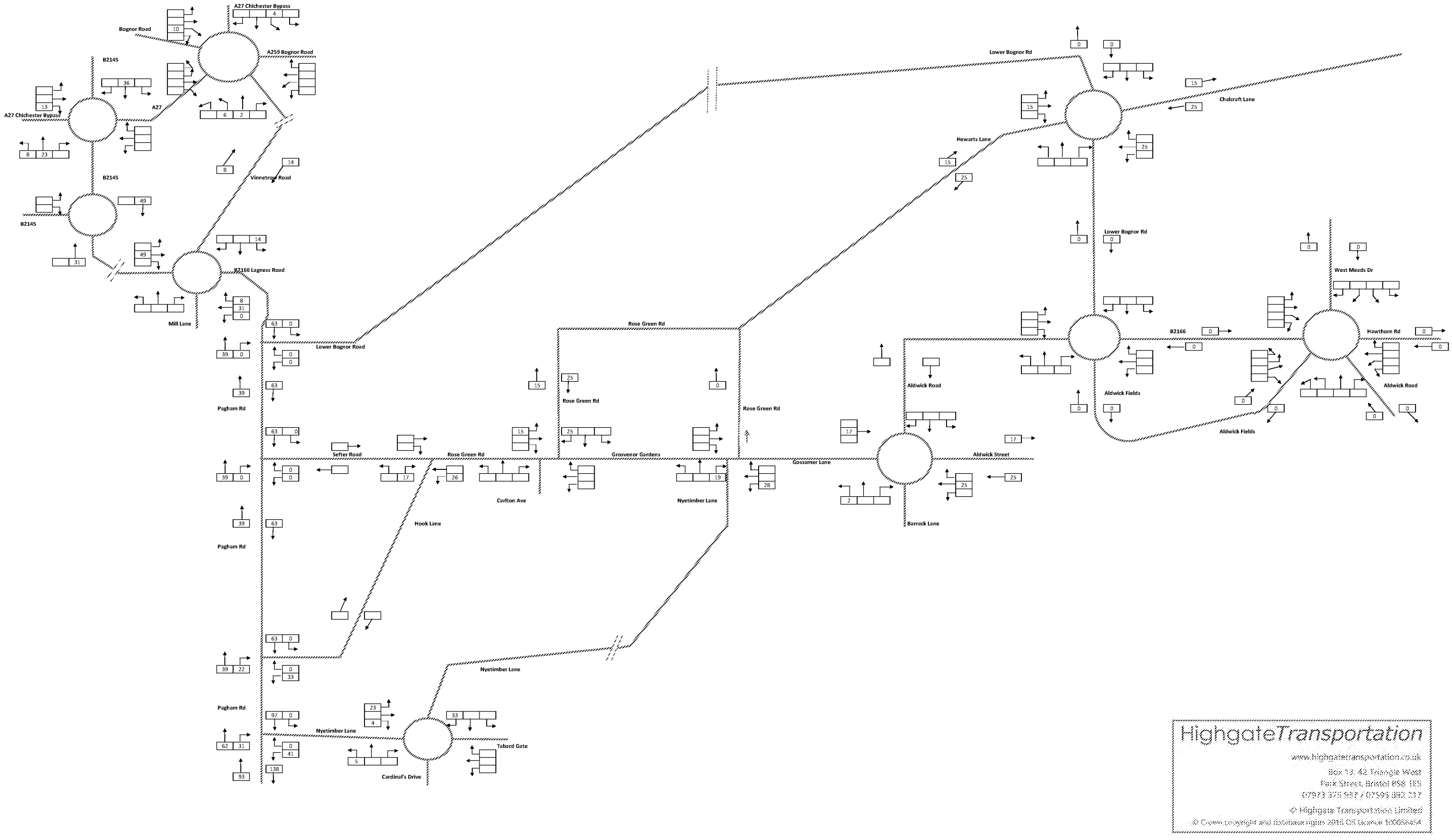
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Pagham South Total Development Traffic Flows

PM Peak Hour



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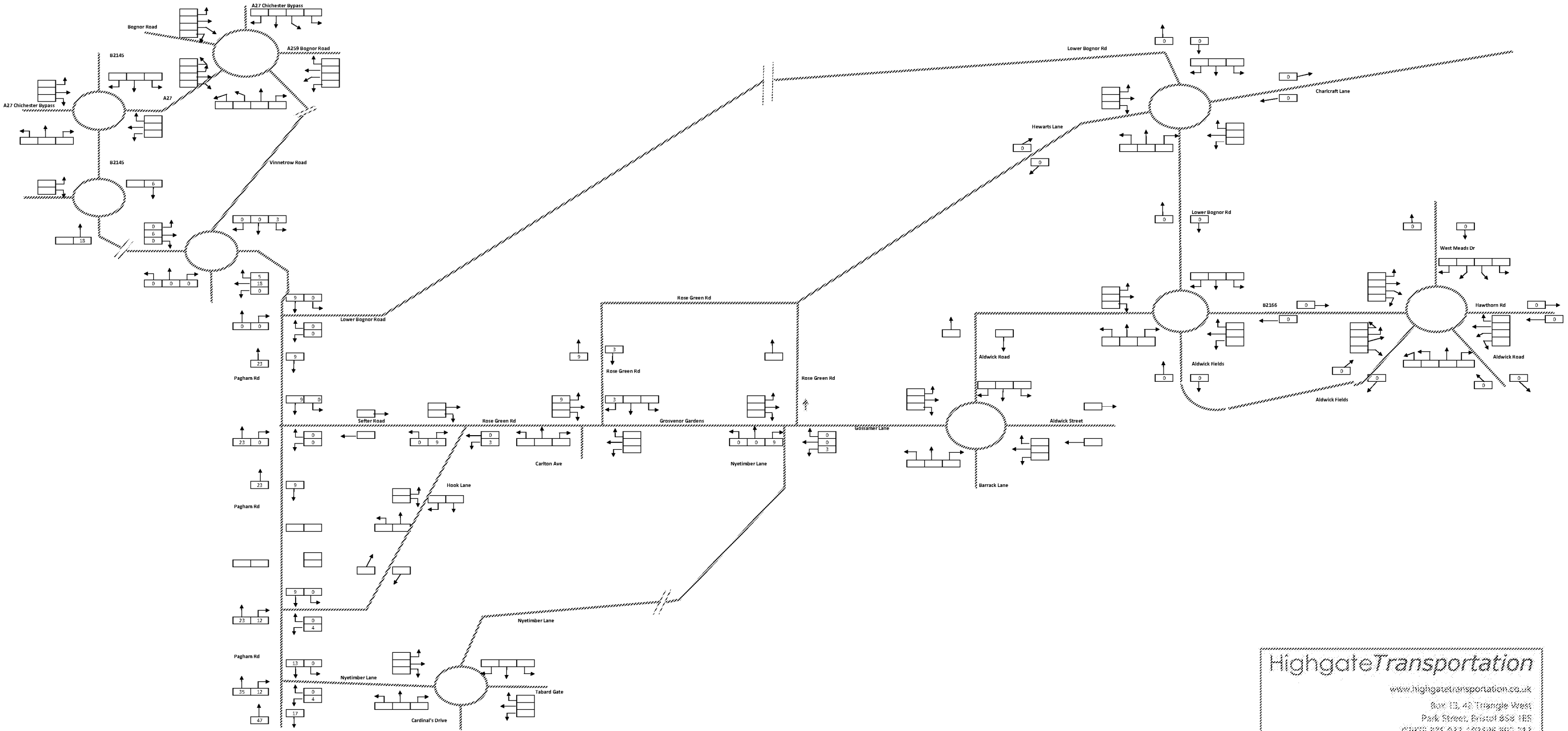
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Pagham South

Committed Development

AM Peak Hour



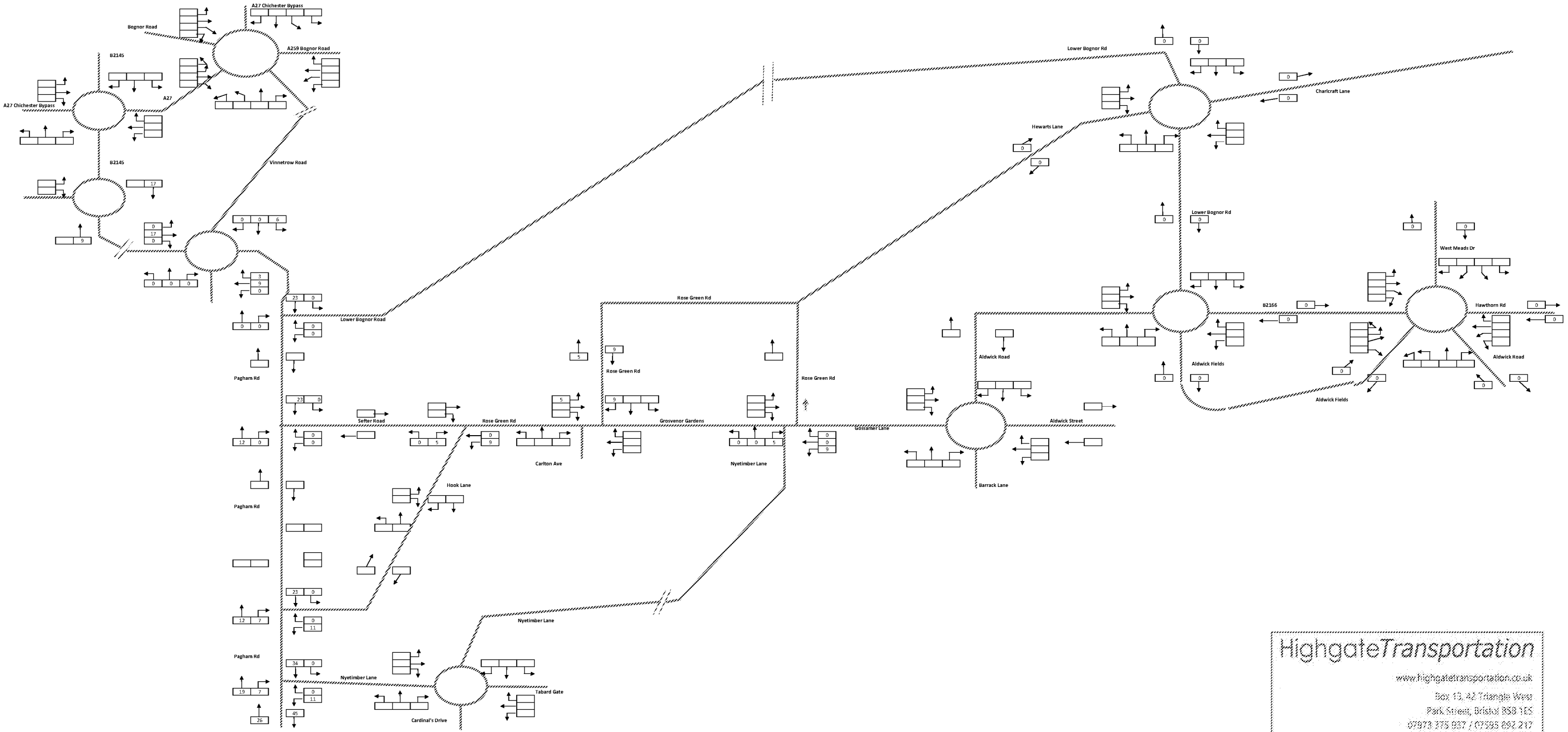
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Pagham South

Committed Development

PM Peak Hour



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Appendix 27

2022 Highway Network Traffic Turning Movement Diagrams

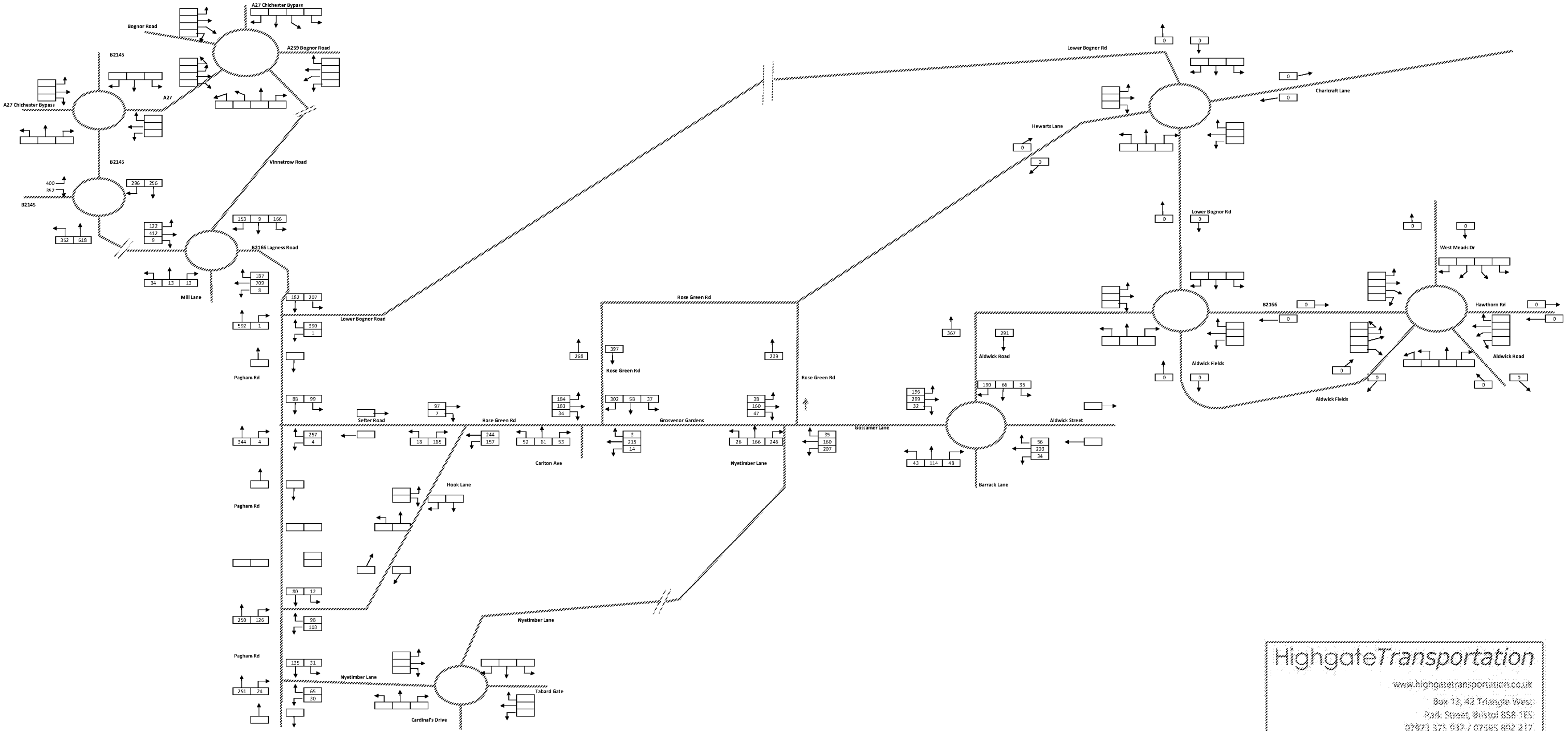
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2021 All Vehicles

AM Peak Hour

AM Growth Factor: 1.0976



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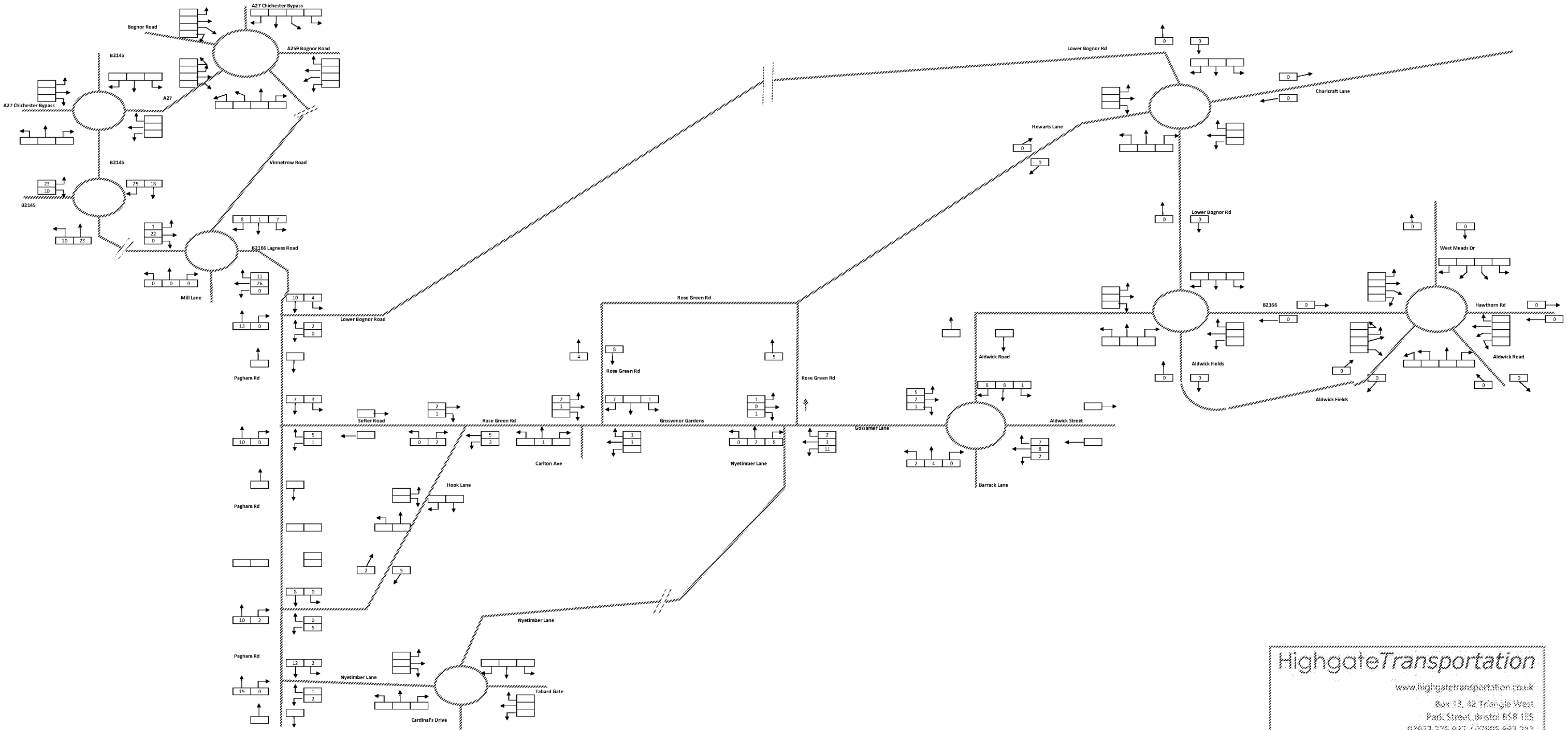
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2022 HGV & PSV Traffic only

AM Peak Hour

AM Growth Factor: 1.0976



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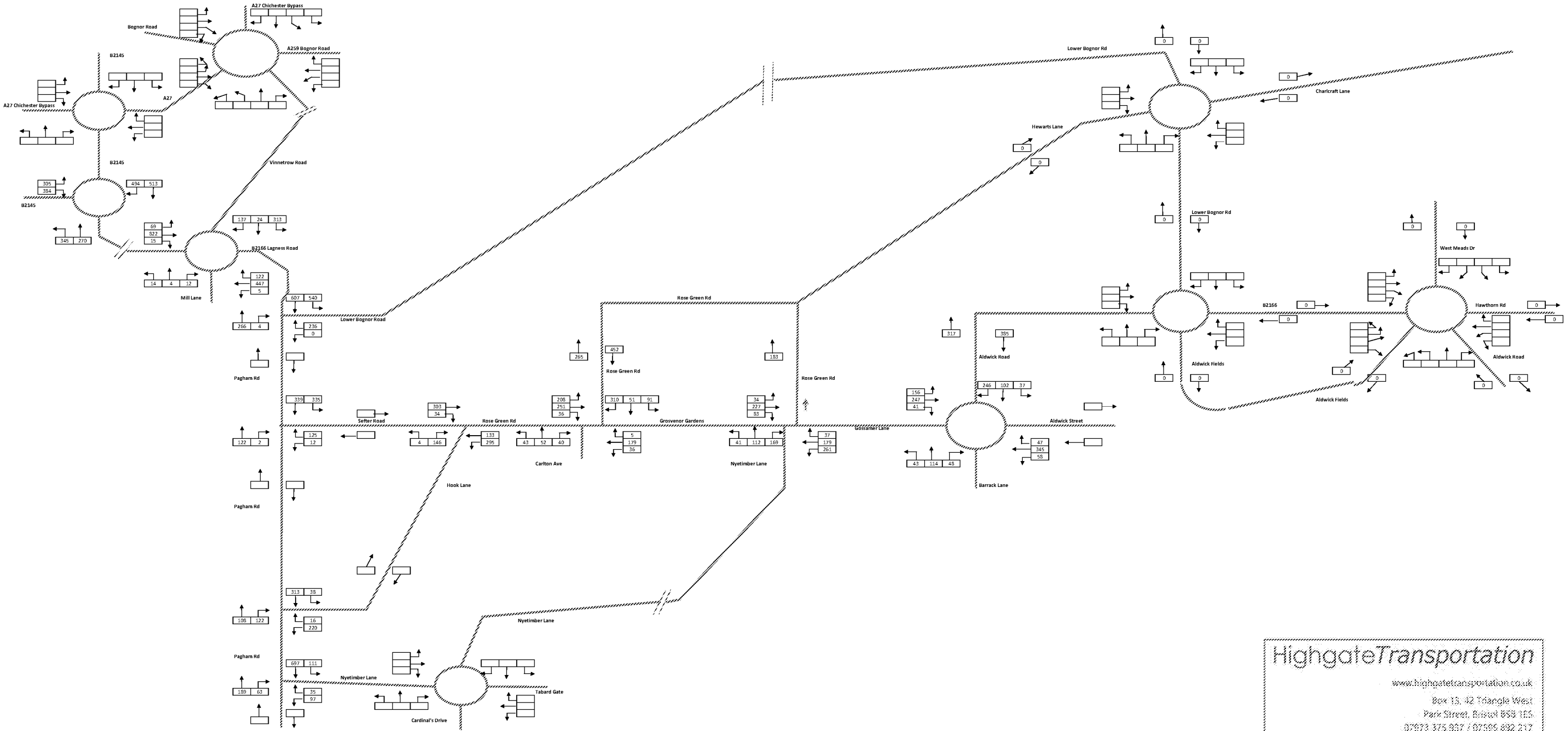
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2021 All Vehicles

PM Peak Hour

PM Growth Factor: 1.0981



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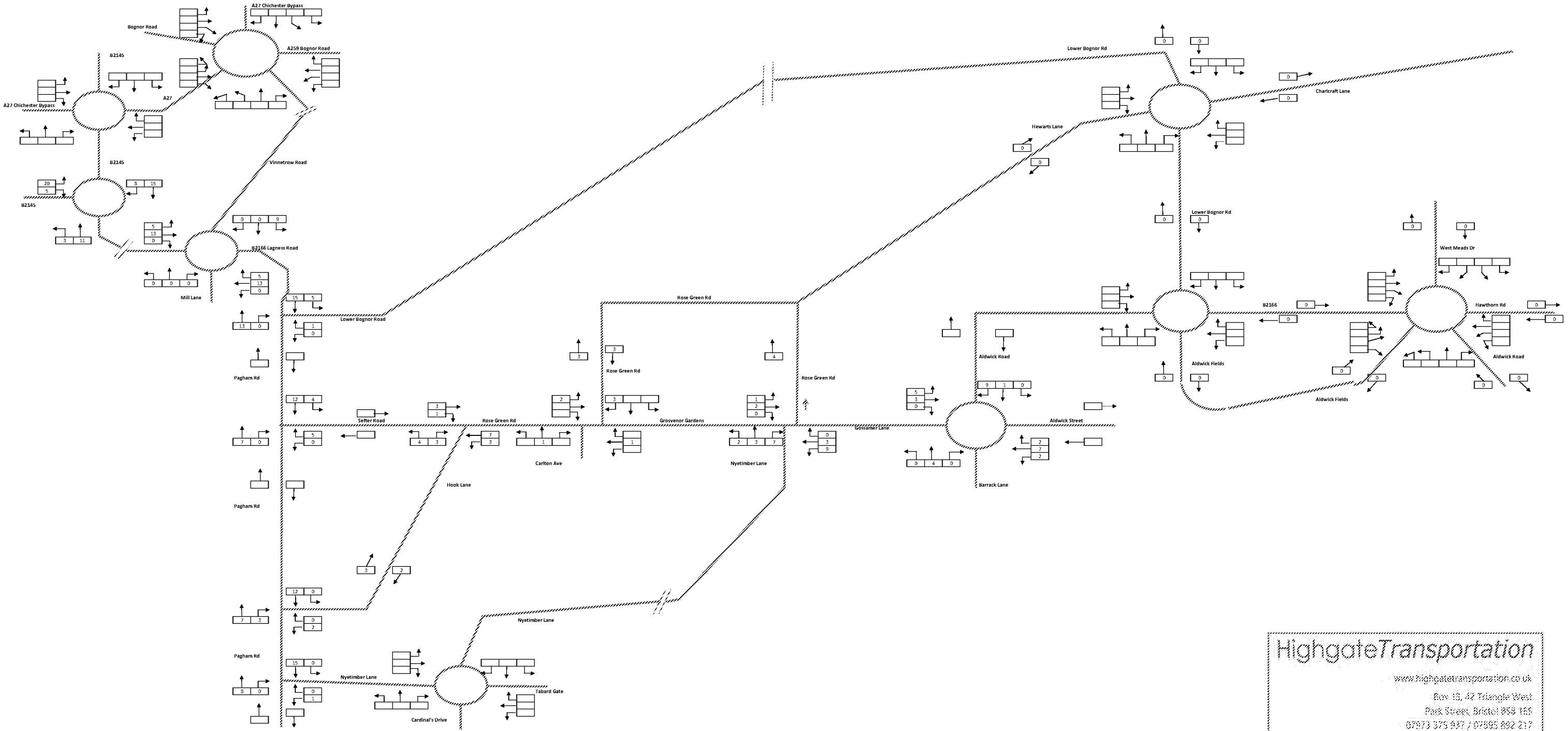
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2022 HGV & PSV Traffic only

PM Peak Hour

PM Growth Factor: 1.0981



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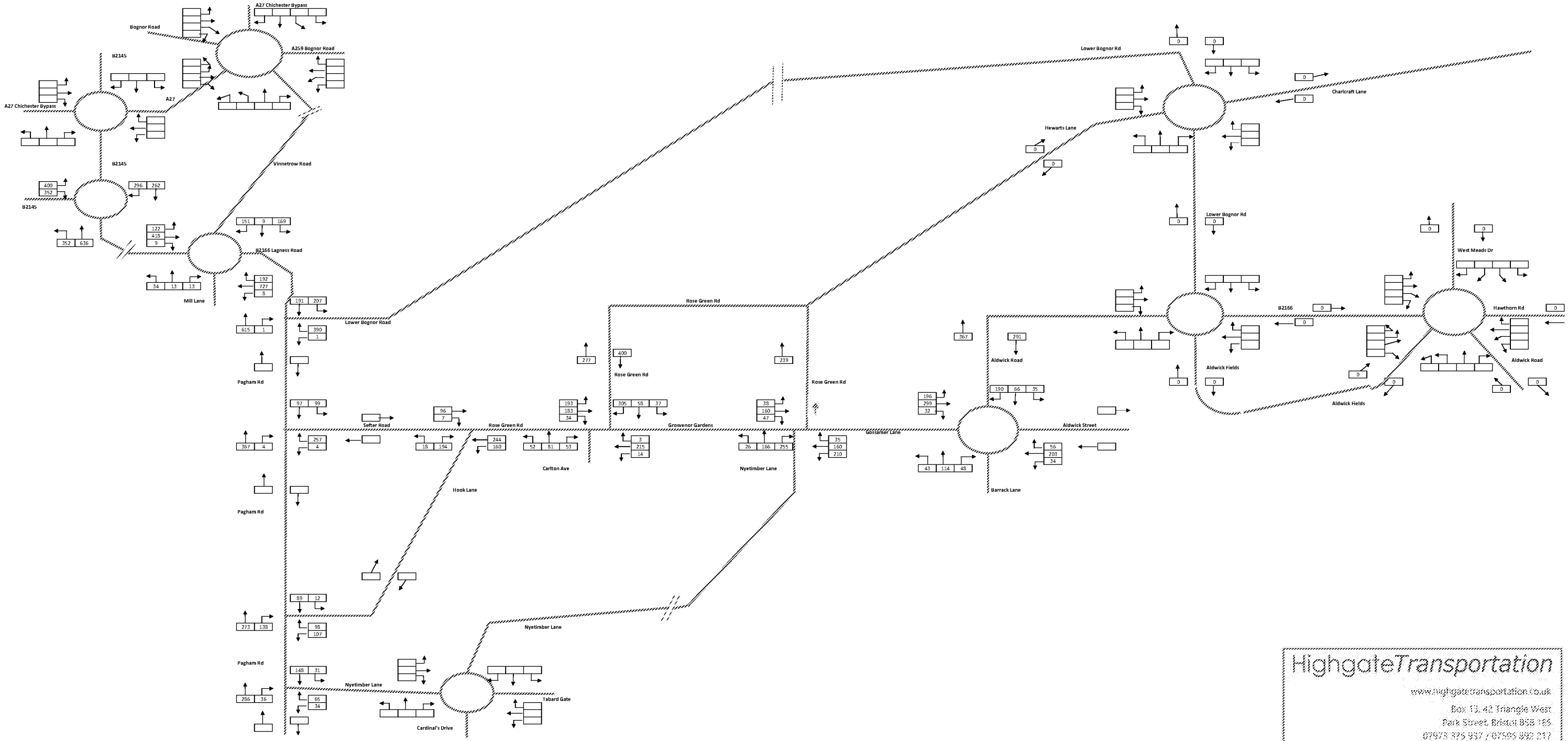
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2012 All Vehicles + Committed

AM Peak Hour

AM Growth Factor: 1.0976



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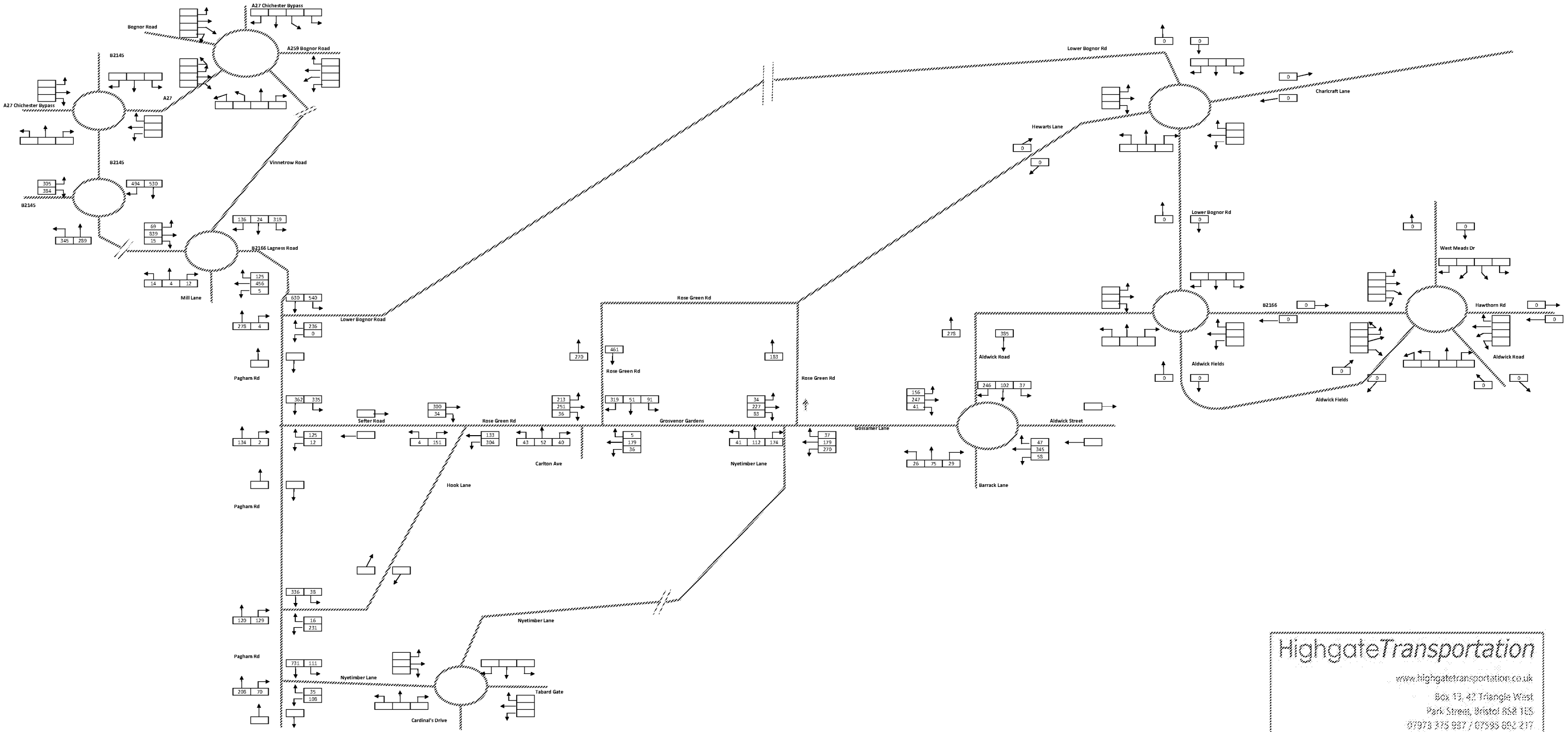
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2021 All Vehicles + Committed

PM Peak Hour

PM Growth Factor: 1.0981



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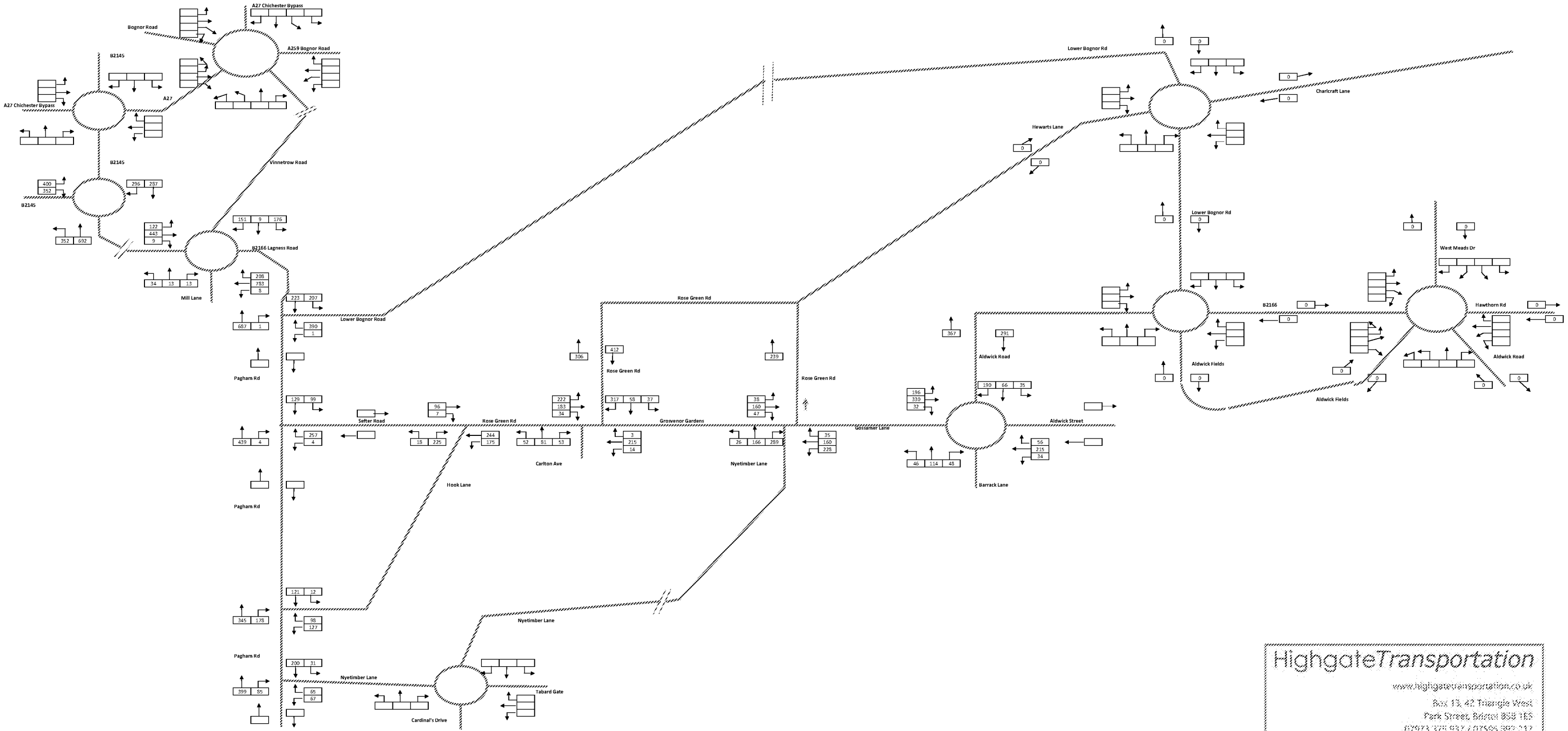
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Pagham South

2022 All Vehicles + Committed + Pagham South

AM Peak Hour

AM Growth Factor: 1.0976



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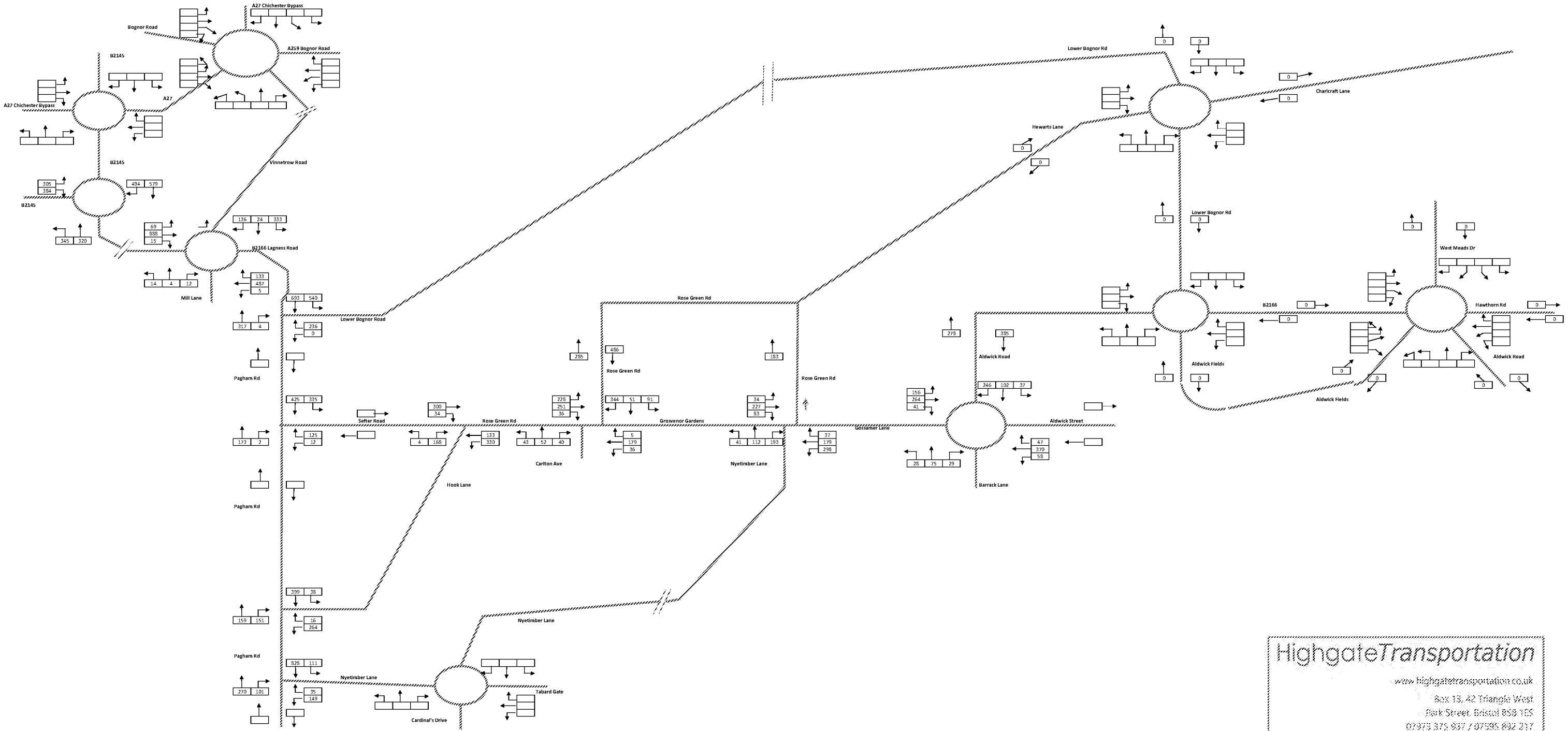
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Pagham South

2022 All Vehicles + Committed + Pagham South

PM Peak Hour

PM Growth Factor: 1.0981



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Appendix 28

2022 Highway Network Modelling Reports

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 Nyetimber Lane 2022.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
Report generation date: 09/03/2017 16:14:46

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + 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
	2022													
Stream B-AC	0.3	9.25	0.22	A	1.92	A	136 % [Stream B-AC]	0.6	13.88	0.38	B	2.14	A	36 % [Stream B-AC]
Stream C-AB	0.1	4.81	0.08	A				0.4	7.23	0.20	A			
	2022 + PAGHAM S													
Stream B-AC	0.4	10.45	0.30	B	2.48	A	82 % [Stream B-AC]	1.1	19.19	0.52	C	3.25	A	16 % [Stream B-AC]
Stream C-AB	0.4	5.00	0.20	A				0.7	8.14	0.32	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
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	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	1.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	136	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	2022	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		✓	179	100.000
B		✓	99	100.000
C		✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	148
	B	65	0	34
	C	286	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	9.25	0.3	1.3	A
C-AB	0.08	4.81	0.1	0.9	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	530	0.141	74	0.2	7.888	A
C-AB	37	786	0.047	37	0.1	4.803	A
C-A	205			205			
A-B	23			23			
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-AC	89	517	0.172	89	0.2	8.413	A
C-AB	48	806	0.059	48	0.1	4.740	A
C-A	242			242			

A-B	28			28			
A-C	133			133			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	109	498	0.219	109	0.3	9.233	A
C-AB	64	834	0.077	64	0.1	4.668	A
C-A	291			291			
A-B	34			34			
A-C	163			163			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	109	498	0.219	109	0.3	9.246	A
C-AB	64	834	0.077	64	0.1	4.675	A
C-A	291			291			
A-B	34			34			
A-C	163			163			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	89	516	0.172	89	0.2	8.431	A
C-AB	48	806	0.059	48	0.1	4.757	A
C-A	242			242			
A-B	28			28			
A-C	133			133			

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	530	0.141	75	0.2	7.919	A
C-AB	37	786	0.048	38	0.1	4.814	A
C-A	205			205			
A-B	23			23			
A-C	111			111			

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	0.09	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	0.93			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	0.30	0.99	1.30			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			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	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	2.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	36	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	2022	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		✓	842	100.000
B		✓	143	100.000
C		✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	731
	B	35	0	108
	C	208	70	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	0.38	13.88	0.6	2.8	B
C-AB	0.20	7.23	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	108	499	0.216	107	0.3	9.142	A
C-AB	70	636	0.110	69	0.2	6.347	A
C-A	139			139			
A-B	84			84			
A-C	550			550			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	129	465	0.276	128	0.4	10.671	B
C-AB	90	629	0.143	89	0.2	6.669	A
C-A	160			160			
A-B	100			100			
A-C	657			657			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	417	0.378	157	0.6	13.792	B
C-AB	122	621	0.197	122	0.4	7.204	A
C-A	184			184			
A-B	122			122			
A-C	805			805			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	417	0.378	157	0.6	13.882	B
C-AB	123	622	0.197	123	0.4	7.231	A
C-A	183			183			
A-B	122			122			
A-C	805			805			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	129	465	0.277	129	0.4	10.756	B
C-AB	90	629	0.143	90	0.2	6.705	A
C-A	160			160			
A-B	100			100			
A-C	657			657			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	108	499	0.216	108	0.3	9.216	A
C-AB	70	636	0.110	70	0.2	6.380	A

C-A	139			139			
A-B	84			84			
A-C	550			550			

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	0.27	0.00	0.00	0.27	0.27			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	0.38	0.00	0.00	0.38	0.38			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	0.59	0.03	0.26	0.59	0.59			N/A	N/A
C-AB	0.37	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	0.60	0.03	0.30	1.42	2.83			N/A	N/A
C-AB	0.37	0.03	0.33	1.08	1.29			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	0.39	0.03	0.27	0.48	0.77			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			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	0.28	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	82	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	2022 + 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		✓	231	100.000
B		✓	132	100.000
C		✓	484	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	200
	B	65	0	67
	C	399	85	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	10.45	0.4	1.7	B
C-AB	0.20	5.00	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	99	534	0.186	98	0.2	8.255	A
C-AB	100	832	0.120	99	0.2	4.912	A
C-A	264			264			
A-B	23			23			
A-C	151			151			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	515	0.230	118	0.3	9.060	A
C-AB	131	862	0.152	131	0.3	4.925	A
C-A	304			304			
A-B	28			28			
A-C	180			180			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	145	490	0.297	145	0.4	10.420	B
C-AB	183	903	0.202	182	0.4	4.992	A
C-A	350			350			
A-B	34			34			
A-C	220			220			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	145	490	0.297	145	0.4	10.451	B
C-AB	183	904	0.203	183	0.4	5.005	A
C-A	350			350			
A-B	34			34			
A-C	220			220			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	515	0.230	119	0.3	9.099	A
C-AB	132	862	0.153	132	0.3	4.953	A
C-A	304			304			
A-B	28			28			
A-C	180			180			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	99	533	0.186	100	0.2	8.306	A
C-AB	101	832	0.121	101	0.2	4.937	A

C-A	264			264			
A-B	23			23			
A-C	151			151			

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	0.21	0.00	0.00	0.21	0.21			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	0.29	0.00	0.00	0.29	0.29			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	0.43	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	0.42	0.03	0.31	1.31	1.75			N/A	N/A
C-AB	0.43	0.04	0.37	1.19	1.35			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	0.30	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

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

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	3.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	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	2022 + 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		✓	939	100.000
B		✓	184	100.000
C		✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	111	828
	B	35	0	149
	C	270	101	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	0.52	19.19	1.1	4.6	C
C-AB	0.32	8.14	0.7	2.6	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	139	486	0.285	137	0.4	10.278	B
C-AB	110	653	0.169	109	0.3	6.622	A
C-A	169			169			
A-B	84			84			
A-C	623			623			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	446	0.371	165	0.6	12.747	B
C-AB	145	650	0.224	145	0.4	7.119	A
C-A	188			188			
A-B	100			100			
A-C	744			744			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	203	390	0.519	201	1.0	18.834	C
C-AB	206	650	0.317	205	0.7	8.089	A
C-A	203			203			
A-B	122			122			
A-C	912			912			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	203	390	0.520	203	1.1	19.188	C
C-AB	206	651	0.317	206	0.7	8.143	A
C-A	202			202			
A-B	122			122			
A-C	912			912			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	446	0.371	167	0.6	12.989	B
C-AB	146	651	0.224	147	0.4	7.190	A
C-A	188			188			
A-B	100			100			
A-C	744			744			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	139	486	0.285	139	0.4	10.424	B
C-AB	111	653	0.170	112	0.3	6.675	A

C-A	168			168			
A-B	84			84			
A-C	623			623			

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	0.39	0.00	0.00	0.39	0.39			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	0.58	0.11	0.85	1.37	1.44			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			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	1.04	0.03	0.27	1.04	1.94			N/A	N/A
C-AB	0.73	0.03	0.26	0.73	0.73			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	1.06	0.03	0.29	1.39	4.61			N/A	N/A
C-AB	0.74	0.04	0.41	1.65	2.55			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	0.60	0.05	0.58	1.35	1.45			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	0.41	0.04	0.36	1.18	1.36			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

Version: 9.0.1.4646 []
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Filename: 1616 Hook Lane 2022 JULY17.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY
Report generation date: 12/07/2017 21:37:26

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + 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
	2022													
Stream B-C	0.2	7.06	0.19	A	4.12	A	88 % [Stream B-A]	0.7	9.55	0.40	A	3.99	A	74 % [Stream B-A]
Stream B-A	0.3	11.21	0.25	B				0.1	11.27	0.05	B			
Stream C-AB	0.5	5.79	0.27	A				0.4	7.13	0.26	A			
	2022 + PAGHAM S													
Stream B-C	0.3	7.45	0.22	A	4.53	A	61 % [Stream B-A]	0.9	11.22	0.48	B	4.48	A	51 % [Stream B-A]
Stream B-A	0.4	12.95	0.28	B				0.1	12.67	0.06	B			
Stream C-AB	0.9	6.44	0.38	A				0.6	7.56	0.32	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
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	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	4.12	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	88	Stream B-A

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	7.30			250.0	✓	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	6.30	5.70	3.65	3.65	✓	2.00	61	65

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	559	0.096	0.243	0.153	0.347
1	B-C	716	0.104	0.262	-	-
1	C-B	719	0.263	0.263	-	-

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	2022	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		✓	101	100.000
B		✓	205	100.000
C		✓	411	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	89
	B	98	0	107
	C	273	138	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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-C	0.19	7.06	0.2	1.0	A
B-A	0.25	11.21	0.3	1.5	B
C-AB	0.27	5.79	0.5	1.6	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-C	81	655	0.123	80	0.1	6.256	A
B-A	74	471	0.157	73	0.2	9.034	A
C-AB	139	808	0.172	138	0.3	5.370	A
C-A	170			170			
A-B	9			9			
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	96	644	0.149	96	0.2	6.568	A
B-A	88	453	0.194	88	0.2	9.845	A
C-AB	177	829	0.213	176	0.4	5.517	A
C-A	193			193			
A-B	11			11			
A-C	80			80			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	118	628	0.188	118	0.2	7.051	A
B-A	108	429	0.251	108	0.3	11.174	B
C-AB	234	858	0.273	234	0.5	5.772	A
C-A	218			218			
A-B	13			13			
A-C	98			98			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	118	628	0.188	118	0.2	7.061	A
B-A	108	429	0.251	108	0.3	11.207	B
C-AB	235	858	0.274	235	0.5	5.786	A
C-A	218			218			
A-B	13			13			
A-C	98			98			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	96	644	0.149	96	0.2	6.581	A
B-A	88	453	0.194	88	0.2	9.881	A
C-AB	177	829	0.213	177	0.4	5.536	A
C-A	193			193			
A-B	11			11			
A-C	80			80			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	81	654	0.123	81	0.1	6.279	A
B-A	74	471	0.157	74	0.2	9.084	A
C-AB	140	808	0.173	140	0.3	5.397	A
C-A	170			170			
A-B	9			9			
A-C	67			67			

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-C	0.14	0.00	0.00	0.14	0.14			N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			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	0.17	0.00	0.00	0.17	0.17			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.36	0.00	0.00	0.36	0.36			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	0.23	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.33	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.51	0.03	0.26	0.51	0.51			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	0.23	0.03	0.28	0.54	1.03			N/A	N/A
B-A	0.33	0.03	0.31	1.16	1.50			N/A	N/A
C-AB	0.52	0.04	0.37	1.45	1.62			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	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.37	0.00	0.00	0.37	0.37			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-C	0.14	0.00	0.00	0.14	0.14			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	3.99	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	74	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	2022	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		✓	374	100.000
B		✓	247	100.000
C		✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	336
	B	16	0	231
	C	120	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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-C	0.40	9.55	0.7	2.8	A
B-A	0.05	11.27	0.1	0.5	B
C-AB	0.26	7.13	0.4	1.2	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-C	174	668	0.260	173	0.3	7.239	A
B-A	12	391	0.031	12	0.0	9.487	A
C-AB	112	687	0.163	111	0.2	6.243	A
C-A	76			76			
A-B	29			29			
A-C	253			253			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	208	653	0.318	207	0.5	8.070	A
B-A	14	369	0.039	14	0.0	10.138	B
C-AB	138	685	0.201	138	0.3	6.575	A
C-A	86			86			
A-B	34			34			
A-C	302			302			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	254	631	0.403	254	0.7	9.509	A
B-A	18	337	0.052	18	0.1	11.263	B
C-AB	176	682	0.259	176	0.4	7.111	A
C-A	98			98			
A-B	42			42			
A-C	370			370			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	254	631	0.403	254	0.7	9.549	A
B-A	18	337	0.052	18	0.1	11.273	B
C-AB	177	682	0.259	177	0.4	7.135	A
C-A	98			98			
A-B	42			42			
A-C	370			370			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	208	653	0.318	208	0.5	8.117	A
B-A	14	369	0.039	14	0.0	10.154	B
C-AB	138	685	0.201	138	0.3	6.609	A
C-A	86			86			
A-B	34			34			
A-C	302			302			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	174	668	0.260	174	0.4	7.297	A
B-A	12	391	0.031	12	0.0	9.505	A
C-AB	112	687	0.163	112	0.2	6.277	A
C-A	75			75			
A-B	29			29			
A-C	253			253			

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-C	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			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-C	0.46	0.00	0.00	0.46	0.46			N/A	N/A
B-A	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			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-C	0.66	0.03	0.26	0.66	0.66			N/A	N/A
B-A	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.41	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-C	0.67	0.03	0.29	1.09	2.84			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.41	0.03	0.34	1.25	1.25			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	0.47	0.00	0.00	0.47	0.47			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			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	0.36	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	4.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	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)
D3	2022 + 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		✓	133	100.000
B		✓	225	100.000
C		✓	523	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	121
	B	98	0	127
	C	345	178	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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-C	0.22	7.45	0.3	1.3	A
B-A	0.28	12.95	0.4	1.5	B
C-AB	0.38	6.44	0.9	4.1	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-C	96	657	0.146	95	0.2	6.395	A
B-A	74	439	0.168	73	0.2	9.818	A
C-AB	194	837	0.232	193	0.4	5.584	A
C-A	199			199			
A-B	9			9			
A-C	91			91			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	114	644	0.177	114	0.2	6.796	A
B-A	88	417	0.211	88	0.3	10.939	B
C-AB	250	864	0.290	250	0.6	5.870	A
C-A	220			220			
A-B	11			11			
A-C	109			109			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	140	623	0.224	140	0.3	7.438	A
B-A	108	386	0.279	107	0.4	12.897	B
C-AB	340	901	0.377	339	0.8	6.414	A
C-A	236			236			
A-B	13			13			
A-C	133			133			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	140	623	0.225	140	0.3	7.453	A
B-A	108	386	0.280	108	0.4	12.948	B
C-AB	341	901	0.378	341	0.9	6.439	A
C-A	235			235			
A-B	13			13			
A-C	133			133			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	114	643	0.178	114	0.2	6.814	A
B-A	88	416	0.212	89	0.3	10.996	B
C-AB	251	864	0.290	252	0.6	5.906	A
C-A	219			219			
A-B	11			11			
A-C	109			109			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	96	656	0.146	96	0.2	6.426	A
B-A	74	438	0.168	74	0.2	9.887	A
C-AB	195	837	0.233	196	0.4	5.626	A
C-A	199			199			
A-B	9			9			
A-C	91			91			

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-C	0.17	0.00	0.00	0.17	0.17			N/A	N/A
B-A	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			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	0.21	0.00	0.00	0.21	0.21			N/A	N/A
B-A	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.56	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-C	0.29	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.38	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.85	0.03	0.26	0.85	0.85			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	0.29	0.03	0.31	1.02	1.32			N/A	N/A
B-A	0.38	0.03	0.31	1.26	1.50			N/A	N/A
C-AB	0.86	0.03	0.33	1.92	4.12			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	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-A	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.57	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-C	0.17	0.00	0.00	0.17	0.17			N/A	N/A
B-A	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.41	0.00	0.00	0.41	0.41			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	4.48	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	51	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	2022 + 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		✓	437	100.000
B		✓	280	100.000
C		✓	310	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	38	399
	B	16	0	264
	C	159	151	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-C	0.48	11.22	0.9	3.1	B
B-A	0.06	12.67	0.1	0.5	B
C-AB	0.32	7.56	0.6	2.4	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-C	199	655	0.303	197	0.4	7.833	A
B-A	12	371	0.032	12	0.0	10.029	B
C-AB	137	700	0.196	136	0.3	6.373	A
C-A	96			96			
A-B	29			29			
A-C	300			300			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	237	637	0.373	237	0.6	8.983	A
B-A	14	344	0.042	14	0.0	10.933	B
C-AB	171	699	0.244	170	0.4	6.800	A
C-A	108			108			
A-B	34			34			
A-C	359			359			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	291	611	0.475	289	0.9	11.138	B
B-A	18	302	0.058	18	0.1	12.641	B
C-AB	222	699	0.318	221	0.6	7.527	A
C-A	119			119			
A-B	42			42			
A-C	439			439			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	291	611	0.475	291	0.9	11.218	B
B-A	18	302	0.058	18	0.1	12.665	B
C-AB	222	699	0.318	222	0.6	7.562	A
C-A	119			119			
A-B	42			42			
A-C	439			439			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	237	637	0.373	238	0.6	9.067	A
B-A	14	343	0.042	14	0.0	10.958	B
C-AB	171	700	0.245	172	0.4	6.846	A
C-A	108			108			
A-B	34			34			
A-C	359			359			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	199	655	0.303	199	0.4	7.915	A
B-A	12	370	0.033	12	0.0	10.055	B
C-AB	137	700	0.196	138	0.3	6.415	A
C-A	96			96			
A-B	29			29			
A-C	300			300			

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-C	0.43	0.00	0.00	0.43	0.43			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			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-C	0.59	0.55	1.00	1.40	1.45			N/A	N/A
B-A	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.39	0.00	0.00	0.39	0.39			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-C	0.89	0.03	0.26	0.89	0.89			N/A	N/A
B-A	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.57	0.03	0.26	0.57	0.57			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	0.90	0.03	0.28	0.90	3.09			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.58	0.03	0.33	1.24	2.40			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	0.60	0.07	0.74	1.35	1.43			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			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	0.44	0.04	0.37	1.19	1.35			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 1616 Sefter Road 2022.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
Report generation date: 09/03/2017 16:37:56

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + 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
	2022													
Stream B-AC	1.9	24.39	0.66	C	7.66	A	12 % [Stream B-AC]	0.7	15.75	0.40	C	2.26	A	41 % [Stream B-AC]
Stream C-AB	0.0	4.41	0.01	A				0.0	6.17	0.01	A			
	2022 + PAGHAM S													
Stream B-AC	2.2	28.26	0.69	D	7.93	A	6 % [Stream B-AC]	0.7	16.43	0.41	C	2.13	A	37 % [Stream B-AC]
Stream C-AB	0.0	4.25	0.01	A				0.0	6.02	0.01	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
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	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	7.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	12	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	2022	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		✓	196	100.000
B		✓	261	100.000
C		✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	99	97
	B	257	0	4
	C	367	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.66	24.39	1.9	8.9	C
C-AB	0.01	4.41	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	196	467	0.420	194	0.7	13.027	B
C-AB	5	822	0.006	5	0.0	4.402	A
C-A	275			275			
A-B	75			75			
A-C	73			73			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	453	0.518	233	1.0	16.258	C
C-AB	6	849	0.007	6	0.0	4.264	A
C-A	328			328			

A-B	89			89			
A-C	87			87			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	434	0.662	284	1.8	23.517	C
C-AB	8	888	0.009	8	0.0	4.088	A
C-A	400			400			
A-B	109			109			
A-C	107			107			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	434	0.662	287	1.9	24.389	C
C-AB	8	888	0.009	8	0.0	4.093	A
C-A	400			400			
A-B	109			109			
A-C	107			107			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	453	0.518	238	1.1	16.928	C
C-AB	6	849	0.007	6	0.0	4.274	A
C-A	328			328			
A-B	89			89			
A-C	87			87			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	467	0.420	198	0.7	13.438	B
C-AB	5	822	0.006	5	0.0	4.406	A
C-A	275			275			
A-B	75			75			
A-C	73			73			

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	0.71	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	1.04	0.15	1.02	1.52	1.82			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	1.83	0.03	0.31	2.51	8.93			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	1.89	0.03	0.29	1.89	7.51			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	1.11	0.05	0.57	2.52	3.68			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	0.74	0.04	0.40	1.69	2.69			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	2.26	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	41	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	2022	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		✓	697	100.000
B		✓	137	100.000
C		✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	335	362
	B	125	0	12
	C	134	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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	0.40	15.75	0.7	3.0	C
C-AB	0.01	6.17	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	103	430	0.240	102	0.3	10.924	B
C-AB	2	615	0.003	2	0.0	5.866	A
C-A	101			101			
A-B	252			252			
A-C	273			273			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	409	0.301	123	0.4	12.558	B
C-AB	2	603	0.004	2	0.0	5.988	A
C-A	120			120			
A-B	301			301			
A-C	325			325			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	379	0.398	150	0.6	15.634	C
C-AB	3	587	0.005	3	0.0	6.159	A
C-A	147			147			
A-B	369			369			
A-C	399			399			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	379	0.398	151	0.7	15.746	C
C-AB	3	587	0.005	3	0.0	6.166	A
C-A	147			147			
A-B	369			369			
A-C	399			399			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	409	0.301	124	0.4	12.675	B
C-AB	2	603	0.004	2	0.0	6.004	A
C-A	120			120			
A-B	301			301			
A-C	325			325			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	430	0.240	104	0.3	11.035	B
C-AB	2	615	0.003	2	0.0	5.872	A

C-A	101			101			
A-B	252			252			
A-C	273			273			

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	0.31	0.00	0.00	0.31	0.31			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	0.42	0.00	0.00	0.42	0.42			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	0.64	0.03	0.26	0.64	0.64			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	0.65	0.03	0.29	1.36	3.01			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	0.44	0.03	0.35	1.14	1.32			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	0.32	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

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	7.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	6	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	2022 + 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		✓	227	100.000
B		✓	261	100.000
C		✓	443	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	99	128
	B	257	0	4
	C	439	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	6
	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	0.69	28.26	2.2	10.9	D
C-AB	0.01	4.25	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	196	453	0.434	194	0.7	13.710	B
C-AB	5	852	0.006	5	0.0	4.248	A
C-A	329			329			
A-B	75			75			
A-C	96			96			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	437	0.537	233	1.1	17.561	C
C-AB	6	886	0.007	6	0.0	4.091	A
C-A	392			392			
A-B	89			89			
A-C	115			115			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	413	0.695	283	2.1	26.892	D
C-AB	9	933	0.010	9	0.0	3.892	A
C-A	479			479			
A-B	109			109			
A-C	141			141			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	287	413	0.695	287	2.2	28.260	D
C-AB	9	933	0.010	9	0.0	3.896	A
C-A	479			479			
A-B	109			109			
A-C	141			141			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	235	437	0.537	238	1.2	18.508	C
C-AB	7	886	0.007	7	0.0	4.097	A
C-A	392			392			
A-B	89			89			
A-C	115			115			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	196	453	0.434	198	0.8	14.206	B
C-AB	5	852	0.006	5	0.0	4.253	A

C-A	329			329			
A-B	75			75			
A-C	96			96			

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	0.75	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	1.12	0.14	1.05	1.73	1.99			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	2.09	0.03	0.32	3.92	10.94			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	2.17	0.03	0.30	2.17	9.58			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	1.21	0.05	0.48	2.89	4.45			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	0.79	0.04	0.37	1.84	3.12			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	2.13	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	37	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	2022 + 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		✓	760	100.000
B		✓	137	100.000
C		✓	175	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	425	335
	B	125	0	12
	C	173	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	4
	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	0.41	16.43	0.7	3.2	C
C-AB	0.01	6.02	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	103	424	0.243	102	0.3	11.140	B
C-AB	2	623	0.003	2	0.0	5.791	A
C-A	130			130			
A-B	320			320			
A-C	252			252			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	401	0.307	123	0.4	12.906	B
C-AB	2	613	0.004	2	0.0	5.888	A
C-A	155			155			
A-B	382			382			
A-C	301			301			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	370	0.408	150	0.7	16.301	C
C-AB	3	601	0.005	3	0.0	6.018	A
C-A	189			189			
A-B	468			468			
A-C	369			369			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	370	0.408	151	0.7	16.432	C
C-AB	3	601	0.005	3	0.0	6.025	A
C-A	189			189			
A-B	468			468			
A-C	369			369			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	123	401	0.307	124	0.5	13.034	B
C-AB	2	613	0.004	2	0.0	5.901	A
C-A	155			155			
A-B	382			382			
A-C	301			301			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	103	424	0.243	104	0.3	11.261	B
C-AB	2	623	0.003	2	0.0	5.800	A

C-A	130			130			
A-B	320			320			
A-C	252			252			

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	0.43	0.00	0.00	0.43	0.43			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	1.36	3.15			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	0.85			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

Version: 9.0.1.4646 []
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Filename: 1616 Lower Bognor Road 2022.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
Report generation date: 09/03/2017 16:45:28

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + 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
	2022													
Stream B-AC	30.5	248.56	1.13	F	67.66	F	-24 % [Stream B-AC]	6.2	93.49	0.90	F	12.86	B	-13 % [Stream B-AC]
Stream C-AB	0.0	4.19	0.00	A				0.0	6.46	0.02	A			
	2022 + PAGHAM S													
Stream B-AC	40.6	330.42	1.18	F	84.63	F	-26 % [Stream B-AC]	10.3	147.88	0.99	F	19.18	C	-17 % [Stream B-AC]
Stream C-AB	0.0	4.04	0.00	A				0.0	6.25	0.02	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
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	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	87.86	F

Junction Network Options

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

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor 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	7.30			60.0	✓	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	4.50	35	25

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	576	0.099	0.250	0.158	0.358
1	B-C	736	0.106	0.269	-	-
1	C-B	609	0.223	0.223	-	-

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	2022	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		✓	398	100.000
B		✓	391	100.000
C		✓	616	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	207	191
	B	390	0	1
	C	615	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	1	0	0
	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	1.12	246.56	30.5	84.0	F
C-AB	0.00	4.19	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	294	444	0.663	287	1.8	22.006	C
C-AB	2	861	0.002	2	0.0	4.188	A
C-A	462			462			
A-B	156			156			
A-C	144			144			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	420	0.838	343	4.1	42.364	E
C-AB	2	914	0.002	2	0.0	3.944	A
C-A	551			551			
A-B	186			186			
A-C	172			172			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	386	1.117	373	18.4	131.840	F
C-AB	3	990	0.004	3	0.0	3.645	A
C-A	675			675			
A-B	228			228			
A-C	210			210			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	386	1.117	382	30.5	246.560	F
C-AB	3	990	0.004	3	0.0	3.647	A
C-A	675			675			
A-B	228			228			
A-C	210			210			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	420	0.838	406	16.8	214.480	F
C-AB	2	914	0.002	2	0.0	3.950	A
C-A	551			551			
A-B	186			186			
A-C	172			172			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	444	0.663	353	2.2	56.823	F
C-AB	2	861	0.002	2	0.0	4.191	A
C-A	462			462			
A-B	156			156			
A-C	144			144			

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	1.83	0.35	1.12	2.91	3.66			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			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	4.06	0.14	1.97	9.53	12.95			N/A	N/A
C-AB	0.00	0.00	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	18.39	3.67	15.50	33.53	40.31			N/A	N/A
C-AB	0.00	>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	30.52	7.65	26.64	53.92	63.99			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			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	16.82	1.63	12.95	34.13	42.61			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			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	2.18	0.03	0.30	2.76	10.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	12.86	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	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	2022	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		✓	1170	100.000
B		✓	236	100.000
C		✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	540	630
	B	236	0	0
	C	278	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	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	0.90	93.49	6.2	26.0	F
C-AB	0.02	6.46	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	178	379	0.469	174	0.9	17.316	C
C-AB	5	569	0.008	5	0.0	6.379	A
C-A	208			208			
A-B	407			407			
A-C	474			474			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	341	0.623	209	1.5	26.864	D
C-AB	6	567	0.011	6	0.0	6.413	A
C-A	247			247			
A-B	485			485			
A-C	566			566			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	288	0.903	245	5.1	89.412	F
C-AB	10	567	0.017	10	0.0	6.445	A
C-A	301			301			
A-B	595			595			
A-C	694			694			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	288	0.903	255	6.2	93.486	F
C-AB	10	567	0.017	10	0.0	6.460	A
C-A	301			301			
A-B	595			595			
A-C	694			694			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	341	0.623	230	1.8	36.596	E
C-AB	6	567	0.011	6	0.0	6.442	A
C-A	247			247			
A-B	485			485			
A-C	566			566			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	379	0.469	181	0.9	18.502	C
C-AB	5	569	0.008	5	0.0	6.394	A
C-A	208			208			

A-B	407			407			
A-C	474			474			

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	0.85	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

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	1.54	0.09	1.12	3.13	4.28			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	5.13	0.09	1.62	13.68	19.96			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			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	6.23	0.06	1.18	17.90	28.95			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			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	1.79	0.04	0.38	4.67	8.88			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	0.91	0.03	0.30	1.21	4.38			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	84.83	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-26	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	2022 + 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		✓	430	100.000
B		✓	391	100.000
C		✓	688	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	207	223
	B	390	0	1
	C	687	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	1	0	0
	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	1.18	330.42	40.6	73.7	F
C-AB	0.00	4.04	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	294	429	0.686	286	2.0	24.017	C
C-AB	2	895	0.002	2	0.0	4.031	A
C-A	516			516			
A-B	156			156			
A-C	168			168			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	402	0.875	340	4.9	50.481	F
C-AB	3	955	0.003	3	0.0	3.775	A
C-A	616			616			
A-B	186			186			
A-C	200			200			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	364	1.184	356	23.5	187.606	F
C-AB	4	1042	0.004	4	0.0	3.465	A
C-A	753			753			
A-B	228			228			
A-C	246			246			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	431	364	1.184	362	40.6	330.424	F
C-AB	4	1042	0.004	4	0.0	3.467	A
C-A	753			753			
A-B	228			228			
A-C	246			246			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	352	402	0.875	392	30.5	325.756	F
C-AB	3	955	0.003	3	0.0	3.780	A
C-A	616			616			
A-B	186			186			
A-C	200			200			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	429	0.686	405	2.9	147.854	F
C-AB	2	895	0.002	2	0.0	4.035	A
C-A	516			516			

A-B	156			156			
A-C	168			168			

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	2.00	0.19	1.11	3.72	4.75			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			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	4.89	0.18	2.62	11.38	15.31			N/A	N/A
C-AB	0.00	0.00	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	23.51	7.17	20.96	39.28	45.86			N/A	N/A
C-AB	0.00	>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	40.62	15.61	37.49	64.35	73.75			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			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	30.46	9.54	27.35	50.90	59.36			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			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	2.92	0.03	0.33	5.46	15.46			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	19.18	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-17	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	2022 + 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		✓	1233	100.000
B		✓	236	100.000
C		✓	321	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	540	693
	B	236	0	0
	C	317	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	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	0.99	147.88	10.3	35.7	F
C-AB	0.02	6.25	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	178	362	0.490	174	0.9	18.767	C
C-AB	5	583	0.009	5	0.0	6.233	A
C-A	237			237			
A-B	407			407			
A-C	522			522			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	321	0.661	209	1.8	31.169	D
C-AB	7	584	0.012	7	0.0	6.228	A
C-A	282			282			
A-B	485			485			
A-C	623			623			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	263	0.987	237	7.5	98.039	F
C-AB	11	590	0.018	11	0.0	6.204	A
C-A	343			343			
A-B	595			595			
A-C	763			763			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	260	263	0.987	248	10.3	147.882	F
C-AB	11	590	0.018	11	0.0	6.214	A
C-A	343			343			
A-B	595			595			
A-C	763			763			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	212	321	0.661	245	2.2	59.357	F
C-AB	7	584	0.012	7	0.0	6.253	A
C-A	282			282			
A-B	485			485			
A-C	623			623			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	178	362	0.490	182	1.0	20.500	C
C-AB	5	583	0.009	5	0.0	6.247	A
C-A	237			237			

A-B	407			407			
A-C	522			522			

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	0.92	0.54	1.00	1.41	1.46			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	1.78	0.08	1.15	3.94	5.52			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	7.45	0.29	4.38	17.28	22.98			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			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	10.29	0.21	5.17	25.89	35.71			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			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	2.20	0.04	0.38	5.73	11.33			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	1.00	0.03	0.29	1.26	4.21			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 1616 Vinnetrow Road B2166 2022.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\PICADY
Report generation date: 10/03/2017 13:45:56

»2022, AM
»2022, PM
»2022 + PAGHAM S, AM
»2022 + 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
	2022													
Arm 1	0.7	6.77	0.41	A	7.44	A	29 % [Arm 2]	3.6	26.00	0.80	D	14.18	B	3 % [Arm 1]
Arm 2	2.4	8.51	0.71	A				0.8	4.41	0.44	A			
Arm 3	0.1	6.19	0.10	A				0.0	4.17	0.04	A			
Arm 4	1.0	6.17	0.51	A				4.0	14.63	0.81	B			
	2022 + PAGHAM S													
Arm 1	0.7	6.94	0.42	A	8.31	A	22 % [Arm 2]	5.2	37.14	0.88	E	18.76	C	-1 % [Arm 1]
Arm 2	3.0	10.05	0.75	B				0.9	4.65	0.47	A			
Arm 3	0.1	6.68	0.11	A				0.0	4.30	0.04	A			
Arm 4	1.1	6.19	0.52	A				5.4	19.04	0.85	C			

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	10/11/2016
Version	
Status	
Identifier	
Client	
Jobnumber	1616
Enumerator	FB
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15
D2	2022	PM	ONE HOUR	16:45	18:15	15
D3	2022 + PAGHAM S	AM	ONE HOUR	07:45	09:15	15
D4	2022 + PAGHAM S	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	7.44	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	29	Arm 2

Arms

Arms

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

Roundabout Geometry

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

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

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

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

Traffic Demand

Demand Set Details

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

Vehicle mix source	PCU Factor for a HV (PCU)

HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	329	100.000
2		✓	927	100.000
3		✓	60	100.000
4		✓	549	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	169	9	151
	2	192	0	8	727
	3	13	13	0	34
	4	122	418	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	11	5
	2	6	0	0	4
	3	0	0	0	0
	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.41	6.77	0.7	2.9	A
2	0.71	8.51	2.4	5.2	A
3	0.10	6.19	0.1	0.5	A
4	0.51	6.17	1.0	1.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	248	330	980	0.253	246	0.3	4.895	A
2	698	127	1482	0.471	694	0.9	4.550	A
3	45	801	880	0.051	45	0.1	4.311	A
4	413	163	1233	0.335	411	0.5	4.368	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	296	395	944	0.313	295	0.5	5.548	A
2	833	152	1466	0.569	832	1.3	5.663	A

3	54	960	782	0.069	54	0.1	4.945	A
4	494	196	1214	0.407	493	0.7	4.986	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	362	483	894	0.405	361	0.7	6.743	A
2	1021	186	1444	0.707	1016	2.3	8.347	A
3	66	1174	650	0.102	66	0.1	6.163	A
4	604	239	1188	0.509	603	1.0	6.140	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	362	484	894	0.405	362	0.7	6.772	A
2	1021	186	1443	0.707	1020	2.4	8.507	A
3	66	1178	647	0.102	66	0.1	6.194	A
4	604	240	1187	0.509	604	1.0	6.175	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	296	397	943	0.314	297	0.5	5.577	A
2	833	152	1465	0.569	838	1.3	5.771	A
3	54	966	778	0.069	54	0.1	4.974	A
4	494	197	1213	0.407	495	0.7	5.022	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	248	332	979	0.253	248	0.3	4.927	A
2	698	127	1482	0.471	700	0.9	4.615	A
3	45	808	876	0.052	45	0.1	4.334	A
4	413	165	1233	0.335	414	0.5	4.401	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2	0.88	0.55	1.00	1.40	1.45			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.50	0.50	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.45	0.00	0.00	0.45	0.45			N/A	N/A
2	1.30	0.06	0.78	2.89	4.14			N/A	N/A
3	0.07	0.03	0.25	0.46	0.48			N/A	N/A
4	0.68	0.12	0.86	1.37	1.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.67	0.03	0.25	0.67	0.67			N/A	N/A
2	2.34	0.03	0.28	2.34	5.24			N/A	N/A
3	0.11	0.03	0.26	0.47	0.49			N/A	N/A
4	1.02	0.03	0.26	1.02	1.02			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.68	0.03	0.29	1.08	2.86			N/A	N/A
2	2.38	0.03	0.27	2.38	2.38			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4	1.03	0.03	0.27	1.03	1.66			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.46	0.00	0.00	0.46	0.46			N/A	N/A
2	1.34	0.08	1.01	2.68	3.63			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.69	0.21	0.93	1.39	1.44			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2	0.90	0.05	0.48	1.91	2.85			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.51	0.05	0.48	1.29	1.40			N/A	N/A

2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	14.18	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	Arm 1

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	479	100.000
2		✓	586	100.000
3		✓	30	100.000
4		✓	923	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	319	24	136
	2	125	0	5	456
	3	4	12	0	14
	4	69	839	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.80	26.00	3.6	18.2	D
2	0.44	4.41	0.8	2.2	A
3	0.04	4.17	0.0	0.5	A
4	0.81	14.63	4.0	19.5	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	361	648	833	0.433	358	0.8	7.524	A
2	441	131	1501	0.294	440	0.4	3.388	A
3	23	537	1049	0.022	22	0.0	3.506	A
4	695	106	1290	0.539	690	1.2	5.959	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	431	776	761	0.566	429	1.3	10.746	B
2	527	157	1484	0.355	526	0.5	3.755	A
3	27	643	985	0.027	27	0.0	3.758	A
4	830	127	1277	0.650	827	1.8	7.947	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	527	946	667	0.791	519	3.4	23.170	C
2	645	190	1464	0.441	644	0.8	4.390	A
3	33	786	898	0.037	33	0.0	4.161	A
4	1016	155	1260	0.806	1008	3.9	13.826	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	527	953	663	0.796	526	3.6	25.997	D
2	645	192	1462	0.441	645	0.8	4.407	A
3	33	789	896	0.037	33	0.0	4.169	A
4	1016	155	1260	0.806	1016	4.0	14.632	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	431	786	756	0.570	440	1.4	11.700	B
2	527	160	1482	0.355	528	0.6	3.778	A
3	27	648	982	0.027	27	0.0	3.772	A
4	830	127	1277	0.650	838	1.9	8.349	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	361	655	829	0.435	363	0.8	7.758	A
2	441	133	1500	0.294	442	0.4	3.406	A
3	23	541	1047	0.022	23	0.0	3.516	A
4	695	106	1290	0.539	698	1.2	6.110	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.55	1.00	1.40	1.45			N/A	N/A
2	0.41	0.00	0.00	0.41	0.41			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.15	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.27	0.06	0.84	2.73	3.81			N/A	N/A
2	0.55	0.55	1.00	1.40	1.45			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.81	0.06	0.75	4.59	6.89			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.38	0.04	0.35	7.80	18.21			N/A	N/A
2	0.78	0.03	0.25	0.78	0.78			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	3.87	0.03	0.32	5.94	19.63			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.63	0.03	0.31	4.68	17.56			N/A	N/A
2	0.79	0.03	0.28	0.79	2.25			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	4.00	0.03	0.28	4.00	11.92			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.36	0.04	0.45	3.49	5.58			N/A	N/A
2	0.56	0.55	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.90	0.05	0.52	4.99	7.86			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.78	0.03	0.33	1.74	3.71			N/A	N/A
2	0.42	0.00	0.00	0.42	0.42			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.18	0.04	0.37	2.96	5.61			N/A	N/A

2022 + PAGHAM S, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.31	A

Junction Network Options

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	336	100.000
2		✓	999	100.000
3		✓	60	100.000
4		✓	574	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	176	9	151
	2	208	0	8	783
	3	13	13	0	34
	4	122	443	9	0

Vehicle Mix

Heavy Vehicle Percentages

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

	3	0	0	0	0
	4	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.42	6.94	0.7	2.9	A
2	0.75	10.05	3.0	10.6	B
3	0.11	6.68	0.1	0.5	A
4	0.52	6.19	1.1	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	253	348	977	0.259	252	0.3	4.953	A
2	752	127	1496	0.503	748	1.0	4.787	A
3	45	855	851	0.053	45	0.1	4.465	A
4	432	175	1264	0.342	430	0.5	4.306	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	302	417	940	0.321	302	0.5	5.640	A
2	898	152	1480	0.607	896	1.5	6.144	A
3	54	1024	747	0.072	54	0.1	5.191	A
4	516	210	1243	0.415	515	0.7	4.943	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	370	511	889	0.416	369	0.7	6.904	A
2	1100	186	1457	0.755	1094	3.0	9.758	A
3	66	1251	608	0.109	66	0.1	6.636	A
4	632	256	1214	0.520	631	1.1	6.152	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	370	512	889	0.416	370	0.7	6.937	A
2	1100	186	1457	0.755	1100	3.0	10.053	B
3	66	1257	605	0.109	66	0.1	6.682	A
4	632	258	1214	0.521	632	1.1	6.189	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	302	419	939	0.322	303	0.5	5.669	A
2	898	152	1479	0.607	904	1.6	6.318	A
3	54	1033	742	0.073	54	0.1	5.234	A
4	516	212	1242	0.416	517	0.7	4.979	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	253	351	976	0.259	253	0.4	4.988	A
2	752	127	1496	0.503	754	1.0	4.871	A
3	45	862	847	0.053	45	0.1	4.493	A
4	432	177	1263	0.342	433	0.5	4.339	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2	1.00	0.55	1.00	1.40	1.45			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.52	0.52	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.47	0.00	0.00	0.47	0.47			N/A	N/A
2	1.52	0.05	0.68	3.72	5.55			N/A	N/A
3	0.08	0.03	0.26	0.47	0.50			N/A	N/A
4	0.70	0.11	0.86	1.38	1.44			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.70	0.03	0.26	0.70	0.70			N/A	N/A
2	2.95	0.03	0.29	2.95	10.64			N/A	N/A
3	0.12	0.03	0.26	0.47	0.49			N/A	N/A
4	1.07	0.03	0.26	1.07	1.07			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.71	0.03	0.28	1.00	2.89			N/A	N/A
2	3.01	0.03	0.27	3.01	3.60			N/A	N/A
3	0.12	0.03	0.25	0.45	0.48			N/A	N/A
4	1.08	0.03	0.27	1.08	1.52			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.48	0.00	0.00	0.48	0.48			N/A	N/A
2	1.57	0.06	0.90	3.67	5.26			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.72	0.21	0.93	1.39	1.44			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2	1.02	0.04	0.42	2.51	3.99			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.52	0.05	0.52	1.31	1.40			N/A	N/A

2022 + PAGHAM S, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2022 + PAGHAM S, AM	Demand Set 3: 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	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	18.76	C

Junction Network Options

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	493	100.000
2		✓	625	100.000
3		✓	30	100.000
4		✓	972	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	333	24	136
	2	133	0	5	487
	3	4	12	0	14
	4	69	888	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

	3	0	0	0	0
	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1	0.86	37.14	5.2	28.7	E
2	0.47	4.65	0.9	1.8	A
3	0.04	4.30	0.0	0.5	A
4	0.85	19.04	5.4	28.0	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	371	684	813	0.457	368	0.8	8.035	A
2	471	131	1501	0.314	469	0.5	3.482	A
3	23	566	1031	0.022	22	0.0	3.567	A
4	732	112	1287	0.569	727	1.3	6.371	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	443	819	737	0.601	441	1.5	12.045	B
2	562	156	1484	0.378	561	0.6	3.897	A
3	27	678	963	0.028	27	0.0	3.844	A
4	874	134	1273	0.686	871	2.1	8.863	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	543	996	638	0.850	530	4.6	30.319	D
2	688	188	1464	0.470	687	0.9	4.624	A
3	33	828	873	0.038	33	0.0	4.287	A
4	1070	164	1255	0.853	1058	5.1	17.281	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	543	1006	633	0.858	540	5.2	37.140	E
2	688	192	1462	0.471	688	0.9	4.650	A
3	33	832	870	0.038	33	0.0	4.299	A
4	1070	164	1255	0.853	1069	5.4	19.044	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	443	834	729	0.608	458	1.6	13.946	B
2	562	162	1481	0.379	563	0.6	3.927	A
3	27	685	960	0.028	27	0.0	3.861	A
4	874	134	1273	0.686	886	2.3	9.599	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	371	692	808	0.459	374	0.9	8.351	A
2	471	133	1499	0.314	471	0.5	3.502	A
3	23	571	1029	0.022	23	0.0	3.577	A
4	732	112	1286	0.569	735	1.3	6.578	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.83	0.55	1.00	1.40	1.45			N/A	N/A
2	0.45	0.00	0.00	0.45	0.45			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.30	0.56	1.12	1.50	1.75			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.46	0.06	0.80	3.42	4.92			N/A	N/A
2	0.60	0.10	0.83	1.37	1.43			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	2.12	0.05	0.73	5.59	8.58			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.63	0.04	0.45	13.00	23.76			N/A	N/A
2	0.88	0.03	0.25	0.88	0.88			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	5.13	0.04	0.36	11.98	27.98			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	5.25	0.04	0.36	12.01	28.66			N/A	N/A
2	0.88	0.03	0.27	0.88	1.79			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	5.42	0.03	0.31	5.42	24.07			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.61	0.04	0.41	4.27	7.40			N/A	N/A
2	0.62	0.55	1.00	1.40	1.45			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	2.26	0.05	0.46	6.18	10.37			N/A	N/A

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.86	0.03	0.31	1.55	4.28			N/A	N/A
2	0.46	0.00	0.00	0.46	0.46			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.34	0.03	0.34	3.14	6.82			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Rose Green Road-Carlton Avenue JULY17.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 12/07/2017 21:46:07

»2022, AM
»2022, PM
»2022 + Pagham S, AM
»2022 + 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
	2022													
Stream B-ACD	1.5	27.42	0.61	D	32.14	D	-13 % [Stream D-ABC]	0.8	20.46	0.46	C	67.49	F	-20 % [Stream D-ABC]
Stream A-BCD	0.0	6.57	0.01	A				0.0	5.49	0.01	A			
Stream D-ABC	9.7	84.59	0.95	F				27.1	186.07	1.07	F			
Stream C-ABD	0.2	5.28	0.10	A				0.3	5.01	0.12	A			
	2022 + Pagham S													
Stream B-ACD	1.6	29.34	0.63	D	39.79	E	-15 % [Stream D-ABC]	0.9	21.63	0.47	C	92.10	F	-23 % [Stream D-ABC]
Stream A-BCD	0.0	6.61	0.01	A				0.0	5.51	0.01	A			
Stream D-ABC	13.1	107.83	0.98	F				39.0	250.94	1.13	F			
Stream C-ABD	0.2	5.19	0.11	A				0.3	5.05	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

			Calculate				Queue

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	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	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 + Pagham S	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 + 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

2022, 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	32.14	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	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	7.59			127.8	✓	0.00
C - Rose Green Road W	7.32			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Carlton Avenue	One lane	3.00	23	51
D - Rose Green Road N	One lane	4.00	23	127

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	648	-	-	-	0.234	0.234	0.234	-	0.234	-	-
1	B-AD	510	0.088	0.221	-	-	-	0.139	0.316	0.139	0.088	0.221
1	B-C	656	0.095	0.240	-	-	-	-	-	-	0.095	0.240
1	C-B	632	0.231	0.231	-	-	-	-	-	-	0.231	0.231
1	D-A	774	-	-	-	0.279	0.110	0.279	-	0.110	-	-
1	D-BC	602	0.162	0.162	0.369	0.258	0.102	0.258	-	0.102	-	-

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	2022	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	✓	232	100.000
B - Carlton Avenue		ONE HOUR	✓	186	100.000
C - Rose Green Road W		ONE HOUR	✓	410	100.000
D - Rose Green Road N		ONE HOUR	✓	400	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	14	215	3
	B - Carlton Avenue	53	0	52	81
	C - Rose Green Road W	183	34	0	193
	D - Rose Green Road N	37	58	305	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	0.61	27.42	1.5	D	171	256
A-BCD	0.01	6.57	0.0	A	4	7
A-B					13	19
A-C					196	294
D-ABC	0.95	84.59	9.7	F	367	551
C-ABD	0.10	5.28	0.2	A	60	89
C-D					163	244
C-A					154	231

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	140	35	406	0.345	138	0.0	0.5	13.352	B
A-BCD	3	1	551	0.006	3	0.0	0.0	6.571	A
A-B	10	3			10				

A-C	161	40			161				
D-ABC	301	75	510	0.591	296	0.0	1.4	16.432	C
C-ABD	42	10	727	0.058	42	0.0	0.1	5.253	A
C-D	137	34			137				
C-A	130	32			130				

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	167	42	378	0.443	166	0.5	0.8	16.942	C
A-BCD	4	1	565	0.008	4	0.0	0.0	6.460	A
A-B	12	3			12				
A-C	192	48			192				
D-ABC	360	90	491	0.732	355	1.4	2.5	25.653	D
C-ABD	56	14	748	0.075	56	0.1	0.1	5.200	A
C-D	160	40			160				
C-A	152	38			152				

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	205	51	339	0.604	202	0.8	1.4	25.777	D
A-BCD	6	1	585	0.010	6	0.0	0.0	6.264	A
A-B	15	4			15				
A-C	234	59			234				
D-ABC	440	110	465	0.946	419	2.5	7.7	60.421	F
C-ABD	80	20	781	0.103	80	0.1	0.2	5.138	A
C-D	191	48			191				
C-A	181	45			181				

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	205	51	335	0.611	204	1.4	1.5	27.423	D
A-BCD	6	1	585	0.010	6	0.0	0.0	6.220	A
A-B	15	4			15				
A-C	234	59			234				
D-ABC	440	110	465	0.947	432	7.7	9.7	84.590	F
C-ABD	81	20	777	0.104	81	0.2	0.2	5.174	A
C-D	190	48			190				
C-A	180	45			180				

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	167	42	371	0.451	170	1.5	0.8	18.111	C
A-BCD	4	1	565	0.008	4	0.0	0.0	6.362	A
A-B	12	3			12				
A-C	192	48			192				
D-ABC	360	90	490	0.733	386	9.7	3.1	40.404	E
C-ABD	56	14	743	0.076	57	0.2	0.1	5.256	A
C-D	160	40			160				
C-A	152	38			152				

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	140	35	403	0.347	141	0.8	0.5	13.806	B
A-BCD	3	1	551	0.006	3	0.0	0.0	6.523	A
A-B	10	3			10				
A-C	161	40			161				
D-ABC	301	75	509	0.591	307	3.1	1.5	18.344	C
C-ABD	42	11	725	0.058	42	0.1	0.1	5.282	A

C-D	137	34			137				
C-A	130	32			130				

2022, 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	87.48	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-20	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	2022	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	✓	220	100.000
B - Carlton Avenue		ONE HOUR	✓	135	100.000
C - Rose Green Road W		ONE HOUR	✓	500	100.000
D - Rose Green Road N		ONE HOUR	✓	461	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	179	5
	B - Carlton Avenue	40	0	43	52
	C - Rose Green Road W	251	36	0	213
	D - Rose Green Road N	91	51	319	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	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	0.46	20.46	0.8	C	124	186
A-BCD	0.01	5.49	0.0	A	7	10
A-B					33	49
A-C					163	244
D-ABC	1.07	186.07	27.1	F	423	635
C-ABD	0.12	5.01	0.3	A	73	109
C-D					177	266
C-A					209	313

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	102	25	402	0.253	100	0.0	0.3	11.873	B
A-BCD	5	1	661	0.008	5	0.0	0.0	5.485	A
A-B	27	7			27				
A-C	134	33			134				
D-ABC	347	87	522	0.665	340	0.0	1.9	19.058	C
C-ABD	49	12	775	0.064	49	0.0	0.1	4.959	A
C-D	150	38			150				
C-A	177	44			177				

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	121	30	373	0.325	121	0.3	0.5	14.224	B
A-BCD	6	2	666	0.010	6	0.0	0.0	5.458	A
A-B	32	8			32				
A-C	159	40			159				
D-ABC	414	104	501	0.826	406	1.9	3.9	34.925	D
C-ABD	67	17	806	0.083	67	0.1	0.2	4.871	A
C-D	175	44			175				
C-A	207	52			207				

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	149	37	333	0.446	147	0.5	0.8	19.260	C
A-BCD	9	2	673	0.013	8	0.0	0.0	5.415	A
A-B	39	10			39				
A-C	195	49			195				
D-ABC	508	127	473	1.072	455	3.9	17.0	193.160	F
C-ABD	99	25	853	0.117	99	0.2	0.3	4.777	A
C-D	207	52			207				
C-A	244	61			244				

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	149	37	324	0.459	148	0.8	0.8	20.458	C
A-BCD	9	2	673	0.013	9	0.0	0.0	5.420	A
A-B	39	10			39				

A-C	195	49			195				
D-ABC	508	127	473	1.073	467	17.0	27.1	168.075	F
C-ABD	101	25	846	0.119	101	0.3	0.3	4.836	A
C-D	206	52			206				
C-A	243	61			243				

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	121	30	356	0.341	123	0.8	0.5	15.501	C
A-BCD	6	2	665	0.010	6	0.0	0.0	5.464	A
A-B	32	8			32				
A-C	159	40			159				
D-ABC	414	104	501	0.827	483	27.1	9.9	145.904	F
C-ABD	69	17	792	0.087	69	0.3	0.2	4.990	A
C-D	175	44			175				
C-A	206	51			206				

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	102	25	395	0.257	102	0.5	0.4	12.314	B
A-BCD	5	1	661	0.008	5	0.0	0.0	5.489	A
A-B	27	7			27				
A-C	134	33			134				
D-ABC	347	87	522	0.665	378	9.9	2.1	29.568	D
C-ABD	50	12	769	0.065	50	0.2	0.1	5.012	A
C-D	150	37			150				
C-A	177	44			177				

2022 + 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	39.79	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-15	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	2022 + 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	✓	232	100.000
B - Carlton Avenue		ONE HOUR	✓	186	100.000
C - Rose Green Road W		ONE HOUR	✓	439	100.000
D - Rose Green Road N		ONE HOUR	✓	412	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	14	215	3
	B - Carlton Avenue	53	0	52	81
	C - Rose Green Road W	183	34	0	222
	D - Rose Green Road N	37	58	317	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	0.63	29.34	1.6	D	171	256
A-BCD	0.01	6.61	0.0	A	4	7
A-B					13	19
A-C					196	293
D-ABC	0.96	107.63	13.1	F	378	567
C-ABD	0.11	5.19	0.2	A	63	94
C-D					187	280
C-A					154	231

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	140	35	401	0.349	138	0.0	0.5	13.589	B
A-BCD	3	1	548	0.006	3	0.0	0.0	6.614	A
A-B	10	3			10				
A-C	161	40			161				
D-ABC	310	78	507	0.612	304	0.0	1.5	17.285	C
C-ABD	44	11	740	0.059	43	0.0	0.1	5.162	A
C-D	157	39			157				
C-A	130	32			130				

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	167	42	372	0.450	166	0.5	0.8	17.417	C
A-BCD	4	1	561	0.008	4	0.0	0.0	6.508	A
A-B	12	3			12				
A-C	192	48			192				
D-ABC	370	93	488	0.759	365	1.5	2.8	28.126	D
C-ABD	59	15	765	0.077	58	0.1	0.1	5.097	A
C-D	184	46			184				
C-A	152	38			152				

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	205	51	332	0.617	202	0.8	1.5	27.154	D
A-BCD	6	1	580	0.010	6	0.0	0.0	6.318	A
A-B	15	4			15				
A-C	234	59			234				
D-ABC	454	113	462	0.982	426	2.8	9.7	71.183	F
C-ABD	85	21	801	0.106	84	0.1	0.2	5.024	A
C-D	218	55			218				
C-A	180	45			180				

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	205	51	326	0.628	204	1.5	1.6	29.337	D
A-BCD	6	1	580	0.010	6	0.0	0.0	6.276	A
A-B	15	4			15				

A-C	234	59			234				
D-ABC	454	113	461	0.983	440	9.7	13.1	107.827	F
C-ABD	86	21	797	0.107	86	0.2	0.2	5.066	A
C-D	218	55			218				
C-A	180	45			180				

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	167	42	363	0.461	170	1.6	0.9	18.961	C
A-BCD	4	1	560	0.008	4	0.0	0.0	6.408	A
A-B	12	3			12				
A-C	192	48			192				
D-ABC	370	93	487	0.760	408	13.1	3.7	55.727	F
C-ABD	59	15	757	0.078	60	0.2	0.1	5.170	A
C-D	184	46			184				
C-A	152	38			152				

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	140	35	398	0.352	141	0.9	0.6	14.104	B
A-BCD	3	1	547	0.006	3	0.0	0.0	6.564	A
A-B	10	3			10				
A-C	161	40			161				
D-ABC	310	78	506	0.612	318	3.7	1.7	19.852	C
C-ABD	44	11	738	0.059	44	0.1	0.1	5.194	A
C-D	157	39			157				
C-A	130	32			130				

2022 + 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	32.10	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-23	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	2022 + 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	✓	220	100.000
B - Carlton Avenue		ONE HOUR	✓	135	100.000
C - Rose Green Road W		ONE HOUR	✓	515	100.000
D - Rose Green Road N		ONE HOUR	✓	486	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	179	5
	B - Carlton Avenue	40	0	43	52
	C - Rose Green Road W	251	36	0	228
	D - Rose Green Road N	91	51	344	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	0.47	21.63	0.9	C	124	186
A-BCD	0.01	5.51	0.0	A	7	10
A-B					33	49
A-C					163	244
D-ABC	1.13	250.94	39.0	F	446	669
C-ABD	0.12	5.05	0.3	A	75	113
C-D					189	284
C-A					208	312

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	102	25	400	0.254	100	0.0	0.3	11.958	B
A-BCD	5	1	659	0.008	5	0.0	0.0	5.502	A
A-B	27	7			27				
A-C	134	33			134				
D-ABC	366	91	523	0.699	357	0.0	2.2	20.732	C
C-ABD	50	13	780	0.065	50	0.0	0.1	4.928	A
C-D	161	40			161				
C-A	177	44			177				

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	121	30	370	0.328	121	0.3	0.5	14.431	B
A-BCD	6	2	663	0.010	6	0.0	0.0	5.478	A
A-B	32	8			32				
A-C	159	40			159				
D-ABC	437	109	503	0.869	426	2.2	5.0	41.420	E
C-ABD	69	17	813	0.085	69	0.1	0.2	4.838	A
C-D	187	47			187				
C-A	206	52			206				

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	149	37	327	0.454	147	0.5	0.8	19.882	C
A-BCD	9	2	670	0.013	9	0.0	0.0	5.438	A
A-B	39	10			39				
A-C	195	49			195				
D-ABC	535	134	474	1.128	463	5.0	23.0	129.456	F
C-ABD	103	26	861	0.119	102	0.2	0.3	4.747	A
C-D	221	55			221				
C-A	243	61			243				

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	149	37	314	0.473	148	0.8	0.9	21.635	C
A-BCD	9	2	670	0.013	9	0.0	0.0	5.444	A
A-B	39	10			39				

A-C	195	49			195				
D-ABC	535	134	474	1.129	471	23.0	39.0	250.944	F
C-ABD	105	26	852	0.123	105	0.3	0.3	4.827	A
C-D	220	55			220				
C-A	242	61			242				

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	121	30	344	0.353	123	0.9	0.6	16.359	C
A-BCD	6	2	663	0.010	6	0.0	0.0	5.487	A
A-B	32	8			32				
A-C	159	40			159				
D-ABC	437	109	502	0.870	490	39.0	25.7	240.273	F
C-ABD	71	18	792	0.090	72	0.3	0.2	5.006	A
C-D	186	47			186				
C-A	205	51			205				

18:00 - 18:15

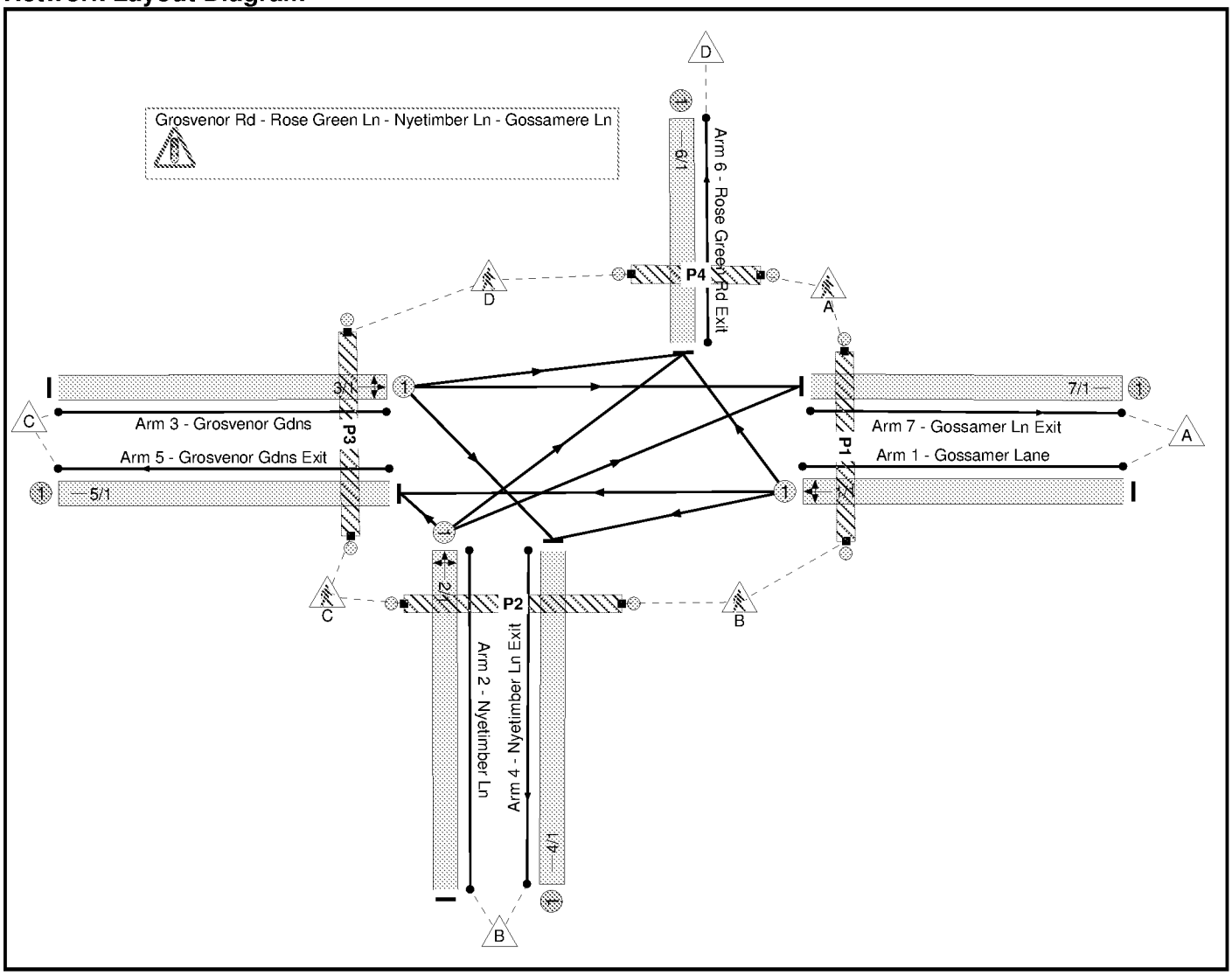
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	102	25	382	0.266	102	0.6	0.4	12.903	B
A-BCD	5	1	659	0.008	5	0.0	0.0	5.509	A
A-B	27	7			27				
A-C	134	33			134				
D-ABC	366	91	523	0.700	458	25.7	2.7	65.204	F
C-ABD	52	13	765	0.067	52	0.2	0.1	5.051	A
C-D	160	40			160				
C-A	176	44			176				

Full Input Data And Results

User and Project Details

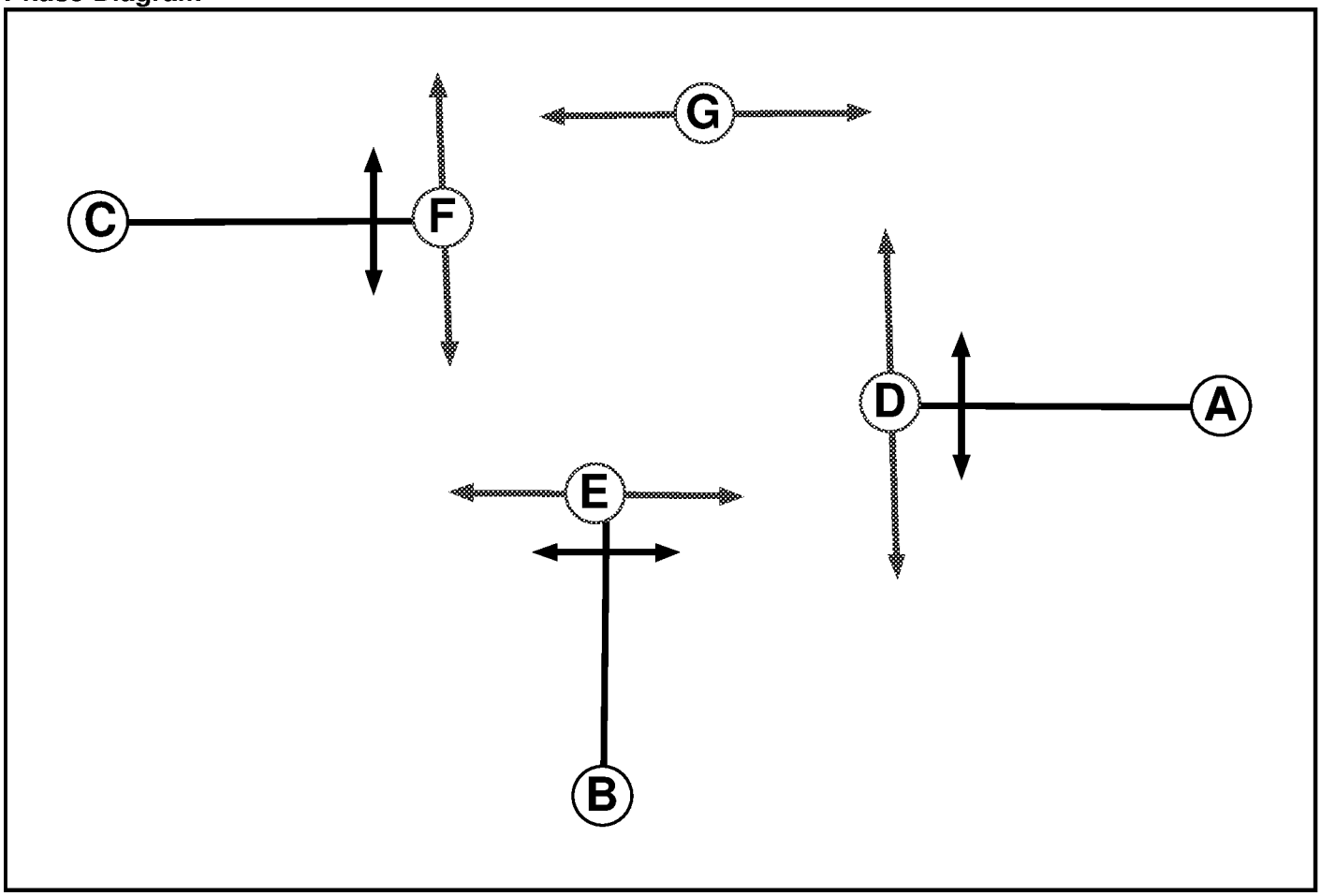
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Title:	**Nyetimber Ln, Grosvenor Gdn, Gassomer Ln**
Location:	
Additional detail:	
File name:	2022
Author:	FB
Company:	Highgate Transportation Ltd
Address:	

Network Layout Diagram



Full Input Data And Results

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		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

Full Input Data And Results

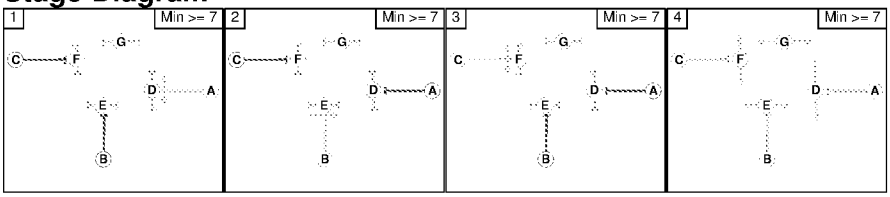
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		6	6	0
	2	5		6	0
	3	8	5		0
	4	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln												
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 (Gossamer Lane)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.50
											Arm 5 Ahead	Inf
											Arm 6 Right	11.00
2/1 (Nyetimber Ln)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	11.00
											Arm 6 Ahead	40.00
											Arm 7 Right	25.00
3/1 (Grosvenor Gdns)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	13.00
											Arm 6 Left	12.00
											Arm 7 Ahead	Inf
4/1 (Nyetimber Ln Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Grosvenor Gdns Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Rose Green Rd Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
7/1 (Gossamer Ln Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 AM Observed'	08:00	09:00	01:00	
2: '2016 PM Observed'	17:00	18:00	01:00	
3: '2021 + Committed AM'	08:00	09:00	01:00	
4: '2021 + Committed PM'	17:00	18:00	01:00	
5: '2021 + Committed+Dev AM'	08:00	09:00	01:00	
6: '2021 + Committed + Dev PM'	17:00	18:00	01:00	
7: '2022 AM'	08:00	09:00	01:00	
8: '2022 PM'	17:00	18:00	01:00	
9: '2022 +PS AM'	08:00	09:00	01:00	
10: '2022 +PS PM'	17:00	18:00	01:00	

Scenario 1: '2022 AM' (FG7: '2022 AM', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	221	163	37	421
	B	263	0	26	168	457
	C	160	48	0	39	247
	D	0	0	0	0	0
	Tot.	423	269	189	244	1125

Traffic Lane Flows

Lane	Scenario 1: 2022 AM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	421
2/1	457
3/1	247
4/1	269
5/1	189
6/1	244
7/1	423

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamer Lane)	3.50	0.00	Y	Arm 4 Left	10.50	52.5 %	1808	1808
				Arm 5 Ahead	Inf	38.7 %		
				Arm 6 Right	11.00	8.8 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	5.7 %	1861	1861
				Arm 6 Ahead	40.00	36.8 %		
				Arm 7 Right	25.00	57.5 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	19.4 %	1886	1886
				Arm 6 Left	12.00	15.8 %		
				Arm 7 Ahead	Inf	64.8 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamer Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 PM' (FG8: '2022 PM', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	279	182	37	498
	B	181	0	43	115	339
	C	229	83	0	35	347
	D	0	0	0	0	0
	Tot.	410	362	225	187	1184

Traffic Lane Flows

Lane	Scenario 2: 2022 PM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	498
2/1	339
3/1	347
4/1	362
5/1	225
6/1	187
7/1	410

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamer Lane)	3.50	0.00	Y	Arm 4 Left	10.50	56.0 %	1802	1802
				Arm 5 Ahead	Inf	36.5 %		
				Arm 6 Right	11.00	7.4 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	12.7 %	1850	1850
				Arm 6 Ahead	40.00	33.9 %		
				Arm 7 Right	25.00	53.4 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	23.9 %	1889	1889
				Arm 6 Left	12.00	10.1 %		
				Arm 7 Ahead	Inf	66.0 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamer Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2022 + Pagham S AM' (FG9: '2022 +PS AM', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	239	163	37	439
	B	297	0	26	168	491
	C	160	48	0	39	247
	D	0	0	0	0	0
	Tot.	457	287	189	244	1177

Traffic Lane Flows

Lane	Scenario 3: 2022 + Pagham S AM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	439
2/1	491
3/1	247
4/1	287
5/1	189
6/1	244
7/1	457

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamer Lane)	3.50	0.00	Y	Arm 4 Left	10.50	54.4 %	1804	1804
				Arm 5 Ahead	Inf	37.1 %		
				Arm 6 Right	11.00	8.4 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	5.3 %	1860	1860
				Arm 6 Ahead	40.00	34.2 %		
				Arm 7 Right	25.00	60.5 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	19.4 %	1886	1886
				Arm 6 Left	12.00	15.8 %		
				Arm 7 Ahead	Inf	64.8 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamer Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2022 + Pagham S PM' (FG10: '2022 +PS PM', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	305	182	37	524
	B	200	0	43	115	358
	C	229	83	0	35	347
	D	0	0	0	0	0
	Tot.	429	388	225	187	1229

Traffic Lane Flows

Lane	Scenario 4: 2022 + Pagham S PM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	524
2/1	358
3/1	347
4/1	388
5/1	225
6/1	187
7/1	429

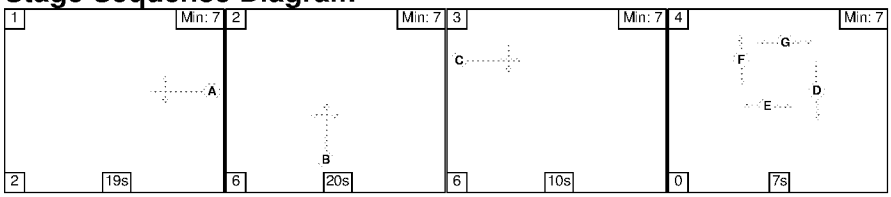
Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamer Lane)	3.50	0.00	Y	Arm 4 Left	10.50	58.2 %	1798	1798
				Arm 5 Ahead	Inf	34.7 %		
				Arm 6 Right	11.00	7.1 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	12.0 %	1850	1850
				Arm 6 Ahead	40.00	32.1 %		
				Arm 7 Right	25.00	55.9 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	23.9 %	1889	1889
				Arm 6 Left	12.00	10.1 %		
				Arm 7 Ahead	Inf	66.0 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamer Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 AM' (FG7: '2022 AM', Plan 1: 'With Ped Stage')

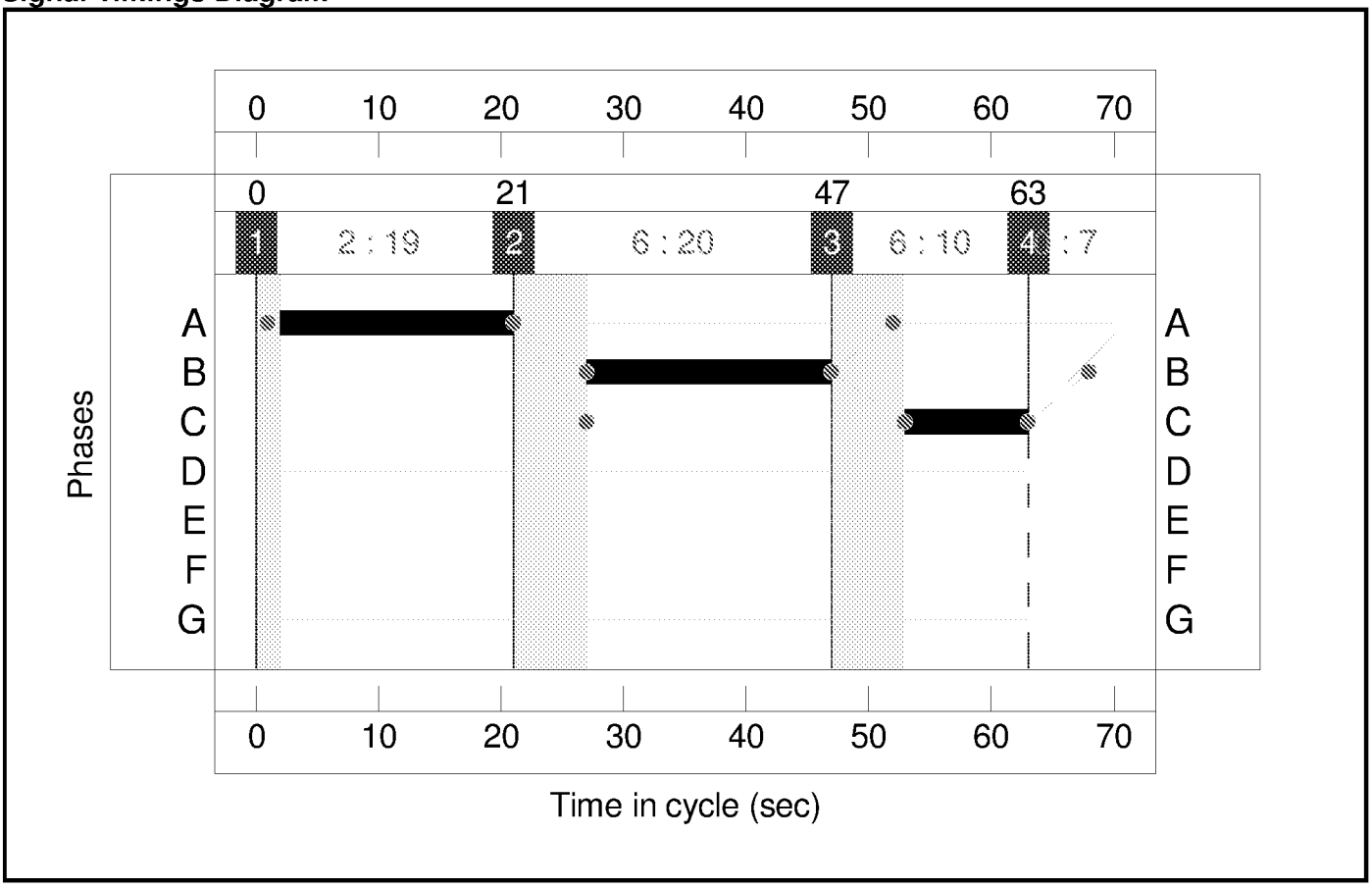
Stage Sequence Diagram



Stage Timings

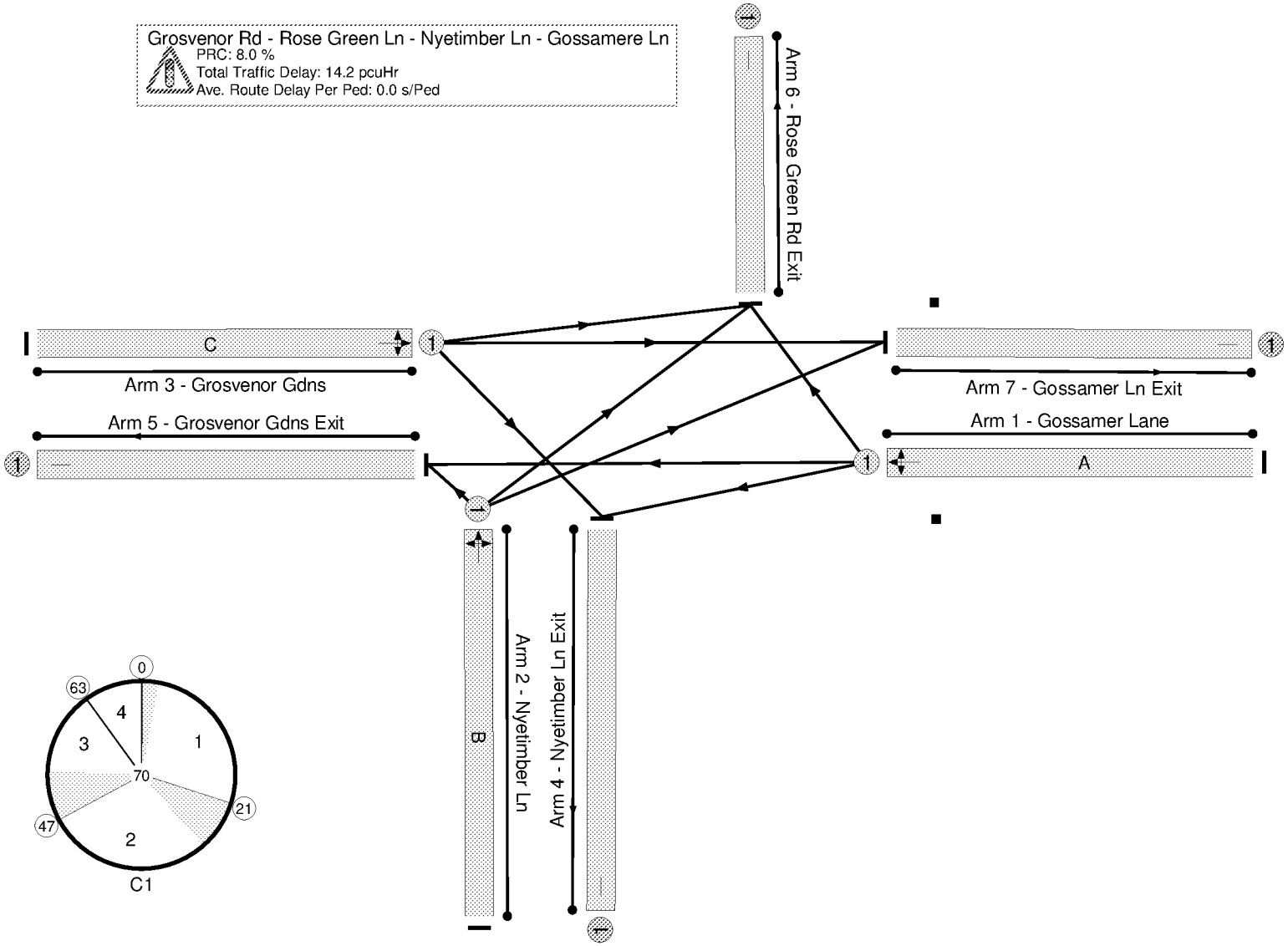
Stage	1	2	3	4
Duration	19	20	10	7
Change Point	0	21	47	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.3%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.3%**
1/1	Gossamer Lane Left Ahead Right	U	N/A	N/A	A		1	19	-	421	1808	517	81.5%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	20	-	457	1861	558	81.9%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	10	-	247	1886	296	83.3%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	244	1940	1940	12.6%
7/1	Gossamer Ln Exit	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7200	0.0%

Full Input Data And Results

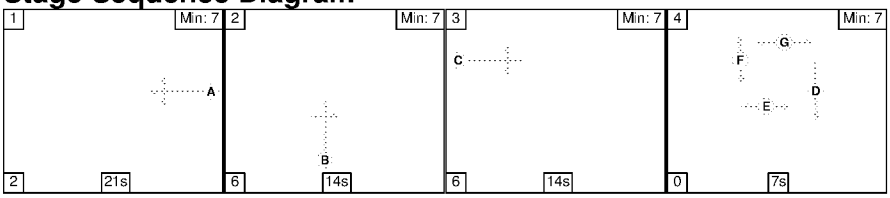
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**7.6**	**6.6**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	**-**	**-**	**0**	**0**	**0**	**7.6**	**6.6**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
1/1	421	421	-	-	-	2.7	2.1	-	4.8	41.3	7.6	2.1	9.7
2/1	457	457	-	-	-	2.9	2.2	-	5.0	39.8	8.1	2.2	10.3
3/1	247	247	-	-	-	2.0	2.3	-	4.3	62.0	4.6	2.3	6.9
4/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	244	244	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 8.0 Total Delay for Signalled Lanes (pcuHr): 14.13 Cycle Time (s): 70
PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 14.21

Full Input Data And Results

Scenario 2: '2022 PM' (FG8: '2022 PM', Plan 1: 'With Ped Stage')

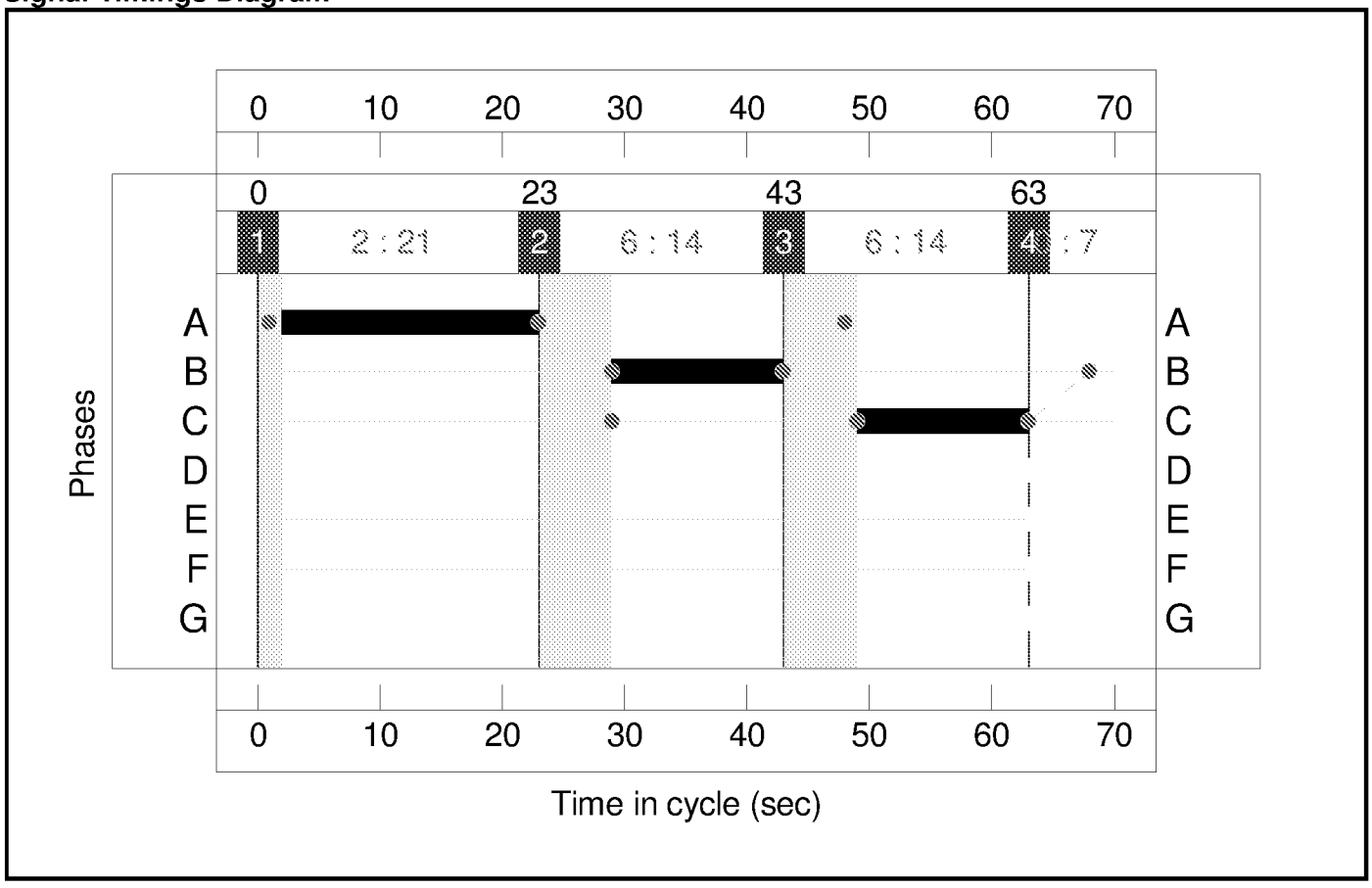
Stage Sequence Diagram



Stage Timings

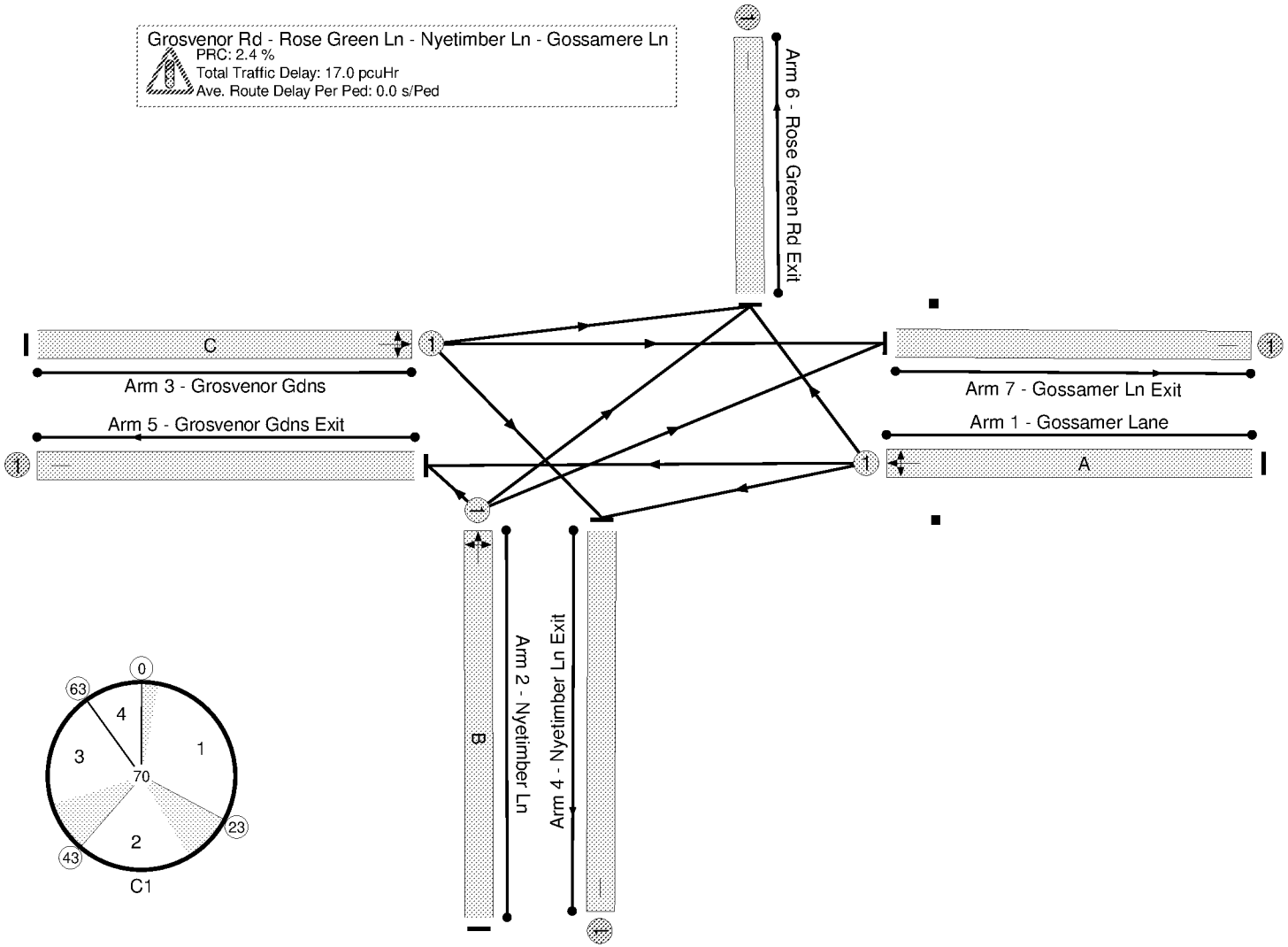
Stage	1	2	3	4
Duration	21	14	14	7
Change Point	0	23	43	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
1/1	Gossamer Lane Left Ahead Right	U	N/A	N/A	A		1	21	-	498	1802	566	87.9%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	14	-	339	1850	396	85.5%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	14	-	347	1889	405	85.7%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	187	1940	1940	9.6%
7/1	Gossamer Ln Exit	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7200	0.0%

Full Input Data And Results

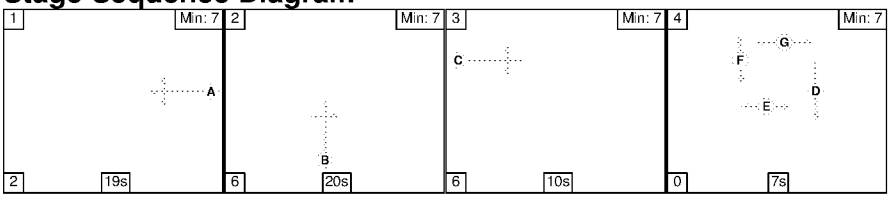
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**8.2**	**8.8**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	**-**	**-**	**0**	**0**	**0**	**8.2**	**8.8**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
1/1	498	498	-	-	-	3.1	3.3	-	6.5	46.8	9.1	3.3	12.5
2/1	339	339	-	-	-	2.5	2.7	-	5.2	55.1	6.3	2.7	9.0
3/1	347	347	-	-	-	2.6	2.7	-	5.3	54.9	6.5	2.7	9.2
4/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	187	187	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 2.4 Total Delay for Signalled Lanes (pcuHr): 16.95 Cycle Time (s): 70
PRC Over All Lanes (%): 2.4 Total Delay Over All Lanes(pcuHr): 17.00

Full Input Data And Results

Scenario 3: '2022 + Pagham S AM' (FG9: '2022 +PS AM', Plan 1: 'With Ped Stage')

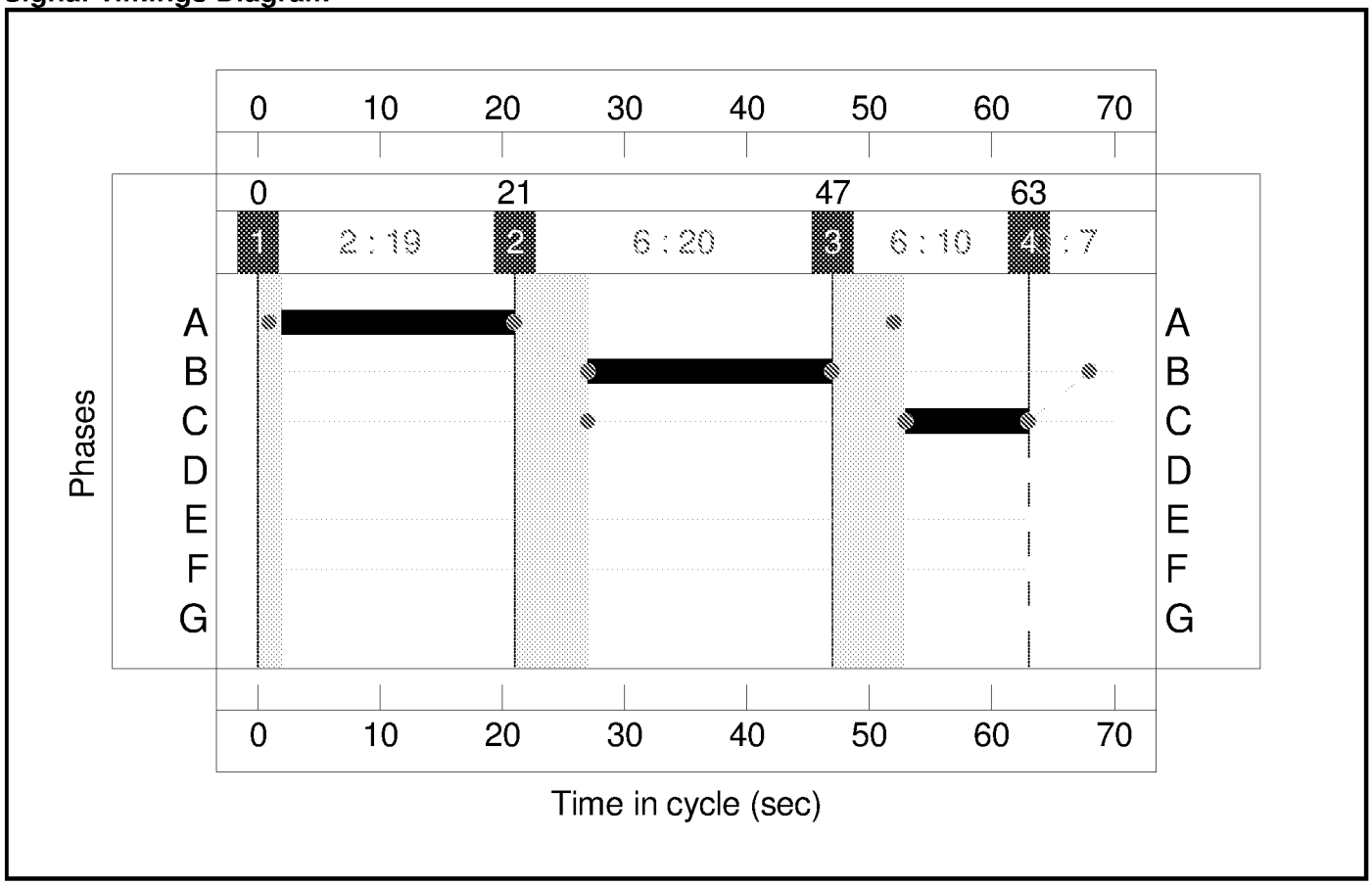
Stage Sequence Diagram



Stage Timings

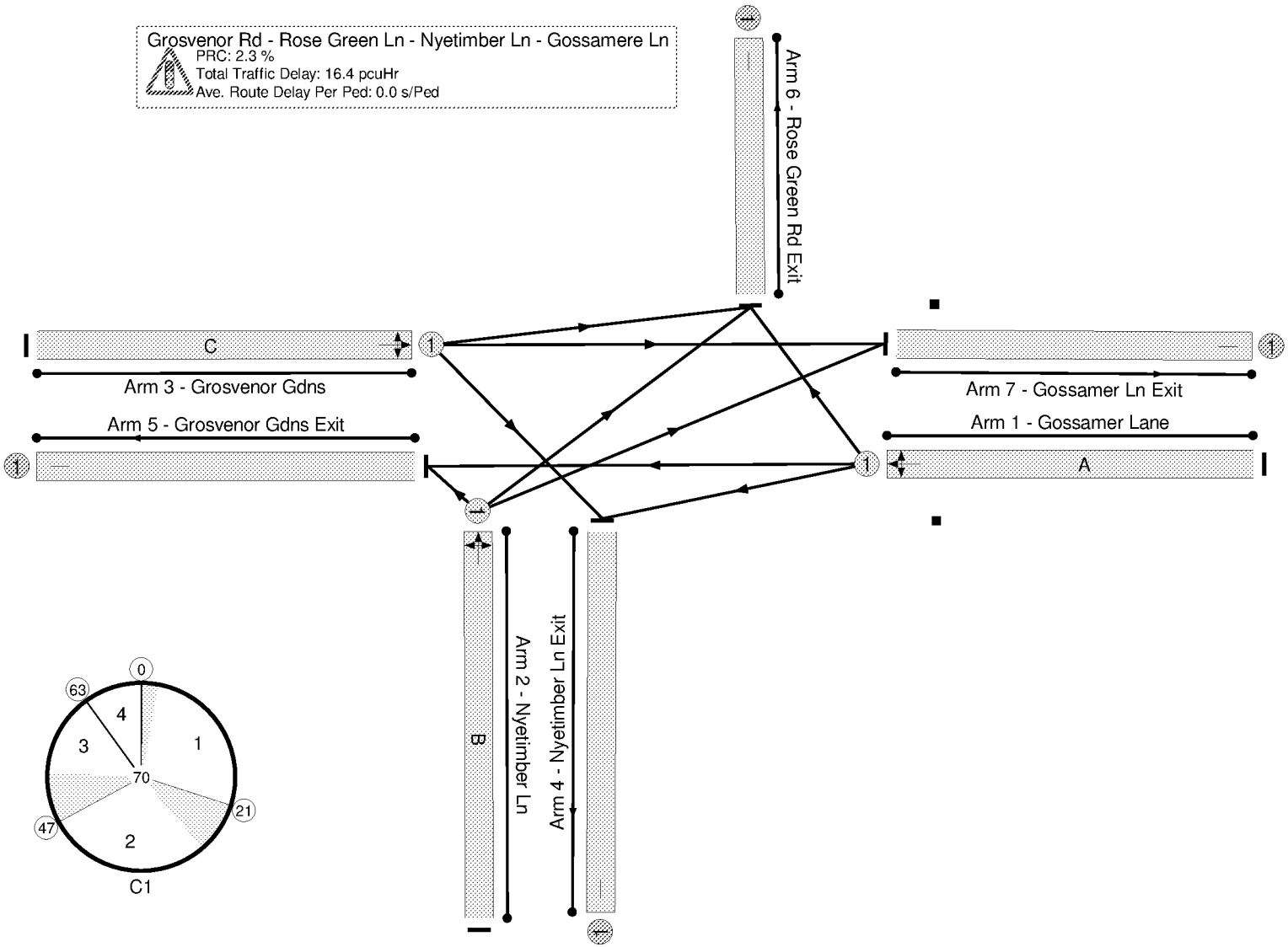
Stage	1	2	3	4
Duration	19	20	10	7
Change Point	0	21	47	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.0%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.0%**
1/1	Gossamer Lane Left Ahead Right	U	N/A	N/A	A		1	19	-	439	1804	515	85.2%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	20	-	491	1860	558	88.0%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	10	-	247	1886	296	83.3%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	244	1940	1940	12.6%
7/1	Gossamer Ln Exit	U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7200	0.0%

Full Input Data And Results

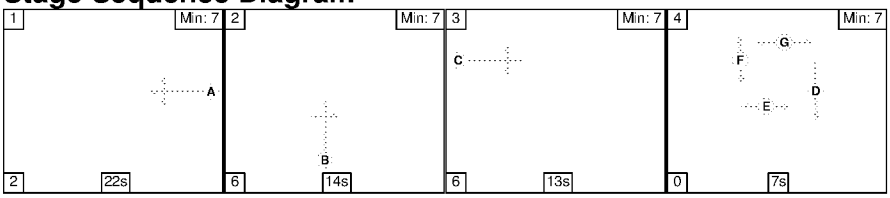
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**8.0**	**8.4**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	**-**	**-**	**0**	**0**	**0**	**8.0**	**8.4**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
1/1	439	439	-	-	-	2.9	2.7	-	5.6	45.6	8.0	2.7	10.7
2/1	491	491	-	-	-	3.2	3.3	-	6.5	47.7	9.0	3.3	12.3
3/1	247	247	-	-	-	2.0	2.3	-	4.3	62.0	4.6	2.3	6.9
4/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	244	244	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 2.3 Total Delay for Signalled Lanes (pcuHr): 16.33 Cycle Time (s): 70
PRC Over All Lanes (%): 2.3 Total Delay Over All Lanes(pcuHr): 16.40

Full Input Data And Results

Scenario 4: '2022 + Pagham S PM' (FG10: '2022 +PS PM', Plan 1: 'With Ped Stage')

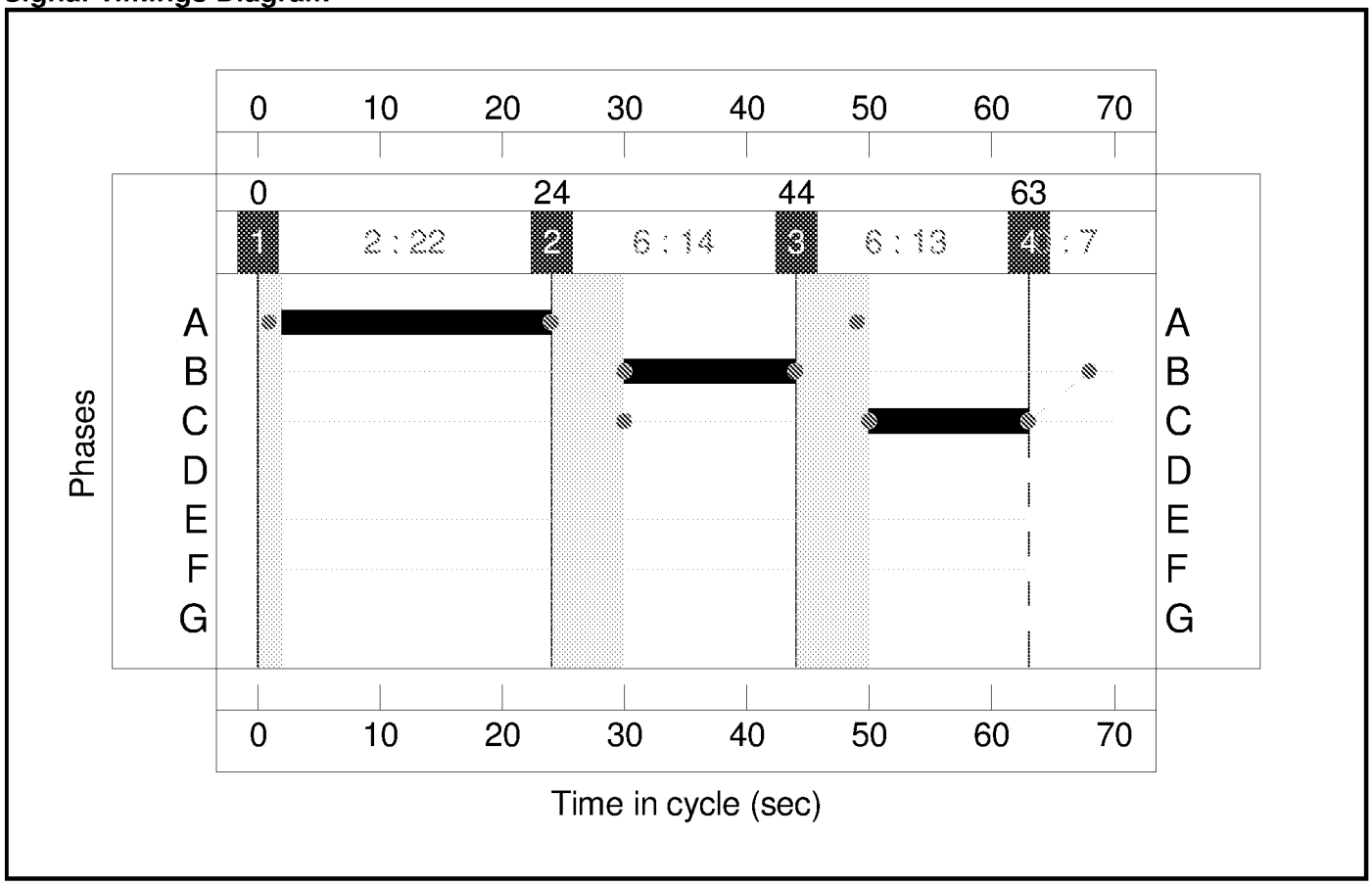
Stage Sequence Diagram



Stage Timings

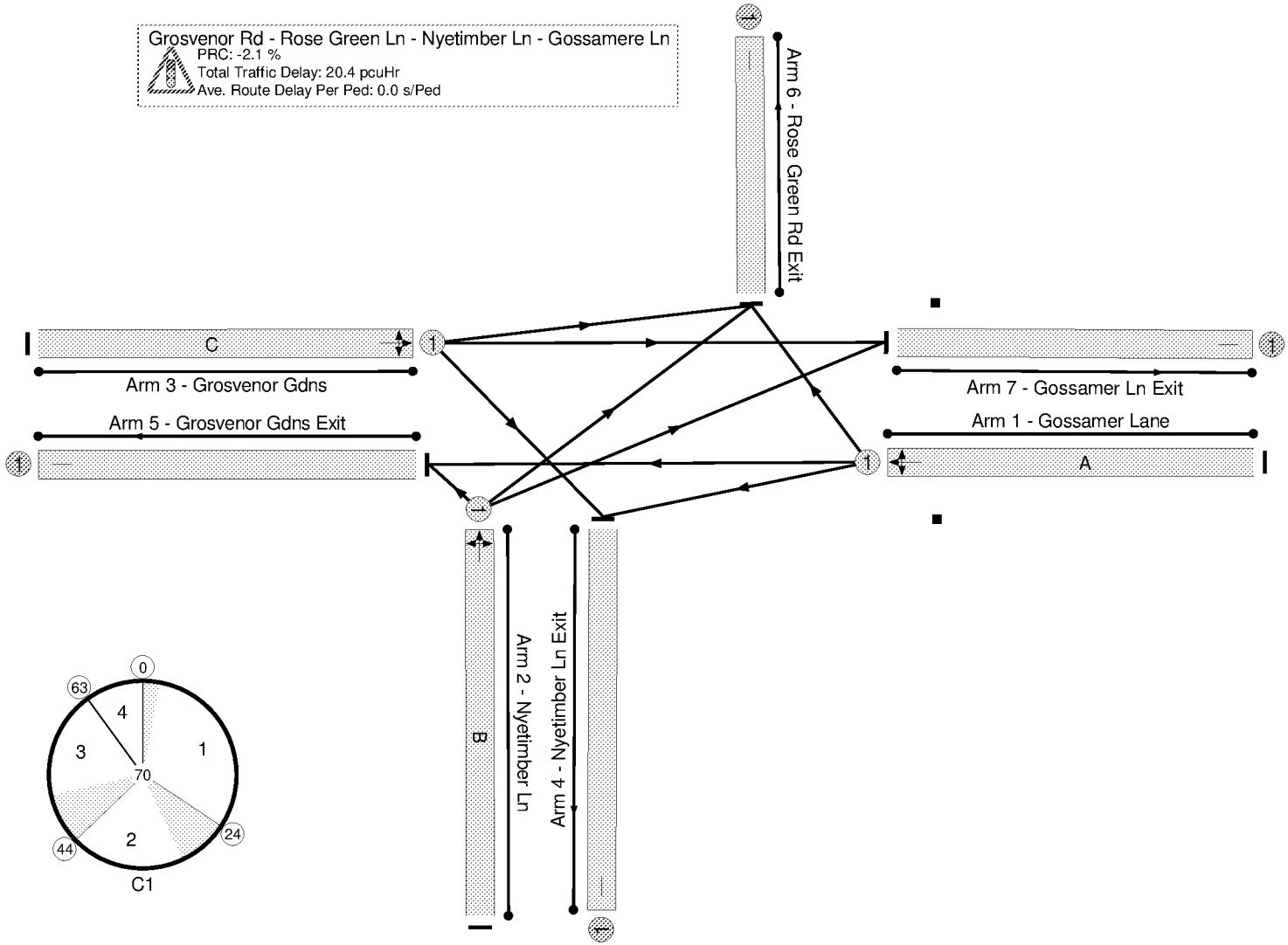
Stage	1	2	3	4
Duration	22	14	13	7
Change Point	0	24	44	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.8%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.8%**
1/1	Gossamer Lane Left Ahead Right	U	N/A	N/A	A		1	22	-	524	1798	591	88.7%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	14	-	358	1850	396	90.3%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	13	-	347	1889	378	91.8%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	187	1940	1940	9.6%
7/1	Gossamer Ln Exit	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7200	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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**8.6**	**11.9**	**0.0**	**20.4**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	**-**	**-**	**0**	**0**	**0**	**8.6**	**11.9**	**0.0**	**20.4**	**-**	**-**	**-**	**-**
1/1	524	524	-	-	-	3.2	3.5	-	6.8	46.6	9.6	3.5	13.2
2/1	358	358	-	-	-	2.7	3.9	-	6.5	65.8	6.8	3.9	10.6
3/1	347	347	-	-	-	2.6	4.4	-	7.0	72.9	6.6	4.4	10.9
4/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	187	187	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

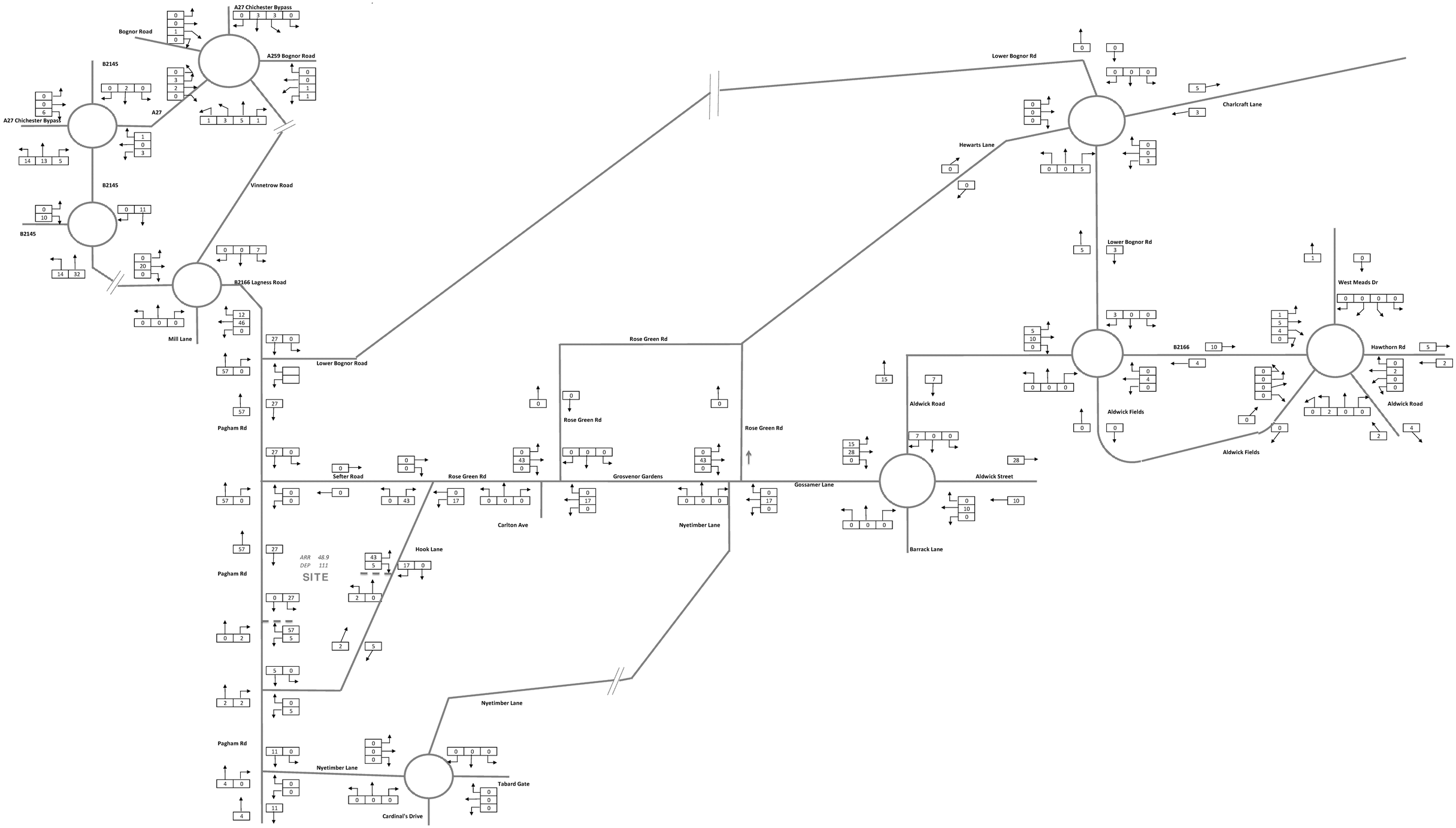
C1 PRC for Signalled Lanes (%): -2.1 Total Delay for Signalled Lanes (pcuHr): 20.36 Cycle Time (s): 70

PRC Over All Lanes (%): -2.1 Total Delay Over All Lanes(pcuHr): 20.41

Appendix 29

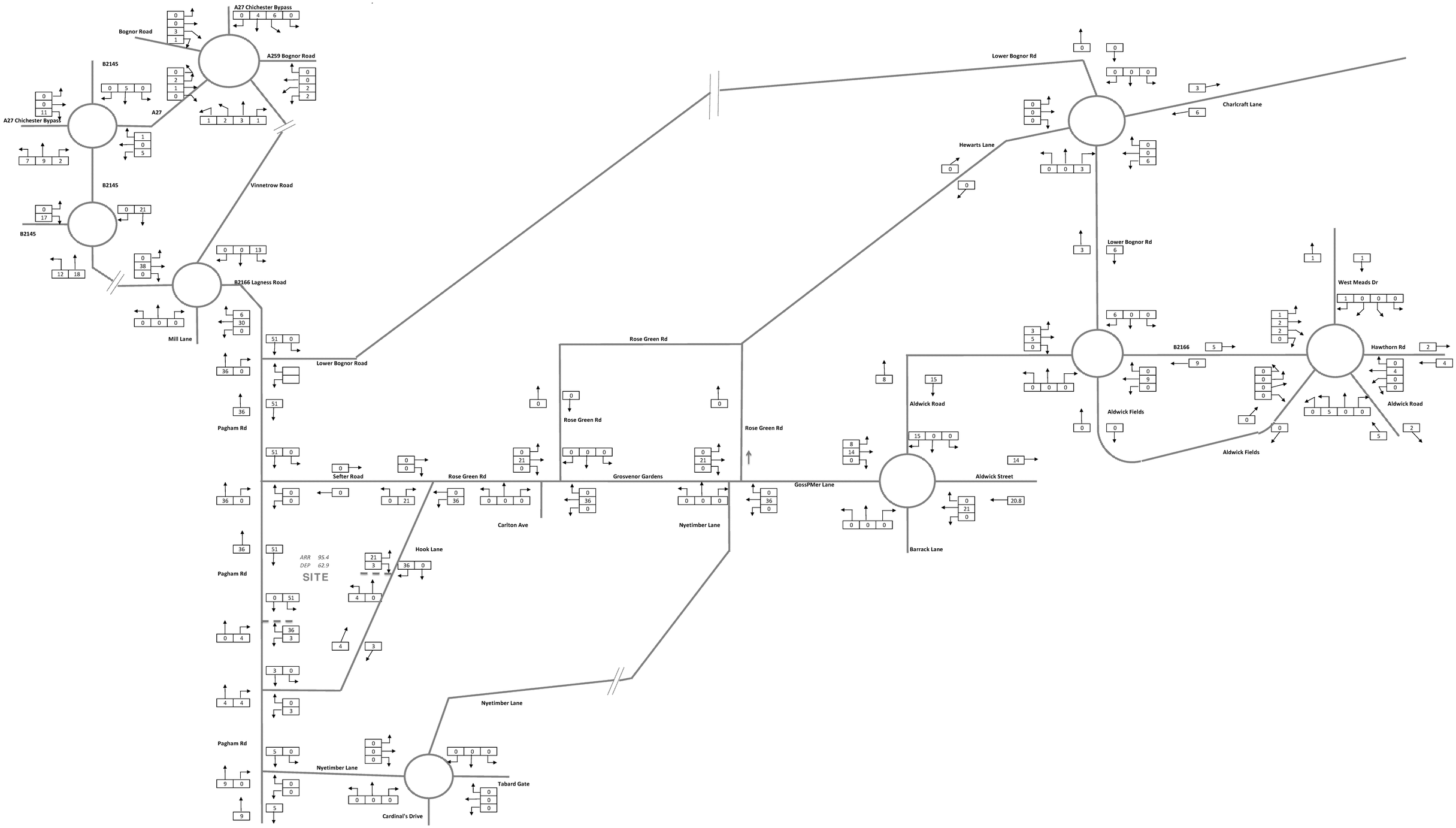
Hallam and Taylor Wimpey (250 dwellings) Highway Network Peak Hour Distribution Diagrams

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RPS

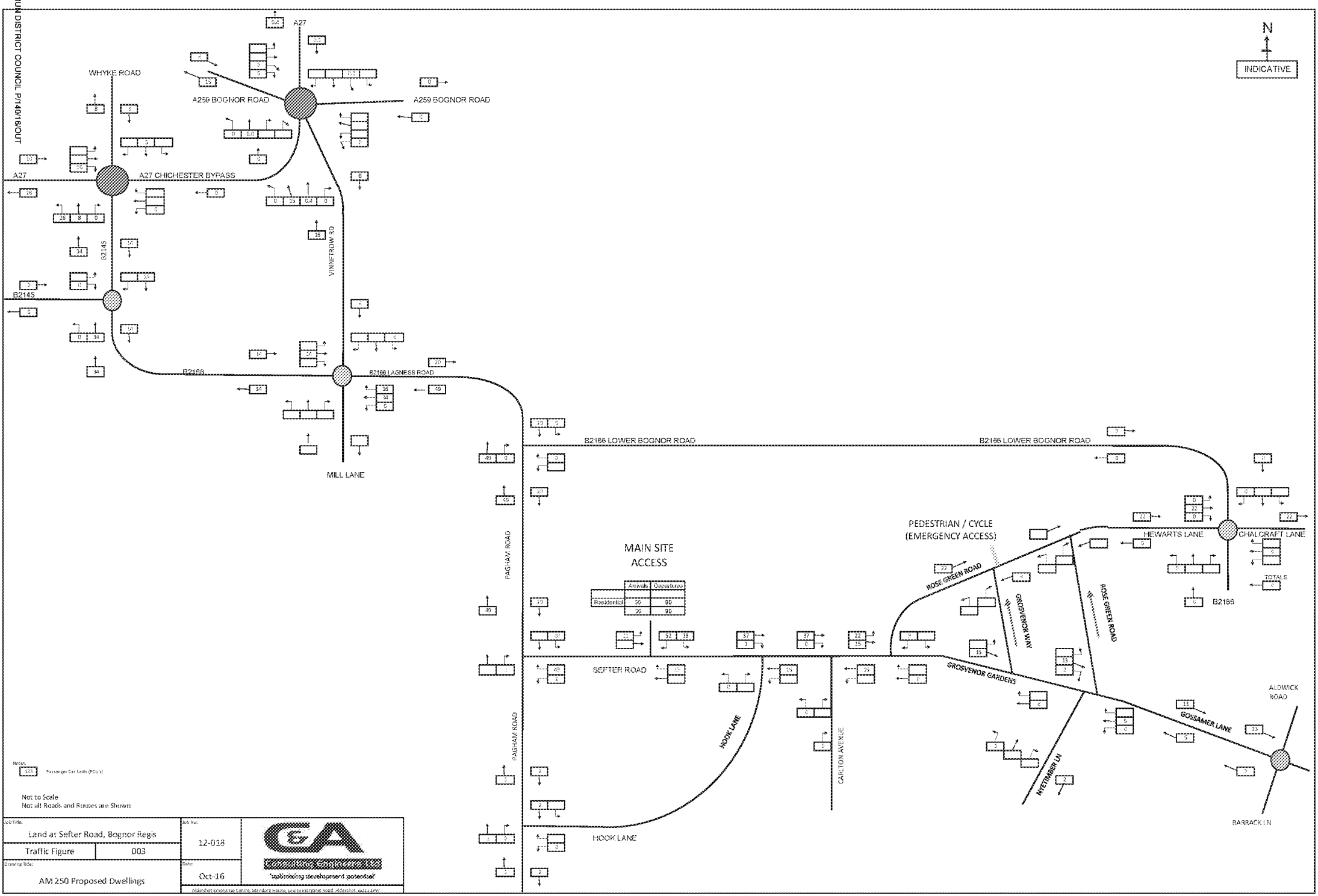
Hook Lane, Pagham
JNY 8840
Total Development Flows
AM Peak
All Vehicles



RPS

Hook Lane, PaghPM
JNY 8840
Total Development Flows
PM Peak
All Vehicles

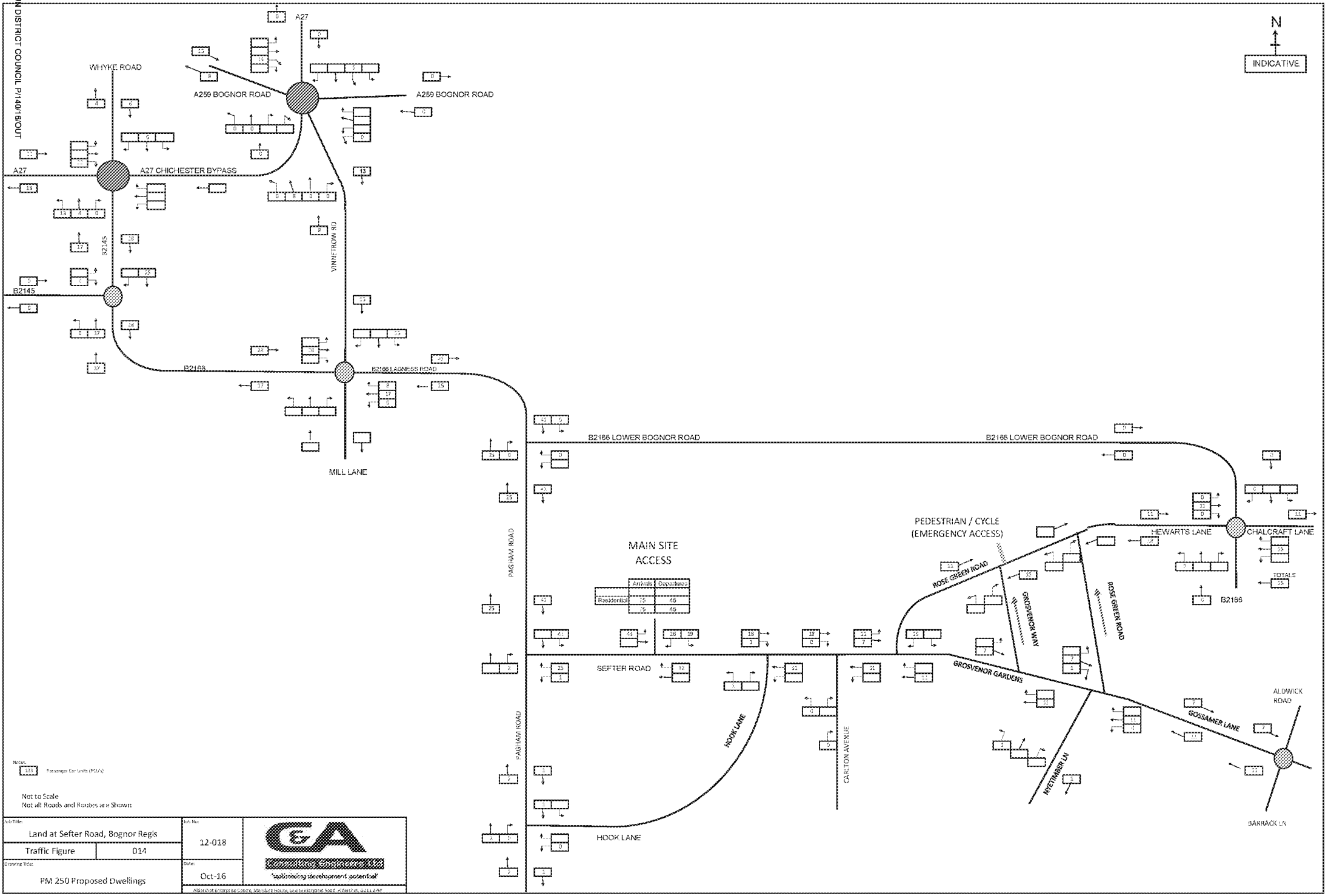
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Job Title: Land at Sefter Road, Bognor Regis		Job No: 12-018
Traffic Figure	003	
Drawing Title: AM 250 Proposed Dwellings		Date: Oct-16

Global Transport Consultants Ltd
optimising development potential
Aldershot Enterprise Centre, Mindelford House, Lysaght Avenue, Aldershot, GU11 2AW

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Job Title: Land at Sefter Road, Bognor Regis		Job No: 12-018
Traffic Figure	014	
Drawing Title: PM 250 Proposed Dwellings		Date: Oct-16

Create Urban Consultants Ltd
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Appendix 30

Cumulative Development Highway Network Peak Hour Distribution Diagrams

(400 + 300 + 250 dwellings)

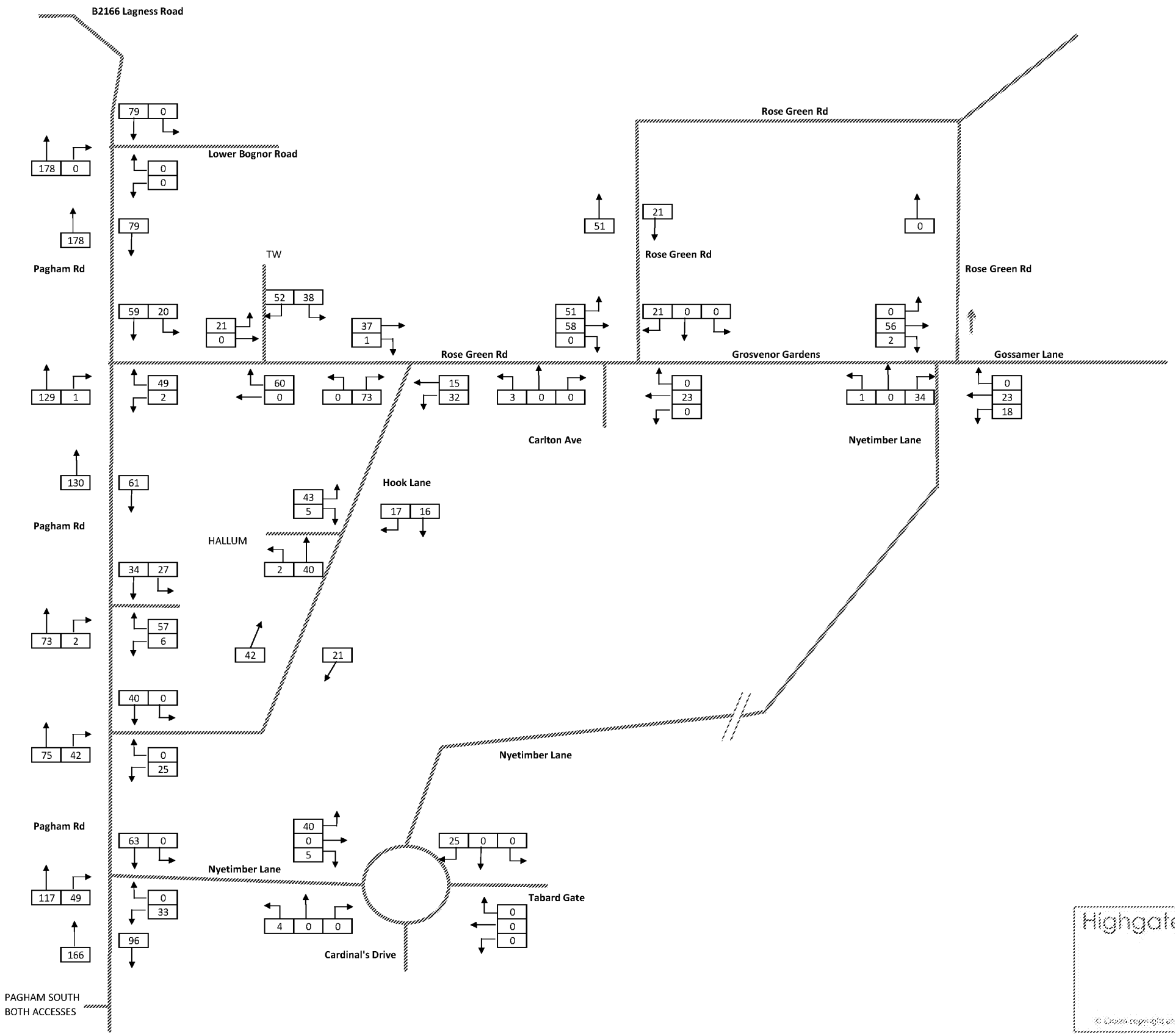
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Cumulative Development Traffic Flows (3 Sites)

AM Peak Hour



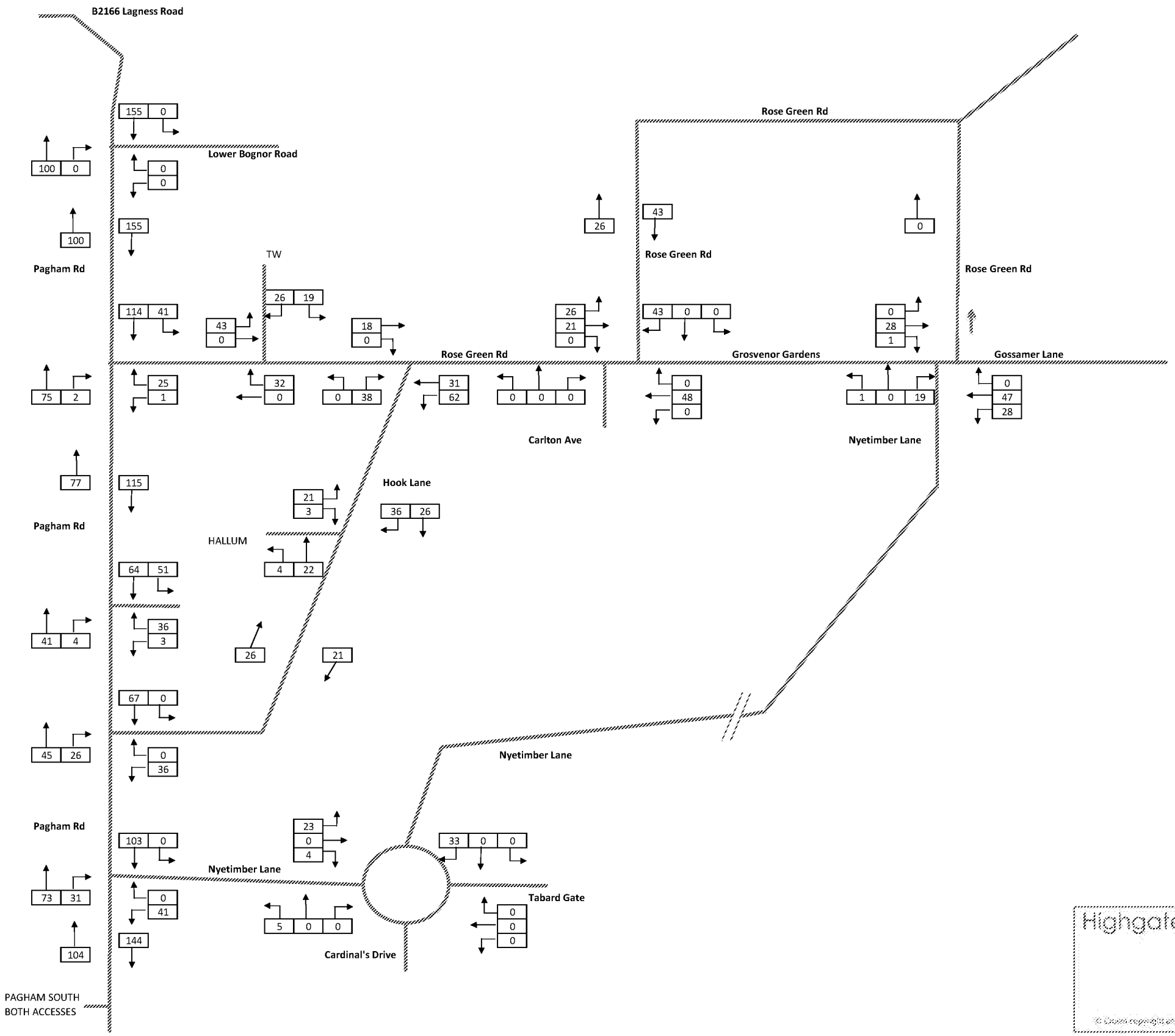
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Cumulative Development Traffic Flows (3 Sites)

PM Peak Hour



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Appendix 31

2031 Local Highway Network Traffic Flow Diagrams Without Cumulative Development

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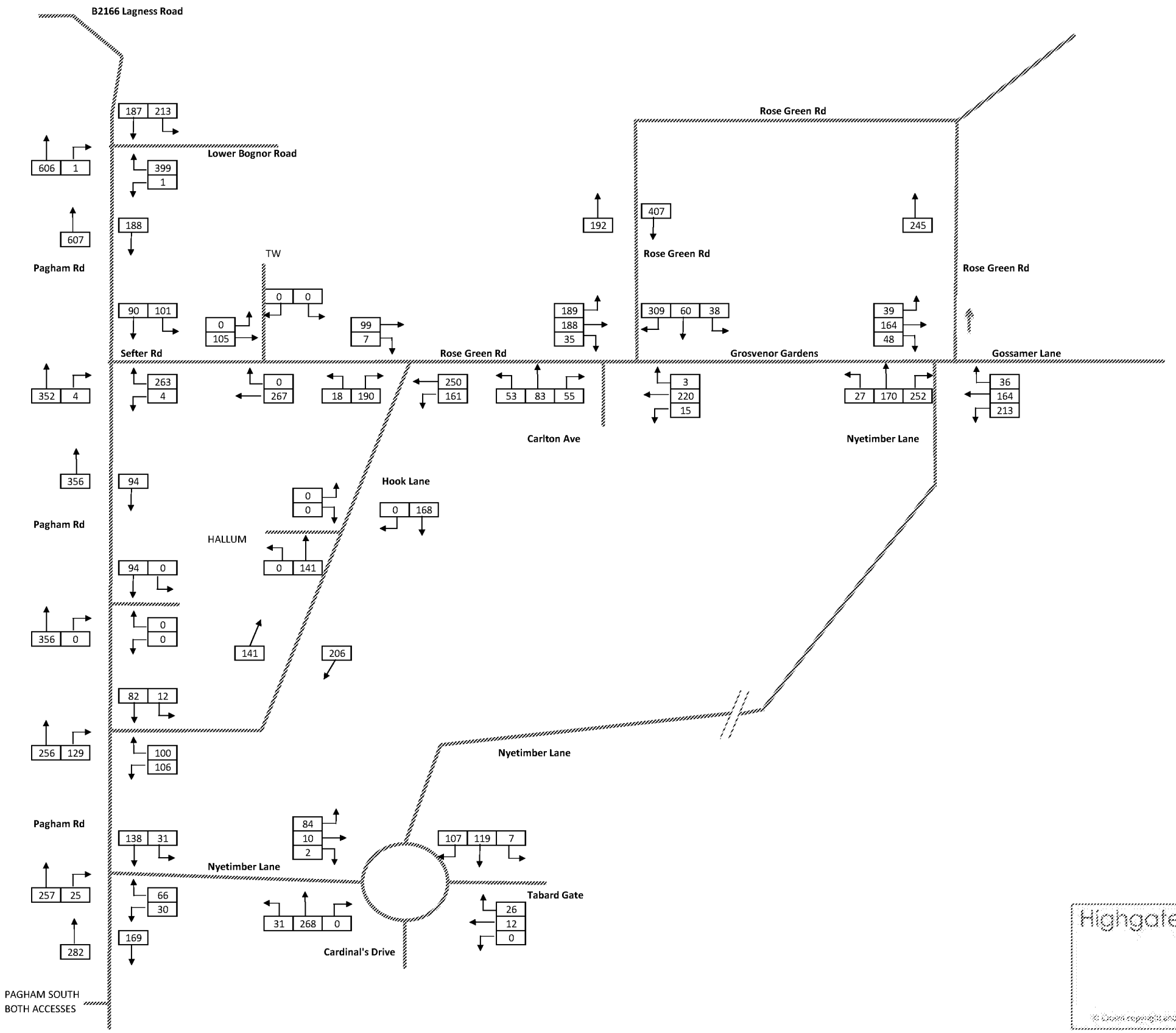
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Pagham South

2031 Forecast Traffic Flows

AM Peak Hour

AM Growth Factor: 1.1244



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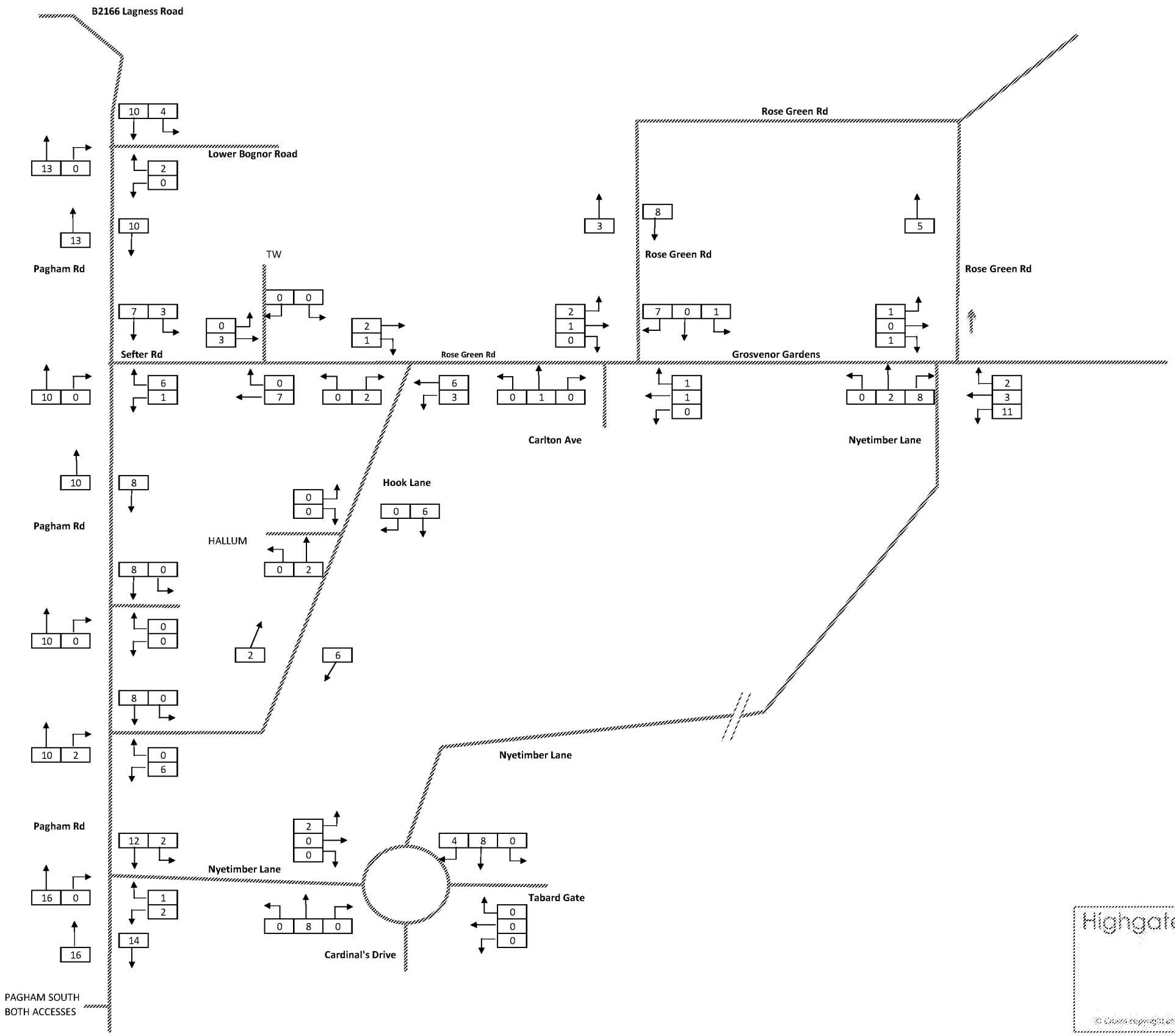
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Pagham South

2031 Forecast Traffic Flows - HGV & PSV

AM Peak Hour

AM Growth Factor: 1.1244

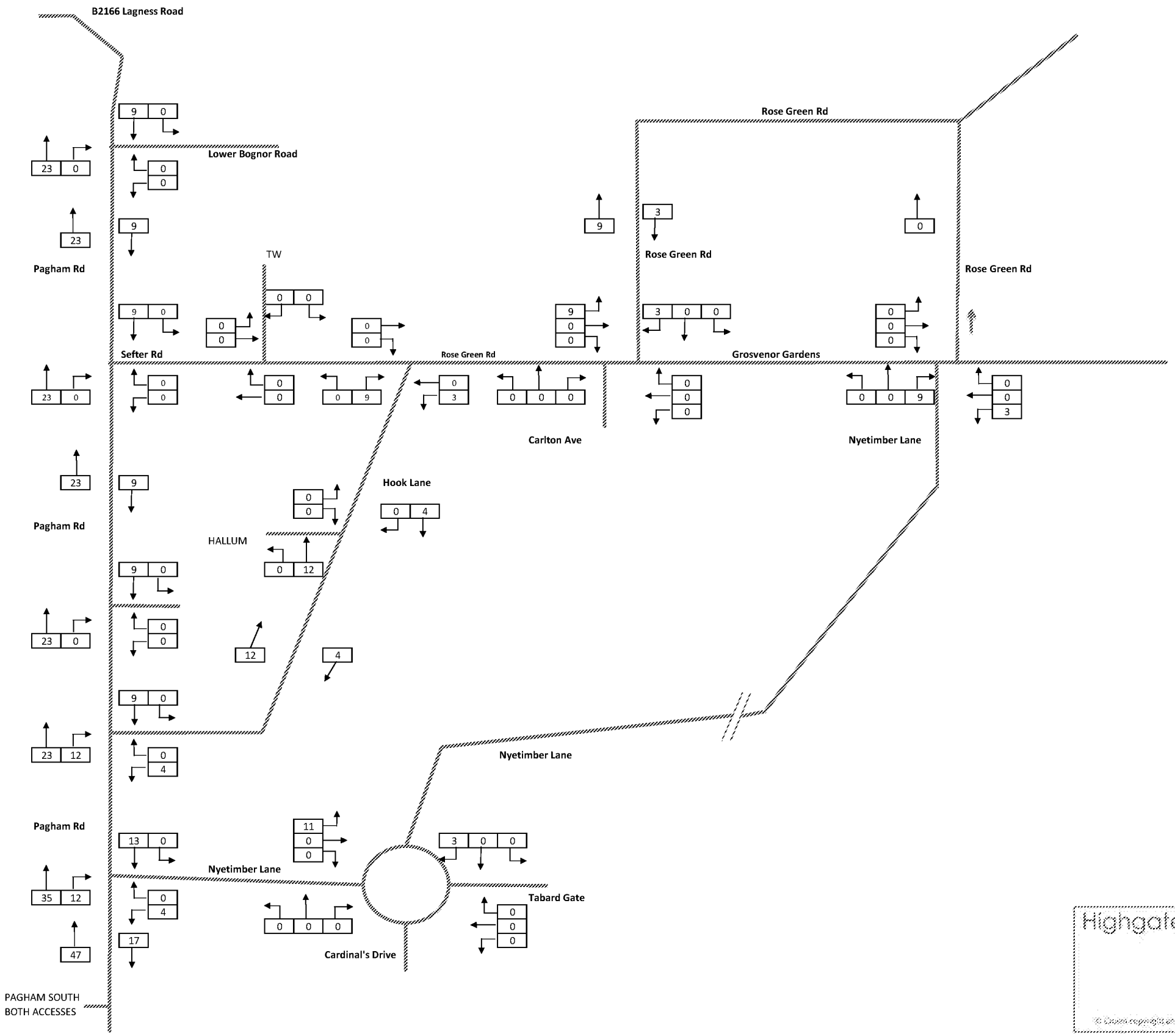


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Pagham South

Committed Development

AM Peak Hour



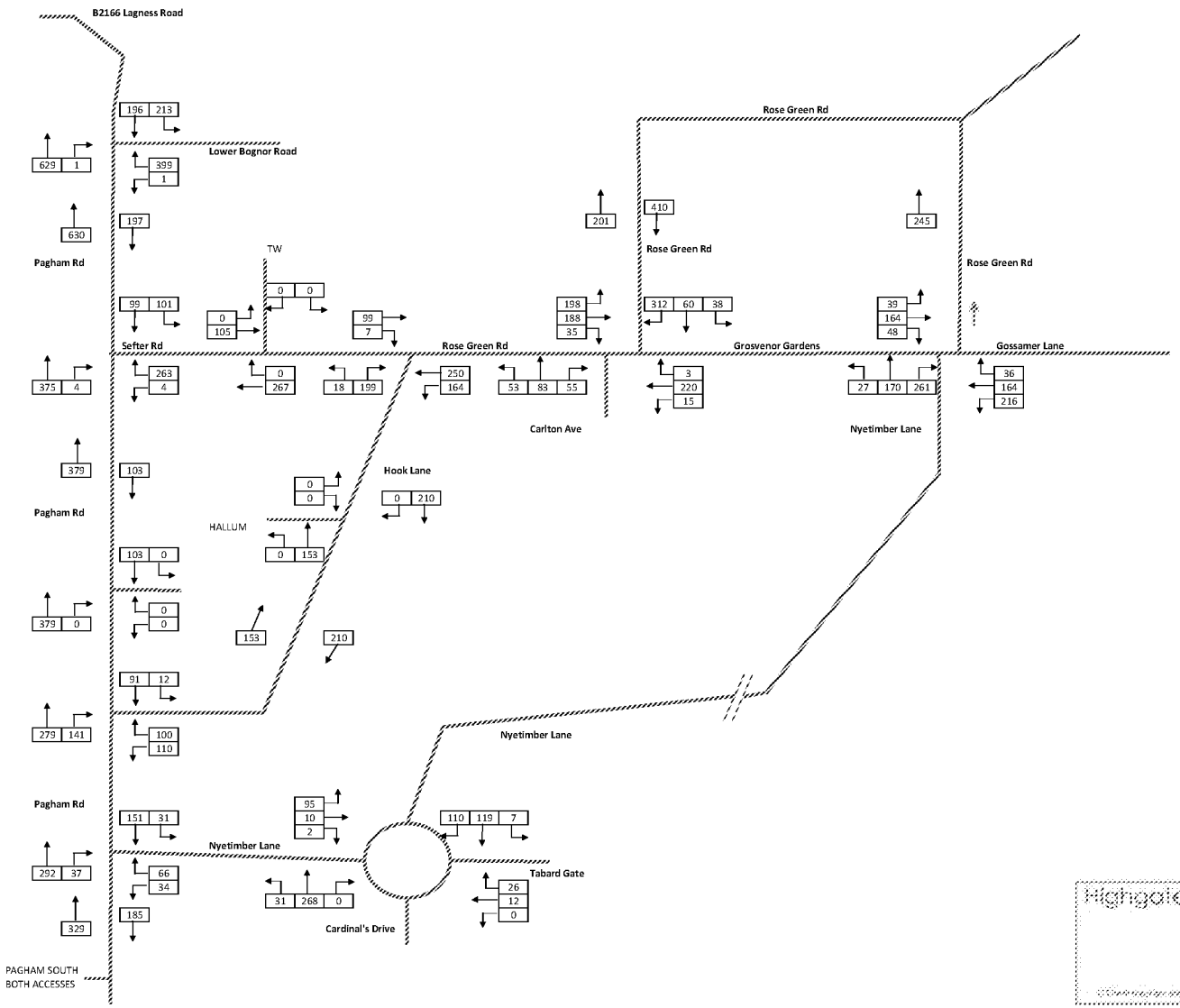
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2031 Forecast Traffic Flows + Committed Development

AM Peak Hour



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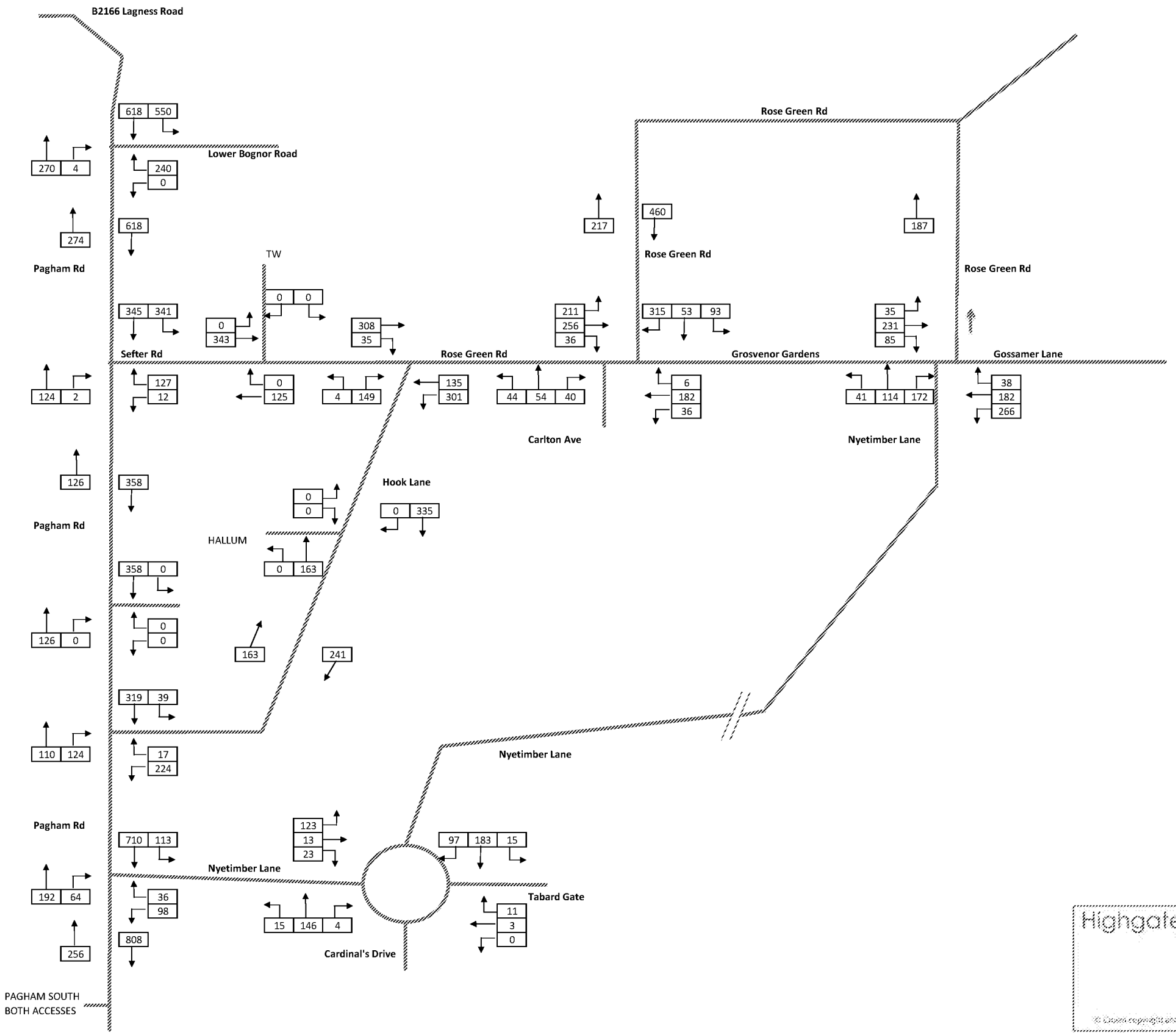
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Pagham South

2031 Forecast Traffic Flows

PM Peak Hour

PM Growth Factor: 1.1176



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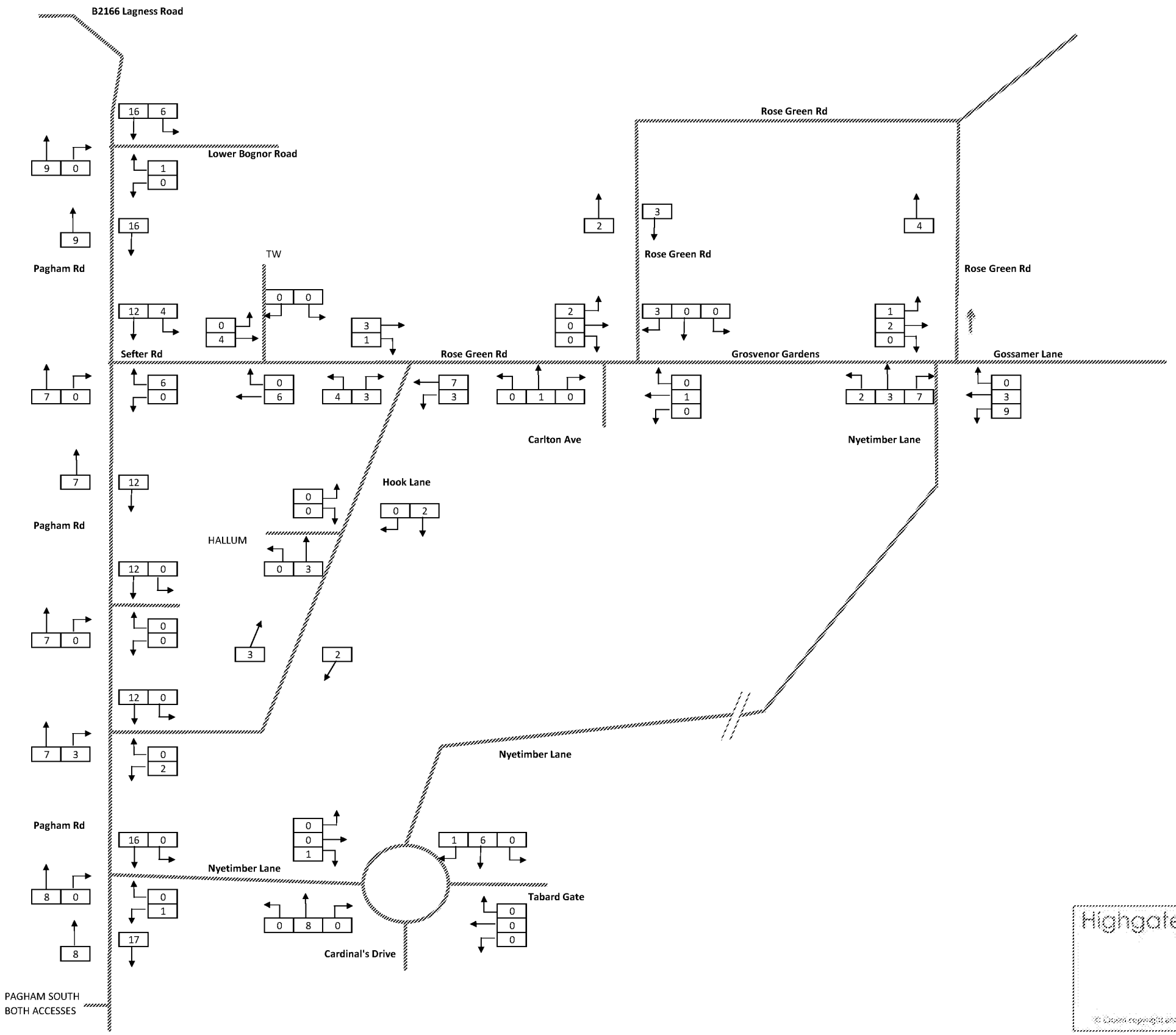
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2031 Forecast Traffic Flows - HGV & PSV

PM Peak Hour

PM Growth Factor: 1.1176

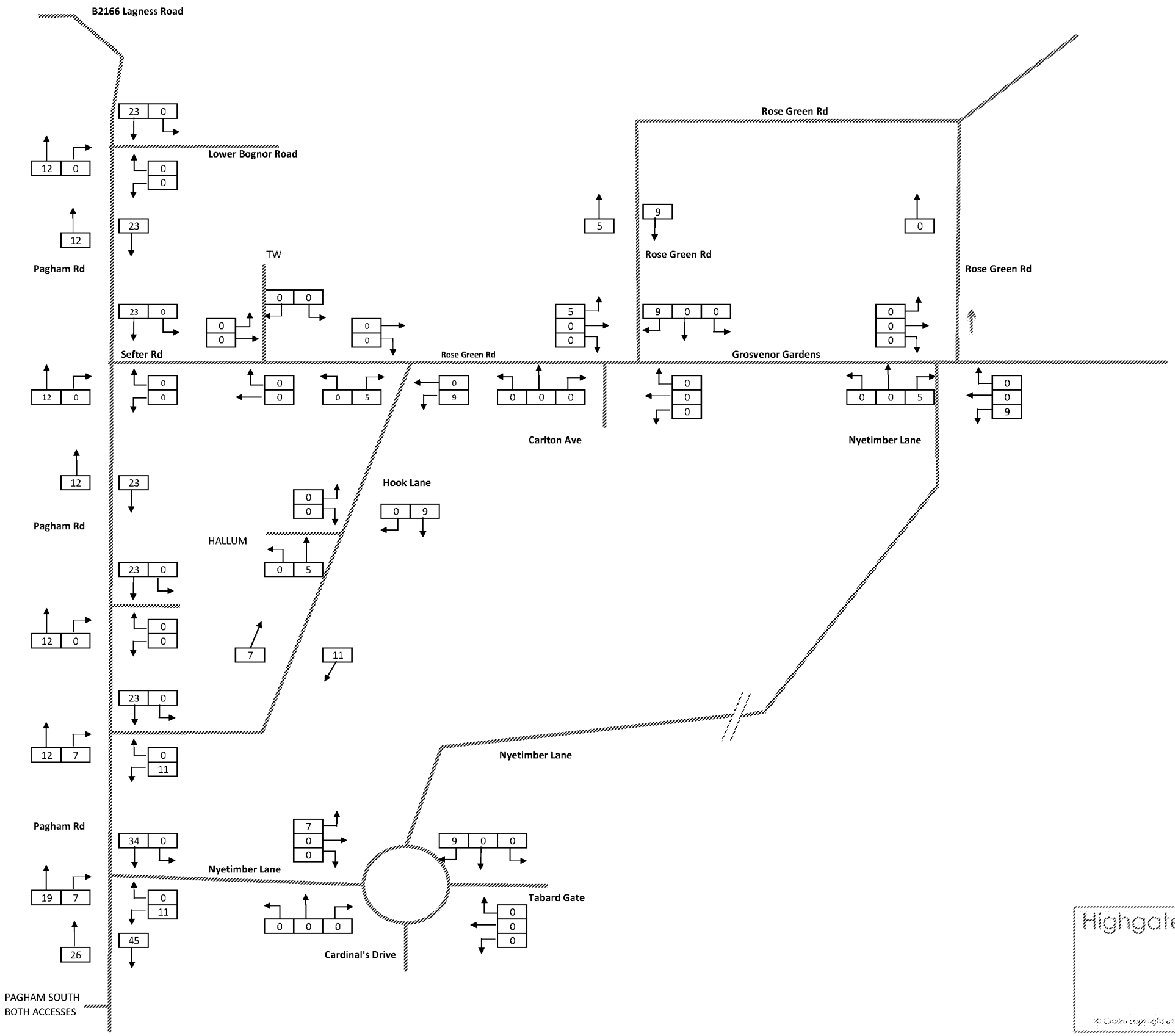


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Pagham South

Committed Development

PM Peak Hour



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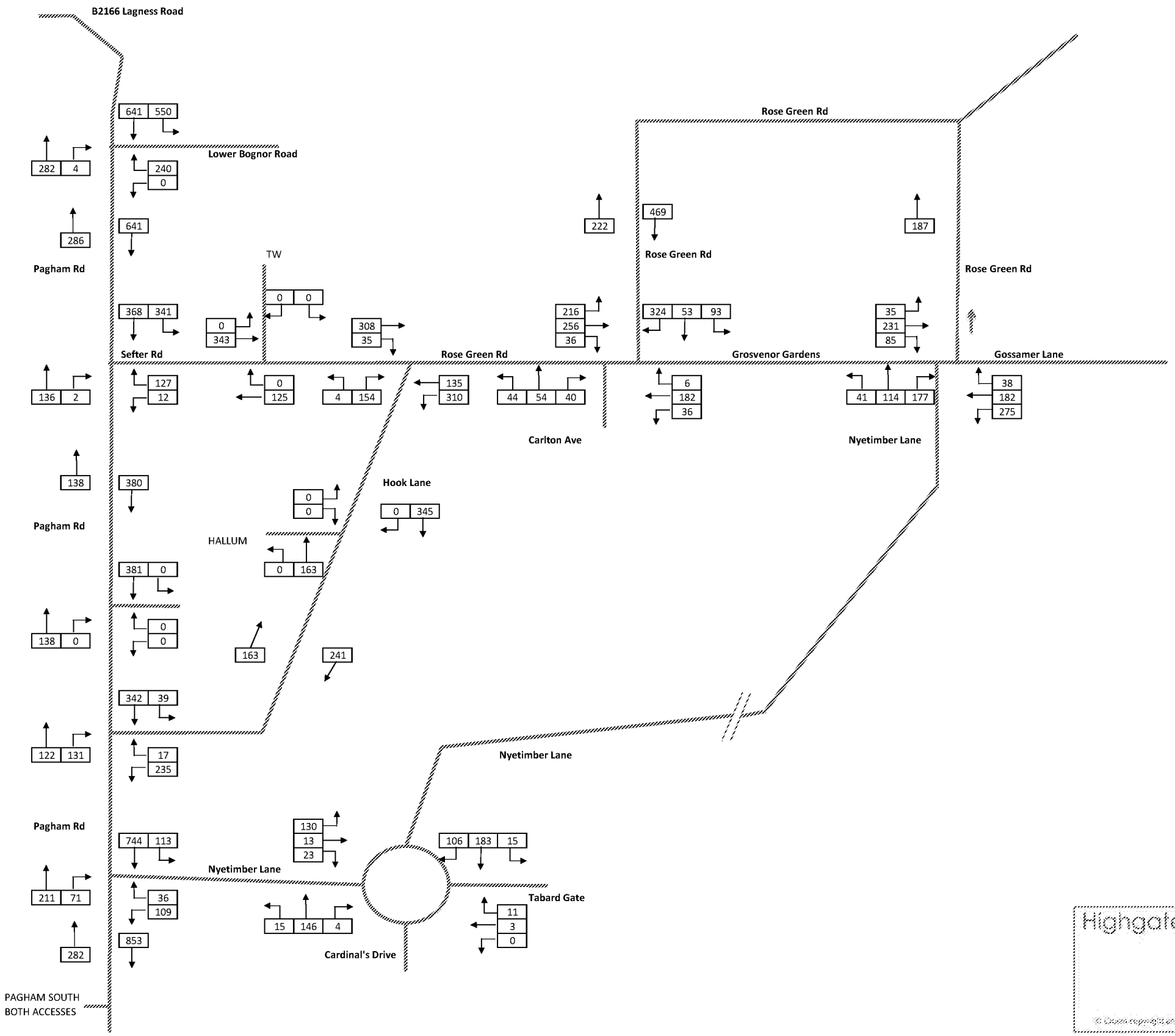
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Pagham South

2031 Forecast Traffic Flows + Committed Development

PM Peak Hour

PM Growth Factor: 1.1176



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Appendix 32

2031 Local Highway Network Traffic Flow Diagrams With Cumulative Development

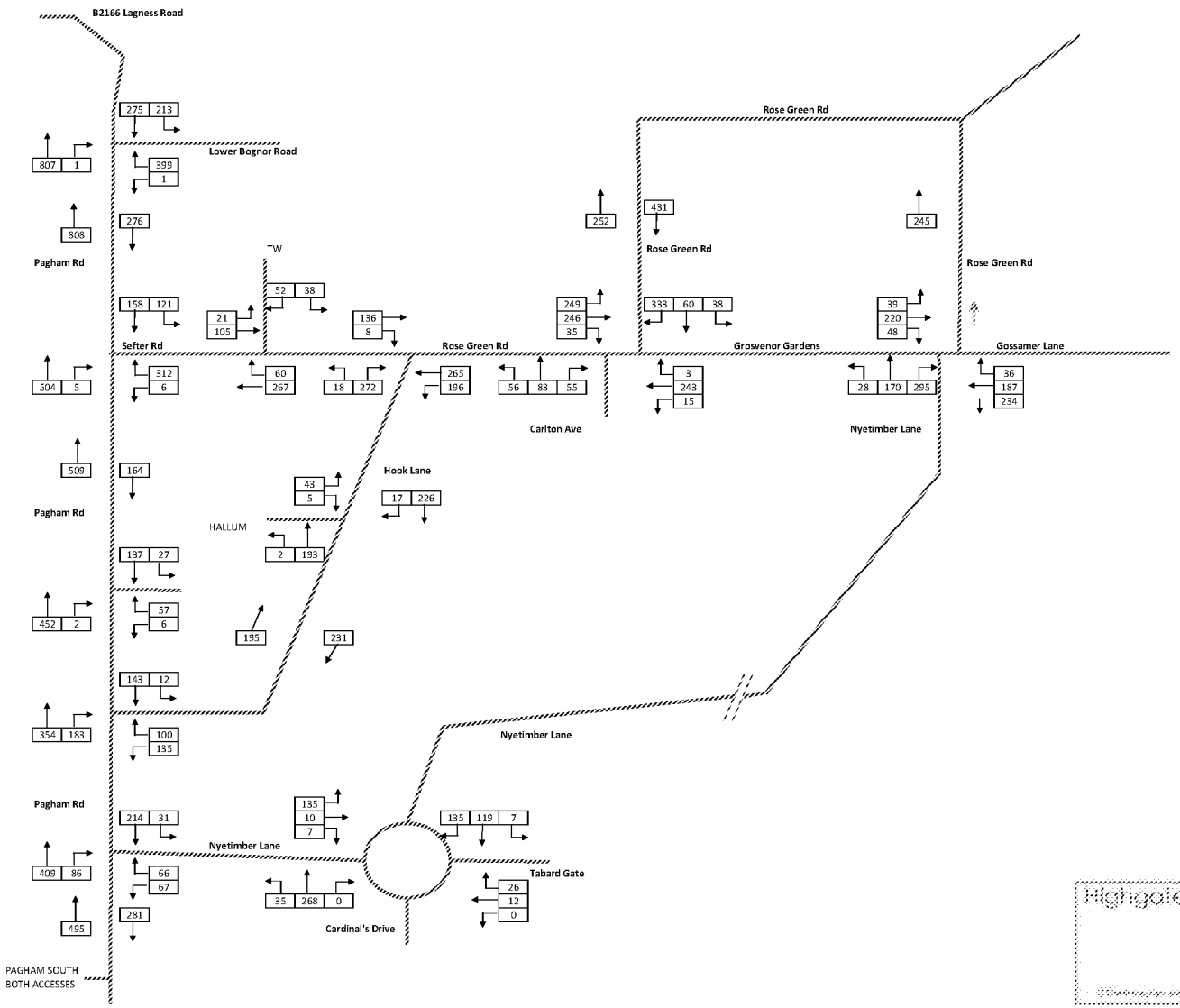
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

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

AM Peak Hour



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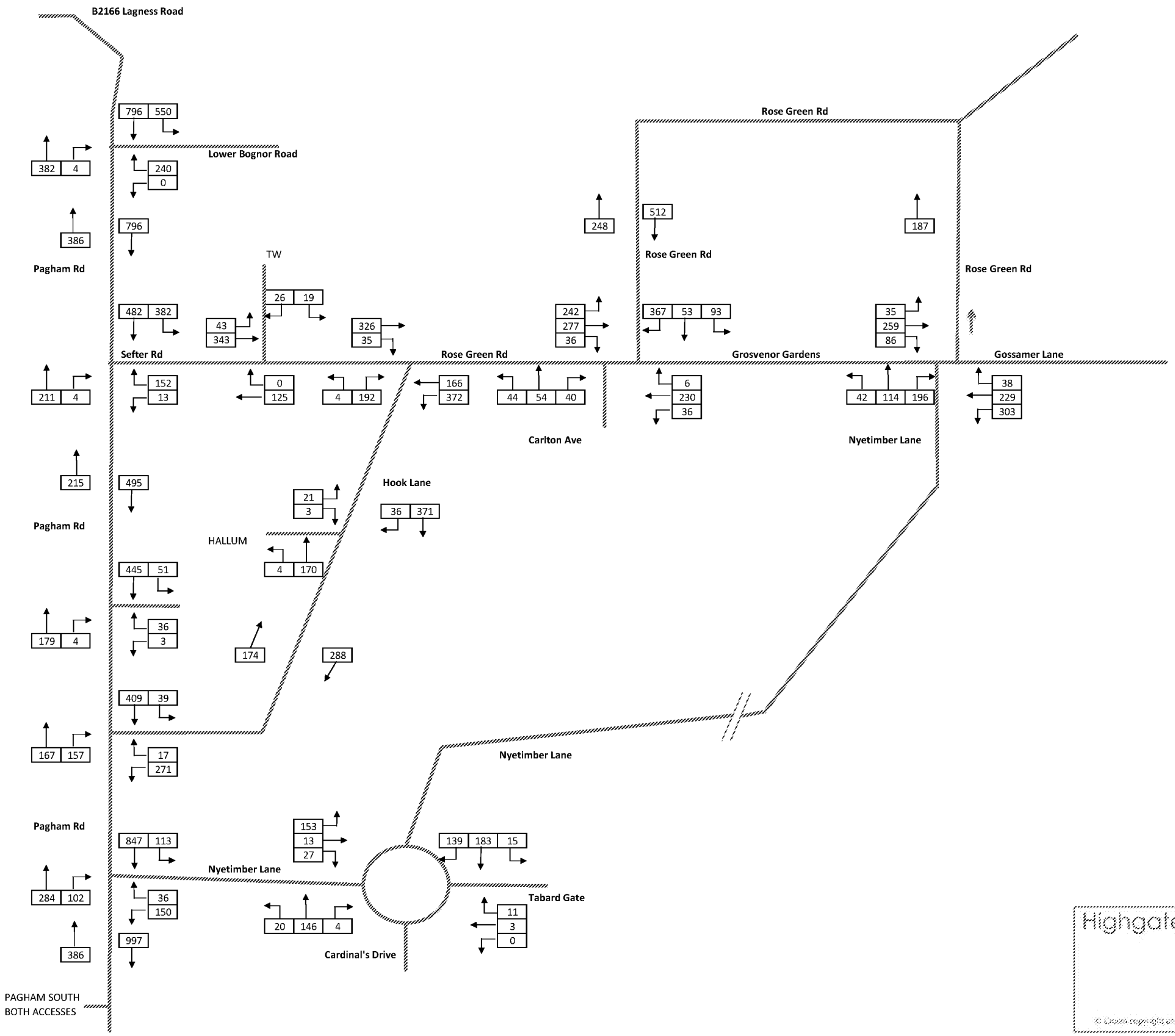
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Pagham South

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

PM Peak Hour

PM Growth Factor: 1.1176



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Appendix 33

2031 Local Highway Network Modelling Outputs

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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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 % [Stream B-AC]	0.6	14.31	0.39	B	2.19	A	34 % [Stream B-AC]
Stream C-AB	0.1	4.81	0.08	A				0.4	7.29	0.20	A			
	2031 + CUMULATIVE													
Stream B-AC	0.4	10.69	0.30	B	2.48	A	77 % [Stream B-AC]	1.1	20.36	0.54	C	3.38	A	14 % [Stream B-AC]
Stream C-AB	0.5	5.02	0.21	A				0.8	8.20	0.33	A			
	2031 + PAGHAM S													
Stream B-AC	0.4	10.57	0.30	B	2.50	A	79 % [Stream B-AC]	1.1	20.04	0.53	C	3.36	A	15 % [Stream B-AC]
Stream C-AB	0.4	5.01	0.21	A				0.8	8.24	0.32	A			

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

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

File summary

File Description

Title	(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		
		A	B	C
From	A	0	31	151
	B	66	0	34
	C	292	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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
From	A	0	31	203
	B	66	0	67
	C	405	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	10.57	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
From	A	0	113	841
	B	36	0	150
	C	273	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	0.53	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

Version: 9.0.1.4646 []
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Filename: 1616 Hook Lane 2031 JULY17.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 12/07/2017 22:24:53

»2031, AM
»2031, PM
»2031 + CUMULATIVE, AM
»2031 + CUMULATIVE, 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-C	0.2	7.13	0.19	A	4.18	A	84 % [Stream B-A]	0.7	9.73	0.41	A	4.06	A	70 % [Stream B-A]
Stream B-A	0.3	11.40	0.26	B				0.1	11.43	0.06	B			
Stream C-AB	0.5	5.82	0.28	A				0.4	7.19	0.26	A			
	2031 + CUMULATIVE													
Stream B-C	0.3	7.71	0.24	A	4.65	A	54 % [Stream B-A]	1.0	11.64	0.49	B	4.64	A	46 % [Stream B-A]
Stream B-A	0.4	13.62	0.29	B				0.1	13.07	0.06	B			
Stream C-AB	0.9	6.62	0.40	A				0.6	7.72	0.33	A			

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

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

File summary

File Description

Title	(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

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.18	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	84	Stream B-A

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	7.30			250.0	✓	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	6.30	5.70	3.65	3.65	✓	2.00	61	65

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	559	0.096	0.243	0.153	0.347
1	B-C	717	0.104	0.262	-	-
1	C-B	719	0.263	0.263	-	-

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

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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-C	0.19	7.13	0.2	1.1	A
B-A	0.26	11.40	0.3	1.1	B
C-AB	0.28	5.82	0.5	1.7	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-C	83	654	0.127	82	0.1	6.286	A
B-A	75	469	0.161	75	0.2	9.119	A
C-AB	143	810	0.177	142	0.3	5.383	A
C-A	173			173			
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-C	99	643	0.154	99	0.2	6.613	A

B-A	90	451	0.199	90	0.2	9.966	A
C-AB	182	832	0.219	181	0.4	5.537	A
C-A	196			196			
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-C	121	626	0.193	121	0.2	7.120	A
B-A	110	426	0.258	110	0.3	11.368	B
C-AB	242	861	0.281	241	0.5	5.808	A
C-A	220			220			
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-C	121	626	0.193	121	0.2	7.129	A
B-A	110	426	0.259	110	0.3	11.399	B
C-AB	242	862	0.281	242	0.5	5.823	A
C-A	220			220			
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-C	99	642	0.154	99	0.2	6.627	A
B-A	90	451	0.200	90	0.3	10.003	B
C-AB	182	832	0.219	183	0.4	5.560	A
C-A	195			195			
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-C	83	654	0.127	83	0.1	6.309	A
B-A	75	468	0.161	76	0.2	9.172	A
C-AB	144	811	0.177	144	0.3	5.408	A
C-A	173			173			
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-C	0.14	0.00	0.00	0.14	0.14			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			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	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.37	0.00	0.00	0.37	0.37			N/A	N/A

08:15 - 08:30

Stream	Mean	Q05	Q50	Q90	Q95	Percentile	Marker	Probability of reaching or	Probability of exactly

	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)	message	message	exceeding marker	reaching marker
B-C	0.24	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.34	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.53	0.03	0.26	0.53	0.53			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	0.24	0.03	0.28	0.68	1.10			N/A	N/A
B-A	0.35	0.03	0.31	1.15	1.15			N/A	N/A
C-AB	0.54	0.04	0.37	1.49	1.75			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	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			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-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

2031, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	70	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	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
From	A	0	39	342
	B	17	0	235
	C	122	131	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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-C	0.41	9.73	0.7	2.9	A
B-A	0.06	11.43	0.1	0.5	B
C-AB	0.26	7.19	0.4	1.4	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-C	177	667	0.265	175	0.4	7.309	A
B-A	13	389	0.033	13	0.0	9.553	A
C-AB	114	687	0.166	113	0.2	6.270	A
C-A	77			77			
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-C	211	651	0.325	211	0.5	8.172	A
B-A	15	367	0.042	15	0.0	10.232	B
C-AB	140	684	0.205	140	0.3	6.611	A
C-A	87			87			
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-C	259	629	0.412	258	0.7	9.685	A
B-A	19	334	0.056	19	0.1	11.413	B
C-AB	180	681	0.264	179	0.4	7.166	A
C-A	99			99			
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-C	259	629	0.412	259	0.7	9.727	A
B-A	19	334	0.056	19	0.1	11.427	B
C-AB	180	681	0.264	180	0.4	7.191	A
C-A	99			99			
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-C	211	651	0.325	212	0.5	8.223	A
B-A	15	367	0.042	15	0.0	10.247	B
C-AB	141	684	0.205	141	0.3	6.649	A
C-A	87			87			
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-C	177	667	0.265	177	0.4	7.365	A
B-A	13	389	0.033	13	0.0	9.572	A
C-AB	114	687	0.166	114	0.2	6.303	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-C	0.36	0.00	0.00	0.36	0.36			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			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-C	0.47	0.00	0.00	0.47	0.47			N/A	N/A
B-A	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			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-C	0.69	0.03	0.26	0.69	0.69			N/A	N/A
B-A	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.42	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-C	0.69	0.03	0.29	1.05	2.89			N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.43	0.03	0.34	1.33	1.37			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	0.49	0.04	0.43	1.26	1.38			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			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	0.37	0.03	0.26	0.48	0.61			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

2031 + CUMULATIVE, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	54	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)
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		
		A	B	C
From	A	0	12	143
	B	100	0	135
	C	354	183	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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-C	0.24	7.71	0.3	1.4	A
B-A	0.29	13.62	0.4	1.7	B
C-AB	0.40	6.62	0.9	4.6	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-C	102	654	0.155	101	0.2	6.504	A
B-A	75	430	0.175	74	0.2	10.091	B
C-AB	202	837	0.242	200	0.4	5.649	A
C-A	202			202			
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-C	121	639	0.190	121	0.2	6.950	A
B-A	90	407	0.221	90	0.3	11.333	B
C-AB	261	864	0.302	261	0.6	5.971	A
C-A	222			222			
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-C	149	616	0.241	148	0.3	7.693	A
B-A	110	375	0.294	110	0.4	13.560	B
C-AB	356	902	0.395	355	0.9	6.591	A
C-A	235			235			
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-C	149	615	0.242	149	0.3	7.711	A
B-A	110	374	0.294	110	0.4	13.623	B
C-AB	357	902	0.395	357	0.9	6.622	A
C-A	234			234			
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-C	121	638	0.190	122	0.2	6.977	A
B-A	90	407	0.221	90	0.3	11.403	B
C-AB	262	865	0.303	263	0.6	6.011	A
C-A	221			221			
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-C	102	653	0.156	102	0.2	6.535	A
B-A	75	430	0.175	76	0.2	10.166	B
C-AB	203	837	0.242	204	0.4	5.695	A
C-A	201			201			
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-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			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	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-A	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.59	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-C	0.31	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.41	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.92	0.03	0.26	0.92	0.92			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	0.32	0.03	0.31	1.11	1.42			N/A	N/A
B-A	0.41	0.03	0.31	1.31	1.70			N/A	N/A
C-AB	0.93	0.03	0.32	1.98	4.60			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	0.24	0.00	0.00	0.24	0.24			N/A	N/A
B-A	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.61	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-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
B-A	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

2031 + CUMULATIVE, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way	4.64	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)
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-C	0.49	11.64	1.0	3.1	B
B-A	0.06	13.07	0.1	0.5	B
C-AB	0.33	7.72	0.6	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-C	204	652	0.313	202	0.4	7.965	A
B-A	13	366	0.035	13	0.0	10.167	B
C-AB	144	702	0.205	143	0.3	6.428	A
C-A	100			100			
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-C	244	634	0.384	243	0.6	9.197	A
B-A	15	338	0.045	15	0.0	11.149	B
C-AB	180	702	0.256	179	0.4	6.887	A
C-A	111			111			
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-C	298	608	0.491	297	0.9	11.543	B
B-A	19	295	0.064	19	0.1	13.035	B
C-AB	235	702	0.334	234	0.6	7.678	A
C-A	122			122			
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-C	298	608	0.491	298	1.0	11.638	B
B-A	19	294	0.064	19	0.1	13.066	B
C-AB	235	702	0.334	235	0.6	7.717	A
C-A	122			122			
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-C	244	634	0.384	245	0.6	9.290	A
B-A	15	338	0.045	15	0.0	11.176	B
C-AB	180	702	0.257	181	0.4	6.941	A
C-A	111			111			
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-C	204	652	0.313	205	0.5	8.054	A
B-A	13	366	0.035	13	0.0	10.201	B
C-AB	144	702	0.206	145	0.3	6.475	A
C-A	100			100			
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-C	0.45	0.00	0.00	0.45	0.45			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			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-C	0.61	0.16	0.91	1.38	1.44			N/A	N/A
B-A	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.41	0.00	0.00	0.41	0.41			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-C	0.94	0.03	0.26	0.94	0.94			N/A	N/A
B-A	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.62	0.03	0.26	0.62	0.62			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	0.95	0.03	0.28	0.95	3.14			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.62	0.03	0.33	1.38	2.76			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	0.63	0.08	0.76	1.36	1.43			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			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	0.46	0.04	0.40	1.23	1.37			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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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 % [Stream B-AC]	0.7	16.10	0.41	C	2.31	A	39 % [Stream B-AC]
Stream C-AB	0.0	4.39	0.01	A				0.0	6.19	0.01	A			
	2031 + CUMULATIVE													
Stream B-AC	6.3	89.82	0.89	F	20.10	C	-12 % [Stream B-AC]	1.2	24.89	0.56	C	3.36	A	11 % [Stream B-AC]
Stream C-AB	0.0	4.15	0.01	A				0.0	6.02	0.01	A			
	2031 + PAGHAM S													
Stream B-AC	2.4	30.28	0.71	D	8.52	A	4 % [Stream B-AC]	0.8	18.33	0.44	C	2.40	A	28 % [Stream B-AC]
Stream C-AB	0.0	4.24	0.01	A				0.0	6.04	0.01	A			

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

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

File summary

File Description

Title	(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		
		A	B	C
From	A	0	101	99
	B	263	0	4
	C	375	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Vehicle Mix

Heavy Vehicle Percentages

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

Vehicle Mix

Heavy Vehicle Percentages

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

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	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

Version: 9.0.1.4646 []
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Filename: Rose Green Road-Carlton Avenue 2031.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 12/07/2017 22:29:41

»2031, AM
»2031, PM
»2031 + CUMULATIVE, AM
»2031 + CUMULATIVE, 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	30.16	0.64	D	39.10	E	-15 % [Stream D-ABC]	0.9	21.49	0.48	C	76.81	F	-22 % [Stream D-ABC]
Stream A-BCD	0.0	6.55	0.01	A				0.0	5.50	0.02	A			
Stream D-ABC	12.6	104.65	0.96	F				32.5	216.99	1.10	F			
Stream C-ABD	0.2	5.28	0.11	A				0.3	5.03	0.12	A			
	2031 + CUMULATIVE													
Stream B-ACD	2.3	41.92	0.72	E	71.17	F	-22 % [Stream D-ABC]	1.1	27.95	0.54	D	162.50	F	-28 % [Stream D-ABC]
Stream A-BCD	0.0	6.55	0.01	A				0.0	5.36	0.02	A			
Stream D-ABC	29.1	212.78	1.09	F				64.2	481.43	1.24	F			
Stream C-ABD	0.3	5.00	0.12	A				0.3	5.15	0.14	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

			Calculate				**Queue**

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	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	✓

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	39.10	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-15	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	7.59			127.8	✓	0.00
C - Rose Green Road W	7.32			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Carlton Avenue	One lane	3.00	23	51
D - Rose Green Road N	One lane	4.00	23	127

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	648	-	-	-	0.234	0.234	0.234	-	0.234	-	-
1	B-AD	510	0.088	0.221	-	-	-	0.139	0.316	0.139	0.088	0.221
1	B-C	656	0.095	0.240	-	-	-	-	-	-	0.095	0.240
1	C-B	632	0.231	0.231	-	-	-	-	-	-	0.231	0.231
1	D-A	774	-	-	-	0.279	0.110	0.279	-	0.110	-	-
1	D-BC	602	0.162	0.162	0.369	0.258	0.102	0.258	-	0.102	-	-

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	30.16	1.7	D	175	263
A-BCD	0.01	6.55	0.0	A	5	7
A-B					14	20
A-C					200	300
D-ABC	0.96	104.85	12.6	F	376	564
C-ABD	0.11	5.28	0.2	A	63	94
C-D					166	249
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	402	0.358	142	0.0	0.5	13.721	B
A-BCD	3	1	553	0.006	3	0.0	0.0	6.551	A
A-B	11	3			11				

A-C	165	41			165				
D-ABC	309	77	507	0.609	303	0.0	1.5	17.164	C
C-ABD	44	11	730	0.060	43	0.0	0.1	5.243	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	373	0.460	171	0.5	0.8	17.676	C
A-BCD	4	1	567	0.008	4	0.0	0.0	6.436	A
A-B	13	3			13				
A-C	196	49			196				
D-ABC	369	92	488	0.755	363	1.5	2.8	27.778	D
C-ABD	59	15	752	0.078	58	0.1	0.1	5.191	A
C-D	164	41			164				
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	27.852	D
A-BCD	6	1	588	0.010	6	0.0	0.0	6.235	A
A-B	16	4			16				
A-C	240	60			240				
D-ABC	451	113	462	0.978	425	2.8	9.4	69.738	F
C-ABD	84	21	785	0.107	84	0.1	0.2	5.133	A
C-D	194	49			194				
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	30.161	D
A-BCD	6	1	587	0.010	6	0.0	0.0	6.191	A
A-B	16	4			16				
A-C	240	60			240				
D-ABC	451	113	461	0.979	439	9.4	12.6	104.652	F
C-ABD	85	21	781	0.109	85	0.2	0.2	5.178	A
C-D	194	49			194				
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	364	0.471	175	1.7	0.9	19.270	C
A-BCD	4	1	567	0.008	4	0.0	0.0	6.335	A
A-B	13	3			13				
A-C	196	49			196				
D-ABC	369	92	487	0.756	405	12.6	3.6	53.229	F
C-ABD	59	15	745	0.080	60	0.2	0.2	5.265	A
C-D	164	41			164				
C-A	155	39			155				

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	399	0.360	145	0.9	0.6	14.257	B
A-BCD	3	1	553	0.006	3	0.0	0.0	6.502	A
A-B	11	3			11				
A-C	165	41			165				
D-ABC	309	77	507	0.609	316	3.6	1.6	19.628	C
C-ABD	44	11	728	0.061	44	0.2	0.1	5.276	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	78.51	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-22	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			
		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	216
	D - Rose Green Road N	93	53	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	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	21.49	0.9	C	127	190
A-BCD	0.02	5.50	0.0	A	8	12
A-B					33	49
A-C					165	247
D-ABC	1.10	216.99	32.5	F	431	647
C-ABD	0.12	5.03	0.3	A	74	111
C-D					180	269
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	400	0.260	103	0.0	0.3	12.049	B
A-BCD	6	2	661	0.009	6	0.0	0.0	5.494	A
A-B	27	7			27				
A-C	136	34			136				
D-ABC	354	88	520	0.680	346	0.0	2.0	19.878	C
C-ABD	50	12	778	0.064	49	0.0	0.1	4.943	A
C-D	152	38			152				
C-A	180	45			180				

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	370	0.335	123	0.3	0.5	14.535	B
A-BCD	8	2	666	0.012	8	0.0	0.0	5.469	A
A-B	32	8			32				
A-C	162	40			162				
D-ABC	423	106	499	0.846	413	2.0	4.4	37.940	E
C-ABD	68	17	810	0.084	68	0.1	0.2	4.854	A
C-D	178	44			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	0.461	151	0.5	0.8	19.977	C
A-BCD	10	3	673	0.015	10	0.0	0.0	5.428	A
A-B	39	10			39				
A-C	197	49			197				
D-ABC	517	129	471	1.100	456	4.4	19.7	115.725	F
C-ABD	101	25	857	0.118	101	0.2	0.3	4.760	A
C-D	210	52			210				
C-A	248	62			248				

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	319	0.477	152	0.8	0.9	21.487	C
A-BCD	10	3	673	0.015	10	0.0	0.0	5.432	A
A-B	39	10			39				

A-C	197	49			197				
D-ABC	517	129	470	1.100	466	19.7	32.5	216.990	F
C-ABD	103	26	849	0.121	103	0.3	0.3	4.829	A
C-D	209	52			209				
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	350	0.355	125	0.9	0.6	16.142	C
A-BCD	8	2	665	0.012	8	0.0	0.0	5.478	A
A-B	32	8			32				
A-C	162	40			162				
D-ABC	423	106	499	0.847	484	32.5	17.1	183.593	F
C-ABD	70	18	793	0.089	71	0.3	0.2	4.993	A
C-D	177	44			177				
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	388	0.268	105	0.6	0.4	12.729	B
A-BCD	6	2	661	0.009	6	0.0	0.0	5.501	A
A-B	27	7			27				
A-C	136	34			136				
D-ABC	354	88	520	0.681	413	17.1	2.4	47.617	E
C-ABD	51	13	768	0.066	51	0.2	0.1	5.030	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	71.17	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-22	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			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	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			
		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	0.72	41.92	2.3	E	178	267
A-BCD	0.01	6.55	0.0	A	5	7
A-B					14	20
A-C					221	332
D-ABC	1.09	212.78	29.1	F	395	593
C-ABD	0.12	5.00	0.3	A	76	114
C-D					207	310
C-A					204	306

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	386	0.379	144	0.0	0.6	14.734	B
A-BCD	3	1	553	0.006	3	0.0	0.0	6.549	A
A-B	11	3			11				
A-C	182	45			182				
D-ABC	324	81	488	0.664	317	0.0	1.9	20.232	C
C-ABD	50	13	782	0.064	50	0.0	0.1	4.919	A
C-D	175	44			175				
C-A	173	43			173				

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	19.857	C
A-BCD	5	1	568	0.008	5	0.0	0.0	6.433	A
A-B	13	3			13				
A-C	217	54			217				
D-ABC	387	97	466	0.832	379	1.9	4.0	37.974	E
C-ABD	70	17	815	0.085	69	0.1	0.2	4.826	A
C-D	205	51			205				
C-A	202	51			202				

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	307	0.695	209	0.9	2.0	35.257	E
A-BCD	6	2	590	0.011	6	0.0	0.0	6.224	A
A-B	16	4			16				
A-C	265	66			265				
D-ABC	475	119	435	1.092	419	4.0	17.8	115.205	F
C-ABD	105	26	865	0.121	104	0.2	0.3	4.735	A
C-D	241	60			241				
C-A	238	59			238				

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	296	0.721	212	2.0	2.3	41.921	E
A-BCD	6	2	589	0.011	6	0.0	0.0	6.180	A
A-B	16	4			16				

A-C	265	66			265				
D-ABC	475	119	434	1.093	429	17.8	29.1	212.779	F
C-ABD	107	27	857	0.124	107	0.3	0.3	4.805	A
C-D	240	60			240				
C-A	237	59			237				

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	331	0.526	179	2.3	1.2	24.298	C
A-BCD	5	1	567	0.008	5	0.0	0.0	6.327	A
A-B	13	3			13				
A-C	217	54			217				
D-ABC	387	97	465	0.834	449	29.1	13.6	177.253	F
C-ABD	72	18	798	0.090	72	0.3	0.2	4.968	A
C-D	204	51			204				
C-A	201	50			201				

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	375	0.389	148	1.2	0.7	16.004	C
A-BCD	3	1	553	0.006	4	0.0	0.0	6.496	A
A-B	11	3			11				
A-C	182	45			182				
D-ABC	324	81	488	0.665	370	13.6	2.2	45.020	E
C-ABD	51	13	773	0.066	51	0.2	0.1	4.999	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	182.80	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	0.54	27.95	1.1	D	127	190
A-BCD	0.02	5.36	0.0	A	9	13
A-B					33	49
A-C					208	312
D-ABC	1.24	461.43	84.2	F	471	706
C-ABD	0.14	5.15	0.3	A	83	124
C-D					199	298
C-A					228	342

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	383	0.271	102	0.0	0.4	12.753	B
A-BCD	6	2	679	0.009	6	0.0	0.0	5.350	A
A-B	27	7			27				
A-C	172	43			172				
D-ABC	386	97	510	0.757	375	0.0	2.8	24.971	C
C-ABD	54	13	791	0.068	53	0.0	0.1	4.878	A
C-D	170	42			170				
C-A	194	49			194				

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	15.904	C
A-BCD	8	2	688	0.012	8	0.0	0.0	5.295	A
A-B	32	8			32				
A-C	204	51			204				
D-ABC	461	115	487	0.947	441	2.8	7.9	53.791	F
C-ABD	75	19	827	0.090	74	0.1	0.2	4.786	A
C-D	198	49			198				
C-A	226	57			226				

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	300	0.507	150	0.5	1.0	23.785	C
A-BCD	11	3	702	0.016	11	0.0	0.0	5.214	A
A-B	39	10			39				
A-C	249	62			249				
D-ABC	565	141	455	1.241	451	7.9	36.5	197.444	F
C-ABD	114	28	879	0.130	113	0.2	0.3	4.706	A
C-D	232	58			232				
C-A	265	66			265				

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	279	0.544	151	1.0	1.1	27.953	D
A-BCD	11	3	701	0.016	11	0.0	0.0	5.218	A
A-B	39	10			39				

A-C	249	62			249				
D-ABC	565	141	455	1.242	454	36.5	84.2	406.809	F
C-ABD	118	30	864	0.137	118	0.3	0.3	4.831	A
C-D	230	57			230				
C-A	263	66			263				

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	0.406	126	1.1	0.7	20.223	C
A-BCD	8	2	687	0.012	8	0.0	0.0	5.303	A
A-B	32	8			32				
A-C	204	51			204				
D-ABC	461	115	486	0.948	479	64.2	59.8	481.433	F
C-ABD	79	20	793	0.100	80	0.3	0.2	5.058	A
C-D	196	49			196				
C-A	224	56			224				

18:00 - 18:15

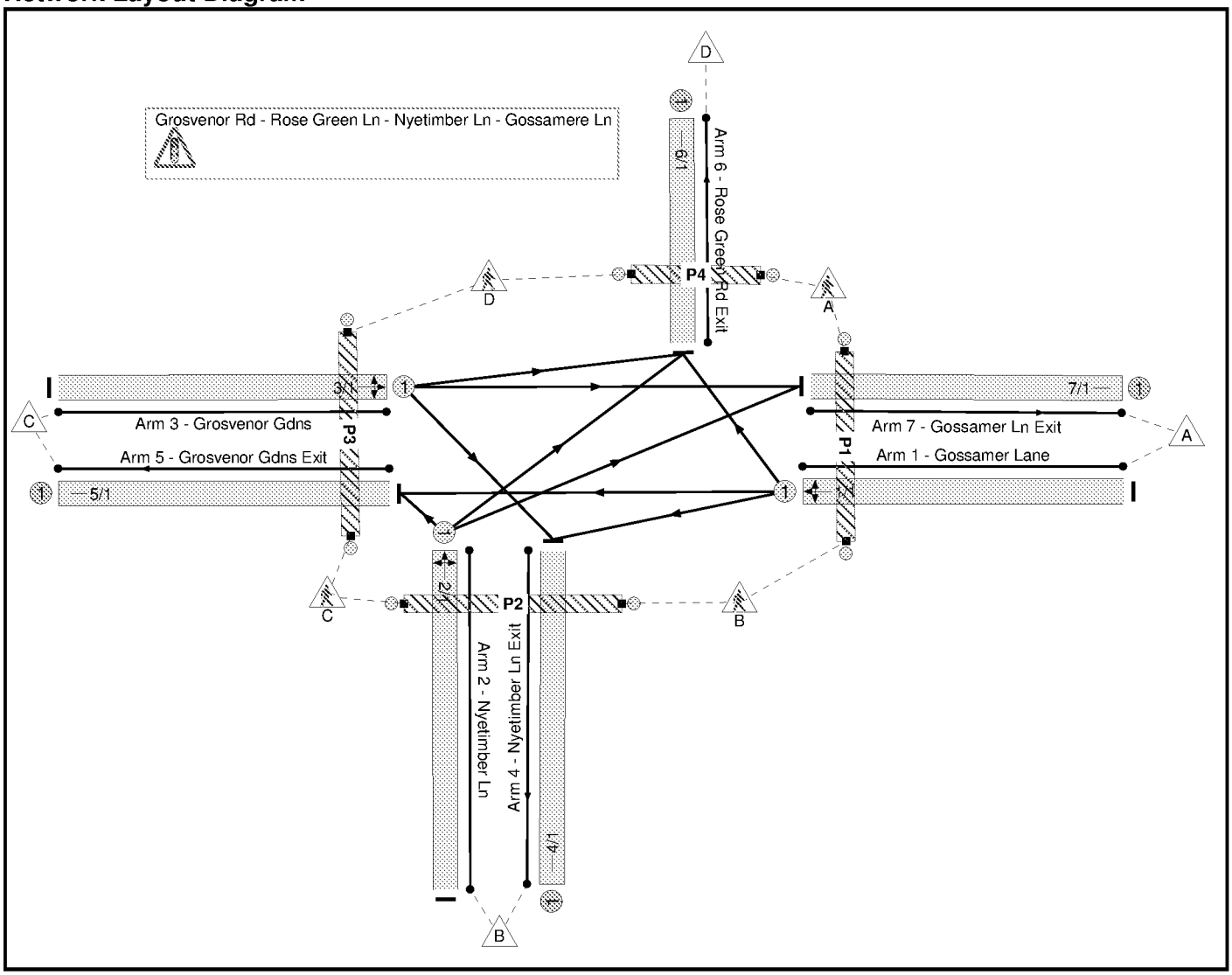
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-ACD	104	26	341	0.304	105	0.7	0.4	15.297	C
A-BCD	6	2	679	0.009	6	0.0	0.0	5.355	A
A-B	27	7			27				
A-C	172	43			172				
D-ABC	386	97	510	0.758	501	59.8	31.0	330.149	F
C-ABD	56	14	756	0.075	57	0.2	0.1	5.152	A
C-D	168	42			168				
C-A	193	48			193				

Full Input Data And Results

User and Project Details

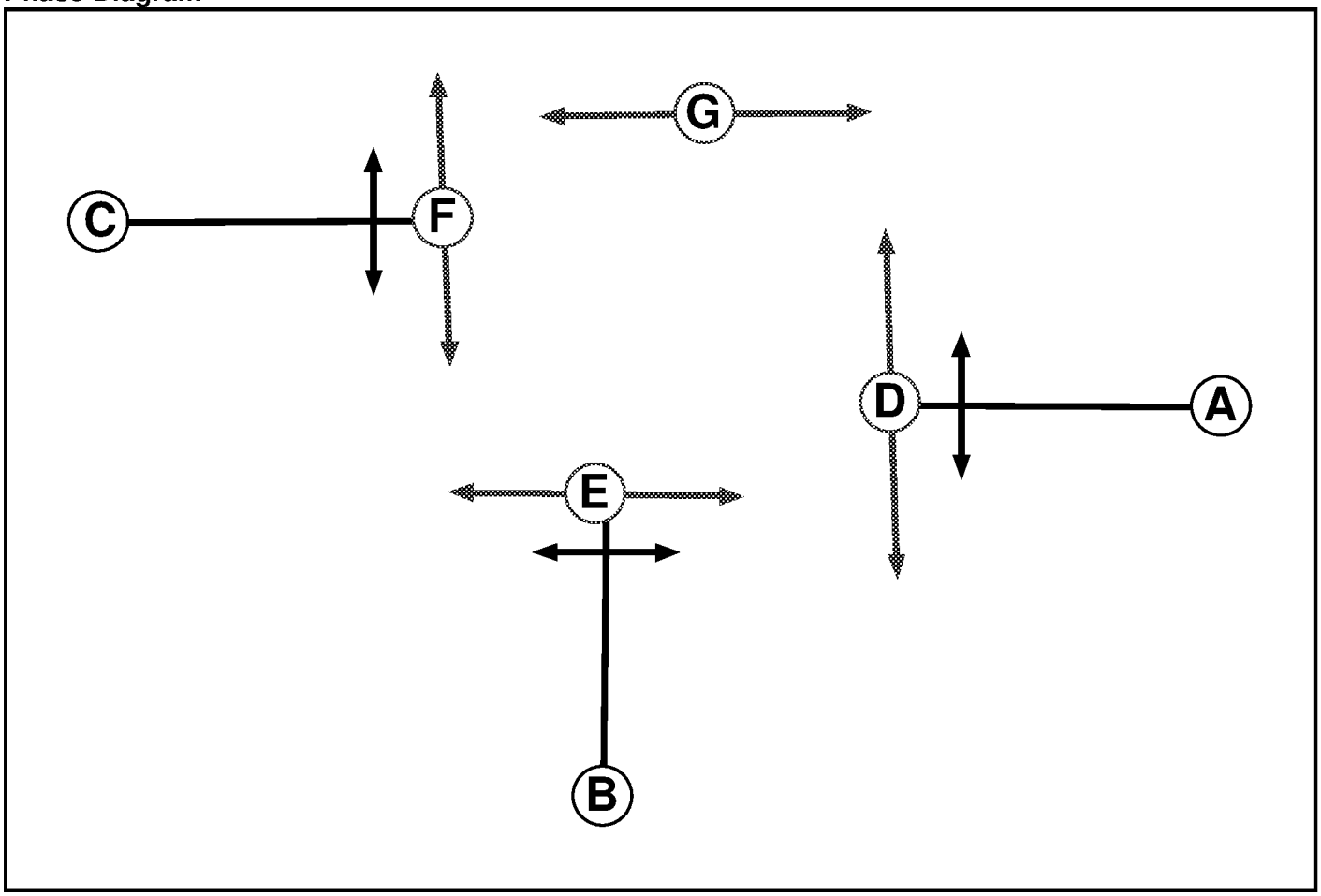
Project:	**1616 Pagham South**
Title:	**Nyetimber Ln, Grosvenor Gdn, Gossamer Ln**
Location:	
Additional detail:	
File name:	2031
Author:	FB
Company:	Highgate Transportation Ltd
Address:	

Network Layout Diagram



Full Input Data And Results

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		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

Full Input Data And Results

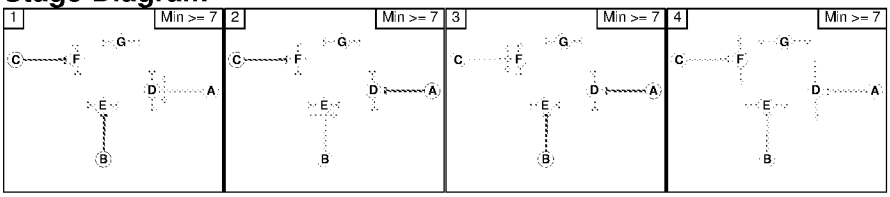
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		6	6	0
	2	5		6	0
	3	8	5		0
	4	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln												
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 (Gossamer Lane)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.50
											Arm 5 Ahead	Inf
											Arm 6 Right	11.00
2/1 (Nyetimber Ln)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	11.00
											Arm 6 Ahead	40.00
											Arm 7 Right	25.00
3/1 (Grosvenor Gdns)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	13.00
											Arm 6 Left	12.00
											Arm 7 Ahead	Inf
4/1 (Nyetimber Ln Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Grosvenor Gdns Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Rose Green Rd Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
7/1 (Gossamer Ln Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 AM Observed'	08:00	09:00	01:00	
2: '2016 PM Observed'	17:00	18:00	01:00	
3: '2021 + Committed AM'	08:00	09:00	01:00	
4: '2021 + Committed PM'	17:00	18:00	01:00	
5: '2021 + Committed+Dev AM'	08:00	09:00	01:00	
6: '2021 + Committed + Dev PM'	17:00	18:00	01:00	
7: '2031 AM'	08:00	09:00	01:00	
8: '2031 PM'	17:00	18:00	01:00	
9: '2031 AM + Total Pagham Developments'	08:00	09:00	01:00	
10: '2031 PM + Total Pagham Developments'	17:00	18:00	01:00	

Scenario 1: '70s 2031 AM' (FG7: '2031 AM', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	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: 70s 2031 AM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	432
2/1	468
3/1	253
4/1	276
5/1	194
6/1	250
7/1	433

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamer Lane)	3.50	0.00	Y	Arm 4 Left	10.50	52.5 %	1808	1808
				Arm 5 Ahead	Inf	38.7 %		
				Arm 6 Right	11.00	8.8 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	5.8 %	1861	1861
				Arm 6 Ahead	40.00	36.8 %		
				Arm 7 Right	25.00	57.5 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	19.4 %	1886	1886
				Arm 6 Left	12.00	15.8 %		
				Arm 7 Ahead	Inf	64.8 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamer Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '70s 2031 PM' (FG8: '2031 PM', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	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: 70s 2031 PM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	507
2/1	344
3/1	354
4/1	369
5/1	228
6/1	191
7/1	417

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamer Lane)	3.50	0.00	Y	Arm 4 Left	10.50	56.0 %	1802	1802
				Arm 5 Ahead	Inf	36.5 %		
				Arm 6 Right	11.00	7.5 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	12.5 %	1850	1850
				Arm 6 Ahead	40.00	34.0 %		
				Arm 7 Right	25.00	53.5 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	24.0 %	1889	1889
				Arm 6 Left	12.00	10.2 %		
				Arm 7 Ahead	Inf	65.8 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamer Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '88s 2031 AM + Total Pagham Developments' (FG9: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	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: 88s 2031 AM + Total Pagham Developments
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	471
2/1	503
3/1	309
4/1	292
5/1	218
6/1	250
7/1	523

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamer Lane)	3.50	0.00	Y	Arm 4 Left	10.50	51.6 %	1812	1812
				Arm 5 Ahead	Inf	40.3 %		
				Arm 6 Right	11.00	8.1 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	5.6 %	1860	1860
				Arm 6 Ahead	40.00	34.2 %		
				Arm 7 Right	25.00	60.2 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	15.9 %	1900	1900
				Arm 6 Left	12.00	12.9 %		
				Arm 7 Ahead	Inf	71.2 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamer Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '86s 2031 PM + Total Pagham Developments' (FG10: '2031 PM + Total Pagham Developments', Plan 1: 'With Ped Stage')

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: 86s 2031 PM + Total Pagham Developments
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	582
2/1	364
3/1	383
4/1	398
5/1	276
6/1	191
7/1	464

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamer Lane)	3.50	0.00	Y	Arm 4 Left	10.50	53.6 %	1810	1810
				Arm 5 Ahead	Inf	39.9 %		
				Arm 6 Right	11.00	6.5 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	12.1 %	1850	1850
				Arm 6 Ahead	40.00	32.1 %		
				Arm 7 Right	25.00	55.8 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	22.5 %	1894	1894
				Arm 6 Left	12.00	9.4 %		
				Arm 7 Ahead	Inf	68.1 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamer Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Copy of 88s 2031 AM + Total Pagham Developments' (FG9: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

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 5: Copy of 88s 2031 AM + Total Pagham Developments
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	471
2/1	503
3/1	309
4/1	292
5/1	218
6/1	250
7/1	523

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamer Lane)	3.50	0.00	Y	Arm 4 Left	10.50	51.6 %	1812	1812
				Arm 5 Ahead	Inf	40.3 %		
				Arm 6 Right	11.00	8.1 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	5.6 %	1860	1860
				Arm 6 Ahead	40.00	34.2 %		
				Arm 7 Right	25.00	60.2 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	15.9 %	1900	1900
				Arm 6 Left	12.00	12.9 %		
				Arm 7 Ahead	Inf	71.2 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamer Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Copy of 86s 2031 PM + Total Pagham Developments' (FG10: '2031 PM + Total Pagham Developments', Plan 1: 'With Ped Stage')

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 6: Copy of 86s 2031 PM + Total Pagham Developments**
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	582
2/1	364
3/1	383
4/1	398
5/1	276
6/1	191
7/1	464

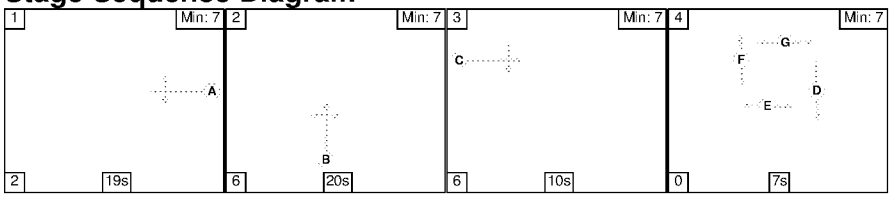
Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamer Lane)	3.50	0.00	Y	Arm 4 Left	10.50	53.6 %	1810	1810
				Arm 5 Ahead	Inf	39.9 %		
				Arm 6 Right	11.00	6.5 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	12.1 %	1850	1850
				Arm 6 Ahead	40.00	32.1 %		
				Arm 7 Right	25.00	55.8 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	22.5 %	1894	1894
				Arm 6 Left	12.00	9.4 %		
				Arm 7 Ahead	Inf	68.1 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamer Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '70s 2031 AM' (FG7: '2031 AM', Plan 1: 'With Ped Stage')

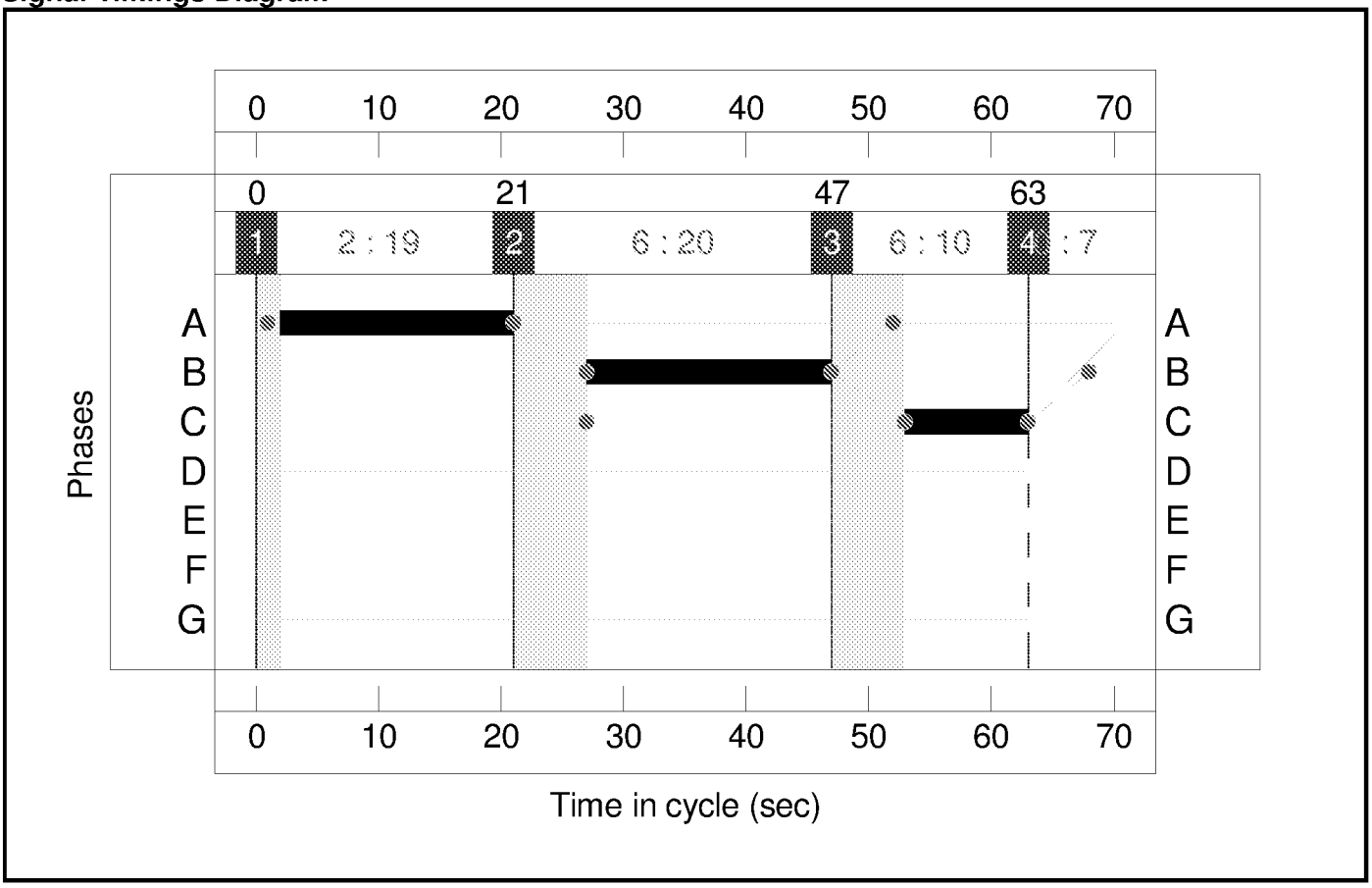
Stage Sequence Diagram



Stage Timings

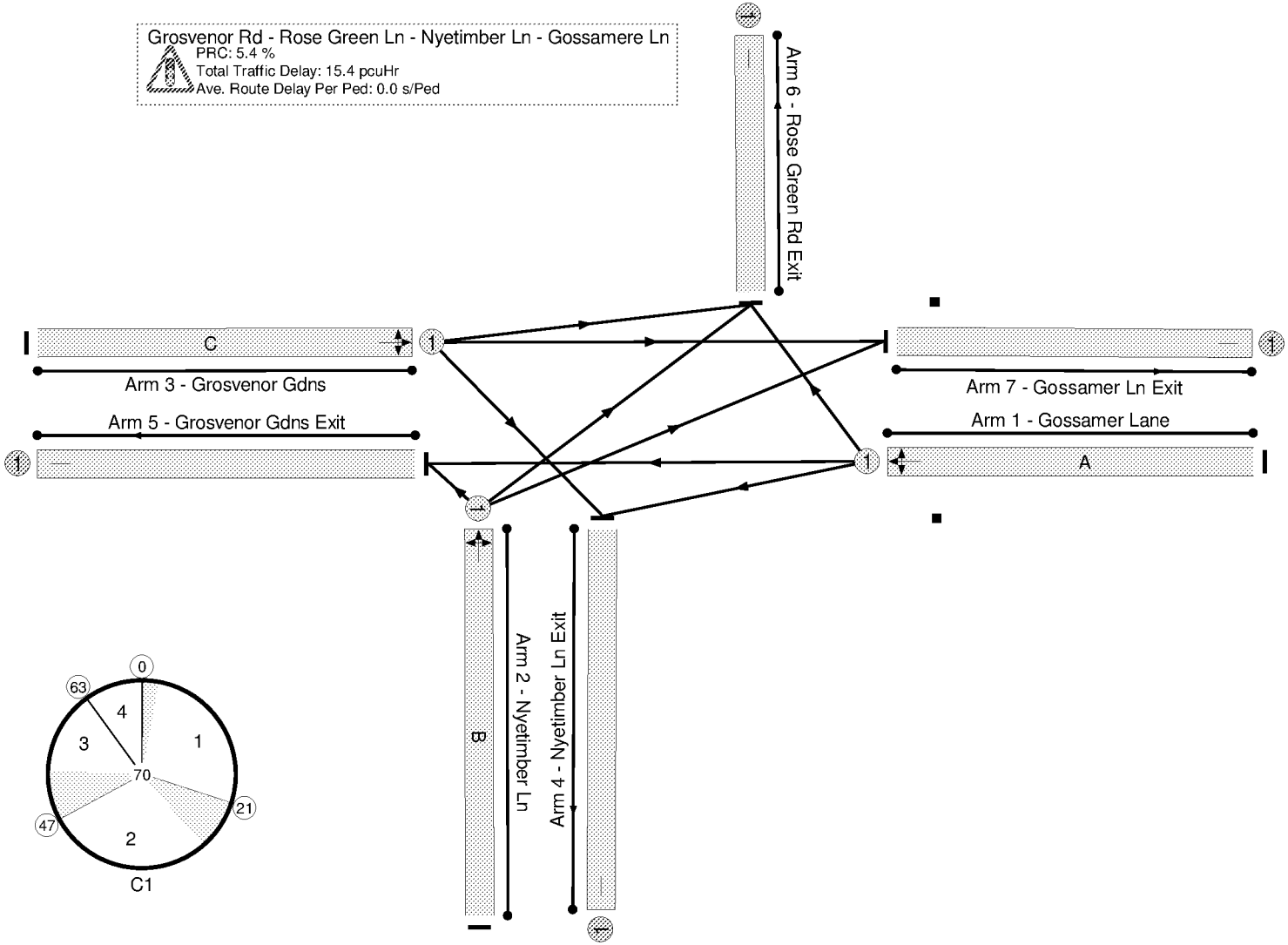
Stage	1	2	3	4
Duration	19	20	10	7
Change Point	0	21	47	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.4%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.4%**
1/1	Gossamer Lane Left Ahead Right	U	N/A	N/A	A		1	19	-	432	1808	517	83.6%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	20	-	468	1861	558	83.8%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	10	-	253	1886	296	85.4%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	250	1940	1940	12.9%
7/1	Gossamer Ln Exit	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7200	0.0%

Full Input Data And Results

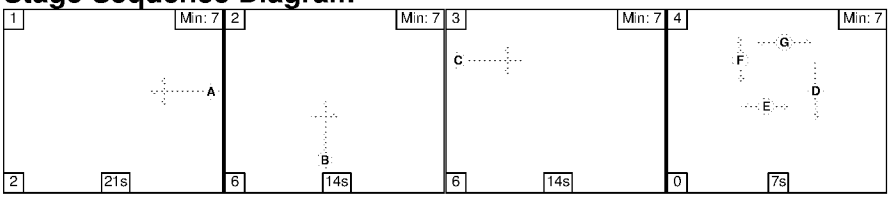
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**7.8**	**7.6**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	**-**	**-**	**0**	**0**	**0**	**7.8**	**7.6**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
1/1	432	432	-	-	-	2.8	2.4	-	5.2	43.6	7.8	2.4	10.2
2/1	468	468	-	-	-	3.0	2.5	-	5.4	41.8	8.5	2.5	10.9
3/1	253	253	-	-	-	2.0	2.6	-	4.6	65.8	4.8	2.6	7.4
4/1	276	276	-	-	-	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	250	250	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 15.29 Cycle Time (s): 70
PRC Over All Lanes (%): 5.4 Total Delay Over All Lanes(pcuHr): 15.37

Full Input Data And Results

Scenario 2: '70s 2031 PM' (FG8: '2031 PM', Plan 1: 'With Ped Stage')

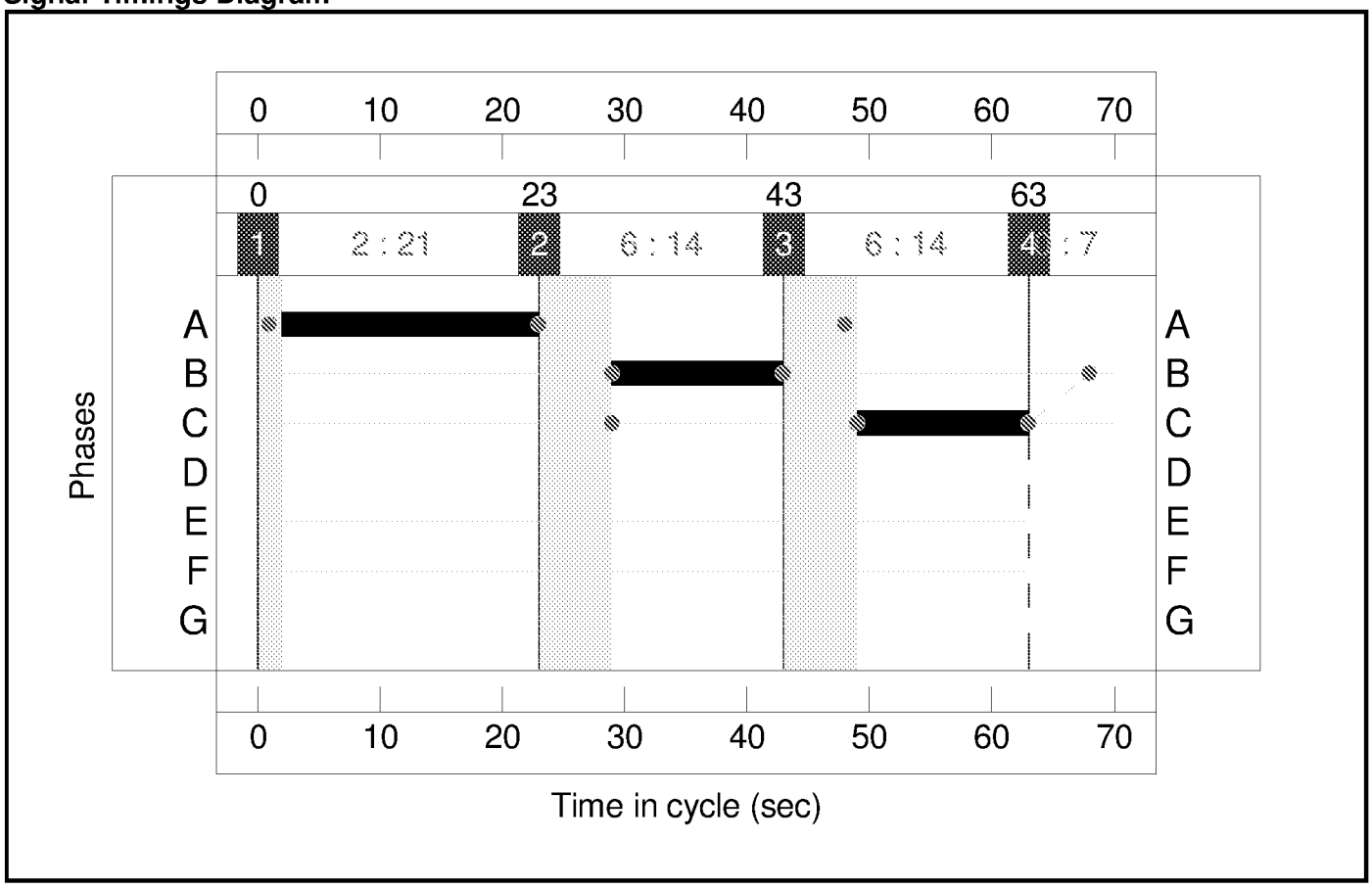
Stage Sequence Diagram



Stage Timings

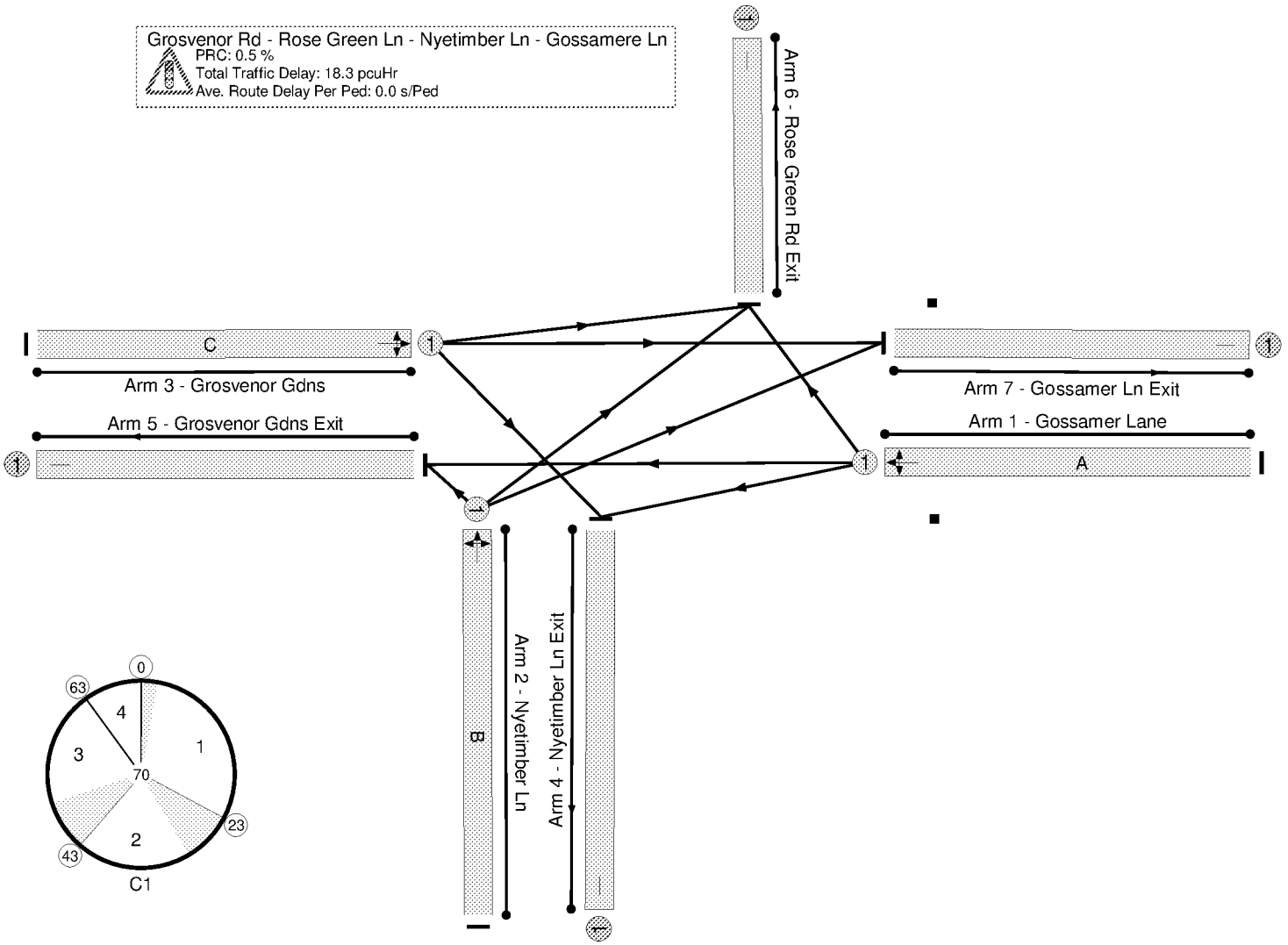
Stage	1	2	3	4
Duration	21	14	14	7
Change Point	0	23	43	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
1/1	Gossamer Lane Left Ahead Right	U	N/A	N/A	A		1	21	-	507	1802	566	89.5%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	14	-	344	1850	396	86.8%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	14	-	354	1889	405	87.5%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	191	1940	1940	9.8%
7/1	Gossamer Ln Exit	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7200	0.0%

Full Input Data And Results

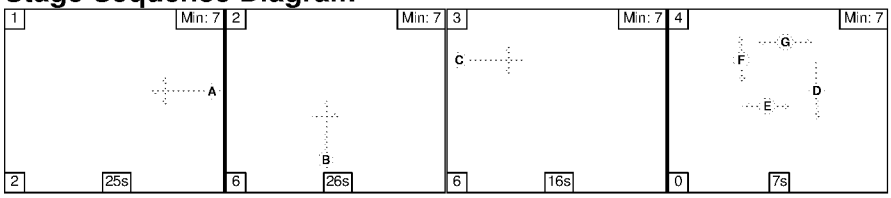
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**8.4**	**9.9**	**0.0**	**18.3**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	**-**	**-**	**0**	**0**	**0**	**8.4**	**9.9**	**0.0**	**18.3**	**-**	**-**	**-**	**-**
1/1	507	507	-	-	-	3.2	3.8	-	7.0	49.8	9.3	3.8	13.1
2/1	344	344	-	-	-	2.5	2.9	-	5.5	57.4	6.4	2.9	9.4
3/1	354	354	-	-	-	2.6	3.1	-	5.7	58.2	6.6	3.1	9.7
4/1	369	369	-	-	-	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	191	191	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 18.22 Cycle Time (s): 70
PRC Over All Lanes (%): 0.5 Total Delay Over All Lanes(pcuHr): 18.28

Full Input Data And Results

Scenario 3: '88s 2031 AM + Total Pagham Developments' (FG9: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

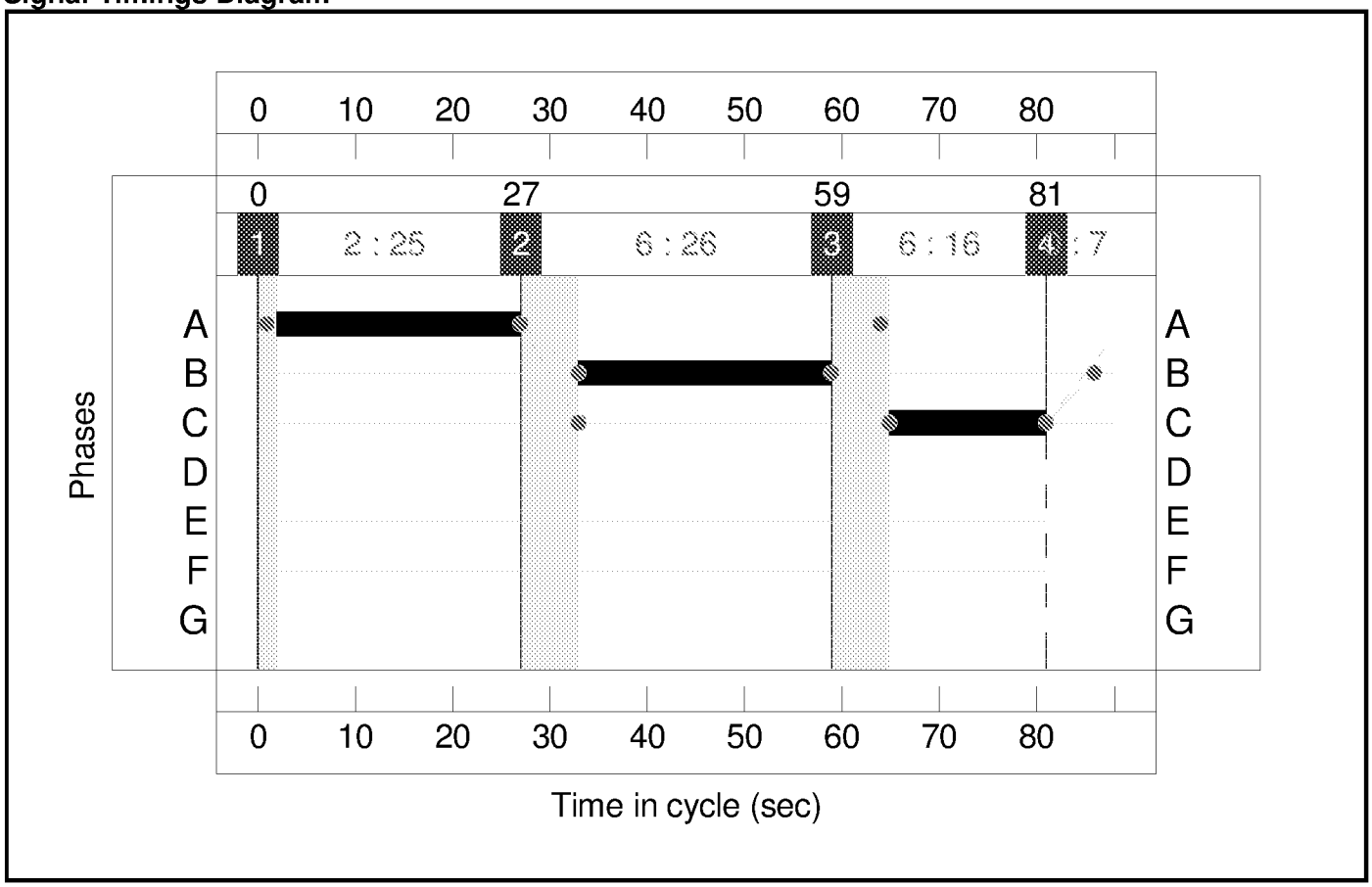
Stage Sequence Diagram



Stage Timings

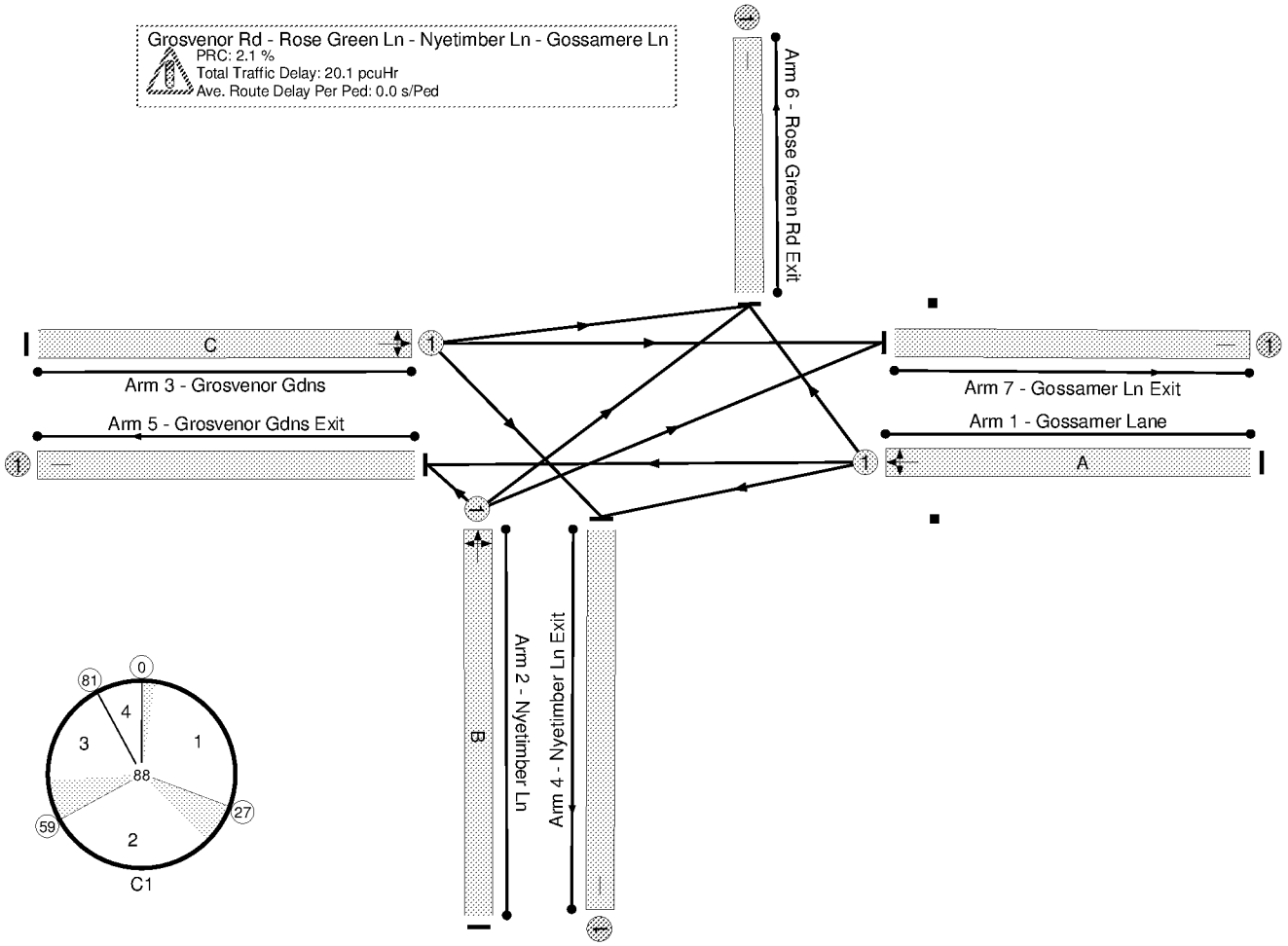
Stage	1	2	3	4
Duration	25	26	16	7
Change Point	0	27	59	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
1/1	Gossamer Lane Left Ahead Right	U	N/A	N/A	A		1	25	-	471	1812	535	88.0%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	26	-	503	1860	571	88.1%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	16	-	309	1900	367	84.2%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	250	1940	1940	12.9%
7/1	Gossamer Ln Exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5727	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	5727	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	5727	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	5727	0.0%

Full Input Data And Results

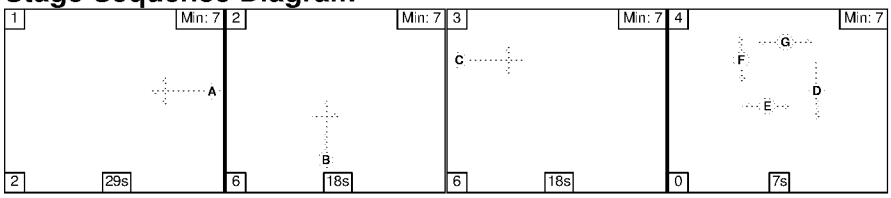
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**10.8**	**9.2**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	**-**	**-**	**0**	**0**	**0**	**10.8**	**9.2**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
1/1	471	471	-	-	-	3.9	3.3	-	7.2	54.9	10.9	3.3	14.2
2/1	503	503	-	-	-	4.0	3.4	-	7.4	53.2	11.6	3.4	15.0
3/1	309	309	-	-	-	2.9	2.5	-	5.4	62.8	7.2	2.5	9.7
4/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	250	250	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 20.00 Cycle Time (s): 88
PRC Over All Lanes (%): 2.1 Total Delay Over All Lanes(pcuHr): 20.07

Full Input Data And Results

Scenario 4: '86s 2031 PM + Total Pagham Developments' (FG10: '2031 PM + Total Pagham Developments', Plan 1: 'With Ped Stage')

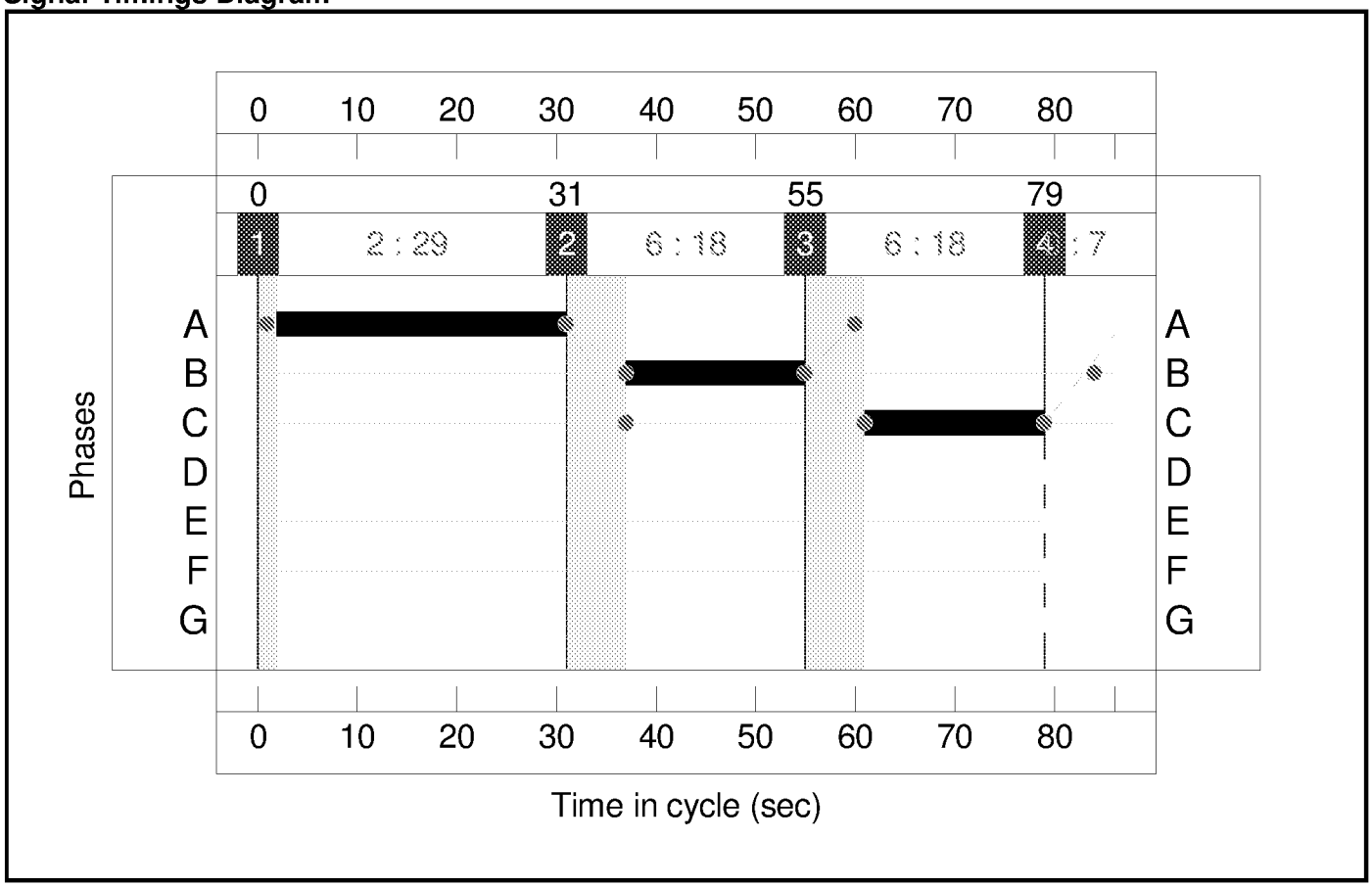
Stage Sequence Diagram



Stage Timings

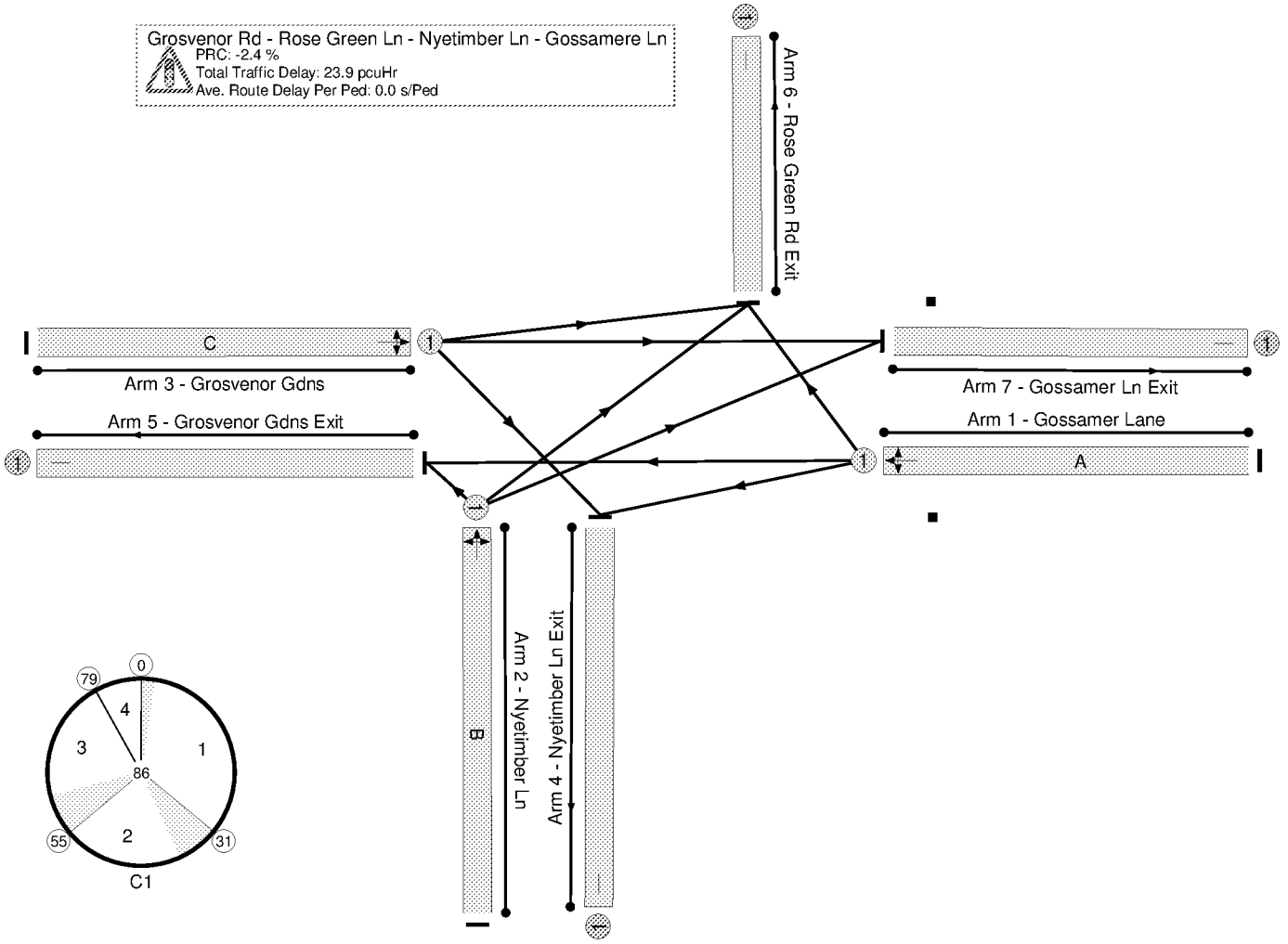
Stage	1	2	3	4
Duration	29	18	18	7
Change Point	0	31	55	79

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.2%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.2%**
1/1	Gossamer Lane Left Ahead Right	U	N/A	N/A	A		1	29	-	582	1810	631	92.2%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	18	-	364	1850	409	89.1%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	18	-	383	1894	418	91.5%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	191	1940	1940	9.8%
7/1	Gossamer Ln Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5860	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	5860	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	5860	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	5860	0.0%

Full Input Data And Results

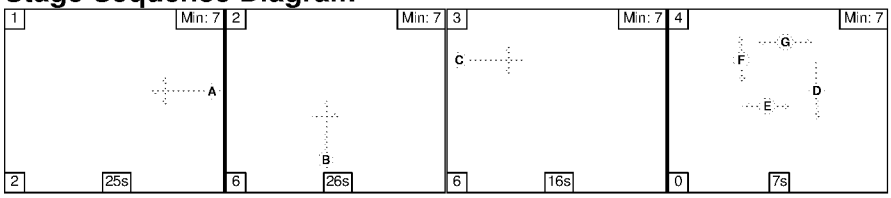
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**11.1**	**12.8**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	**-**	**-**	**0**	**0**	**0**	**11.1**	**12.8**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
1/1	582	582	-	-	-	4.3	4.9	-	9.3	57.3	13.3	4.9	18.2
2/1	364	364	-	-	-	3.3	3.5	-	6.8	67.3	8.4	3.5	11.9
3/1	383	383	-	-	-	3.5	4.3	-	7.8	73.5	8.8	4.3	13.2
4/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	191	191	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): -2.4 Total Delay for Signalled Lanes (pcuHr): 23.88 Cycle Time (s): 86
PRC Over All Lanes (%): -2.4 Total Delay Over All Lanes(pcuHr): 23.94

Full Input Data And Results

Scenario 5: 'Copy of 88s 2031 AM + Total Pagham Developments' (FG9: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

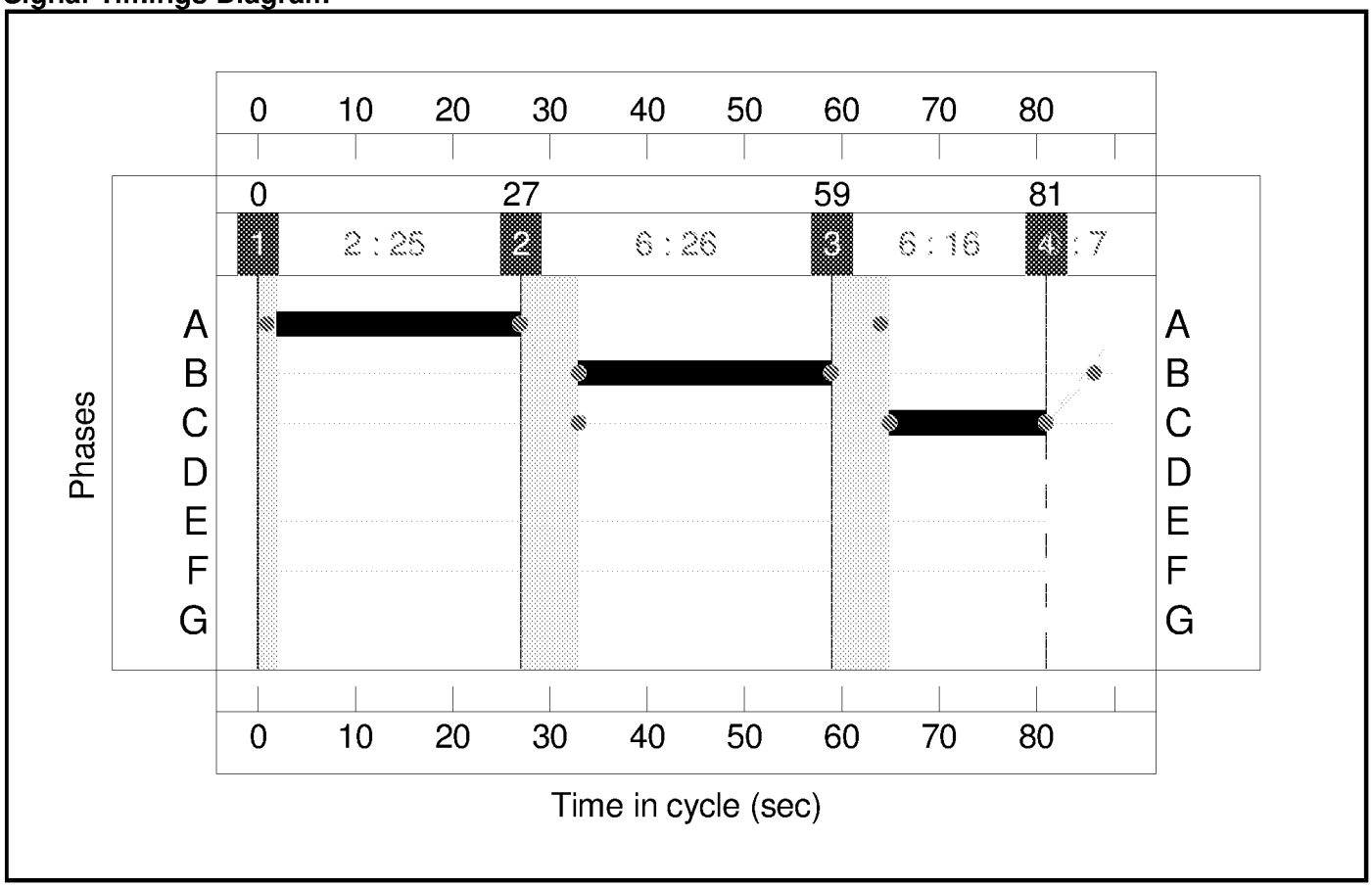
Stage Sequence Diagram



Stage Timings

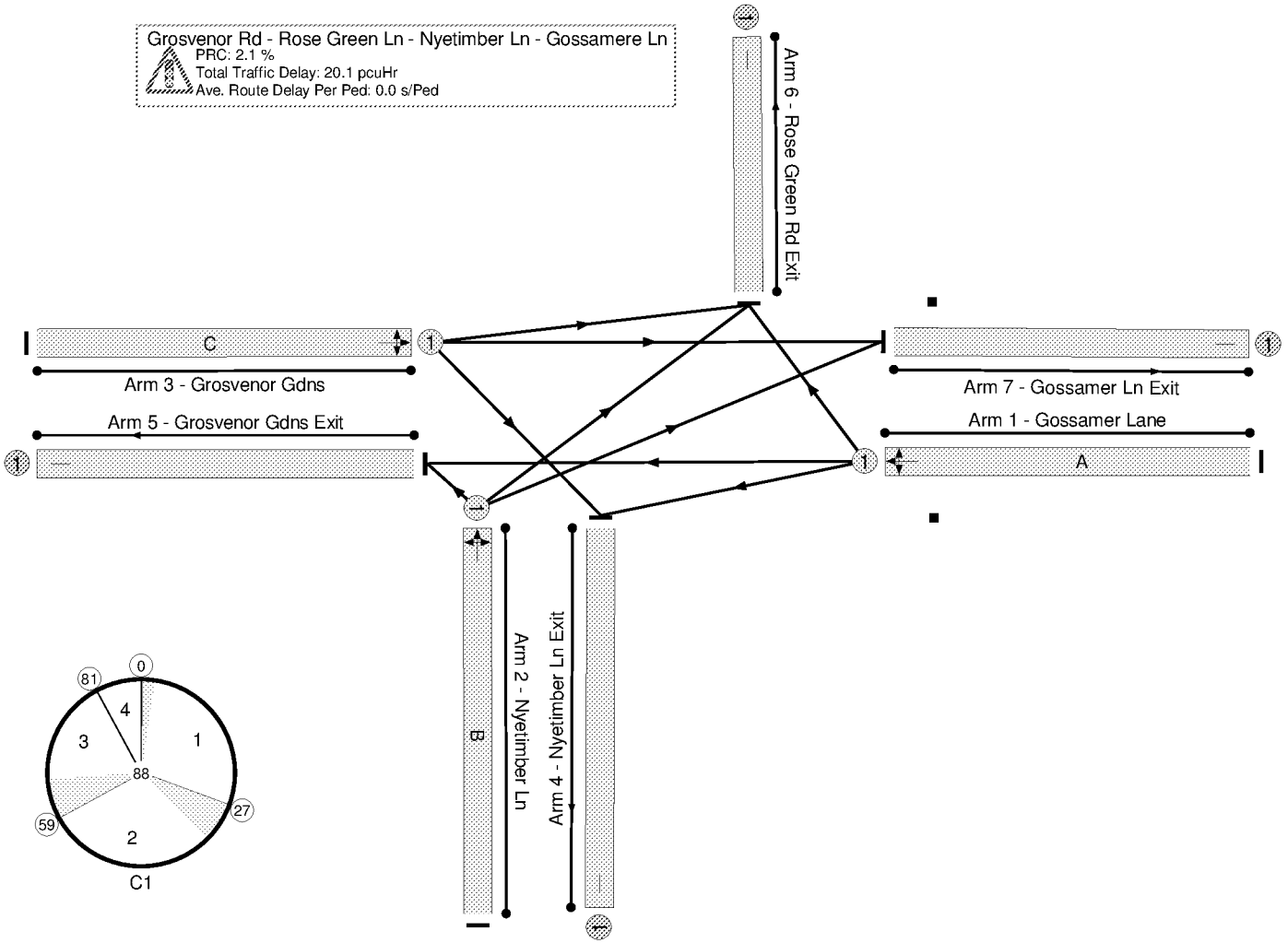
Stage	1	2	3	4
Duration	25	26	16	7
Change Point	0	27	59	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
1/1	Gossamer Lane Left Ahead Right	U	N/A	N/A	A		1	25	-	471	1812	535	88.0%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	26	-	503	1860	571	88.1%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	16	-	309	1900	367	84.2%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	250	1940	1940	12.9%
7/1	Gossamer Ln Exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5727	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	5727	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	5727	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	5727	0.0%

Full Input Data And Results

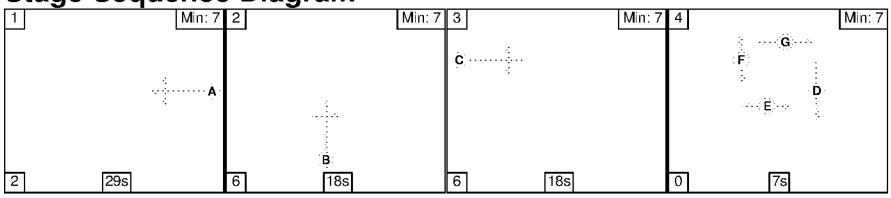
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**10.8**	**9.2**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	**-**	**-**	**0**	**0**	**0**	**10.8**	**9.2**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
1/1	471	471	-	-	-	3.9	3.3	-	7.2	54.9	10.9	3.3	14.2
2/1	503	503	-	-	-	4.0	3.4	-	7.4	53.2	11.6	3.4	15.0
3/1	309	309	-	-	-	2.9	2.5	-	5.4	62.8	7.2	2.5	9.7
4/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	250	250	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 20.00 Cycle Time (s): 88
PRC Over All Lanes (%): 2.1 Total Delay Over All Lanes(pcuHr): 20.07

Full Input Data And Results

Scenario 6: 'Copy of 86s 2031 PM + Total Pagham Developments' (FG10: '2031 PM + Total Pagham Developments', Plan 1: 'With Ped Stage')

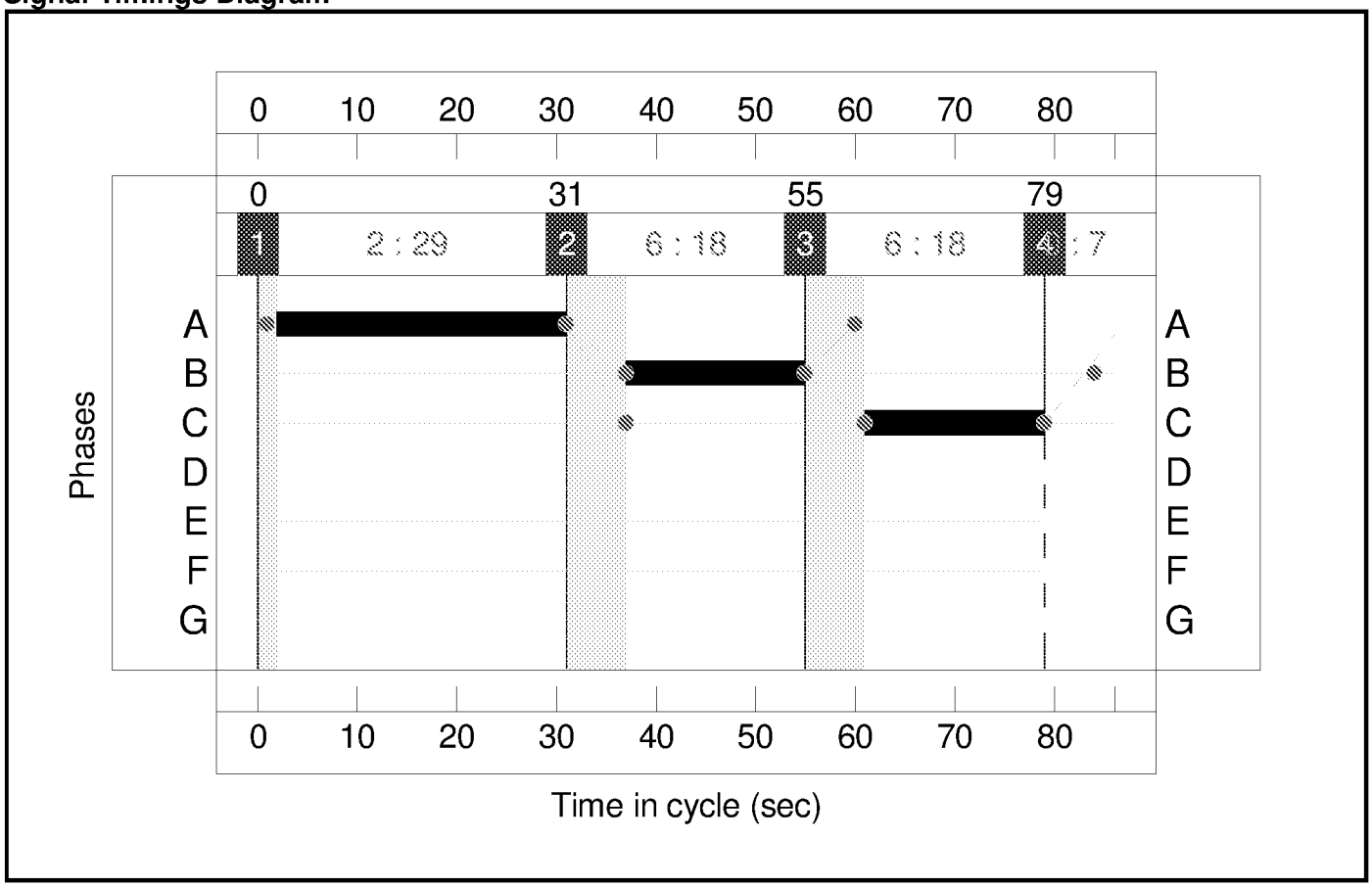
Stage Sequence Diagram



Stage Timings

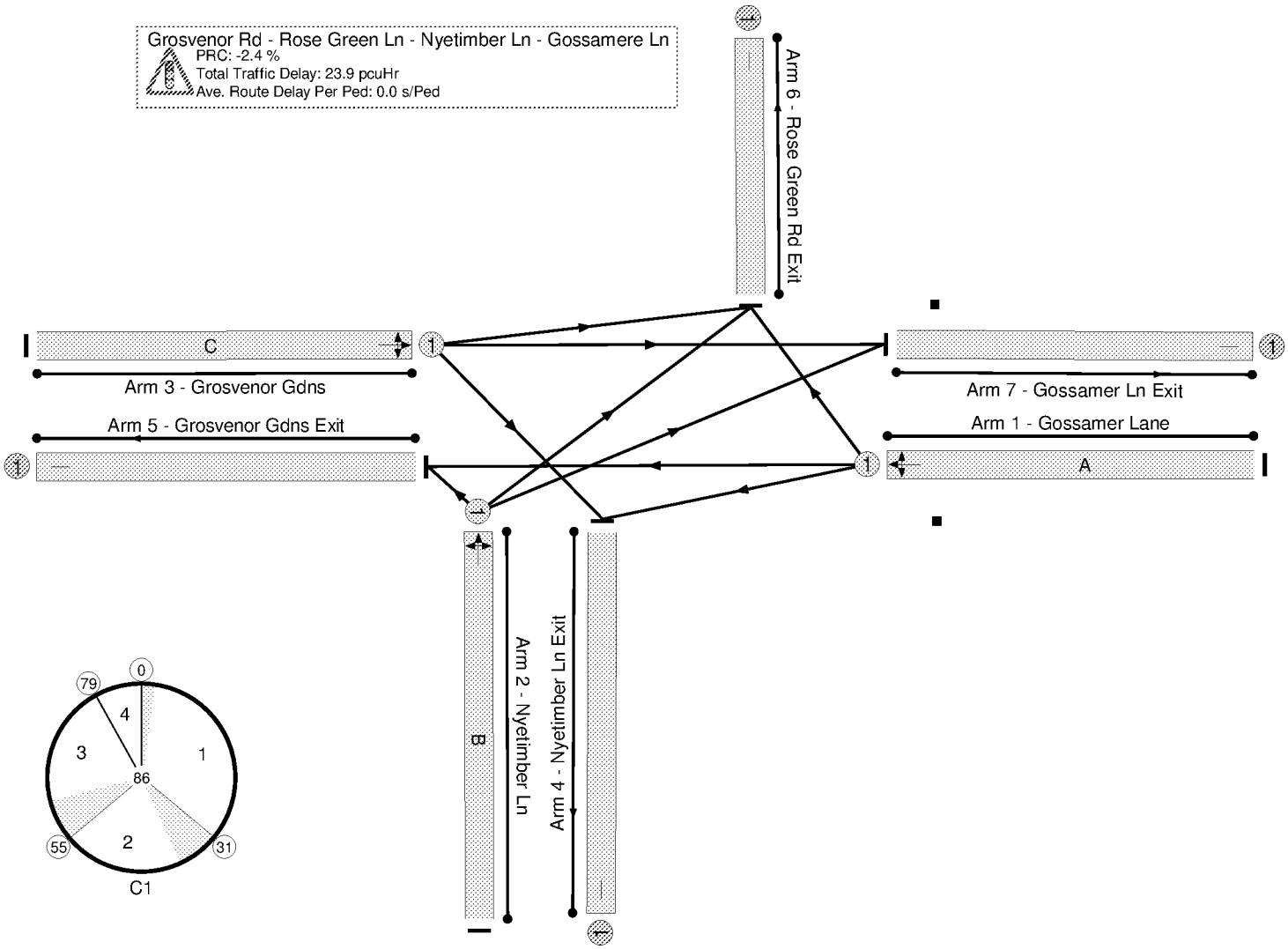
Stage	1	2	3	4
Duration	29	18	18	7
Change Point	0	31	55	79

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.2%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.2%**
1/1	Gossamer Lane Left Ahead Right	U	N/A	N/A	A		1	29	-	582	1810	631	92.2%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	18	-	364	1850	409	89.1%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	18	-	383	1894	418	91.5%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	191	1940	1940	9.8%
7/1	Gossamer Ln Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5860	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	5860	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	5860	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	5860	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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**11.1**	**12.8**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamer Ln	**-**	**-**	**0**	**0**	**0**	**11.1**	**12.8**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
1/1	582	582	-	-	-	4.3	4.9	-	9.3	57.3	13.3	4.9	18.2
2/1	364	364	-	-	-	3.3	3.5	-	6.8	67.3	8.4	3.5	11.9
3/1	383	383	-	-	-	3.5	4.3	-	7.8	73.5	8.8	4.3	13.2
4/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	191	191	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): -2.4 Total Delay for Signalled Lanes (pcuHr): 23.88 Cycle Time (s): 86
PRC Over All Lanes (%): -2.4 Total Delay Over All Lanes(pcuHr): 23.94

Appendix 34

C&A Signal Timing Adjustments

ARUN DISTRICT COUNCIL P/140/16/OUT

Fiona Bennett

From: Tom Martindale-Sheldon <tmartindale-sheldon@c-a.uk.com>
Sent: 24 May 2017 15:21
To: Ian Gledhill; fiona.bennett@highgatetransportation.co.uk
Cc: Melanie A'Lee (Melanie.ALee@rpsgroup.com); Tim Townsend
Subject: RE: Pagham Cumulative Assessment - Nyetimber Lane traffic signals

Dear Ian and Tim

Thank you Ian for your response which is greatly appreciated and I do acknowledge and understand your stated preferences.

Regarding the Nytimber Ln Rose Green Rd Signals

I have been on site during both peak hours during my past site visits and have observed the operation of the signals here. I have not observed any blocking of the pedestrian crossings during this time. Even if this was shown to be the case the revised signal model would operate in a different manner and as such I would not expect this to occur in the future.

The junction model provided included running the pedestrian phase during every cycle and even with this we have demonstrated that there is sufficient capacity here.
Pedestrians would not use the crossings on every cycle and as such more green time would be provided to vehicle movements and greater junction capacity would result from this that our model shows.
In my view the junction model provided is therefore a very robust assessment of reality and it clearly shows that capacity is available by simply revising the existing signals.

Following these points it would be very difficult to justify the expense of MOVA here when the modelling does not lead to this conclusion. As such I would have to resist such proposals.

We do recognise your preference for MOVA here however I would ask that you clarify your position here. Am I correct to assume that you would not object if we chose not to put forward MOVA for this junction but just to amend the signals as proposed in our LINSIG model.

Rose Green Road Grosvenor Gdns

I have received confirmation from Tim that he now accepts our proposed improvements to add an additional lane on the minor arm I will forward his email shortly.
The proposed priority junction here has been shown in our model to fully mitigate for the cumulative development coming forward in terms of RFC's and Queues.
Considering this I would again have to ask whether the provision of our improved priority junction here which has been through Stage 1 RSA would be an acceptable solution.
In my professional opinion we have demonstrated that these proposals would fully mitigate for our cumulative developments and that they would fully comply with NPPF requirement.

I do recognise that there may be a preference for a min roundabout here; however as we have demonstrated that the addition of an extra lane on the minor arm would fully mitigate for the total Pagham developments. I must again ask if you would accept this solution or if you would find it necessary to object to the development.

Our respective clients may well be willing to discuss the provision of a mini roundabout or indeed MOVA as an option and I will ask them about this but I do need to know where you stand on this before I feed back to my client .

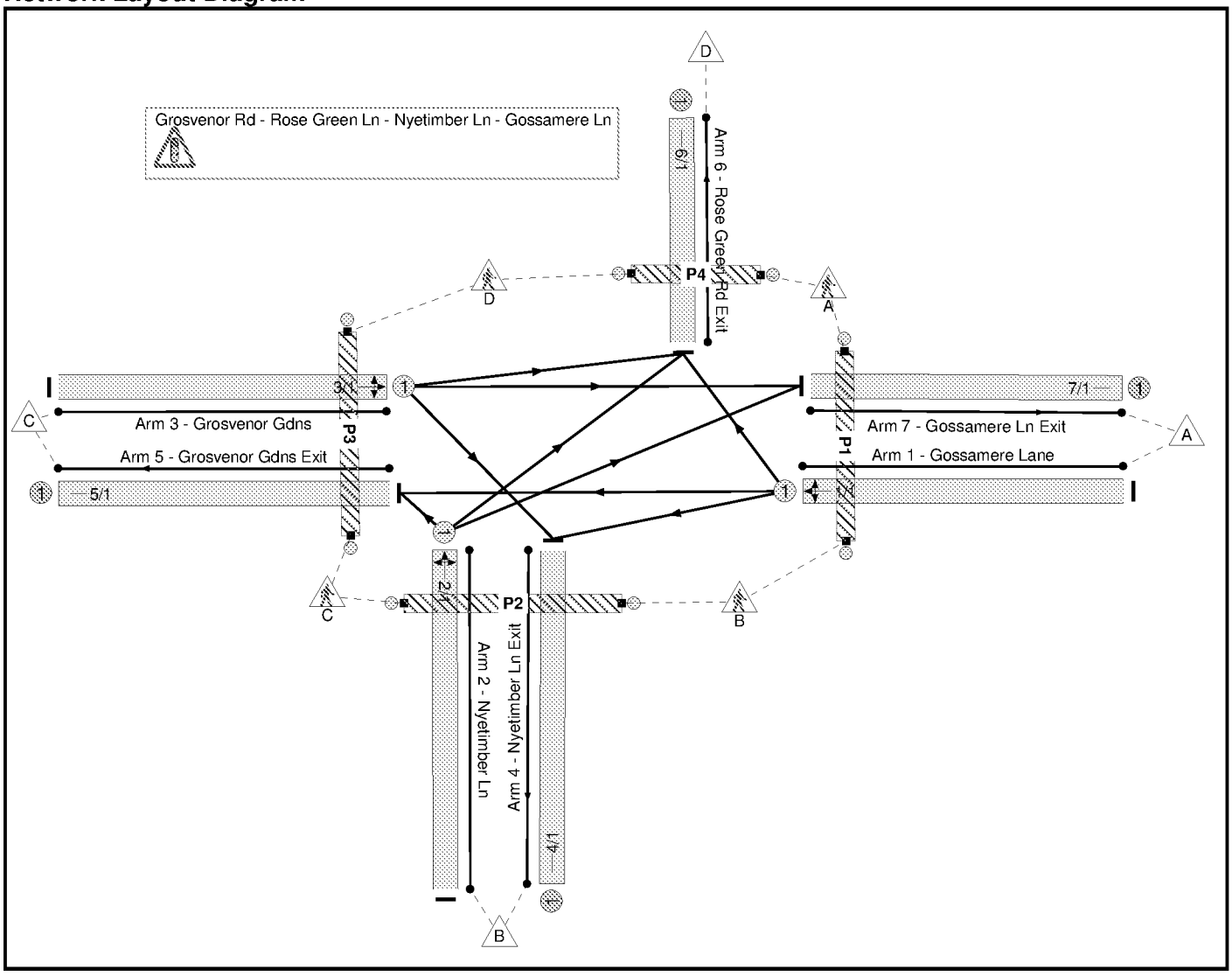
ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

User and Project Details

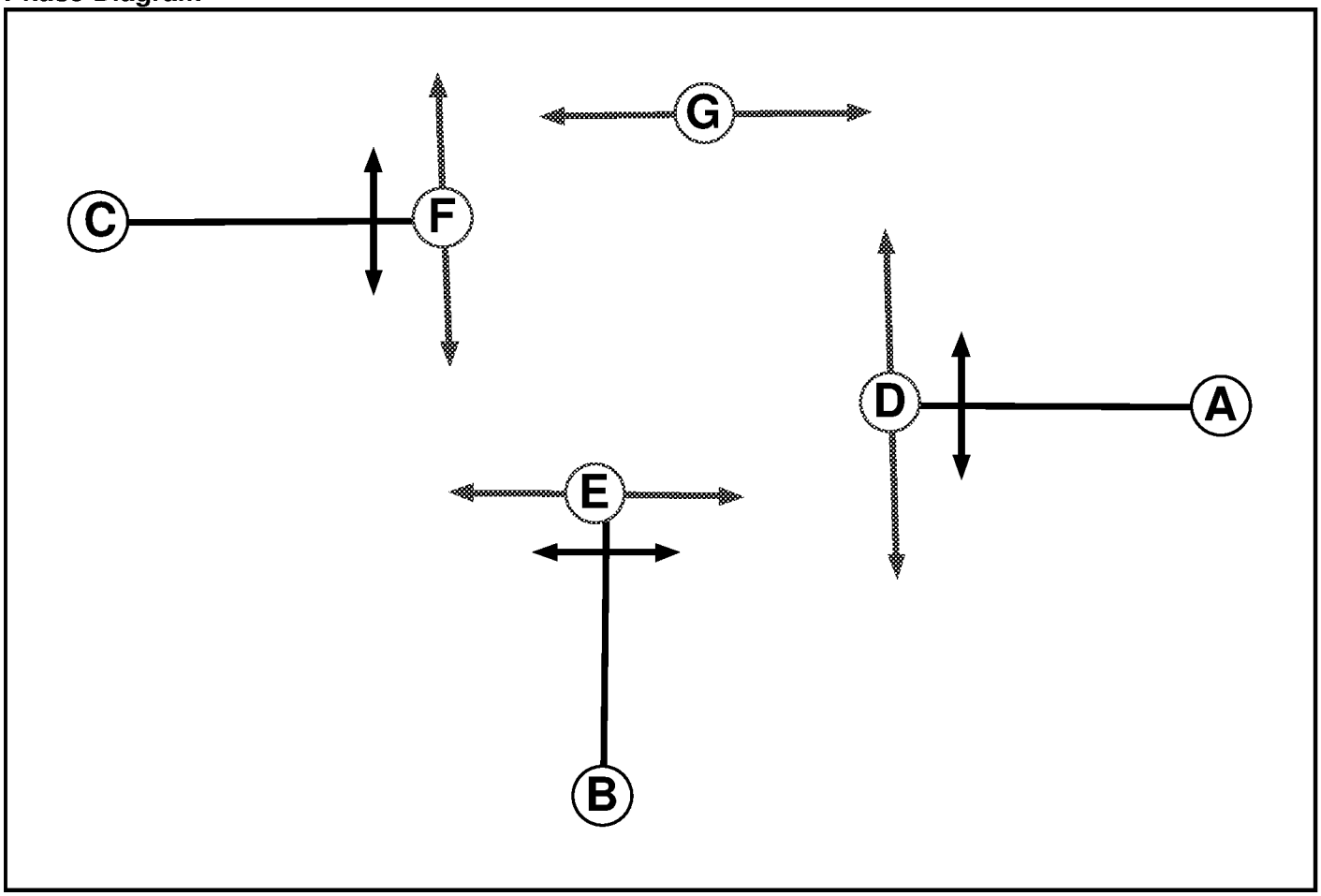
Project:	**12-018 Sefter Road, Bognor Regis**
Title:	**Rose Green Rd, Gossamer Ln, Nyetimber Ln**
Location:	
Additional detail:	65s run compared to optimised cycle times for each scenario
File name:	Site 6 Rose Green Road - Gr Ln - N Ln 2031 Cumulative Assessment 65s Vs optimised.lsg3x
Author:	TJMS
Company:	C&A Consulting Engineers Ltd
Address:	

Network Layout Diagram



Full Input Data And Results

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		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

Full Input Data And Results

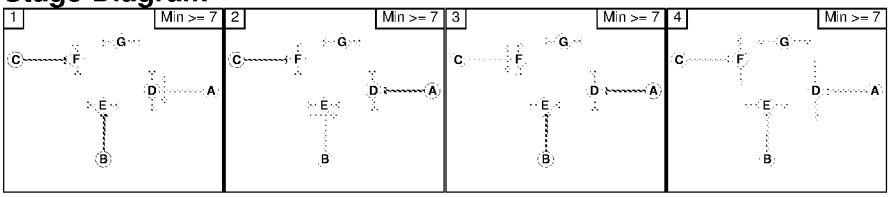
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		6	6	0
	2	5		6	0
	3	8	5		0
	4	2	2	2	

ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results

Give-Way Lane Input Data

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln												
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 (Gossamere Lane)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	10.50
											Arm 5 Ahead	Inf
											Arm 6 Right	11.00
2/1 (Nyetimber Ln)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	11.00
											Arm 6 Ahead	40.00
											Arm 7 Right	25.00
3/1 (Grosvenor Gdns)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	13.00
											Arm 6 Left	12.00
											Arm 7 Ahead	Inf
4/1 (Nyetimber Ln Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Grosvenor Gdns Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Rose Green Rd Exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
7/1 (Gossamere Ln Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 AM Observed'	08:00	09:00	01:00	
2: '2016 PM Observed'	17:00	18:00	01:00	
3: '2021 + Committed AM'	08:00	09:00	01:00	
4: '2021 + Committed PM'	17:00	18:00	01:00	
5: '2021 + Committed+Dev AM'	08:00	09:00	01:00	
6: '2021 + Committed + Dev PM'	17:00	18:00	01:00	
7: '2031 AM'	08:00	09:00	01:00	
8: '2031 PM'	17:00	18:00	01:00	
9: '2031 AM + Sefter Road 280 Dwellings'	08:00	09:00	01:00	
10: '2031 PM + Sefter Road 280 Dwellings'	17:00	18:00	01:00	
11: '2031 AM + Total Pagham Developments'	08:00	09:00	01:00	
12: '2031 AM + Total Pagham Developments'	17:00	18:00	01:00	

Scenario 1: '2016 AM' (FG1: '2016 AM Observed', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	202	133	39	374
	B	241	0	37	159	437
	C	146	56	0	34	236
	D	0	0	0	0	0
	Tot.	387	258	170	232	1047

Traffic Lane Flows

Lane	Scenario 1: 2016 AM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	374
2/1	437
3/1	236
4/1	258
5/1	170
6/1	232
7/1	387

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	54.0 %	1800	1800
				Arm 5 Ahead	Inf	35.6 %		
				Arm 6 Right	11.00	10.4 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	8.5 %	1857	1857
				Arm 6 Ahead	40.00	36.4 %		
				Arm 7 Right	25.00	55.1 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	23.7 %	1880	1880
				Arm 6 Left	12.00	14.4 %		
				Arm 7 Ahead	Inf	61.9 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2016 PM' (FG2: '2016 PM Observed', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	252	147	38	437
	B	157	0	36	115	308
	C	184	74	0	43	301
	D	0	0	0	0	0
	Tot.	341	326	183	196	1046

Traffic Lane Flows

Lane	Scenario 2: 2016 PM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	437
2/1	308
3/1	301
4/1	326
5/1	183
6/1	196
7/1	341

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	57.7 %	1796	1796
				Arm 5 Ahead	Inf	33.6 %		
				Arm 6 Right	11.00	8.7 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	11.7 %	1853	1853
				Arm 6 Ahead	40.00	37.3 %		
				Arm 7 Right	25.00	51.0 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	24.6 %	1878	1878
				Arm 6 Left	12.00	14.3 %		
				Arm 7 Ahead	Inf	61.1 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 AM' (FG7: '2031 AM', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	224	147	43	414
	B	267	0	41	176	484
	C	162	62	0	38	262
	D	0	0	0	0	0
	Tot.	429	286	188	257	1160

Traffic Lane Flows

Lane	Scenario 3: 2031 AM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	414
2/1	484
3/1	262
4/1	286
5/1	188
6/1	257
7/1	429

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	54.1 %	1800	1800
				Arm 5 Ahead	Inf	35.5 %		
				Arm 6 Right	11.00	10.4 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	8.5 %	1857	1857
				Arm 6 Ahead	40.00	36.4 %		
				Arm 7 Right	25.00	55.2 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	23.7 %	1880	1880
				Arm 6 Left	12.00	14.5 %		
				Arm 7 Ahead	Inf	61.8 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 PM' (FG8: '2031 PM', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	276	161	35	472
	B	172	0	40	125	337
	C	200	80	0	47	327
	D	0	0	0	0	0
	Tot.	372	356	201	207	1136

Traffic Lane Flows

Lane	Scenario 4: 2031 PM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	472
2/1	337
3/1	327
4/1	356
5/1	201
6/1	207
7/1	372

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	58.5 %	1797	1797
				Arm 5 Ahead	Inf	34.1 %		
				Arm 6 Right	11.00	7.4 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	11.9 %	1853	1853
				Arm 6 Ahead	40.00	37.1 %		
				Arm 7 Right	25.00	51.0 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	24.5 %	1878	1878
				Arm 6 Left	12.00	14.4 %		
				Arm 7 Ahead	Inf	61.2 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2031 AM + Sefter Road 280 Dwellings' (FG9: '2031 AM + Sefter Road 280 Dwellings', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	224	153	43	420
	B	267	0	41	176	484
	C	177	64	0	38	279
	D	0	0	0	0	0
	Tot.	444	288	194	257	1183

Traffic Lane Flows

Lane	Scenario 5: 2031 AM + Sefter Road 280 Dwellings
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	420
2/1	484
3/1	279
4/1	288
5/1	194
6/1	257
7/1	444

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	53.3 %	1803	1803
				Arm 5 Ahead	Inf	36.4 %		
				Arm 6 Right	11.00	10.2 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	8.5 %	1857	1857
				Arm 6 Ahead	40.00	36.4 %		
				Arm 7 Right	25.00	55.2 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	22.9 %	1883	1883
				Arm 6 Left	12.00	13.6 %		
				Arm 7 Ahead	Inf	63.4 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 PM + Sefter Road 280 Dwellings' (FG10: '2031 PM + Sefter Road 280 Dwellings', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	276	173	35	484
	B	172	0	41	125	338
	C	208	81	0	47	336
	D	0	0	0	0	0
	Tot.	380	357	214	207	1158

Traffic Lane Flows

Lane	**Scenario 6: 2031 PM + Sefter Road 280 Dwellings**
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	484
2/1	338
3/1	336
4/1	357
5/1	214
6/1	207
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	57.0 %	1801	1801
				Arm 5 Ahead	Inf	35.7 %		
				Arm 6 Right	11.00	7.2 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	12.1 %	1852	1852
				Arm 6 Ahead	40.00	37.0 %		
				Arm 7 Right	25.00	50.9 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	24.1 %	1880	1880
				Arm 6 Left	12.00	14.0 %		
				Arm 7 Ahead	Inf	61.9 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2031 AM + Total Pagham Developments' (FG11: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	242	170	43	455
	B	301	0	42	176	519
	C	220	64	0	38	322
	D	0	0	0	0	0
	Tot.	521	306	212	257	1296

Traffic Lane Flows

Lane	Scenario 7: 2031 AM + Total Pagham Developments
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	455
2/1	519
3/1	322
4/1	306
5/1	212
6/1	257
7/1	521

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	53.2 %	1805	1805
				Arm 5 Ahead	Inf	37.4 %		
				Arm 6 Right	11.00	9.5 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	8.1 %	1856	1856
				Arm 6 Ahead	40.00	33.9 %		
				Arm 7 Right	25.00	58.0 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	19.9 %	1894	1894
				Arm 6 Left	12.00	11.8 %		
				Arm 7 Ahead	Inf	68.3 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 PM + Total Pagham Developments' (FG12: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	304	209	38	551
	B	191	0	41	125	357
	C	229	81	0	47	357
	D	0	0	0	0	0
	Tot.	420	385	250	210	1265

Traffic Lane Flows

Lane	Scenario 8: 2031 PM + Total Pagham Developments
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	551
2/1	357
3/1	357
4/1	385
5/1	250
6/1	210
7/1	420

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	55.2 %	1806	1806
				Arm 5 Ahead	Inf	37.9 %		
				Arm 6 Right	11.00	6.9 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	11.5 %	1852	1852
				Arm 6 Ahead	40.00	35.0 %		
				Arm 7 Right	25.00	53.5 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	22.7 %	1885	1885
				Arm 6 Left	12.00	13.2 %		
				Arm 7 Ahead	Inf	64.1 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '70s 2031 AM' (FG7: '2031 AM', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	224	147	43	414
	B	267	0	41	176	484
	C	162	62	0	38	262
	D	0	0	0	0	0
	Tot.	429	286	188	257	1160

Traffic Lane Flows

Lane	Scenario 9: 70s 2031 AM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	414
2/1	484
3/1	262
4/1	286
5/1	188
6/1	257
7/1	429

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	54.1 %	1800	1800
				Arm 5 Ahead	Inf	35.5 %		
				Arm 6 Right	11.00	10.4 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	8.5 %	1857	1857
				Arm 6 Ahead	40.00	36.4 %		
				Arm 7 Right	25.00	55.2 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	23.7 %	1880	1880
				Arm 6 Left	12.00	14.5 %		
				Arm 7 Ahead	Inf	61.8 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '70s 2031 PM' (FG8: '2031 PM', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	276	161	35	472
	B	172	0	40	125	337
	C	200	80	0	47	327
	D	0	0	0	0	0
	Tot.	372	356	201	207	1136

Traffic Lane Flows

Lane	Scenario 10: 70s 2031 PM
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	472
2/1	337
3/1	327
4/1	356
5/1	201
6/1	207
7/1	372

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	58.5 %	1797	1797
				Arm 5 Ahead	Inf	34.1 %		
				Arm 6 Right	11.00	7.4 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	11.9 %	1853	1853
				Arm 6 Ahead	40.00	37.1 %		
				Arm 7 Right	25.00	51.0 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	24.5 %	1878	1878
				Arm 6 Left	12.00	14.4 %		
				Arm 7 Ahead	Inf	61.2 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '70s 2031 AM + Sefter Road 280 Dwellings' (FG9: '2031 AM + Sefter Road 280 Dwellings', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	224	153	43	420
	B	267	0	41	176	484
	C	177	64	0	38	279
	D	0	0	0	0	0
	Tot.	444	288	194	257	1183

Traffic Lane Flows

Lane	Scenario 11: 70s 2031 AM + Sefter Road 280 Dwellings
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	420
2/1	484
3/1	279
4/1	288
5/1	194
6/1	257
7/1	444

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	53.3 %	1803	1803
				Arm 5 Ahead	Inf	36.4 %		
				Arm 6 Right	11.00	10.2 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	8.5 %	1857	1857
				Arm 6 Ahead	40.00	36.4 %		
				Arm 7 Right	25.00	55.2 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	22.9 %	1883	1883
				Arm 6 Left	12.00	13.6 %		
				Arm 7 Ahead	Inf	63.4 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '70s 2031 PM + Sefter Road 280 Dwellings' (FG10: '2031 PM + Sefter Road 280 Dwellings', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	276	173	35	484
	B	172	0	41	125	338
	C	208	81	0	47	336
	D	0	0	0	0	0
	Tot.	380	357	214	207	1158

Traffic Lane Flows

Lane	Scenario 12: 70s 2031 PM + Sefter Road 280 Dwellings
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	484
2/1	338
3/1	336
4/1	357
5/1	214
6/1	207
7/1	380

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	57.0 %	1801	1801
				Arm 5 Ahead	Inf	35.7 %		
				Arm 6 Right	11.00	7.2 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	12.1 %	1852	1852
				Arm 6 Ahead	40.00	37.0 %		
				Arm 7 Right	25.00	50.9 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	24.1 %	1880	1880
				Arm 6 Left	12.00	14.0 %		
				Arm 7 Ahead	Inf	61.9 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '88s 2031 AM + Total Pagham Developments' (FG11: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	242	170	43	455
	B	301	0	42	176	519
	C	220	64	0	38	322
	D	0	0	0	0	0
	Tot.	521	306	212	257	1296

Traffic Lane Flows

Lane	Scenario 13: 88s 2031 AM + Total Pagham Developments
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	455
2/1	519
3/1	322
4/1	306
5/1	212
6/1	257
7/1	521

Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	53.2 %	1805	1805
				Arm 5 Ahead	Inf	37.4 %		
				Arm 6 Right	11.00	9.5 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	8.1 %	1856	1856
				Arm 6 Ahead	40.00	33.9 %		
				Arm 7 Right	25.00	58.0 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	19.9 %	1894	1894
				Arm 6 Left	12.00	11.8 %		
				Arm 7 Ahead	Inf	68.3 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '86s 2031 PM + Total Pagham Developments' (FG12: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	304	209	38	551
	B	191	0	41	125	357
	C	229	81	0	47	357
	D	0	0	0	0	0
	Tot.	420	385	250	210	1265

Traffic Lane Flows

Lane	Scenario 14: 86s 2031 PM + Total Pagham Developments
Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	
1/1	551
2/1	357
3/1	357
4/1	385
5/1	250
6/1	210
7/1	420

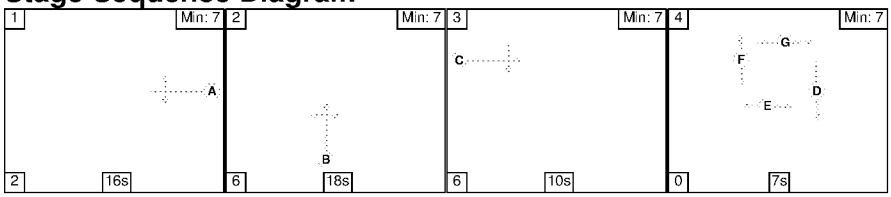
Full Input Data And Results

Lane Saturation Flows

Junction: Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln								
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 (Gossamere Lane)	3.50	0.00	Y	Arm 4 Left	10.50	55.2 %	1806	1806
				Arm 5 Ahead	Inf	37.9 %		
				Arm 6 Right	11.00	6.9 %		
2/1 (Nyetimber Ln)	3.50	0.00	Y	Arm 5 Left	11.00	11.5 %	1852	1852
				Arm 6 Ahead	40.00	35.0 %		
				Arm 7 Right	25.00	53.5 %		
3/1 (Grosvenor Gdns)	3.50	0.00	Y	Arm 4 Right	13.00	22.7 %	1885	1885
				Arm 6 Left	12.00	13.2 %		
				Arm 7 Ahead	Inf	64.1 %		
4/1 (Nyetimber Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Grosvenor Gdns Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Rose Green Rd Exit)	3.25	0.00	Y				1940	1940
7/1 (Gossamere Ln Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2016 AM' (FG1: '2016 AM Observed', Plan 1: 'With Ped Stage')

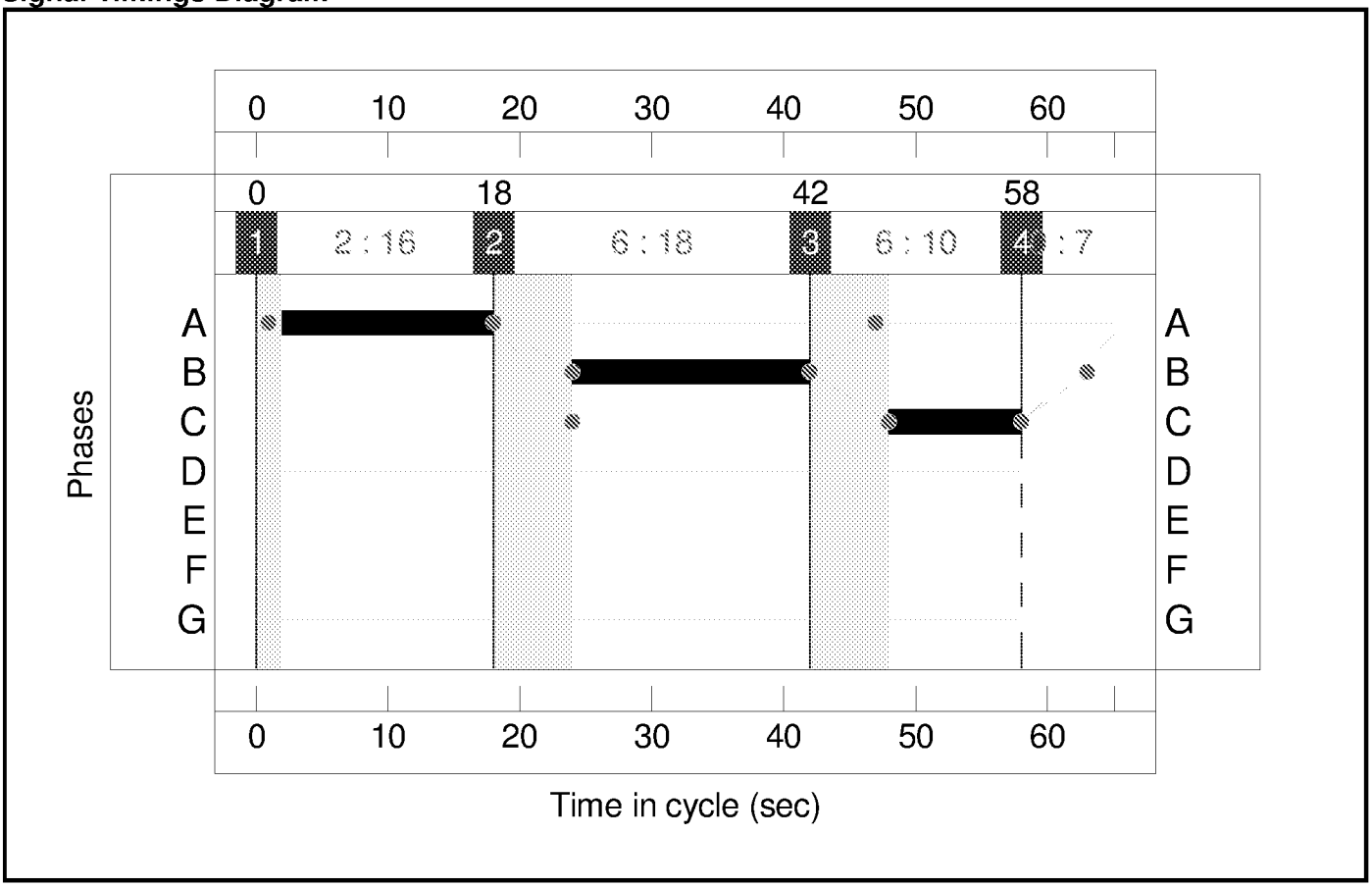
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	16	18	10	7
Change Point	0	18	42	58

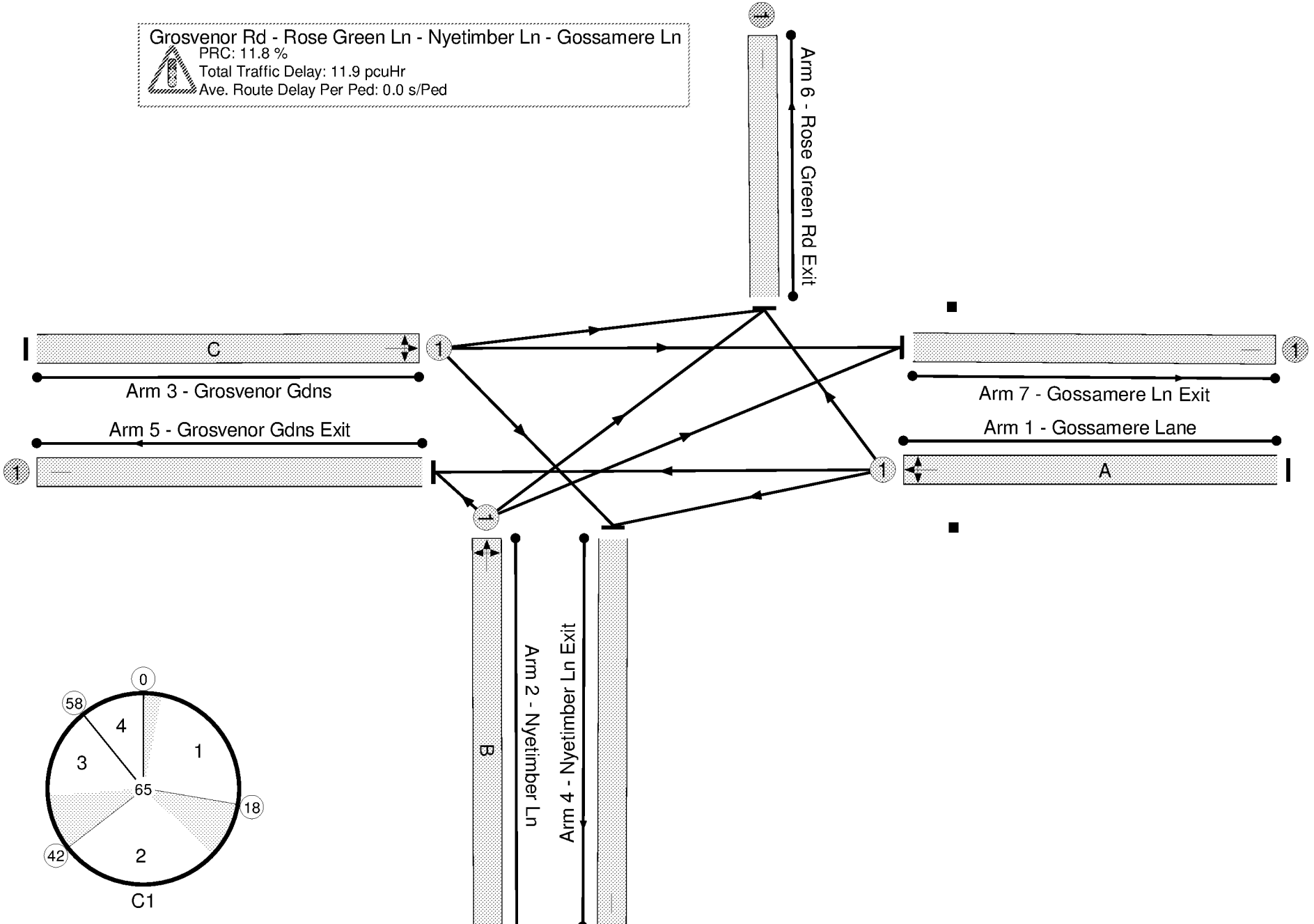
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	16	-	374	1800	471	79.4%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	18	-	437	1857	543	80.5%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	10	-	236	1880	318	74.2%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	232	1940	1940	12.0%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7754	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7754	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7754	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7754	0.0%

Full Input Data And Results

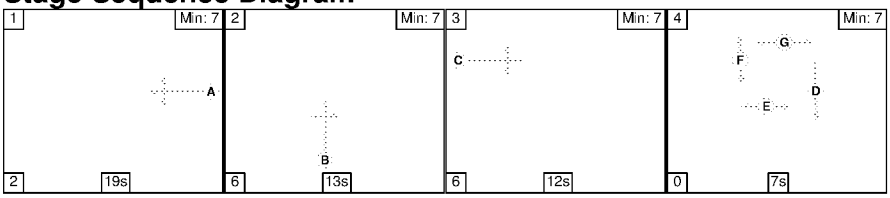
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**6.6**	**5.3**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**6.6**	**5.3**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
1/1	374	374	-	-	-	2.3	1.9	-	4.2	40.3	6.2	1.9	8.1
2/1	437	437	-	-	-	2.6	2.0	-	4.6	37.7	7.3	2.0	9.3
3/1	236	236	-	-	-	1.7	1.4	-	3.1	46.9	4.0	1.4	5.4
4/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	232	232	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 11.83 Cycle Time (s): 65
PRC Over All Lanes (%): 11.8 Total Delay Over All Lanes(pcuHr): 11.90

Full Input Data And Results

Scenario 2: '2016 PM' (FG2: '2016 PM Observed', Plan 1: 'With Ped Stage')

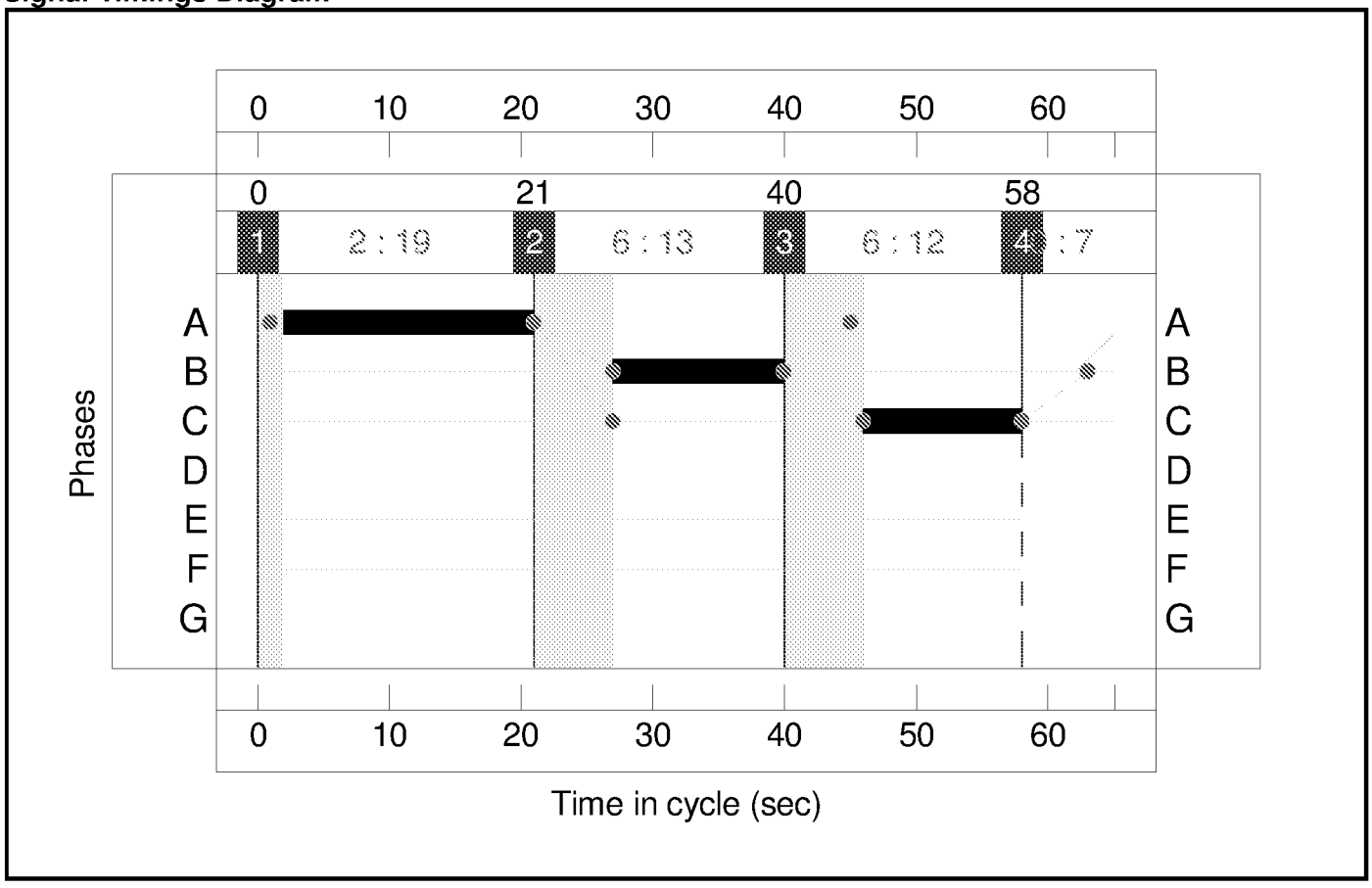
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	19	13	12	7
Change Point	0	21	40	58

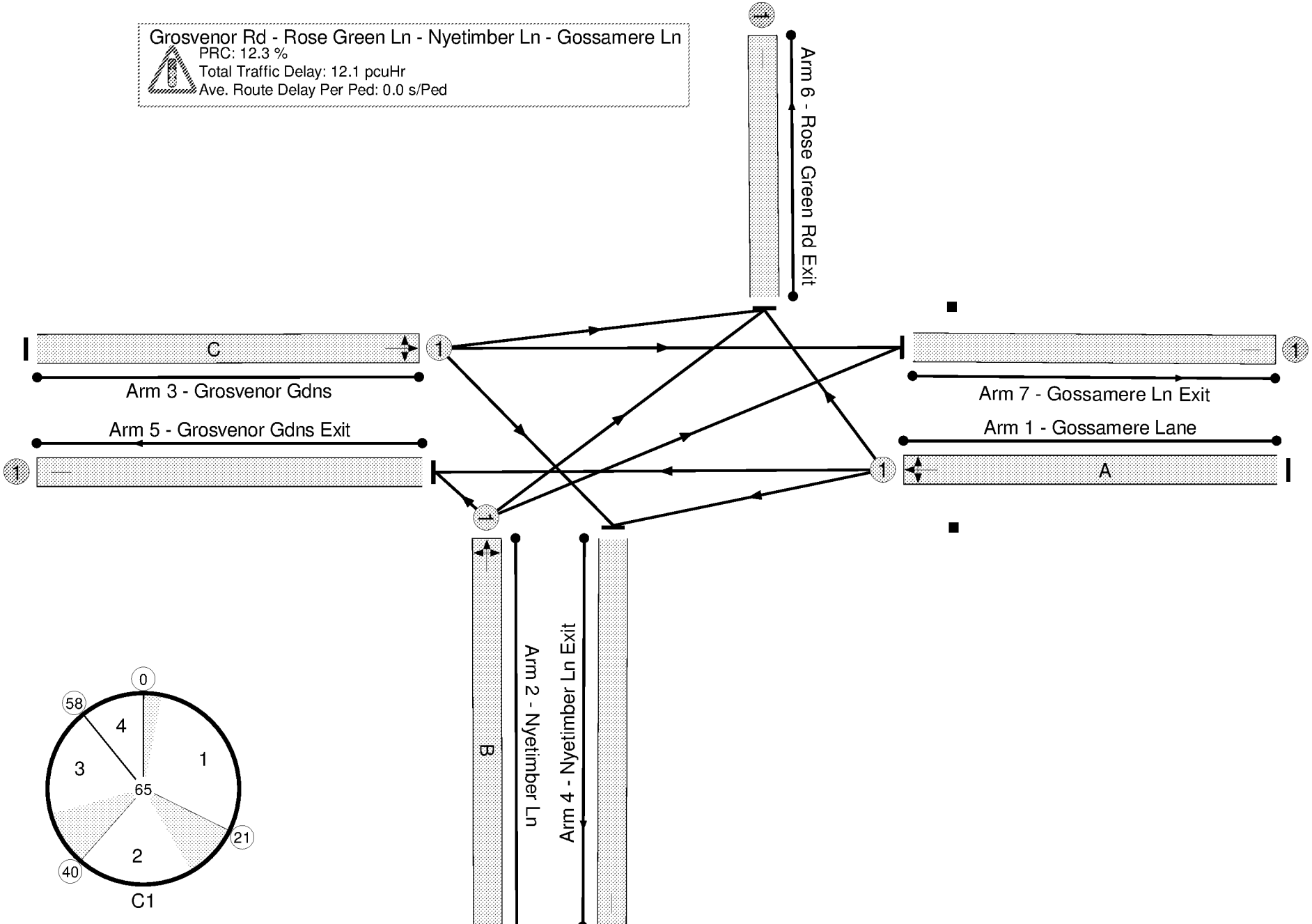
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.1%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.1%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	19	-	437	1796	553	79.1%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	13	-	308	1853	399	77.2%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	12	-	301	1878	376	80.1%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	196	1940	1940	10.1%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7754	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7754	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7754	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7754	0.0%

Full Input Data And Results

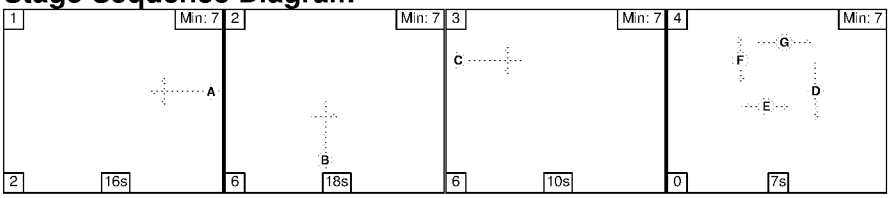
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**6.6**	**5.4**	**0.0**	**12.1**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**6.6**	**5.4**	**0.0**	**12.1**	**-**	**-**	**-**	**-**
1/1	437	437	-	-	-	2.5	1.8	-	4.3	35.7	7.2	1.8	9.0
2/1	308	308	-	-	-	2.1	1.6	-	3.7	43.1	5.2	1.6	6.9
3/1	301	301	-	-	-	2.1	1.9	-	4.0	47.7	5.1	1.9	7.0
4/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	196	196	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 12.01 Cycle Time (s): 65
PRC Over All Lanes (%): 12.3 Total Delay Over All Lanes(pcuHr): 12.06

Full Input Data And Results

Scenario 3: '2031 AM' (FG7: '2031 AM', Plan 1: 'With Ped Stage')

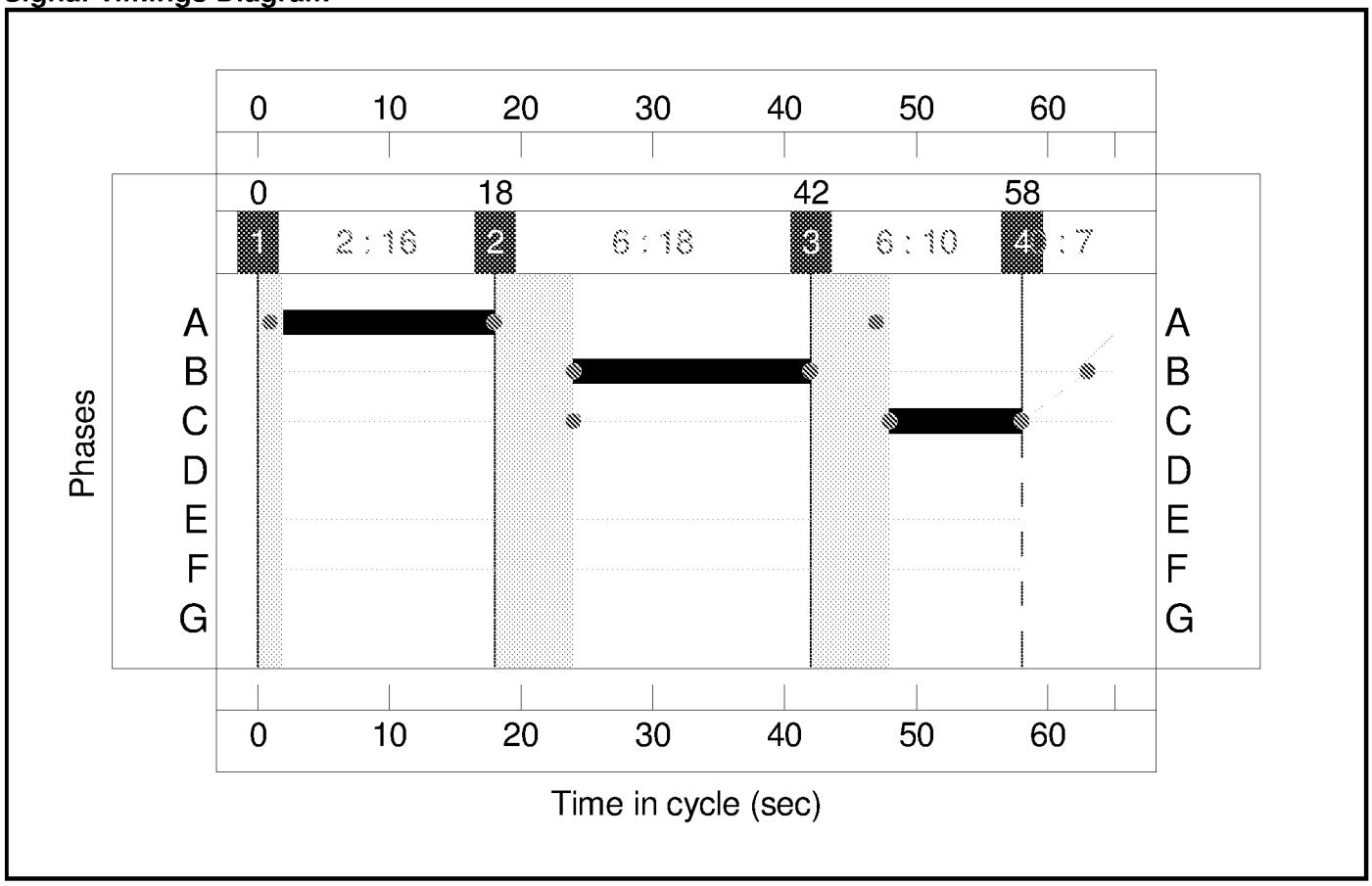
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	16	18	10	7
Change Point	0	18	42	58

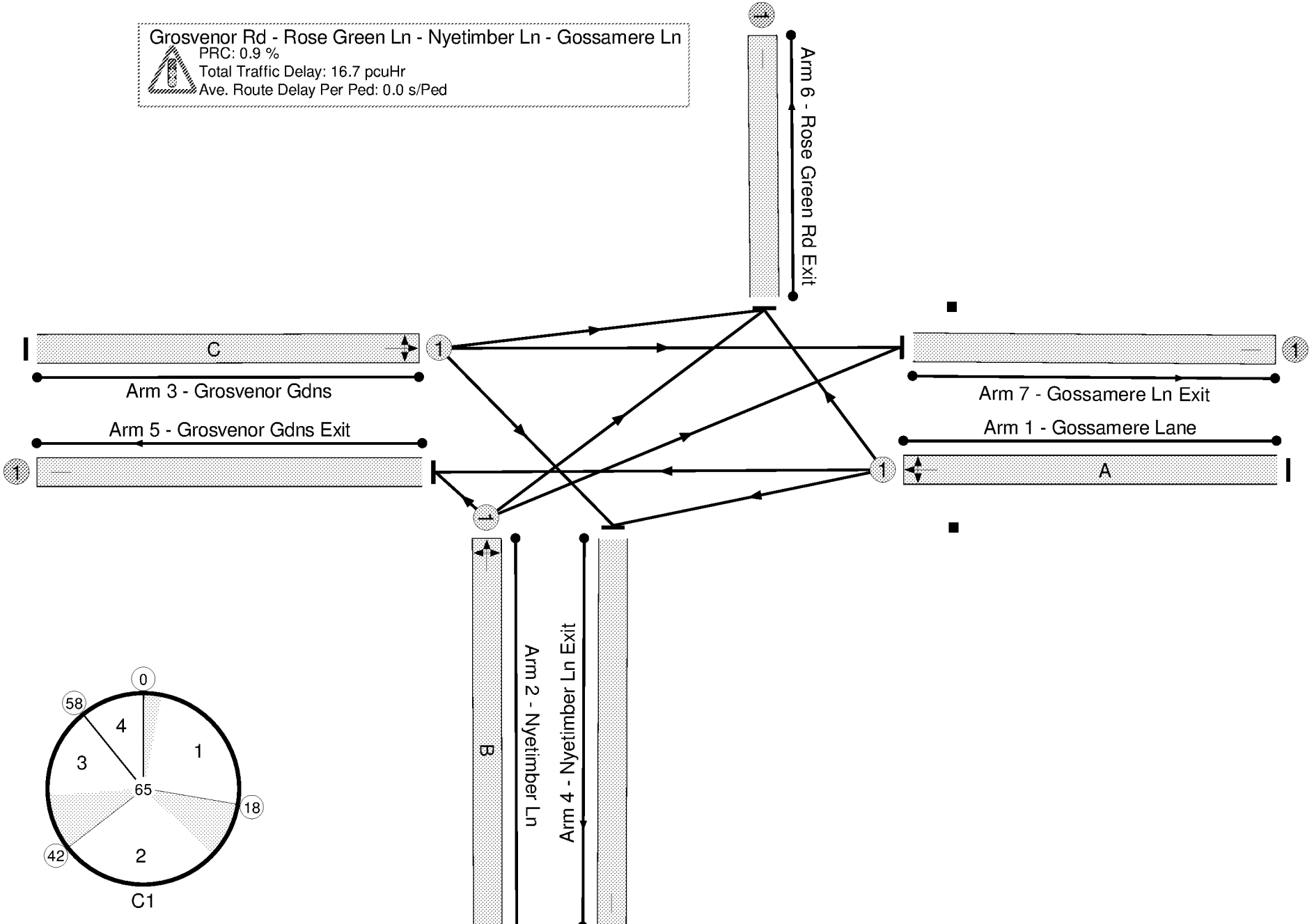
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	16	-	414	1800	471	87.9%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	18	-	484	1857	543	89.2%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	10	-	262	1880	318	82.4%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	257	1940	1940	13.2%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7754	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7754	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7754	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7754	0.0%

Full Input Data And Results

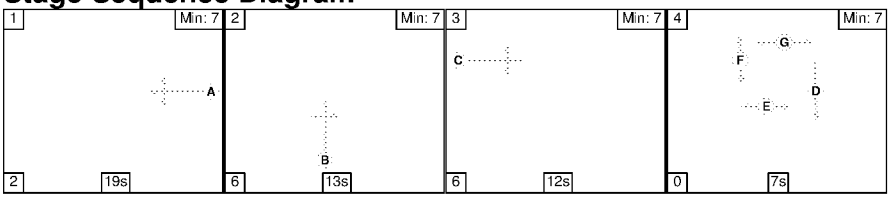
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**7.5**	**9.2**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**7.5**	**9.2**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
1/1	414	414	-	-	-	2.6	3.3	-	5.9	51.5	7.1	3.3	10.4
2/1	484	484	-	-	-	3.0	3.7	-	6.6	49.2	8.3	3.7	12.0
3/1	262	262	-	-	-	1.9	2.2	-	4.1	55.8	4.5	2.2	6.7
4/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	257	257	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 16.60 Cycle Time (s): 65
PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 16.68

Full Input Data And Results

Scenario 4: '2031 PM' (FG8: '2031 PM', Plan 1: 'With Ped Stage')

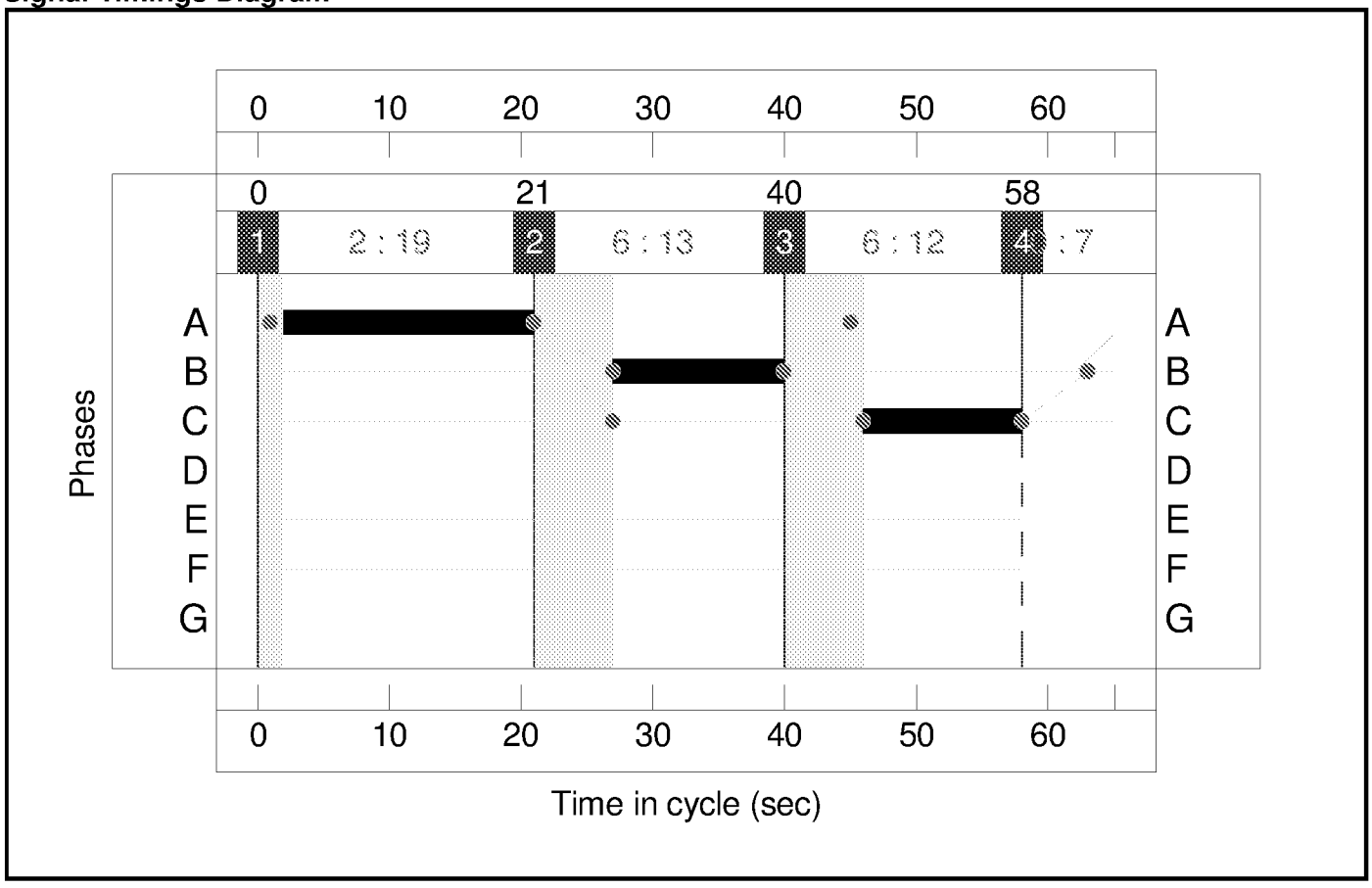
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	19	13	12	7
Change Point	0	21	40	58

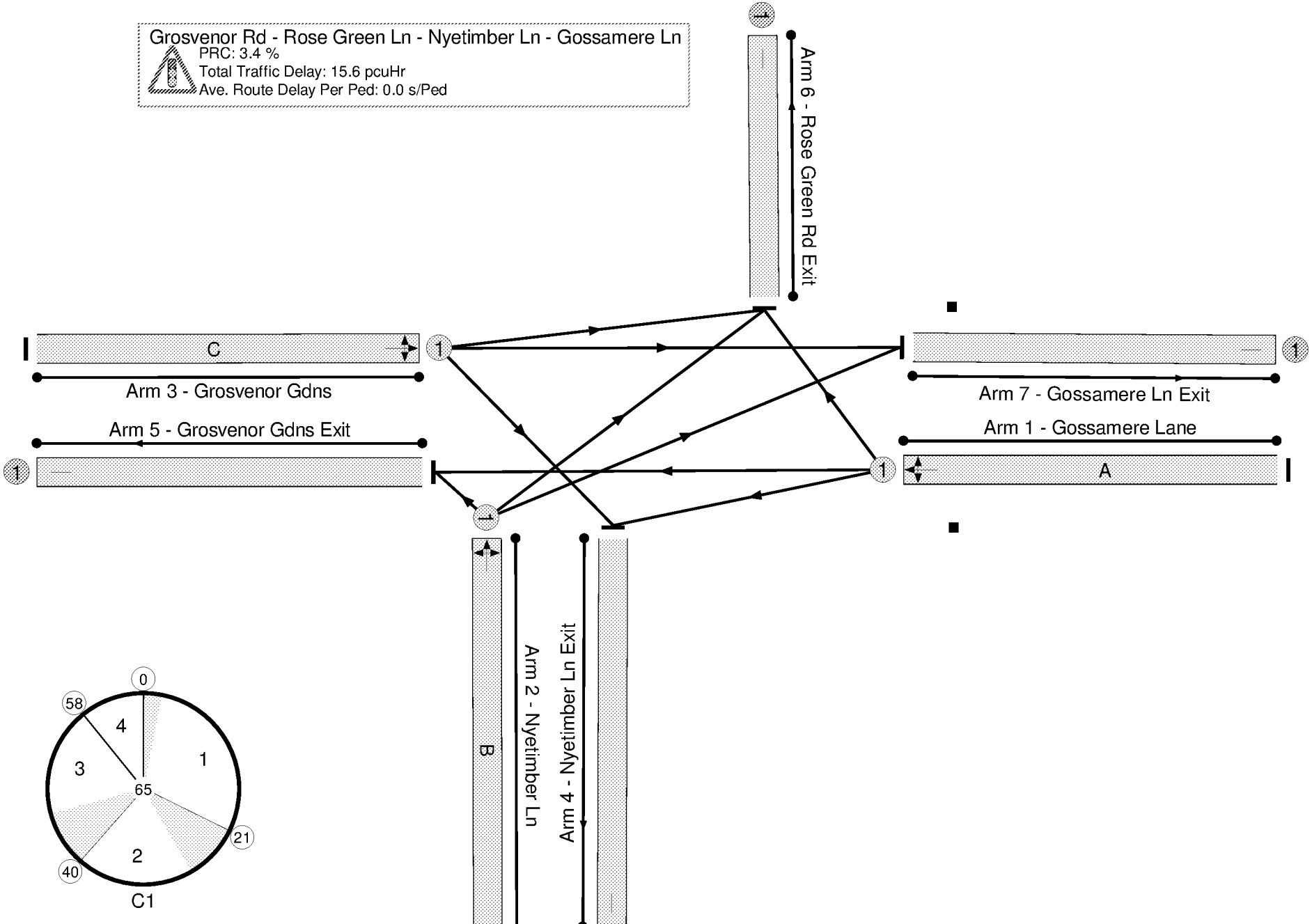
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	19	-	472	1797	553	85.4%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	13	-	337	1853	399	84.4%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	12	-	327	1878	376	87.1%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	207	1940	1940	10.7%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7754	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7754	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7754	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7754	0.0%

Full Input Data And Results

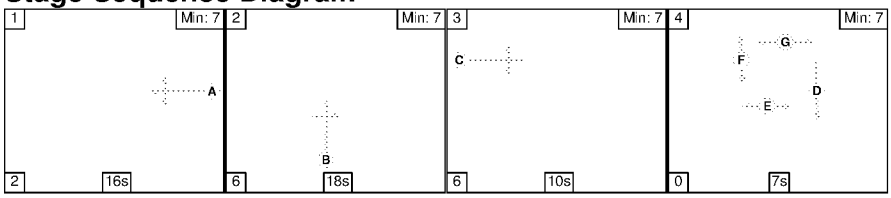
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**7.3**	**8.3**	**0.0**	**15.6**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**7.3**	**8.3**	**0.0**	**15.6**	**-**	**-**	**-**	**-**
1/1	472	472	-	-	-	2.8	2.7	-	5.5	42.0	8.0	2.7	10.7
2/1	337	337	-	-	-	2.3	2.5	-	4.8	51.3	5.8	2.5	8.3
3/1	327	327	-	-	-	2.3	3.0	-	5.3	58.2	5.6	3.0	8.6
4/1	356	356	-	-	-	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	207	207	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 15.58 Cycle Time (s): 65
PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 15.64

Full Input Data And Results

Scenario 5: '2031 AM + Sefter Road 280 Dwellings' (FG9: '2031 AM + Sefter Road 280 Dwellings', Plan 1: 'With Ped Stage')

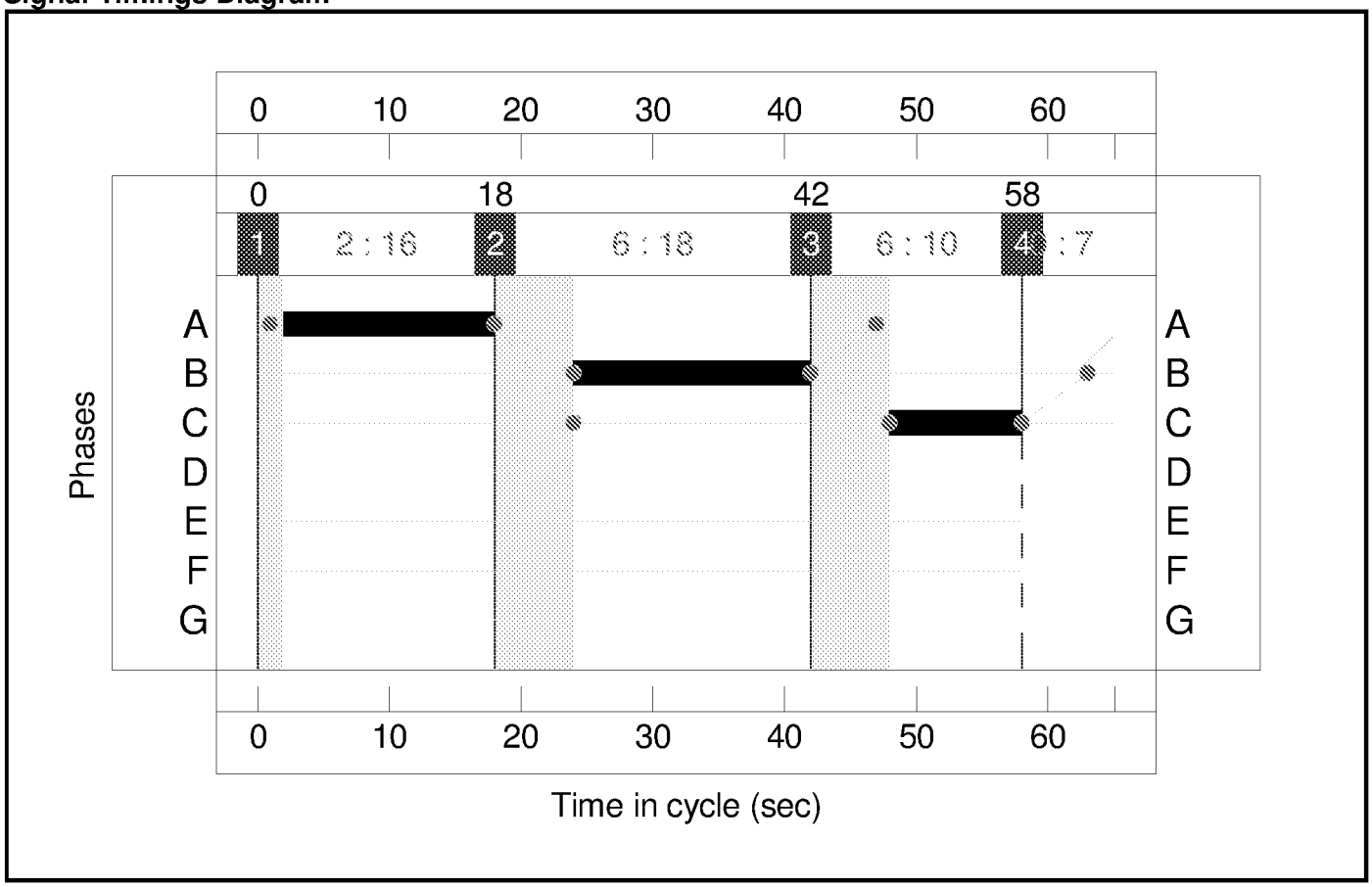
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	16	18	10	7
Change Point	0	18	42	58

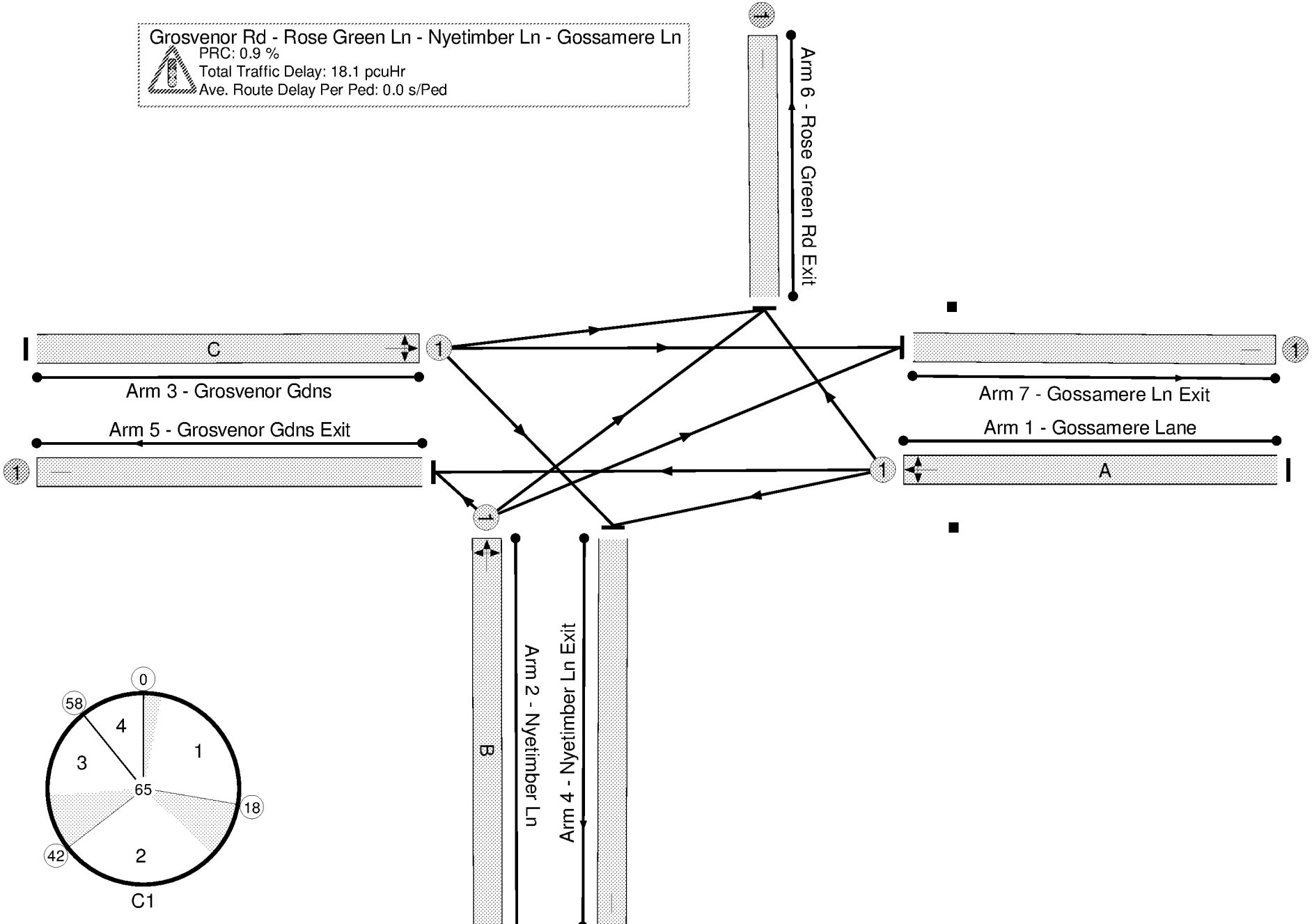
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	16	-	420	1803	472	89.1%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	18	-	484	1857	543	89.2%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	10	-	279	1883	319	87.6%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	257	1940	1940	13.2%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7754	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7754	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7754	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7754	0.0%

Full Input Data And Results

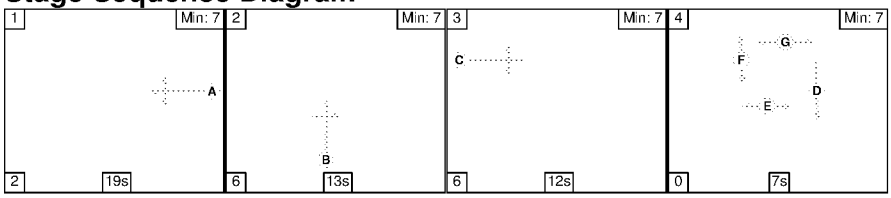
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**7.7**	**10.4**	**0.0**	**18.1**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**7.7**	**10.4**	**0.0**	**18.1**	**-**	**-**	**-**	**-**
1/1	420	420	-	-	-	2.7	3.6	-	6.3	53.8	7.2	3.6	10.8
2/1	484	484	-	-	-	3.0	3.7	-	6.6	49.2	8.3	3.7	12.0
3/1	279	279	-	-	-	2.0	3.0	-	5.1	65.7	4.9	3.0	7.9
4/1	238	238	-	-	-	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	257	257	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 17.98 Cycle Time (s): 65
PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 18.06

Full Input Data And Results

Scenario 6: '2031 PM + Sefter Road 280 Dwellings' (FG10: '2031 PM + Sefter Road 280 Dwellings', Plan 1: 'With Ped Stage')

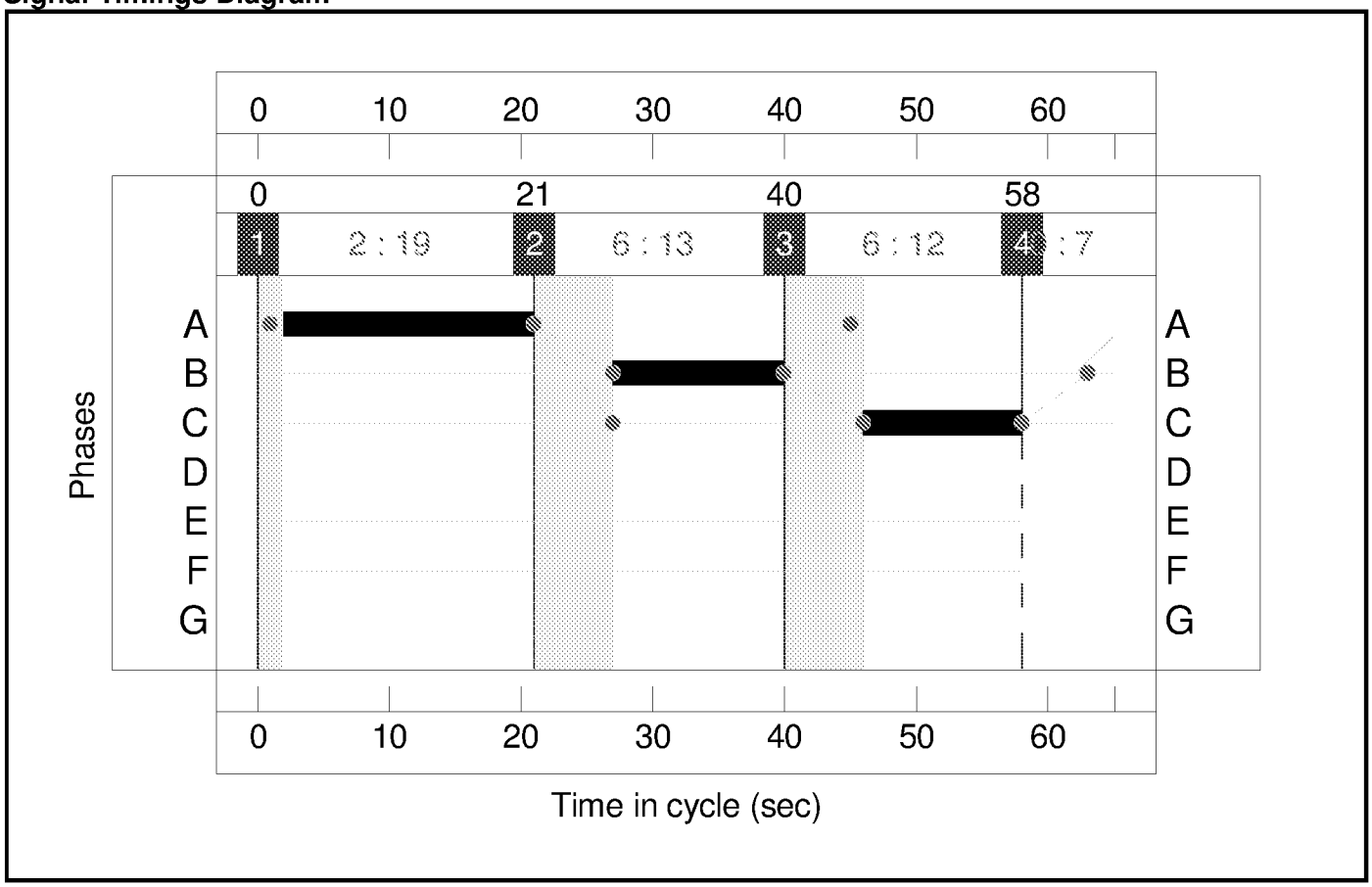
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	19	13	12	7
Change Point	0	21	40	58

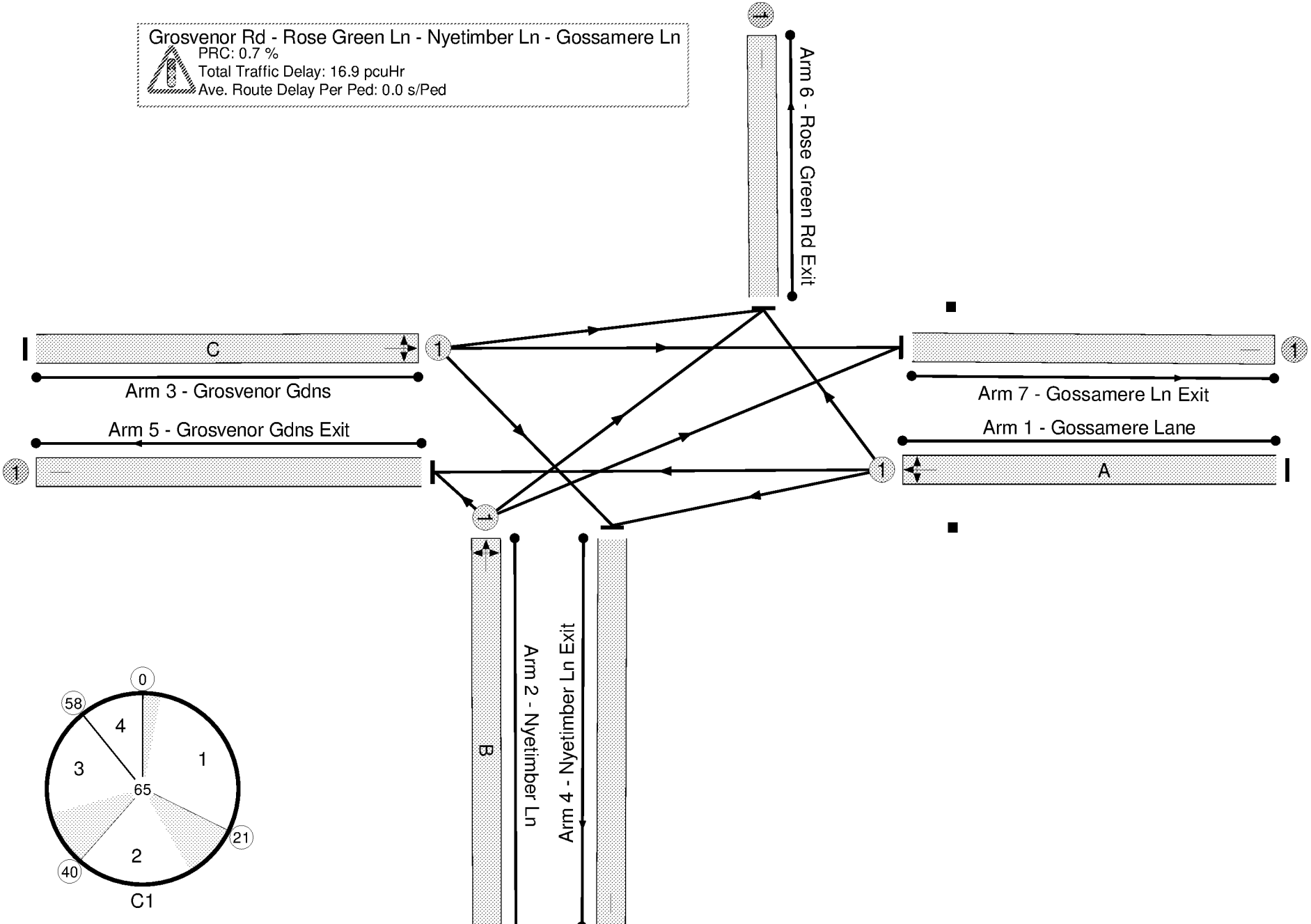
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.4%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.4%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	19	-	484	1801	554	87.3%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	13	-	338	1852	399	84.7%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	12	-	336	1880	376	89.4%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	207	1940	1940	10.7%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7754	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7754	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7754	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7754	0.0%

Full Input Data And Results

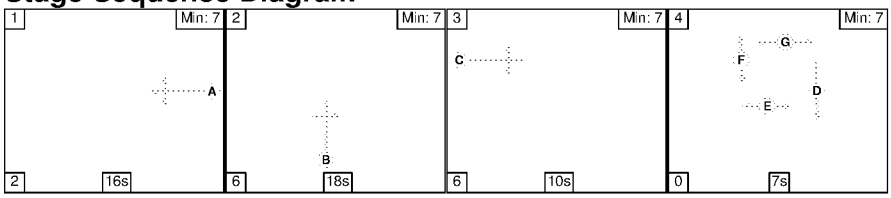
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**7.5**	**9.3**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**7.5**	**9.3**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
1/1	484	484	-	-	-	2.9	3.2	-	6.0	44.8	8.2	3.2	11.4
2/1	338	338	-	-	-	2.3	2.6	-	4.9	51.8	5.8	2.6	8.4
3/1	336	336	-	-	-	2.4	3.6	-	5.9	63.5	5.9	3.6	9.4
4/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	207	207	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 0.7 Total Delay for Signalled Lanes (pcuHr): 16.82 Cycle Time (s): 65
PRC Over All Lanes (%): 0.7 Total Delay Over All Lanes(pcuHr): 16.88

Full Input Data And Results

Scenario 7: '2031 AM + Total Pagham Developments' (FG11: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

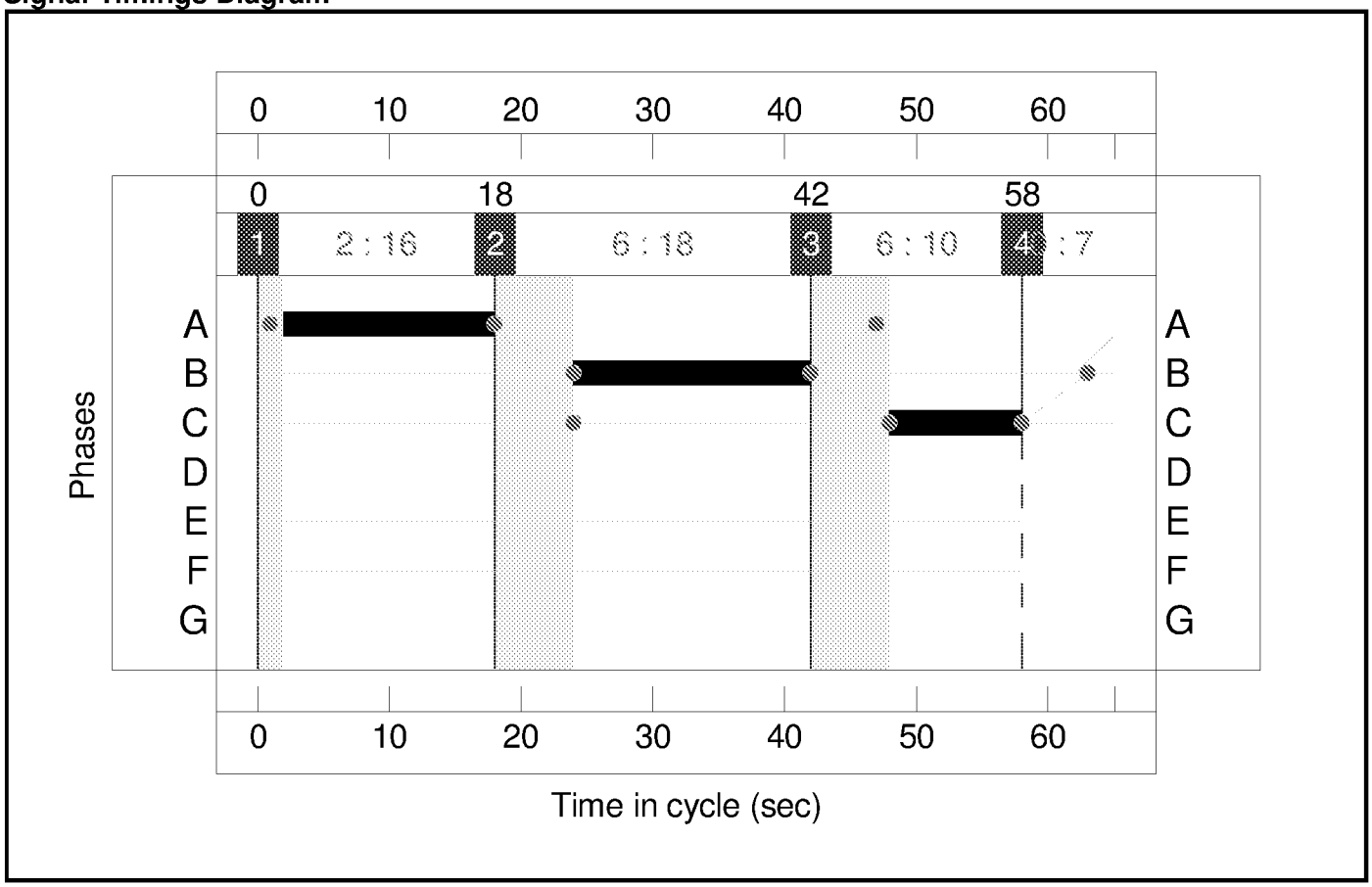
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	16	18	10	7
Change Point	0	18	42	58

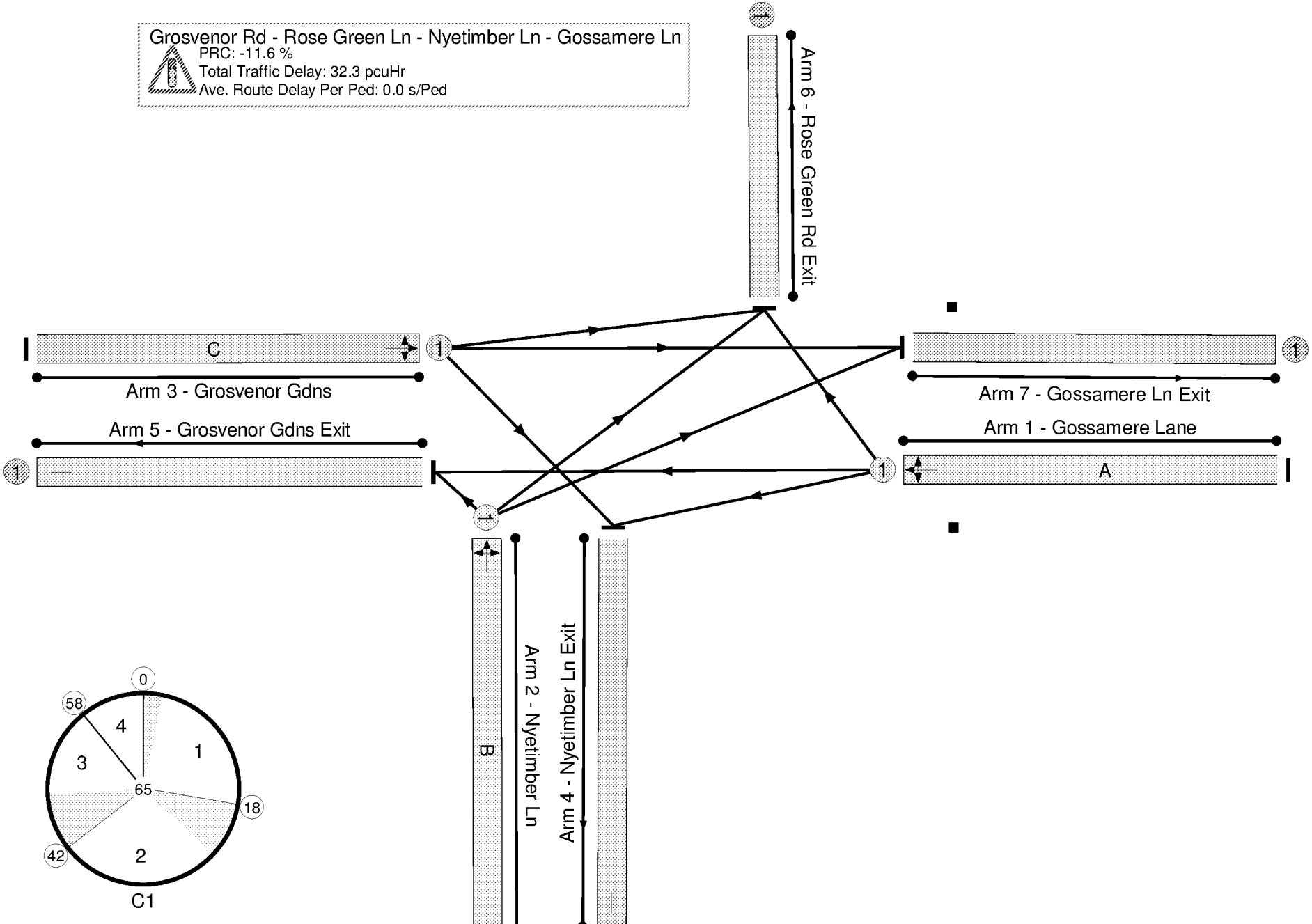
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.5%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.5%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	16	-	455	1805	472	96.4%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	18	-	519	1856	543	95.7%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	10	-	322	1894	321	100.5%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	257	1940	1940	13.2%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7754	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7754	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7754	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7754	0.0%

Full Input Data And Results

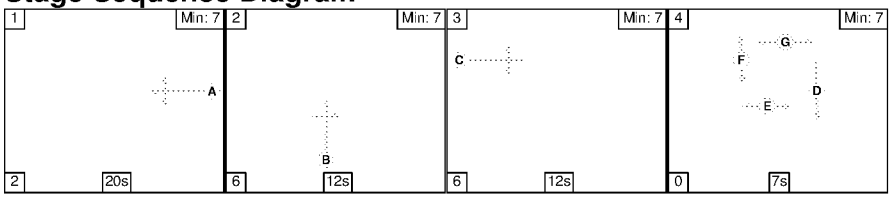
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**8.7**	**23.6**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**8.7**	**23.6**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
1/1	455	455	-	-	-	3.0	7.2	-	10.2	80.8	8.1	7.2	15.3
2/1	519	519	-	-	-	3.3	6.9	-	10.2	70.7	9.1	6.9	16.0
3/1	322	321	-	-	-	2.4	9.3	-	11.8	131.9	5.8	9.3	15.2
4/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	257	257	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): -11.6 Total Delay for Signalled Lanes (pcuHr): 32.21 Cycle Time (s): 65
PRC Over All Lanes (%): -11.6 Total Delay Over All Lanes(pcuHr): 32.28

Full Input Data And Results

Scenario 8: '2031 PM + Total Pagham Developments' (FG12: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

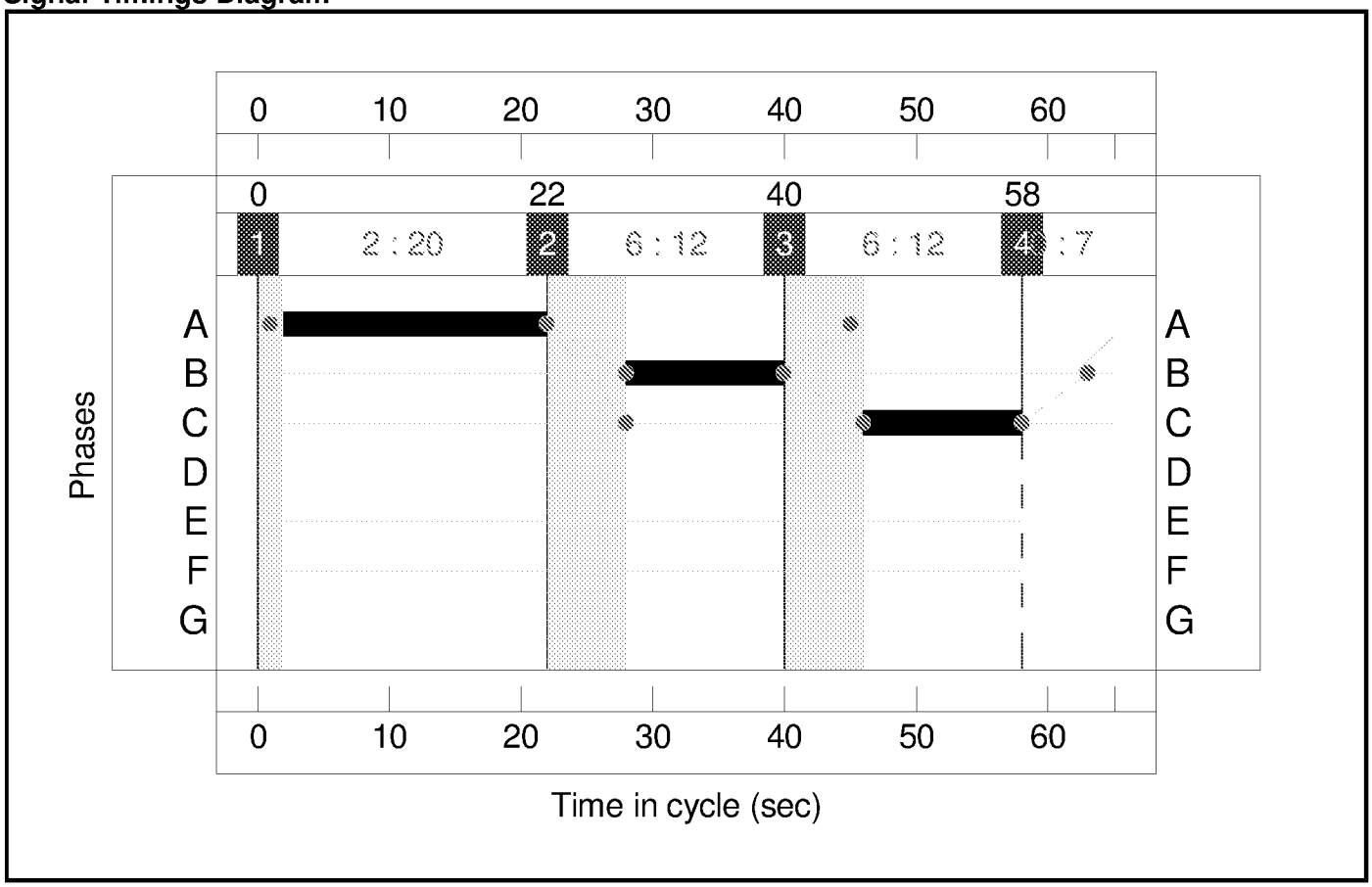
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	20	12	12	7
Change Point	0	22	40	58

Signal Timings Diagram

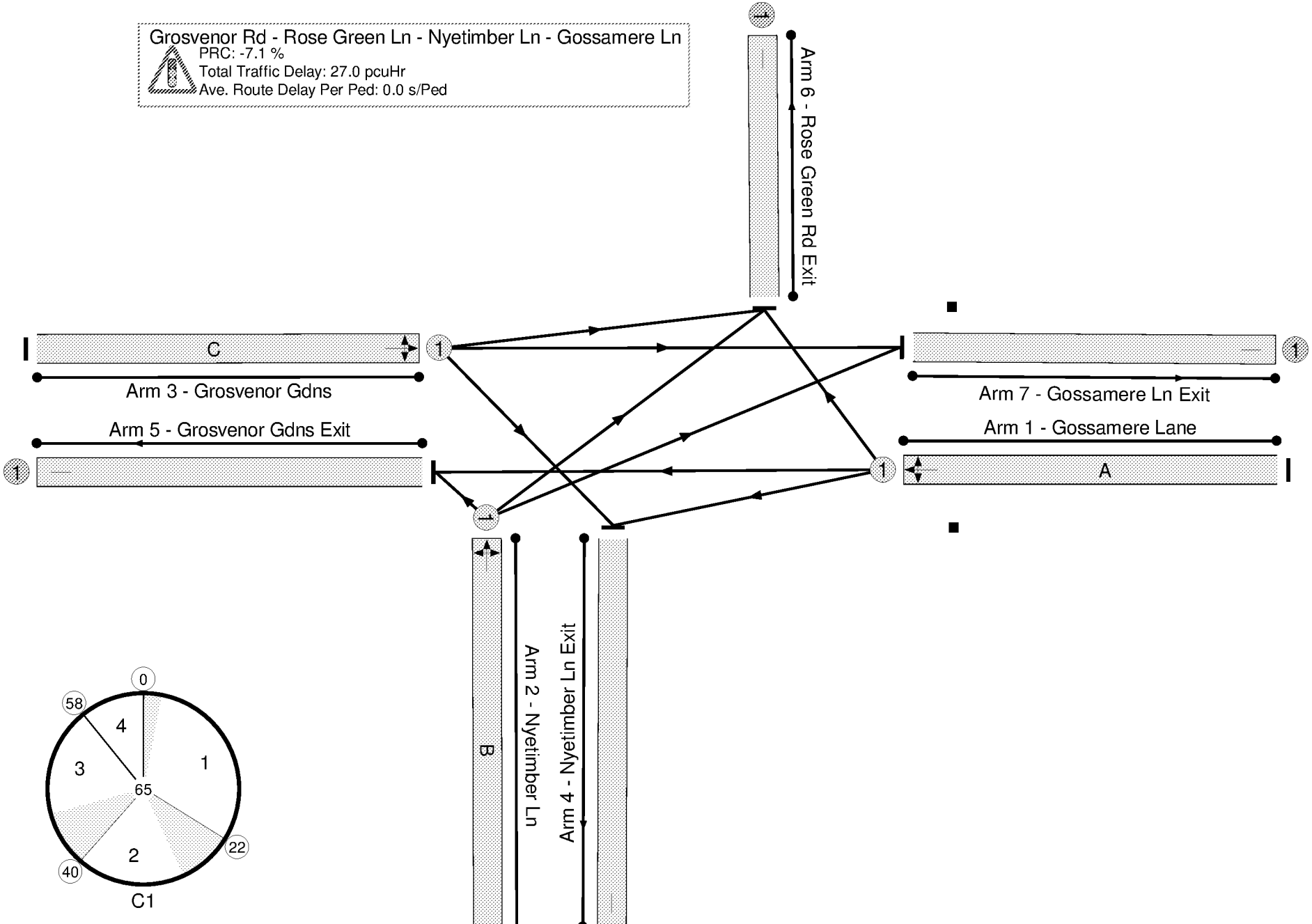


Full Input Data And Results

Network Layout Diagram

ARUN DISTRICT COUNCIL P/140/16/OUT

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	20	-	551	1806	583	94.4%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	12	-	357	1852	370	96.4%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	12	-	357	1885	377	94.7%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	210	1940	1940	10.8%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7754	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7754	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7754	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7754	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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**8.4**	**18.6**	**0.0**	**27.0**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**8.4**	**18.6**	**0.0**	**27.0**	**-**	**-**	**-**	**-**
1/1	551	551	-	-	-	3.3	6.2	-	9.4	61.6	9.6	6.2	15.8
2/1	357	357	-	-	-	2.6	6.7	-	9.2	93.1	6.3	6.7	13.0
3/1	357	357	-	-	-	2.5	5.7	-	8.2	83.0	6.3	5.7	12.0
4/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	210	210	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

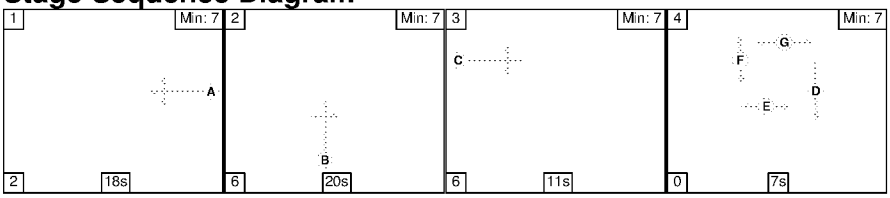
C1 PRC for Signalled Lanes (%): -7.1 Total Delay for Signalled Lanes (pcuHr): 26.90 Cycle Time (s): 65

PRC Over All Lanes (%): -7.1 Total Delay Over All Lanes(pcuHr): 26.96

Full Input Data And Results

Scenario 9: '70s 2031 AM' (FG7: '2031 AM', Plan 1: 'With Ped Stage')

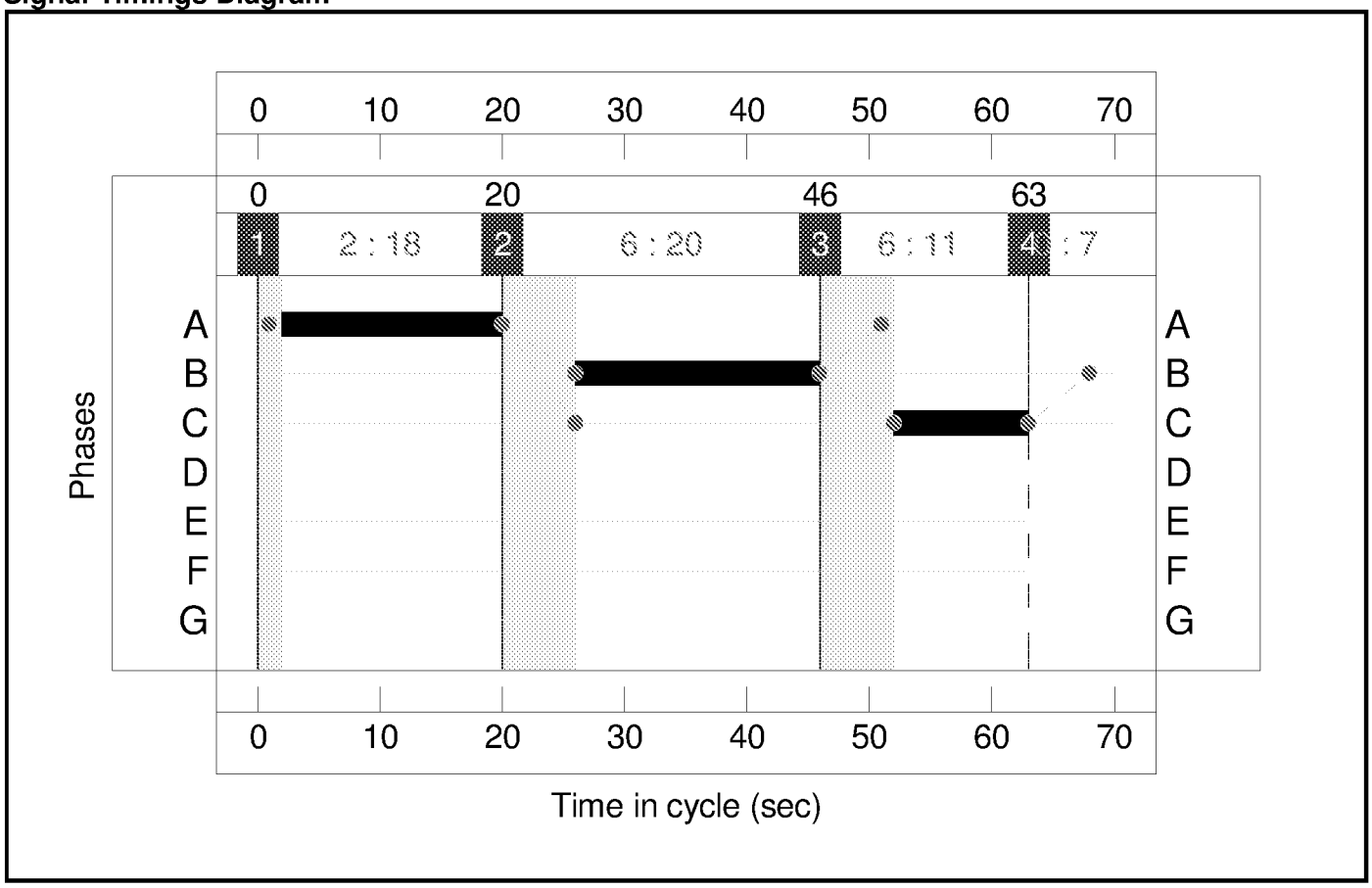
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	18	20	11	7
Change Point	0	20	46	63

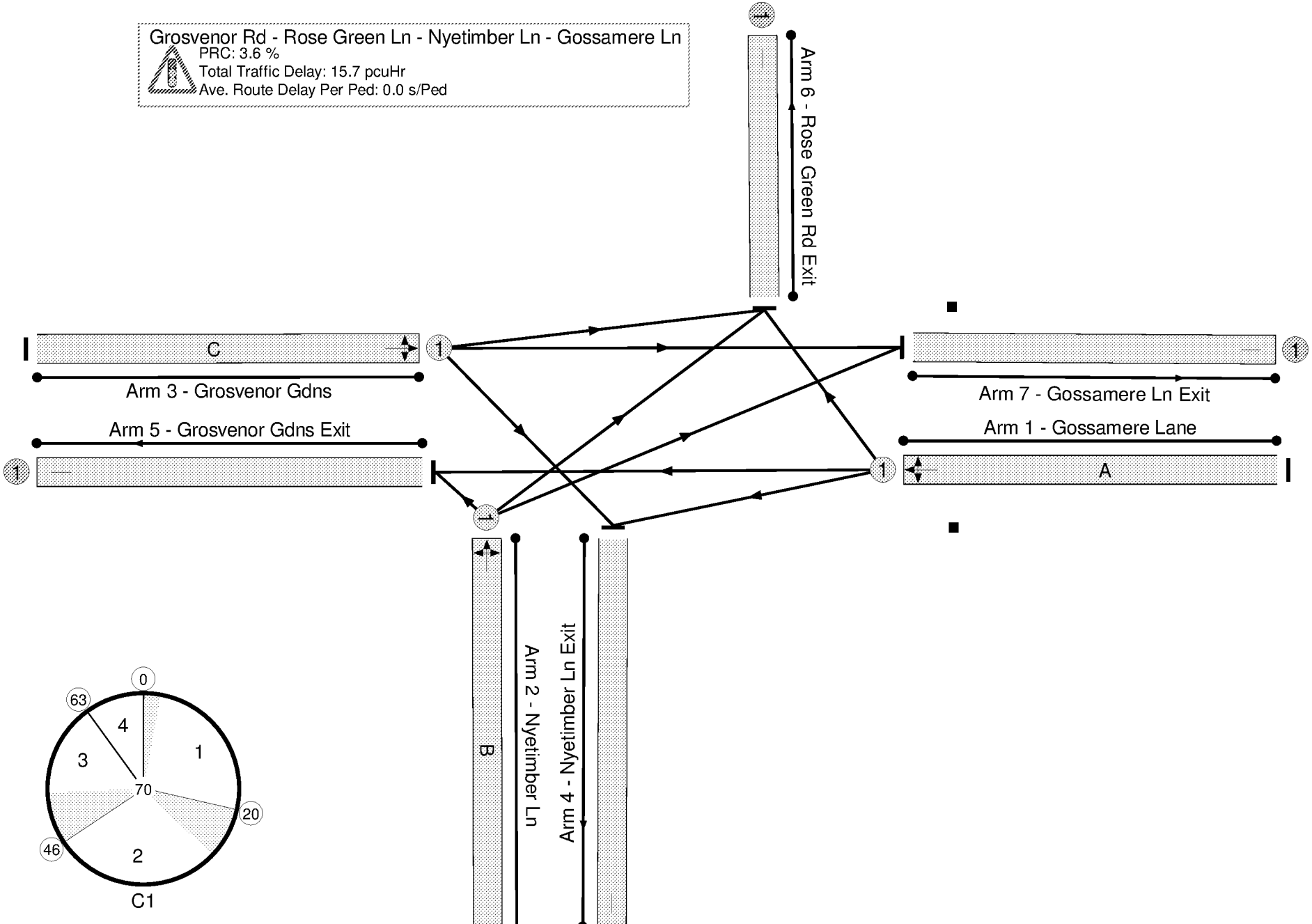
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	18	-	414	1800	489	84.7%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	20	-	484	1857	557	86.9%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	11	-	262	1880	322	81.3%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	257	1940	1940	13.2%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7200	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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**7.9**	**7.8**	**0.0**	**15.7**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**7.9**	**7.8**	**0.0**	**15.7**	**-**	**-**	**-**	**-**
1/1	414	414	-	-	-	2.8	2.6	-	5.4	46.7	7.6	2.6	10.2
2/1	484	484	-	-	-	3.1	3.1	-	6.2	45.9	8.9	3.1	11.9
3/1	262	262	-	-	-	2.0	2.0	-	4.1	55.9	4.9	2.0	6.9
4/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	257	257	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

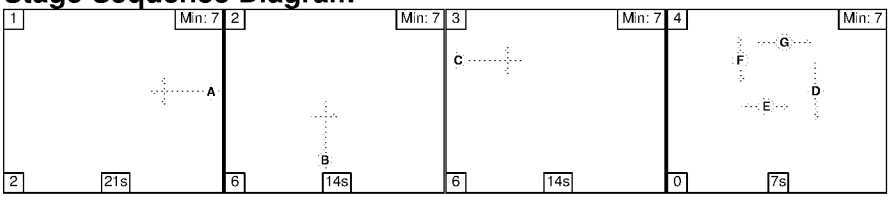
C1 PRC for Signalled Lanes (%): 3.6 Total Delay for Signalled Lanes (pcuHr): 15.61 Cycle Time (s): 70

PRC Over All Lanes (%): 3.6 Total Delay Over All Lanes(pcuHr): 15.69

Full Input Data And Results

Scenario 10: '70s 2031 PM' (FG8: '2031 PM', Plan 1: 'With Ped Stage')

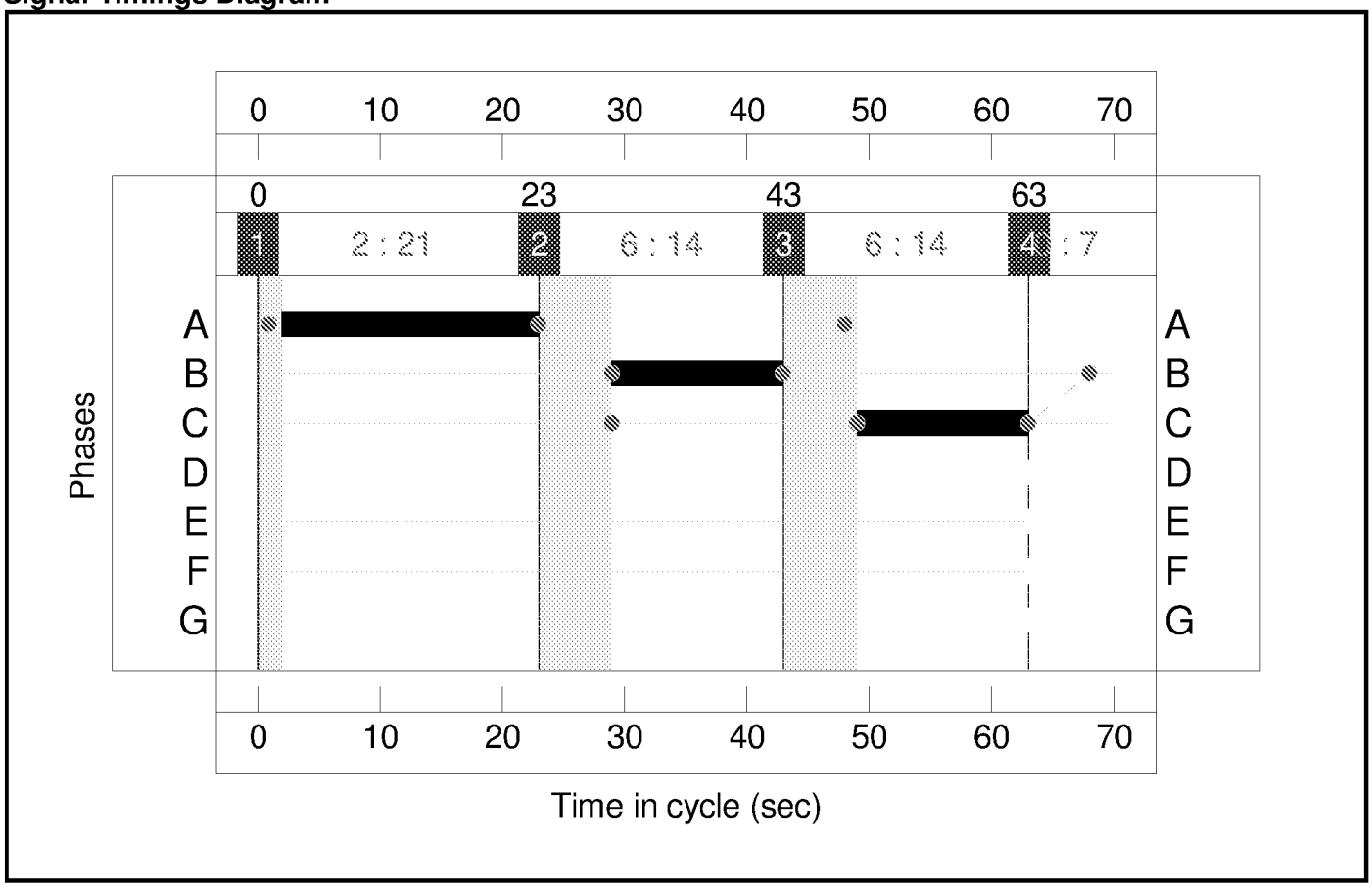
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	21	14	14	7
Change Point	0	23	43	63

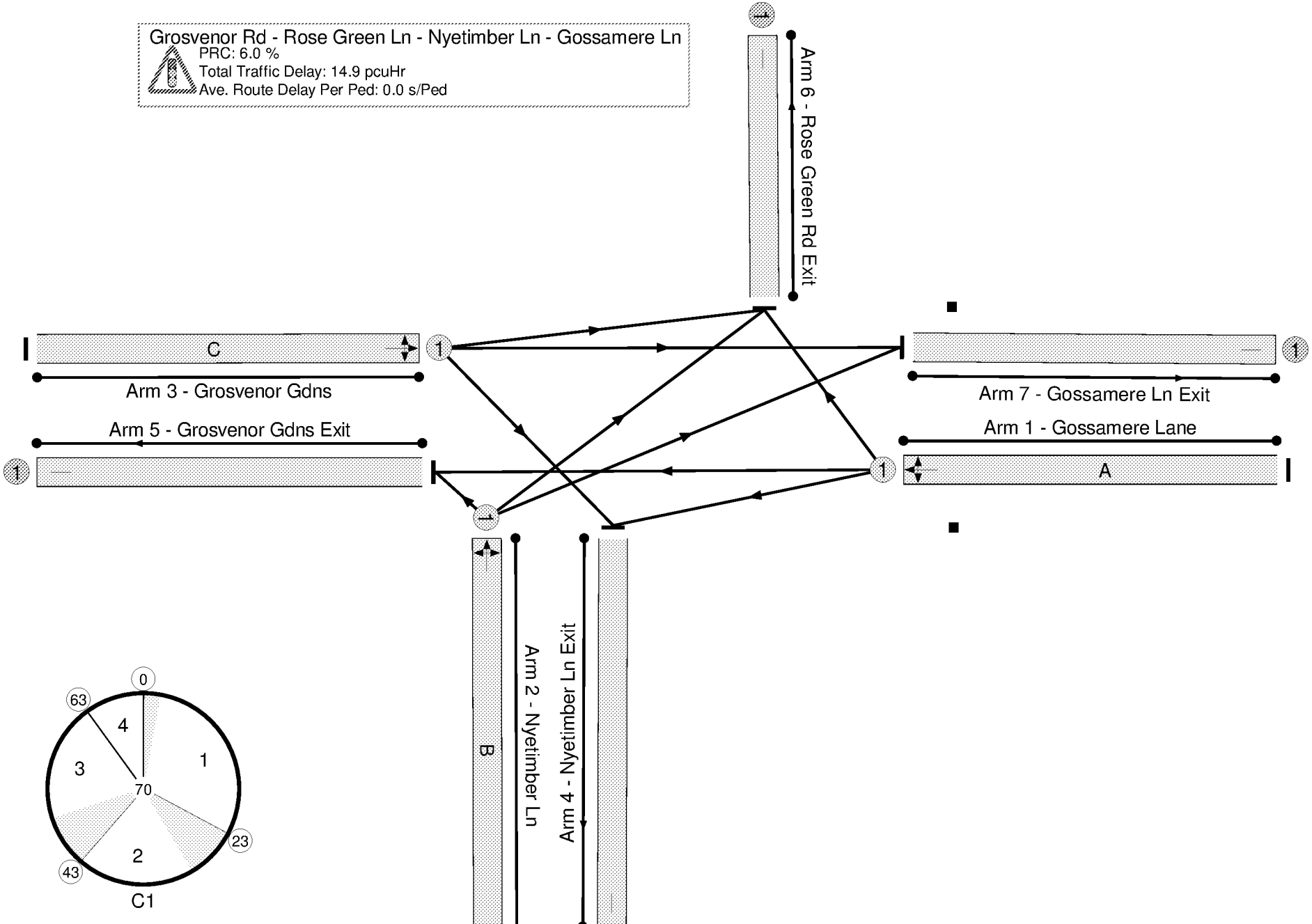
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.9%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.9%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	21	-	472	1797	565	83.6%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	14	-	337	1853	397	84.9%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	14	-	327	1878	402	81.3%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	207	1940	1940	10.7%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7200	0.0%

Full Input Data And Results

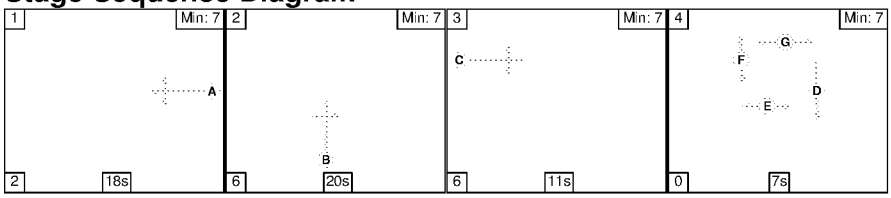
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**7.8**	**7.1**	**0.0**	**14.9**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**7.8**	**7.1**	**0.0**	**14.9**	**-**	**-**	**-**	**-**
1/1	472	472	-	-	-	2.9	2.4	-	5.3	40.8	8.5	2.4	10.9
2/1	337	337	-	-	-	2.5	2.6	-	5.1	54.0	6.3	2.6	8.9
3/1	327	327	-	-	-	2.4	2.1	-	4.4	48.8	6.0	2.1	8.1
4/1	356	356	-	-	-	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	207	207	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 6.0 Total Delay for Signalled Lanes (pcuHr): 14.83 Cycle Time (s): 70
PRC Over All Lanes (%): 6.0 Total Delay Over All Lanes(pcuHr): 14.89

Full Input Data And Results

Scenario 11: '70s 2031 AM + Sefter Road 280 Dwellings' (FG9: '2031 AM + Sefter Road 280 Dwellings', Plan 1: 'With Ped Stage')

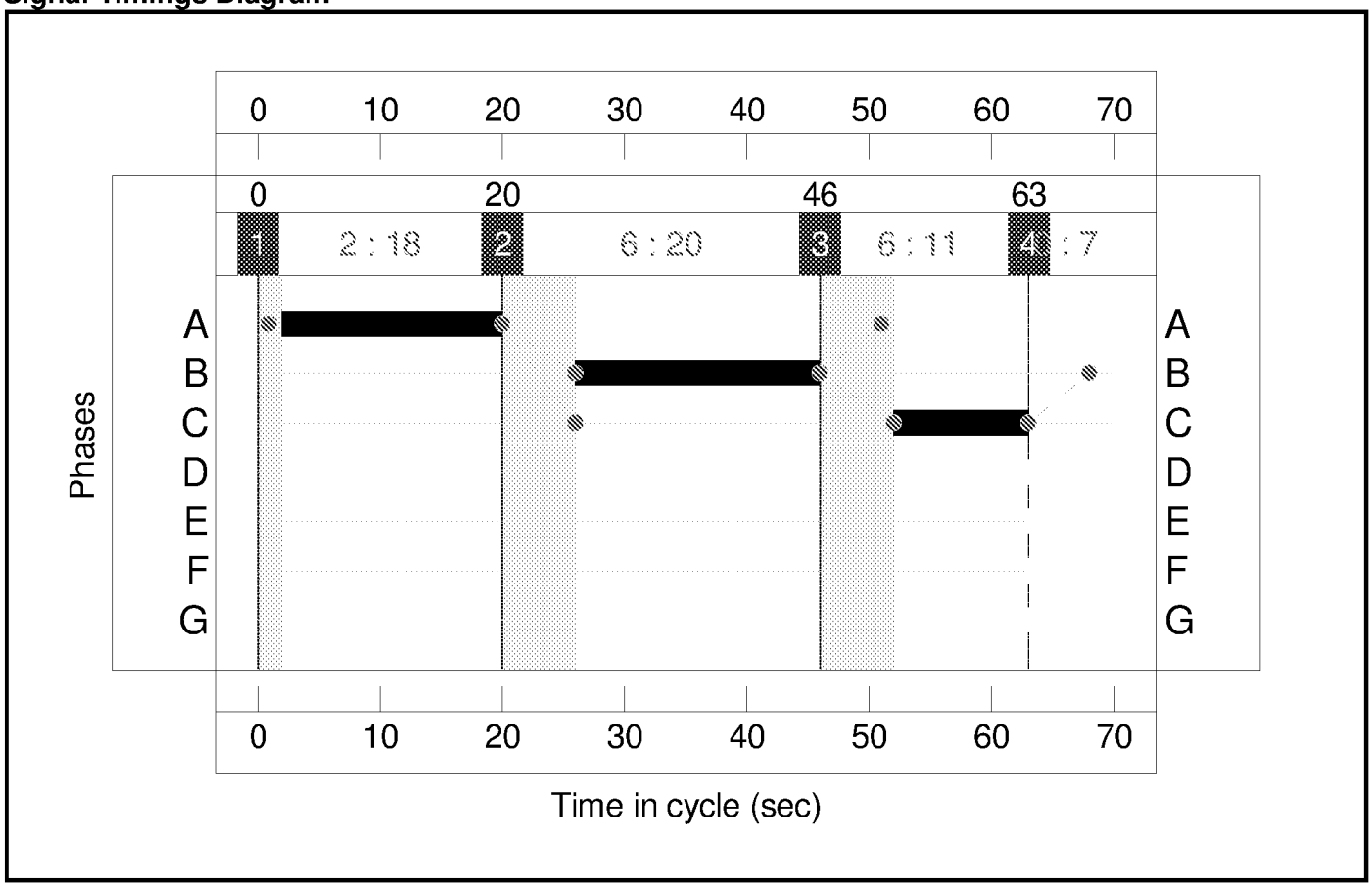
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	18	20	11	7
Change Point	0	20	46	63

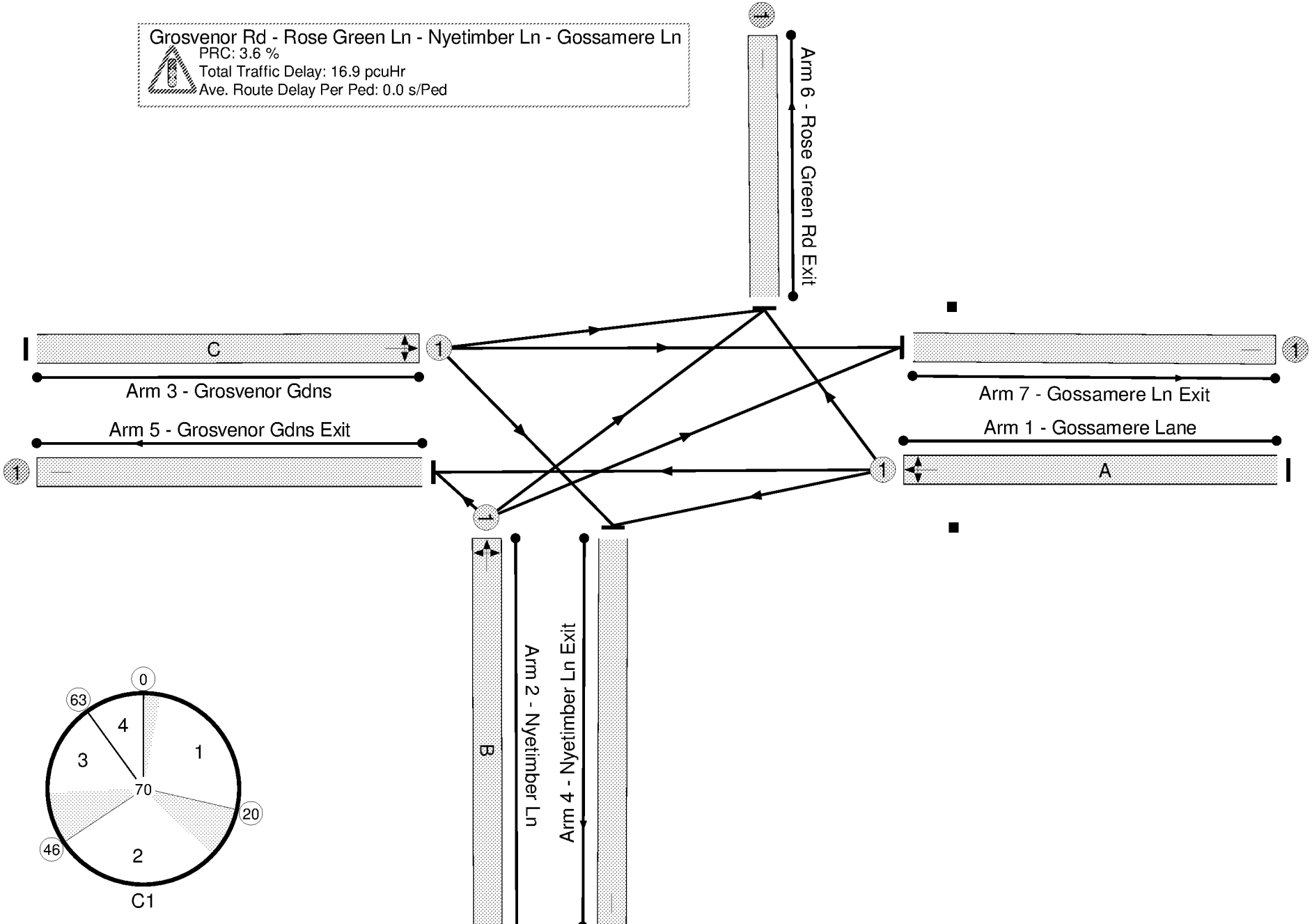
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	18	-	420	1803	489	85.8%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	20	-	484	1857	557	86.9%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	11	-	279	1883	323	86.4%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	257	1940	1940	13.2%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7200	0.0%

Full Input Data And Results

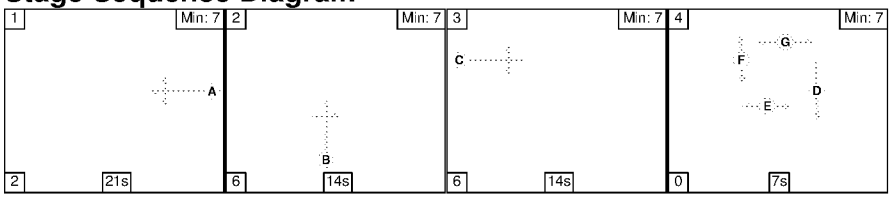
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**8.1**	**8.8**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**8.1**	**8.8**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
1/1	420	420	-	-	-	2.8	2.8	-	5.6	48.2	7.7	2.8	10.5
2/1	484	484	-	-	-	3.1	3.1	-	6.2	45.9	8.9	3.1	11.9
3/1	279	279	-	-	-	2.2	2.8	-	5.0	64.6	5.3	2.8	8.1
4/1	238	238	-	-	-	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	257	257	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 3.6 Total Delay for Signalled Lanes (pcuHr): 16.81 Cycle Time (s): 70
PRC Over All Lanes (%): 3.6 Total Delay Over All Lanes(pcuHr): 16.89

Full Input Data And Results

Scenario 12: '70s 2031 PM + Sefter Road 280 Dwellings' (FG10: '2031 PM + Sefter Road 280 Dwellings', Plan 1: 'With Ped Stage')

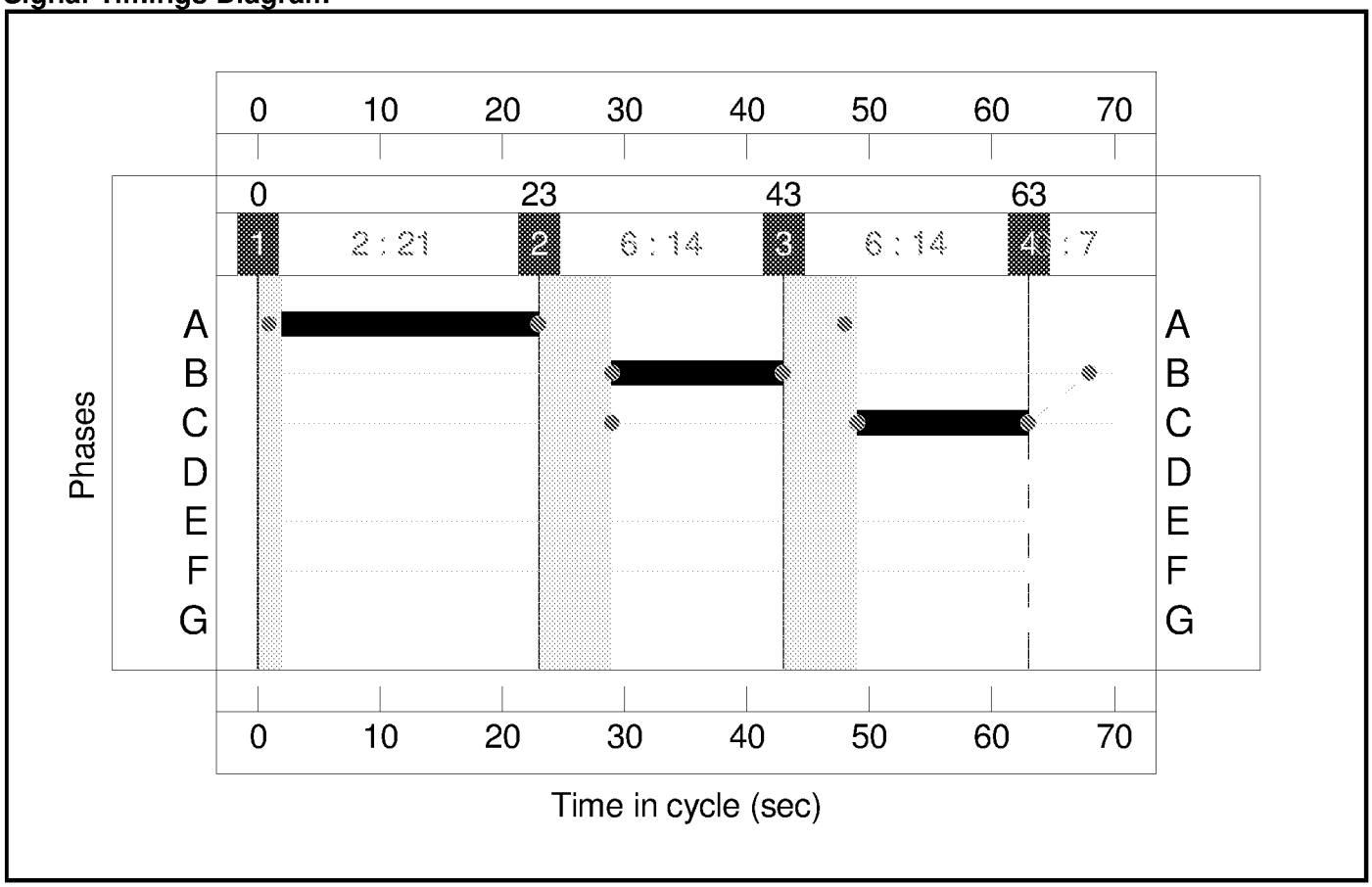
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	21	14	14	7
Change Point	0	23	43	63

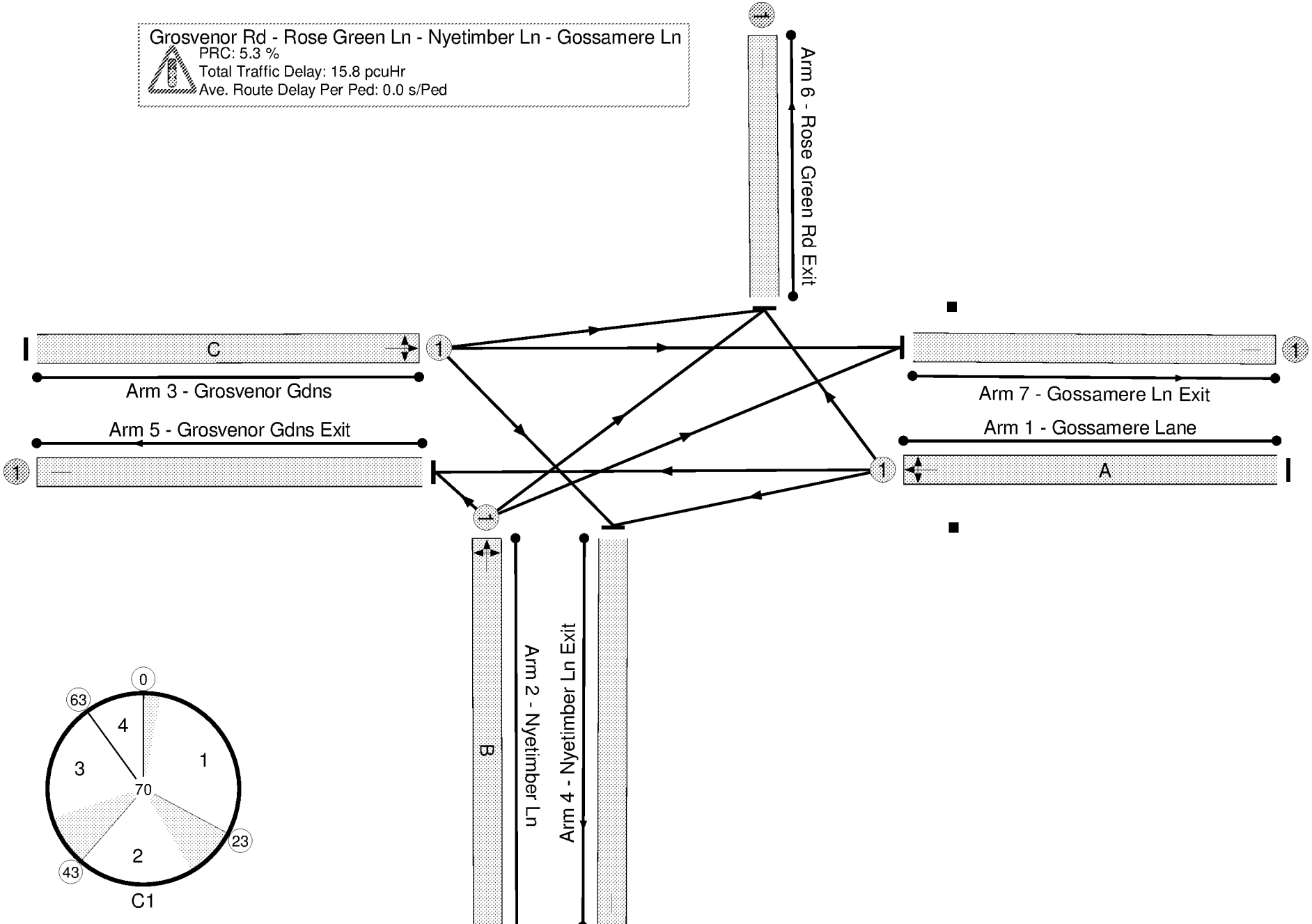
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.5%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.5%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	21	-	484	1801	566	85.5%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	14	-	338	1852	397	85.2%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	14	-	336	1880	403	83.4%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	207	1940	1940	10.7%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	7200	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	7200	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	7200	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	7200	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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**8.0**	**7.8**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**8.0**	**7.8**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
1/1	484	484	-	-	-	3.0	2.8	-	5.8	43.1	8.7	2.8	11.5
2/1	338	338	-	-	-	2.5	2.6	-	5.1	54.5	6.3	2.6	8.9
3/1	336	336	-	-	-	2.5	2.3	-	4.8	51.5	6.2	2.3	8.5
4/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	207	207	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

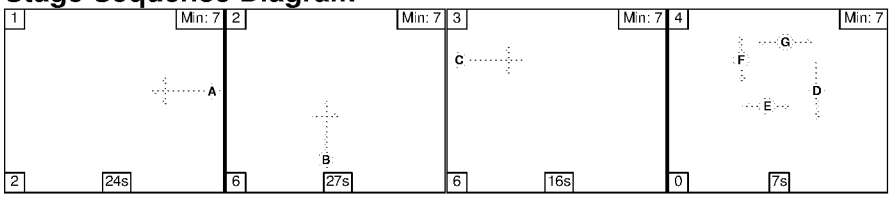
C1 PRC for Signalled Lanes (%): 5.3 Total Delay for Signalled Lanes (pcuHr): 15.71 Cycle Time (s): 70

PRC Over All Lanes (%): 5.3 Total Delay Over All Lanes(pcuHr): 15.77

Full Input Data And Results

Scenario 13: '88s 2031 AM + Total Pagham Developments' (FG11: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

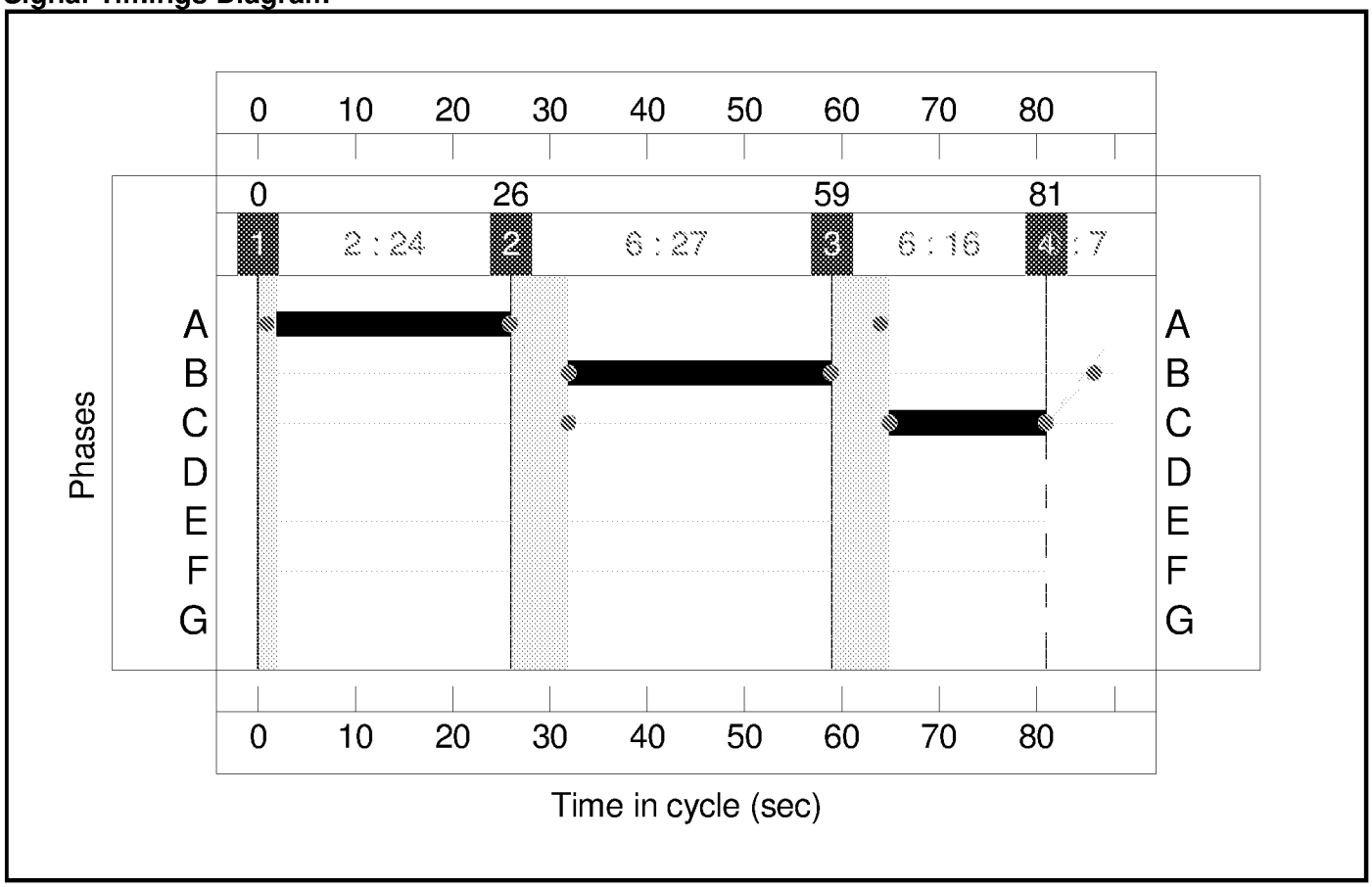
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	24	27	16	7
Change Point	0	26	59	81

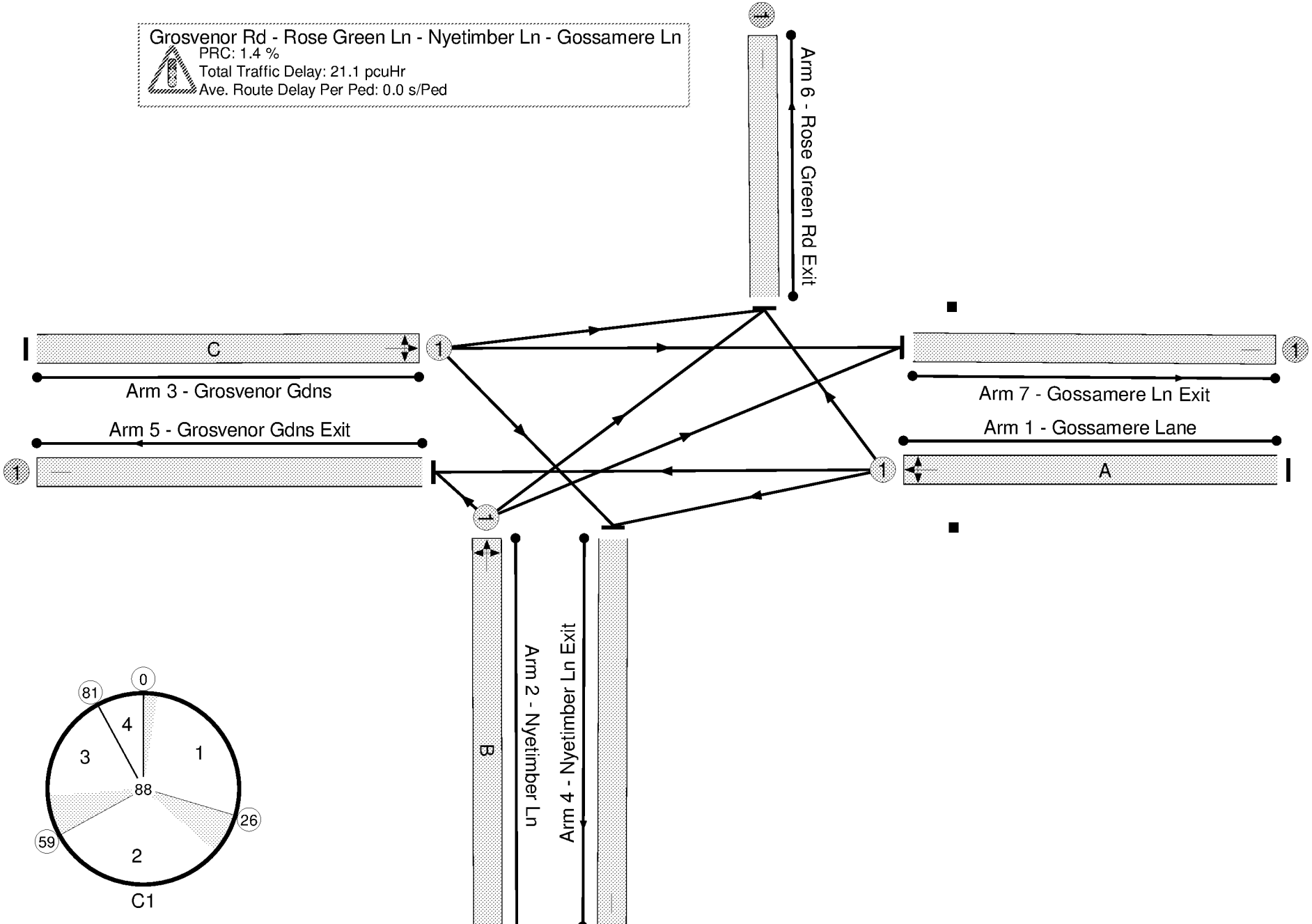
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	24	-	455	1805	513	88.7%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	27	-	519	1856	591	87.9%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	16	-	322	1894	366	88.0%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	257	1940	1940	13.2%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5727	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	5727	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	5727	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	5727	0.0%

Full Input Data And Results

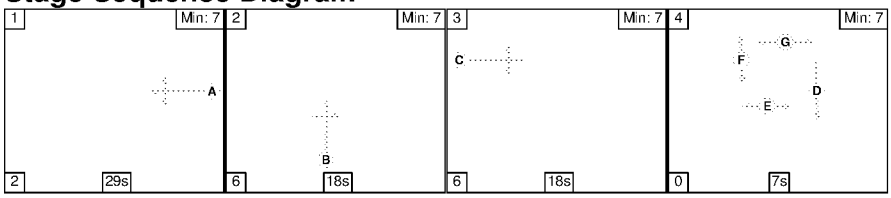
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**11.0**	**10.1**	**0.0**	**21.1**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**11.0**	**10.1**	**0.0**	**21.1**	**-**	**-**	**-**	**-**
1/1	455	455	-	-	-	3.8	3.5	-	7.3	57.9	10.6	3.5	14.1
2/1	519	519	-	-	-	4.1	3.3	-	7.4	51.4	12.0	3.3	15.3
3/1	322	322	-	-	-	3.1	3.2	-	6.3	70.3	7.6	3.2	10.8
4/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	257	257	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 21.02 Cycle Time (s): 88
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 21.10

Full Input Data And Results

Scenario 14: '86s 2031 PM + Total Pagham Developments' (FG12: '2031 AM + Total Pagham Developments', Plan 1: 'With Ped Stage')

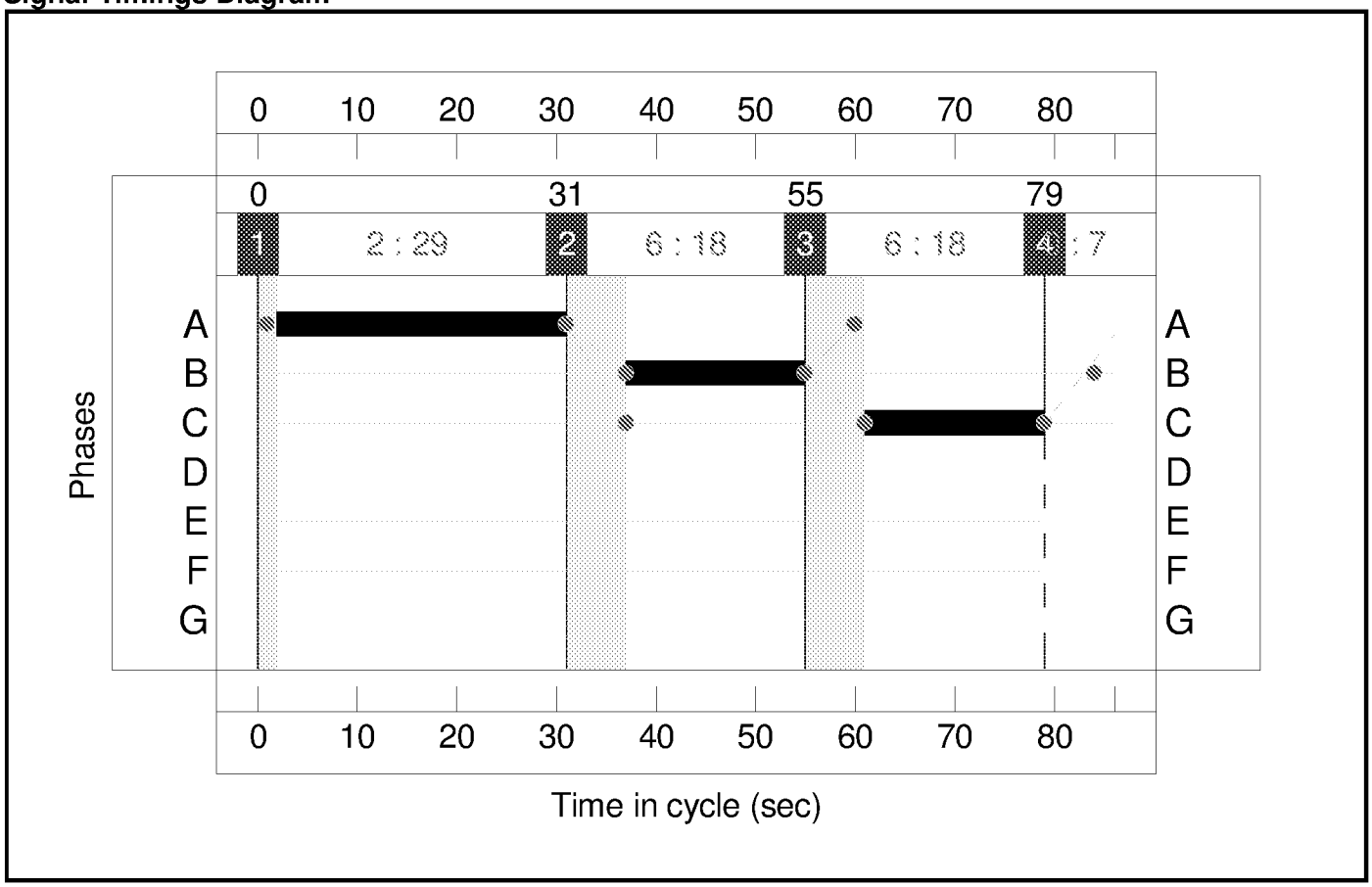
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	29	18	18	7
Change Point	0	31	55	79

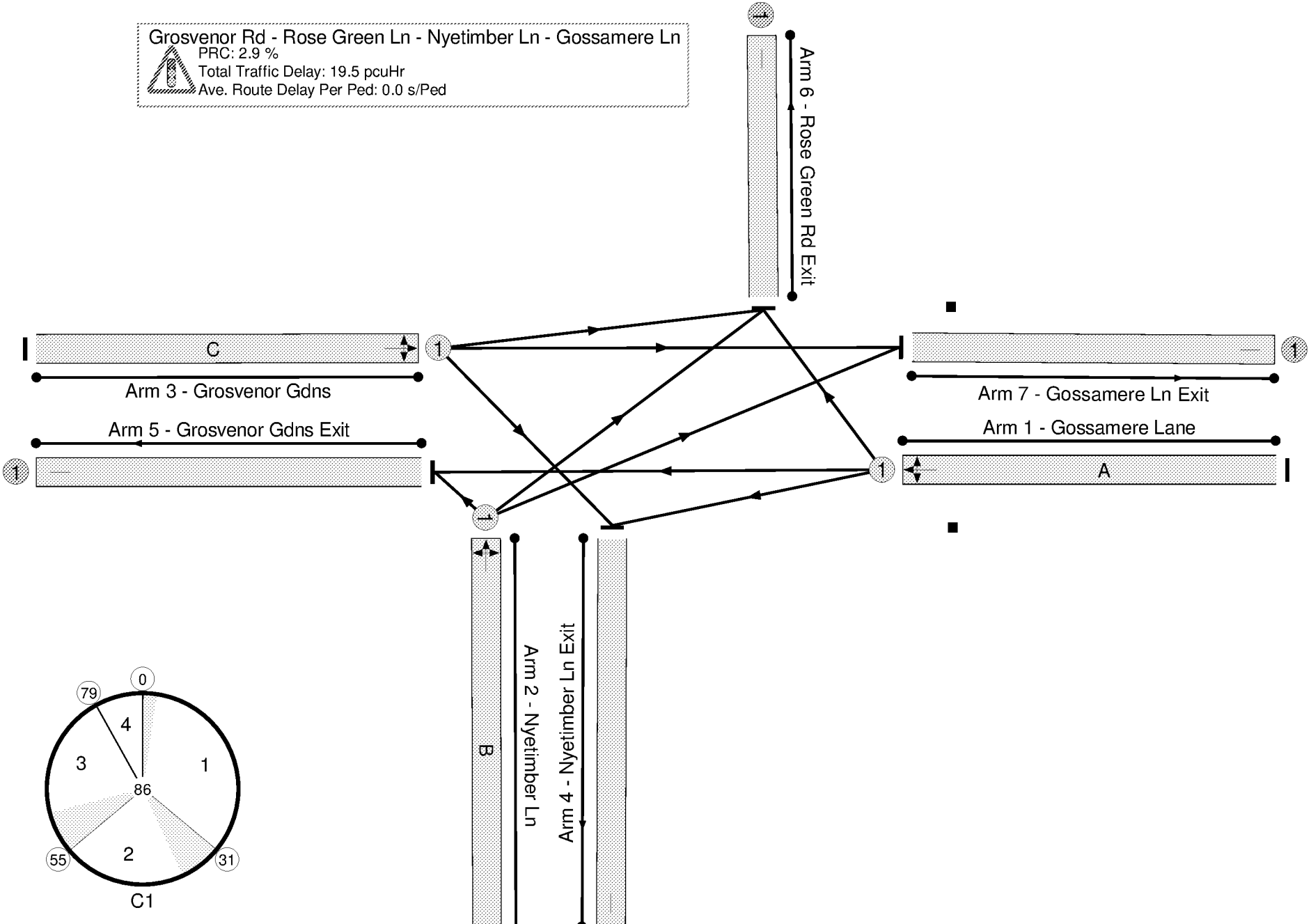
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.5%**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.5%**
1/1	Gossamere Lane Left Ahead Right	U	N/A	N/A	A		1	29	-	551	1806	630	87.5%
2/1	Nyetimber Ln Left Ahead Right	U	N/A	N/A	B		1	18	-	357	1852	409	87.3%
3/1	Grosvenor Gdns Right Left Ahead	U	N/A	N/A	C		1	18	-	357	1885	416	85.7%
4/1	Nyetimber Ln Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
5/1	Grosvenor Gdns Exit	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
6/1	Rose Green Rd Exit	U	N/A	N/A	-		-	-	-	210	1940	1940	10.8%
7/1	Gossamere Ln Exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5860	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	5860	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	5860	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	5860	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: Rose Green Rd, Gossamer Ln, Nyetimber Ln	**-**	**-**	**0**	**0**	**0**	**10.4**	**9.1**	**0.0**	**19.5**	**-**	**-**	**-**	**-**
Grosvenor Rd - Rose Green Ln - Nyetimber Ln - Gossamere Ln	**-**	**-**	**0**	**0**	**0**	**10.4**	**9.1**	**0.0**	**19.5**	**-**	**-**	**-**	**-**
1/1	551	551	-	-	-	4.0	3.2	-	7.2	47.3	12.2	3.2	15.5
2/1	357	357	-	-	-	3.2	3.1	-	6.3	63.2	8.1	3.1	11.2
3/1	357	357	-	-	-	3.2	2.7	-	5.9	59.9	8.1	2.7	10.9
4/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	210	210	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 2.9 Total Delay for Signalled Lanes (pcuHr): 19.45 Cycle Time (s): 86
PRC Over All Lanes (%): 2.9 Total Delay Over All Lanes(pcuHr): 19.51

Appendix 35

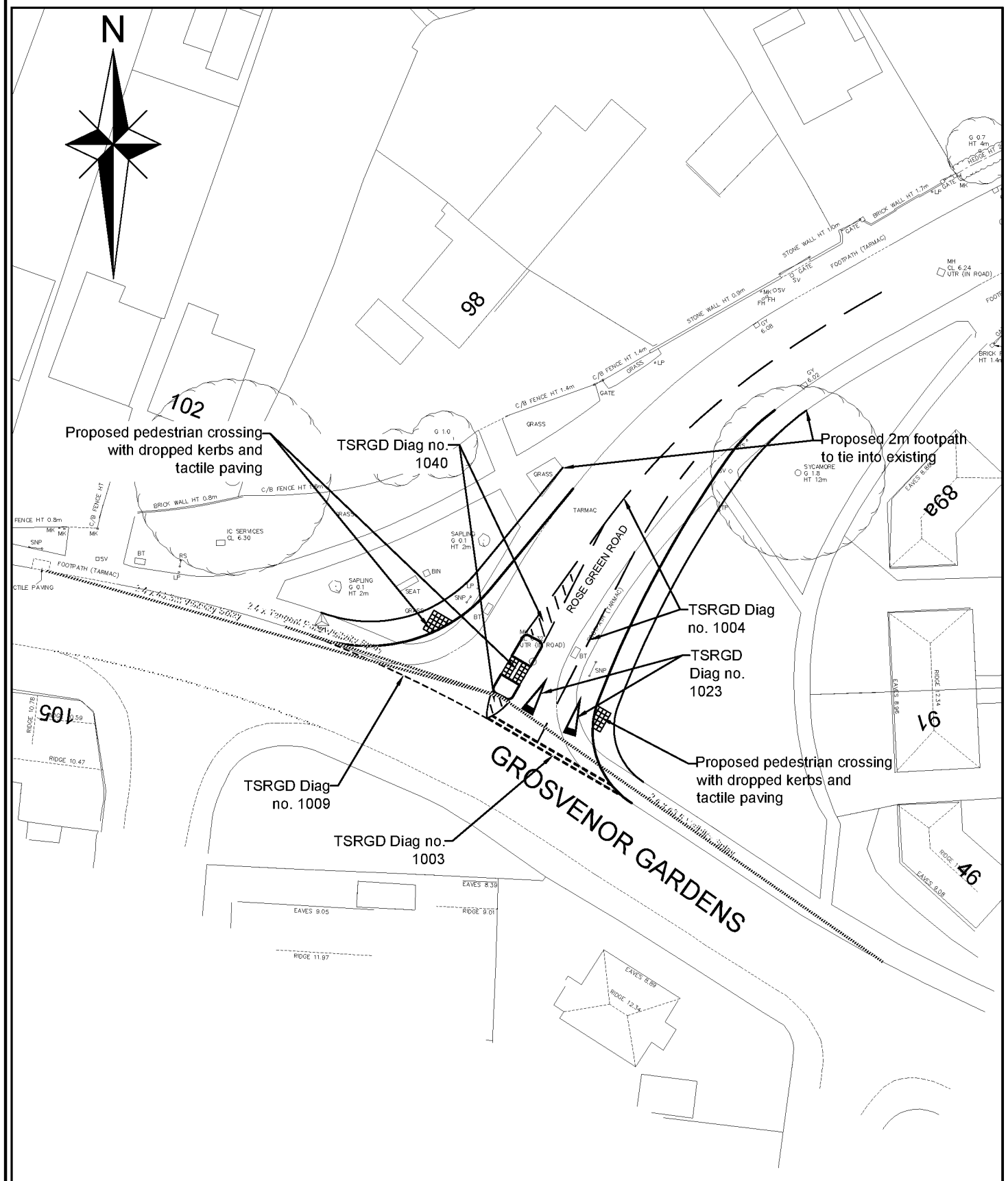
Local Highway Network Mitigation Proposals

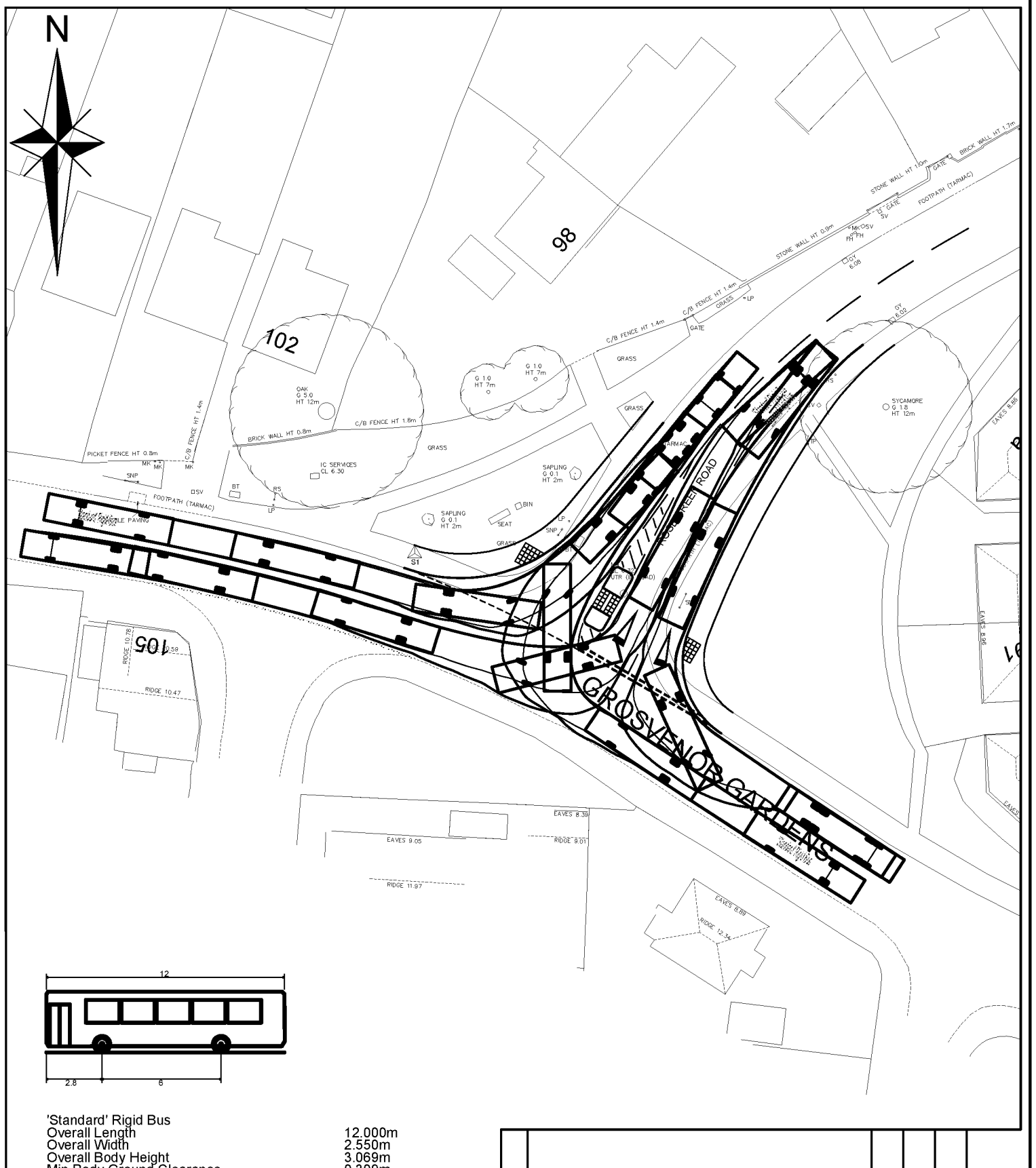
Proposed Layout

Design Audit

RSA Stage 1 Report and Designer's Response

ARUN DISTRICT COUNCIL P/140/16/OUT





'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	10.771m

Rev	Amendments	Drn	Chk	App	Date
A	Tracking updated with 12m bus	PL	TMS	GAC	Feb 17

Issued by
☒ Offices 8 & 9 Aldershot Enterprise Centre Mandora House Louise Margaret Road Aldershot, Hampshire GU11 2PW 01252 939000
☐ Office 17, Wealden Place Bradbourne Vale Road Sevenoaks, Kent TN13 3QQ 01732 448120
Consulting Engineers Ltd

Job Title: Land at Sefter Road, Bognor Regis

Drawing Title: J4 - Rose Green Road / Grosvenor Gardens Proposed Junction Layout

Client: Taylor Wimpey Strategic Land

Scale	Date	Designed
1:500@A3	Oct 16	BL
Drawn	Checked	Approved
BL	TMS	GAC
Job No	Drawing No	Rev
12-018	12-018-036	A

ARUN DISTRICT COUNCIL P/140/16/OUT

GM
TRAFFIC CONSULTANTS

LAND NORTH OF SEFTER ROAD

PAGHAM

BOGNOR REGIS

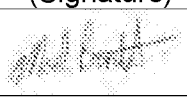
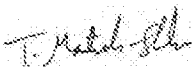
OFF-SITE HIGHWAY IMPROVEMENTS

STAGE 1 ROAD SAFETY AUDIT

JANUARY 2017

GM
Traffic Consultants Ltd
Registered in England No. 07100121.
Registered Office: 7 Bournemouth Rd, Chandlers Ford Eastleigh, Hants, SO53 3DA

ARUN DISTRICT COUNCIL P/140/16/OUT

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Mark Barrett	Ian Medd		18 January 2017
Designer's Response	Tom Martindale-Sheldon			18 January 2017
Authority's Response				
Audit Response				

Client:
C & A
Consulting Engineers

Engineer:
GM
Traffic Consultants Ltd
33 Riverside Gardens
Romsey
SO51 8HN

Date: 18 January 2017

ARUN DISTRICT COUNCIL P/140/16/OUT

TABLE OF CONTENTS

1.0 INTRODUCTION 3
2.0 ITEMS CONSIDERED 5
3.0 MATTERS ARISING FROM THIS STAGE 1 RSA 6
4.0 AUDITOR STATEMENT 7

APPENDIX A Location Plans

APPENDIX B Designers Response

APPENDIX C Local Highway Authority Response

ARUN DISTRICT COUNCIL P/140/16/OUT

1.0 INTRODUCTION

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the off-site highway improvements associated with a proposed residential development of up to 250 dwellings on land to the north of Sefter Road in Pagham, Bognor Regis. Additional facilities to be provided include land for a replacement scout hut, Ambulance Community Response Post and a primary school.

1.1.2 The off-site works are proposed at the following locations:

- Pagham Road/Sefter Road – widening of Sefter Road on nearside
- B2166/Vinnetrow Road Roundabout – widening of B2166 western arm on nearside
- Grosvenor Gardens/Rose Green Road – widening on both sides of Rose Green Road and provision of pedestrian refuge on Rose Green Road

1.1.3 The RSA was carried out at the request of C & A Consulting Engineers.

1.1.4 GM Traffic Consultants Ltd carried out the Audit between 15th January and 18th January 2017. The Auditors were:

Mark Barrett Highways England Cert. of Comp

Ian Medd FSoRSA

1.1.5 The Audit Team are independent of the project design team has also undertaken a RSA 1 on the site access for the development. They have had no other involvement with the project.

1.1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.

1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

1.1.8 The Audit consisted of a desk top study and a site visit, which was carried out on Tuesday 17th January 2017 at 12:30. Traffic flows were low to moderate and weather dry and sunny.

1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.1.10 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.

1.1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
12-018	Final	Transport Assessment
12-018 Figure 1	-	Site Location Plan
12-018-018	-	Access 1 Track Plots
12-018-019	-	Access 1 Track Plots
12-018-020	A	Access 2 Initial Junction Layout
12-018-024	A	Proposed Access Arrangements
12-018-039	-	Local Highway Network
Appendix I	-	Visibility Calculations

2.2 The reported personal injury collision record for the five year period ending 30 June 2016 has also been provided for the areas around Rose Green and Sefter Road as well as the Pagham to Chichester route. A total of 173 collisions were recorded in the time period. Of the 173 collisions one was classed as fatal, 29 serious with the remainder slight.

2.3 The Audit Team have not been informed of any Departure from Standards.

3.0 MATTERS ARISING FROM THIS STAGE 1 RSA

3.1 Rose Green Road/Grosvenor Gardens

3.1.1 No issues have been raised.

3.2 Pagham Road/Sefter Road

3.2.1 No issues have been raised.

3.3 B2166/Vinnetrow Road Roundabout

3.3.1 PROBLEM

LOCATION: B2166 western arm

SUMMARY: No guidance arrows

The widening of the B2166 western arm of the roundabout may lead to vehicles in lane one and lane two attempting to go ahead to the B2166 eastern exit which could result in collisions either at the entry or on the roundabout circulatory carriageway due to the limited carriageway width.

RECOMMENDATION

Provide appropriate lane destination arrows to stop both lanes attempting to go ahead.

4.0 AUDITOR STATEMENT

4.1 I certify that this audit has been carried out in compliance with HD 19/15.

AUDIT TEAM LEADER
Mark Barrett
GM Traffic Consultants Ltd



Signed: .....

TEL: 07787 158 834

AUDIT TEAM MEMBER

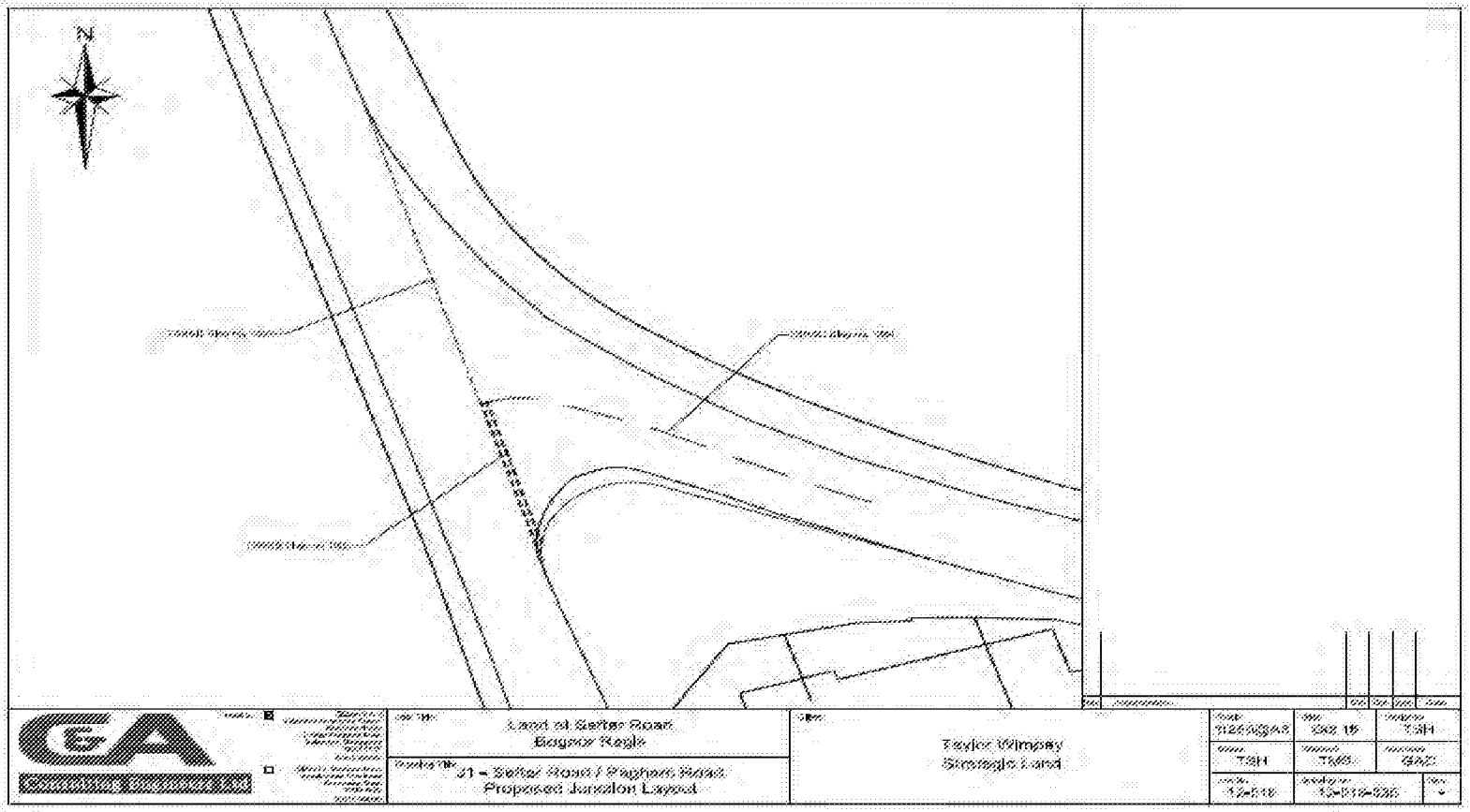
Ian Medd

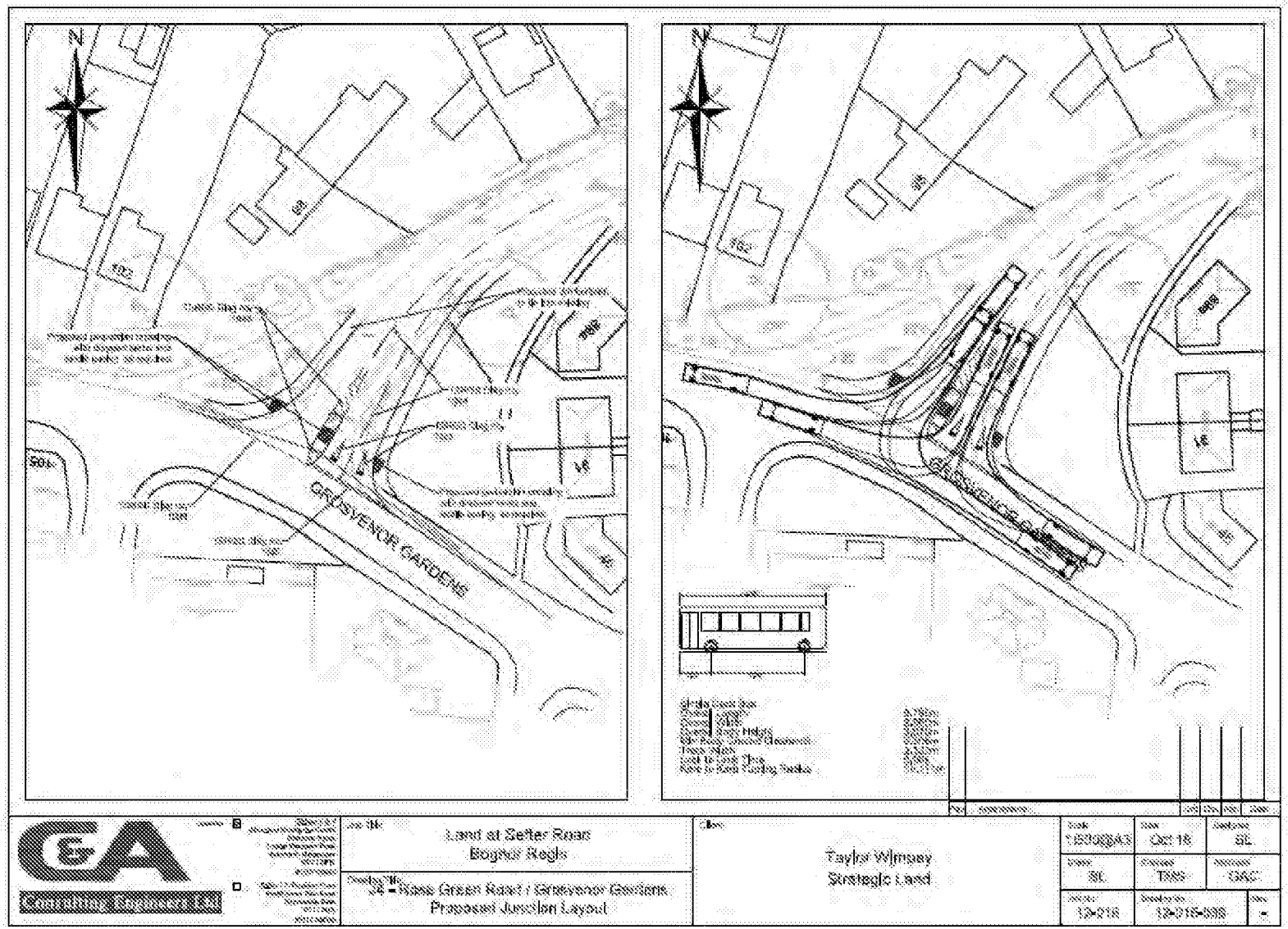
Signed: ... 

Date: 18 January 2017

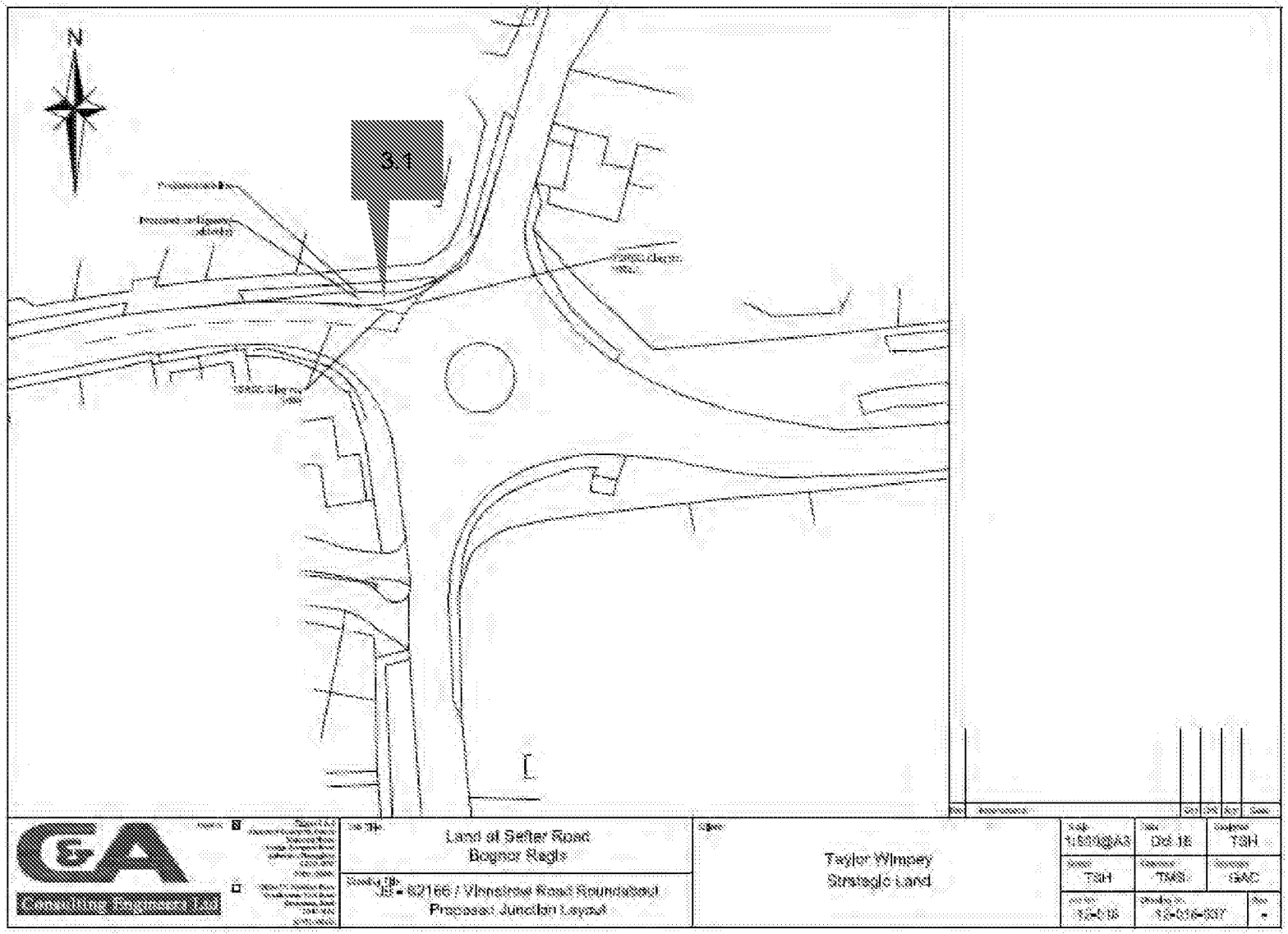
ARUN DISTRICT COUNCIL P/140/16/OUT

APPENDIX A: LOCATION PLAN





Road Safety Audit – Stage 1
Land North of Sefter Road
Pagham, Bognor Regis
Off-Site Highway Improvements



Road Safety Audit – Stage 1
Land North of Sefter Road
Pagham, Bognor Regis
Off-Site Highway Improvements

ARUN DISTRICT COUNCIL P/140/16/OUT

APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member).

Scheme: Land North of Selter Road, Pagham, Bognor Regis - Off-Site Highway Improvements

Date Audit Completed: 18 January 2017

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	YES	YES	

T. Medd-Sluh 30/03/2017

Designer

Fiona Bennett

From: Tom Martindale-Sheldon <tmartindale-sheldon@c-a.uk.com>
Sent: 24 May 2017 15:46
To: Ian Gledhill; fiona.bennett@highgatetransportation.co.uk; Melanie A'Lee (Melanie.ALee@rpsgroup.com)
Subject: FW: Sefter Road Formal Response to WSCCH and HE

Tims Email Acceeptance of our two lane approach following a reviw by his engineering colleagues

---

From: Tim Townsend [mailto:tim.townsend@westsussex.gov.uk]
Sent: 15 May 2017 12:22
To: Tom Martindale-Sheldon <tmartindale-sheldon@c-a.uk.com>
Cc: Ian Gledhill <ian.gledhill@westsussex.gov.uk>; Glenn Charles <gcharles@c-a.uk.com>; Innes David (David.Innes@arun.gov.uk) <David.Innes@arun.gov.uk>; Claire Potts (Claire.Potts@arun.gov.uk) <Claire.Potts@arun.gov.uk>
Subject: FW: Sefter Road Formal Response to WSCCH and HE

Dear Tom,

Further to my email to you of 11th May 2017, I have now heard from my engineering colleagues about the two-lane approach (point 4 below).

I can confirm that WSCC accept the points made about this specific point in your email of the 18th April 2017 (actual points made in your letter to me of the 12th April 2017).

I trust this helps.

Regards,

Tim

Tim Townsend
Principal Planner, Highways – Planning Services
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RH
Phone: (External) 03302 225726 (Internal) 25726
Email: tim.townsend@westsussex.gov.uk

Web: www.westsussex.gov.uk

From: Tim Townsend
Sent: 11 May 2017 14:32
To: 'Tom Martindale-Sheldon'
Cc: Ian Gledhill; gcharles@c-a.uk.com; Innes David (David.Innes@arun.gov.uk); Claire Potts (Claire.Potts@arun.gov.uk)
Subject: RE: Sefter Road Formal Response to WSCCH and HE

Dear Tom,

Thank you for your emails of 18th April 2017 replying to my highways report of 30th January 2017.

ARUN DISTRICT COUNCIL P/140/16/OUT

Sefter Road J4 Rose Green Road / Grosvenor Gardens Off Site Highway Improvements Design Checklist

WSCC **Local Design Guide Supplementary Guidance for Residential Development Proposals Version 1.1**

Chapter Reference	Design Criteria	General Provision	J4 Rose Green Road / Grosvenor Gardens	Compliance to Design Criteria Y/N	Refer to TA
4	**Visibility**				
4.1	Manual for Streets (MfS) recommends minimum visibility requirements where 85th percentile speeds do not exceed 37 mph.	MfS 7.5.3 SSD Calculation	Wet Weather Design Speed 30 mph resulting Y distance 43.5m	Yes	Drawing No. 12-018-036
4.8	Demonstrate that visibility splays are achieved on either land over which highway exists or land under the control of the applicant.	Highway or developer land	This is achieved	Yes	Drawing No. 12-018-036
4.9	An X distance of 2.4m will usually be appropriate in existing built up residential areas.	MfS requires 2.4m	2.4m shown, 4.5m also achievable	Yes	Drawing No. 12-018-036
5	**Street Layouts and Widths**				
5.1	Preliminary and detailed designs must include vehicle tracking assessments that provide an analysis of the swept paths.	TRACK Plots Provided	Tracking assessments have been provided for the proposed junction modification demonstrating their suitability for use For the Specified refuse Vehicle and Fire Tender	Yes	Drawing No. 12-018-036
5.3	MfS says, "if an authority or developer wishes to reduce the running carriageway width to below 3.7m, they should consult local Fire Safety Officer". Where running carriageway widths of less than 3.7m are proposed, scheme layout designs must ensure that, within the area of restriction a minimum width of 3.1m is clear of permanent vertical obstructions to enable fire pump appliances to manoeuvre.	3.7m 3.1m minimum	The carriageway provides greater than the required width.	Yes	Drawing No. 12-018-036
7	**Road Safety Audits and Quality Audits**				
7.1	Road Safety Audits (RSA) are required for all major planning applications where proposals would; alter existing highway, intensify the use of an existing access, provide a new access onto the highway.	Required	RSA have been issued to the Highways Authority including the designers response accepting all items and agreeing to provide these.	Yes	RSA Report

Manual for Streets

Chapter Reference	Design Criteria	General Provision	J4 Rose Green Road / Grosvenor Gardens	Compliance to Design Criteria Y/N	Refer to TA
6	**Street Users' Need**				
6.7.2	The Building Regulation requirement B5 concerns 'Access and Facilities for the Fire Service'. There should be a minimum carriageway width of 3.7m between kerbs.	3.7m	The carriageway provides greater than the required width.	Yes	Drawing No. 12-018-036
7	**Street Geometry**				
7.5.1	Manual for Streets (MfS) recommends minimum visibility requirements where 85th percentile speeds do not exceed 37 mph.	MfS 7.5.3 SSD Calculation	Visibility provided in accordance with the Formula in MfS 7.5.3 resulting in a maximum required Y distance of 43.5m this is provided in both directions	Yes	Drawing No. 12-018-036
7.7.6	An X distance of 2.4m will usually be appropriate in existing built up residential areas.	MfS requires 2.4m	2.4m shown, 4.5m also achievable	Yes	Drawing No. 12-018-036

DMRB **Vol 6 Sec 2 Part 6 TD 42/95**

Chapter Reference	Design Criteria	General Provision	J4 Rose Green Road / Grosvenor Gardens	Compliance to Design Criteria Y/N	Refer to TA
7	**Geometric Design Features**				
7.3	Minor road drivers have adequate visibility in each direction to see the oncoming major road traffic in each direction to see the oncoming major road traffic.	MfS 7.5.3 SSD Calculation	MfS visibility requirements are appropriate providing 43.5m Y distances ATC surveys confirm speeds are below 37mph	Yes	Drawing No. 12-018-036
7.14	Allowance shall be made for the swept turning paths of long vehicles where they can reasonably be expected to use a junction.	TRACK Plots Provided	Tracking assessments have been provided for the proposed junction modification demonstrating their suitability for use For the Specified refuse Vehicle and Fire Tender	Yes	Drawing No. 12-018-036
7.46	Physical islands shall have an area of at least 4.5 square metres, and shall be treated to be conspicuous in poor lighting conditions. Smaller areas should be defined by road markings.	4.5 square metres island / road markings if smaller	Physical island with an area of more than 4.5 square metres is provided.	Yes	Drawing No. 12-018-036
7.47	Where a traffic island serves as a refuge for pedestrians it shall be at least 1.5m wide and have openings in the centre at carriageway level to make the crossing easier for pedestrians. Opposite the refuge openings, dropped kerbs shall be installed for the same reason.	Minimum 1.5 m refuge with dropped kerbs	2.0m wide refuge with dropped kerbs and tactile paving on both openings.	Yes	Drawing No. 12-018-036
7.63	For simple major/minor priority junctions with a right/left stagger, the minimum stagger distance shall be 50m.	50m	The Staggered distance remains the same as it was before the proposed modification.	Yes	Drawing No. 12-018-036
7.77	Advance direction and warning signs shall be provided and care must be taken with the positioning and size of signs at the junction itself so that they do not interfere with drivers' visibility requirements.	Signage Positioning	Relevant direction and warning signs shall be provided outside the visibility splays.		
7.78	The policy and detailed guidance on these aspects are given in the Traffic Signs Manual and reference shall always be made to the Manual for comprehensive advice.	Road markings to be in accordance with TSM	All the road markings including diagrams 1003, 1004, 1009, 1023 and 1040 given in Drawing No. 10-018-024 and signage shall be complaint to those specified in the Traffic Signs Manual.		

Appendix 36

Local Highway Network Mitigation Modelling Outputs

(400 + 300 + 250 dwellings)

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Mitigation Rose Green Road-Carlton Avenue 2031.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 12/07/2017 23:24:54

»2031 + CUMULATIVE, AM
»2031 + CUMULATIVE, 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 + CUMULATIVE													
Stream B-ACD	2.2	38.80	0.70	E	25.40	D	-9 % [Stream D-BC]	1.0	24.57	0.51	C	38.40	E	-12 % [Stream D-BC]
Stream A-BCD	0.0	6.55	0.01	A				0.0	5.35	0.02	A			
Stream D-A	0.5	44.07	0.34	E				4.6	157.32	0.98	F			
Stream D-BC	7.5	86.84	0.91	F				11.2	91.54	0.96	F			
Stream C-ABD	0.3	4.94	0.12	A				0.3	4.90	0.13	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
D3	2031 + CUMULATIVE	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 + CUMULATIVE	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 + 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	25.40	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	Stream D-BC

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	7.59			127.8	✓	0.00
C - Rose Green Road W	7.32			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	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 - Carlton Avenue	One lane	3.00								23	51
D - Rose Green Road N	One lane plus flare		10.00	7.54	6.71	6.47	6.47		5.00	70	127

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	648	-	-	-	0.234	0.234	0.234	-	0.234	-	-
1	B-AD	510	0.088	0.221	-	-	-	0.139	0.316	0.139	0.088	0.221
1	B-C	656	0.095	0.240	-	-	-	-	-	-	0.095	0.240
1	C-B	632	0.231	0.231	-	-	-	-	-	-	0.231	0.231
1	D-A	664	-	-	-	0.240	0.095	0.240	-	0.095	-	-
1	D-BC	677	0.182	0.182	0.414	0.290	0.115	0.290	-	0.115	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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			
		A - Grosvenor Gardens	B - Carlton Avenue	C - Rose Green Road W	D - Rose Green Road N
From	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			
		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	0.70	38.60	2.2	E	178	267
A-BCD	0.01	6.55	0.0	A	5	7
A-B					14	20
A-C					221	332
D-A	0.34	44.07	0.5	E	35	52
D-BC	0.91	66.84	7.5	F	361	541
C-ABD	0.12	4.94	0.3	A	75	113
C-D					207	310
C-A					204	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	386	0.379	144	0.0	0.6	14.734	B
A-BCD	3	1	553	0.006	3	0.0	0.0	6.549	A
A-B	11	3			11				
A-C	182	45			182				
D-A	29	7	483	0.059	28	0.0	0.1	7.922	A
D-BC	296	74	536	0.552	291	0.0	1.2	14.464	B
C-ABD	50	13	782	0.064	50	0.0	0.1	4.919	A
C-D	175	44			175				
C-A	173	43			173				

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	19.812	C
A-BCD	5	1	568	0.008	5	0.0	0.0	6.433	A
A-B	13	3			13				
A-C	217	54			217				
D-A	34	9	420	0.081	34	0.1	0.1	9.320	A
D-BC	353	88	510	0.693	350	1.2	2.1	21.952	C
C-ABD	70	17	816	0.085	69	0.1	0.2	4.823	A
C-D	205	51			205				
C-A	202	51			202				

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	308	0.692	209	0.9	2.0	34.850	D
A-BCD	6	2	590	0.011	6	0.0	0.0	6.224	A
A-B	16	4			16				
A-C	265	66			265				
D-A	42	10	190	0.221	41	0.1	0.3	24.118	C
D-BC	433	108	475	0.911	416	2.1	6.3	50.787	F
C-ABD	105	26	866	0.121	104	0.2	0.3	4.725	A
C-D	241	60			241				
C-A	238	60			238				

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	305	0.701	213	2.0	2.2	38.599	E
A-BCD	6	2	589	0.011	6	0.0	0.0	6.177	A
A-B	16	4			16				
A-C	265	66			265				
D-A	42	10	122	0.344	41	0.3	0.5	44.072	E
D-BC	433	108	474	0.912	428	6.3	7.5	68.837	F
C-ABD	105	26	864	0.122	105	0.3	0.3	4.755	A
C-D	241	60			241				
C-A	238	59			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	348	0.501	179	2.2	1.0	21.834	C
A-BCD	5	1	567	0.008	5	0.0	0.0	6.323	A
A-B	13	3			13				
A-C	217	54			217				
D-A	34	9	392	0.087	36	0.5	0.1	10.162	B
D-BC	353	88	509	0.694	373	7.5	2.5	29.621	D
C-ABD	70	18	812	0.087	71	0.3	0.2	4.868	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	383	0.381	148	1.0	0.6	15.376	C
A-BCD	3	1	553	0.006	4	0.0	0.0	6.495	A
A-B	11	3			11				
A-C	182	45			182				
D-A	29	7	477	0.060	29	0.1	0.1	8.024	A
D-BC	296	74	535	0.553	301	2.5	1.3	15.653	C
C-ABD	51	13	780	0.065	51	0.2	0.1	4.944	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	38.40	E

Junction Network Options

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

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	0.51	24.57	1.0	C	127	190
A-BCD	0.02	5.35	0.0	A	9	13
A-B					33	49
A-C					208	312
D-A	0.96	157.32	4.6	F	85	128
D-BC	0.96	91.64	11.2	F	385	578
C-ABD	0.13	4.90	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	383	0.271	102	0.0	0.4	12.753	B
A-BCD	6	2	679	0.009	6	0.0	0.0	5.350	A
A-B	27	7			27				
A-C	172	43			172				
D-A	70	18	492	0.142	69	0.0	0.2	8.509	A
D-BC	316	79	543	0.582	311	0.0	1.3	15.179	C
C-ABD	54	13	791	0.068	53	0.0	0.1	4.878	A
C-D	170	42			170				
C-A	194	49			194				

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	350	0.355	123	0.4	0.5	15.849	C
A-BCD	8	2	688	0.012	8	0.0	0.0	5.295	A
A-B	32	8			32				
A-C	204	51			204				
D-A	84	21	422	0.198	83	0.2	0.2	10.631	B
D-BC	378	94	517	0.731	373	1.3	2.5	24.259	C
C-ABD	75	19	828	0.090	74	0.1	0.2	4.780	A
C-D	198	49			198				
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	303	0.501	150	0.5	1.0	23.268	C
A-BCD	11	3	702	0.016	11	0.0	0.0	5.214	A
A-B	39	10			39				
A-C	249	62			249				
D-A	102	26	141	0.727	95	0.2	2.0	70.972	F
D-BC	462	116	481	0.962	438	2.5	8.6	82.698	F
C-ABD	113	28	881	0.129	113	0.2	0.3	4.687	A
C-D	232	58			232				
C-A	266	66			266				

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	298	0.510	152	1.0	1.0	24.574	C
A-BCD	11	3	701	0.016	11	0.0	0.0	5.219	A
A-B	39	10			39				
A-C	249	62			249				
D-A	102	26	107	0.958	92	2.0	4.6	157.319	F
D-BC	462	116	480	0.963	452	8.6	11.2	91.540	F
C-ABD	115	29	878	0.131	115	0.3	0.3	4.725	A
C-D	232	58			232				
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	341	0.364	126	1.0	0.6	16.835	C
A-BCD	8	2	687	0.012	8	0.0	0.0	5.304	A
A-B	32	8			32				
A-C	204	51			204				
D-A	84	21	373	0.224	101	4.6	0.3	14.061	B
D-BC	378	94	516	0.731	410	11.2	3.0	40.738	E
C-ABD	76	19	821	0.092	76	0.3	0.2	4.840	A
C-D	197	49			197				
C-A	226	56			226				

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	381	0.273	105	0.6	0.4	13.088	B
A-BCD	6	2	679	0.009	6	0.0	0.0	5.355	A
A-B	27	7			27				
A-C	172	43			172				
D-A	70	18	486	0.144	71	0.3	0.2	8.682	A
D-BC	316	79	543	0.583	323	3.0	1.5	16.789	C
C-ABD	54	14	789	0.068	54	0.2	0.1	4.901	A
C-D	170	42			170				
C-A	194	49			194				

Appendix 37

Local Highway Network Mitigation Cost Estimates

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL P/140/16/OUT

HighgateTransportation

HIGHWAY INFRASTRUCTURE WORKS – COST ESTIMATE

Client: Hanbury PM Ltd

Job Ref.: HTp/1616

Scheme Location: Rose Green Road junction with Grosvenor Gardens, Chichester – Priority Junction

Project: Pagham South

Ref. Drawings: C&A 12-018-036 RevA Proposed Junction Layout – J4

Estimate Construction Costs

Item	Quantity	Rate	Unit	Total
Site clearance	1	£2,000.00	item	£2,000.00
Carriageway construction	132	£110.00	m^2	£14,520.00
Carriageway resurfacing	576	£32.00	m^2	£18,432.00
Kerbs Remove	83	£9.00	m	£747.00
Kerbing works Replace	79	£36.00	m	£2,844.00
Road markings	2	£500.00	½ day	£1,000.00
Gullies	1	£500.00	each	£500.00
Gully pipework	1	£195.00	m	£195.00
Footway construction	145	£160.00	m^2	£23,200.00
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		**£64,738.00**
		Preliminaries	15%	£9,710.70
		Overheads	10%	£6,473.80
		Total Estimated Cost of Works		**£80,922.50**

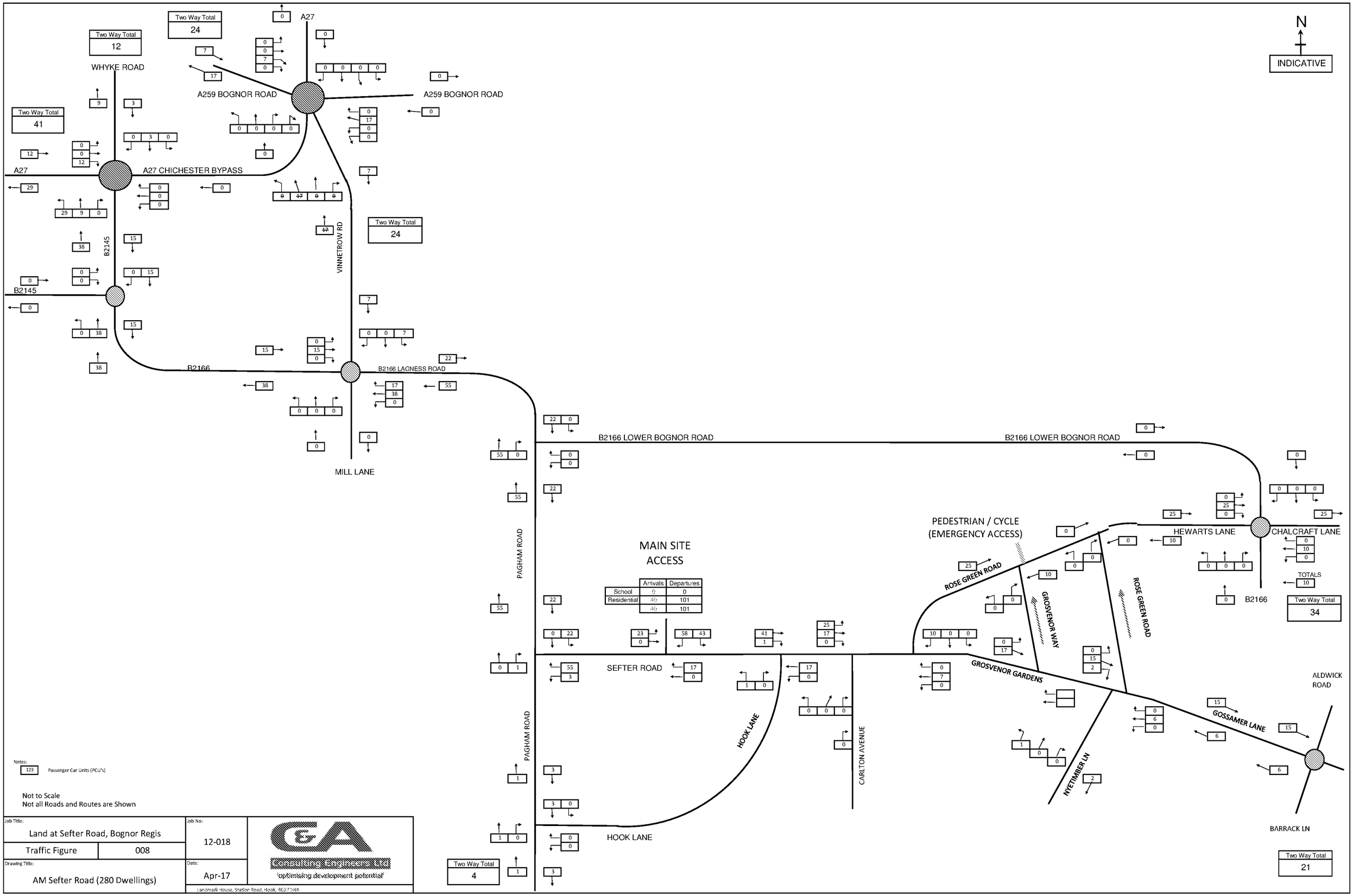
Note: No survey carried out for existing stats – preliminary estimate of works only

Appendix 38

Local Highway Network Mitigation Sensitivity Test –

Taylor Wimpey 280 Dwellings Highway Network Peak Hour Distribution Diagrams

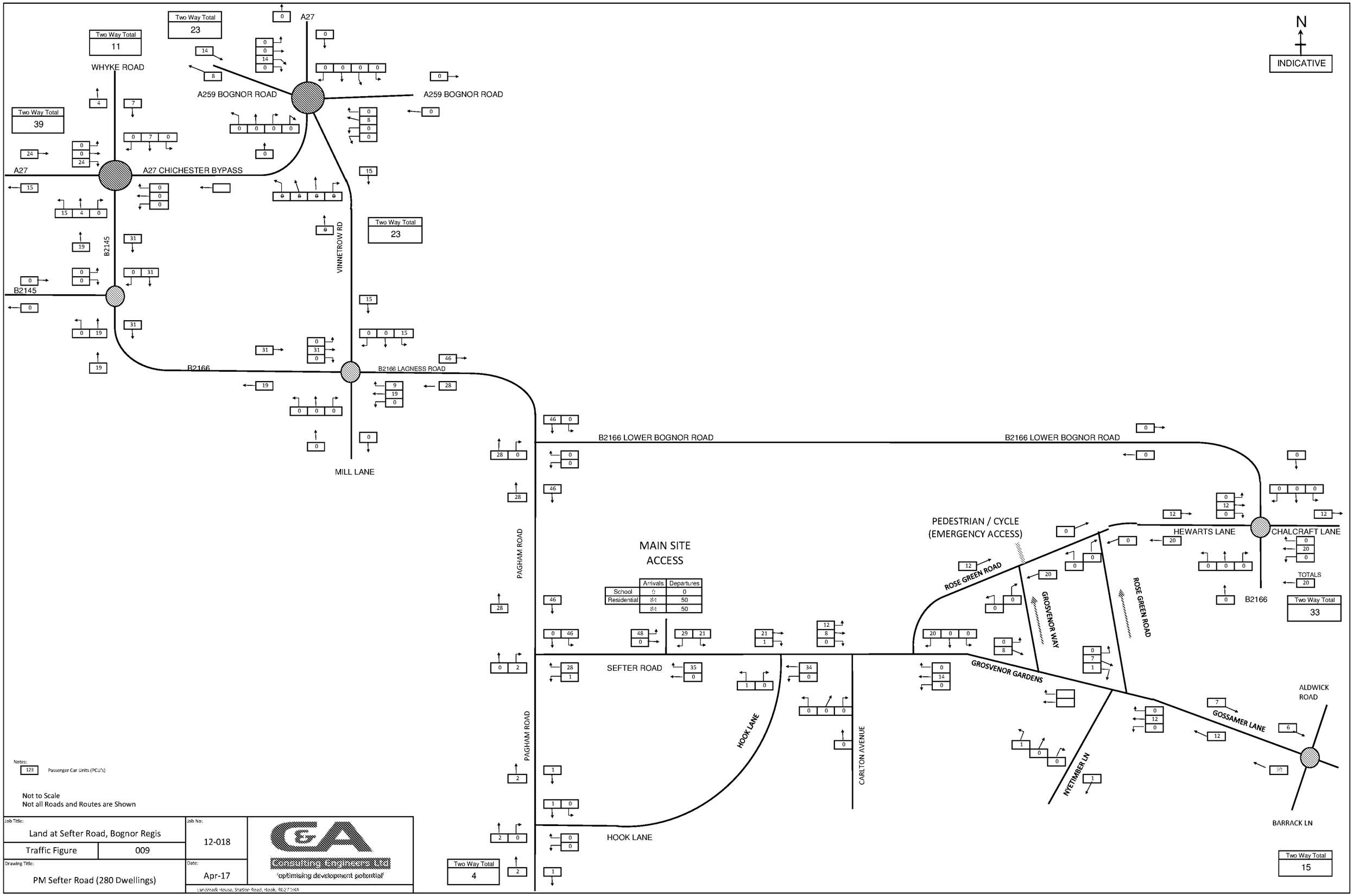
ARUN DISTRICT COUNCIL P/140/16/OUT



Notes:
123 Passenger Car Units (PCU's)

Not to Scale
Not all Roads and Routes are Shown

Job Title: Land at Sefter Road, Bognor Regis		Job No: 12-018	Gateway Engineering Ltd optimising development potential
Traffic Figure	008		
Drawing Title: AM Sefter Road (280 Dwellings)		Date: Apr-17	Landmark House, Station Road, Hook, RG27 9HA



Notes:
123 Passenger Car Units (PCU's)

Not to Scale
Not all Roads and Routes are Shown

Job Title: Land at Sefter Road, Bognor Regis		Job No: 12-018	Gateway TSP Consulting Engineers Ltd optimising development potential
Traffic Figure	009		
Drawing Title: PM Sefter Road (280 Dwellings)		Date: Apr-17	Landmark House, Station Road, Hook, RG27 9HA

Appendix 39

Local Highway Network Mitigation Sensitivity Test –

Cumulative Development Highway Network Peak Hour Distribution Diagrams

(400 + 300 + 280 dwellings)

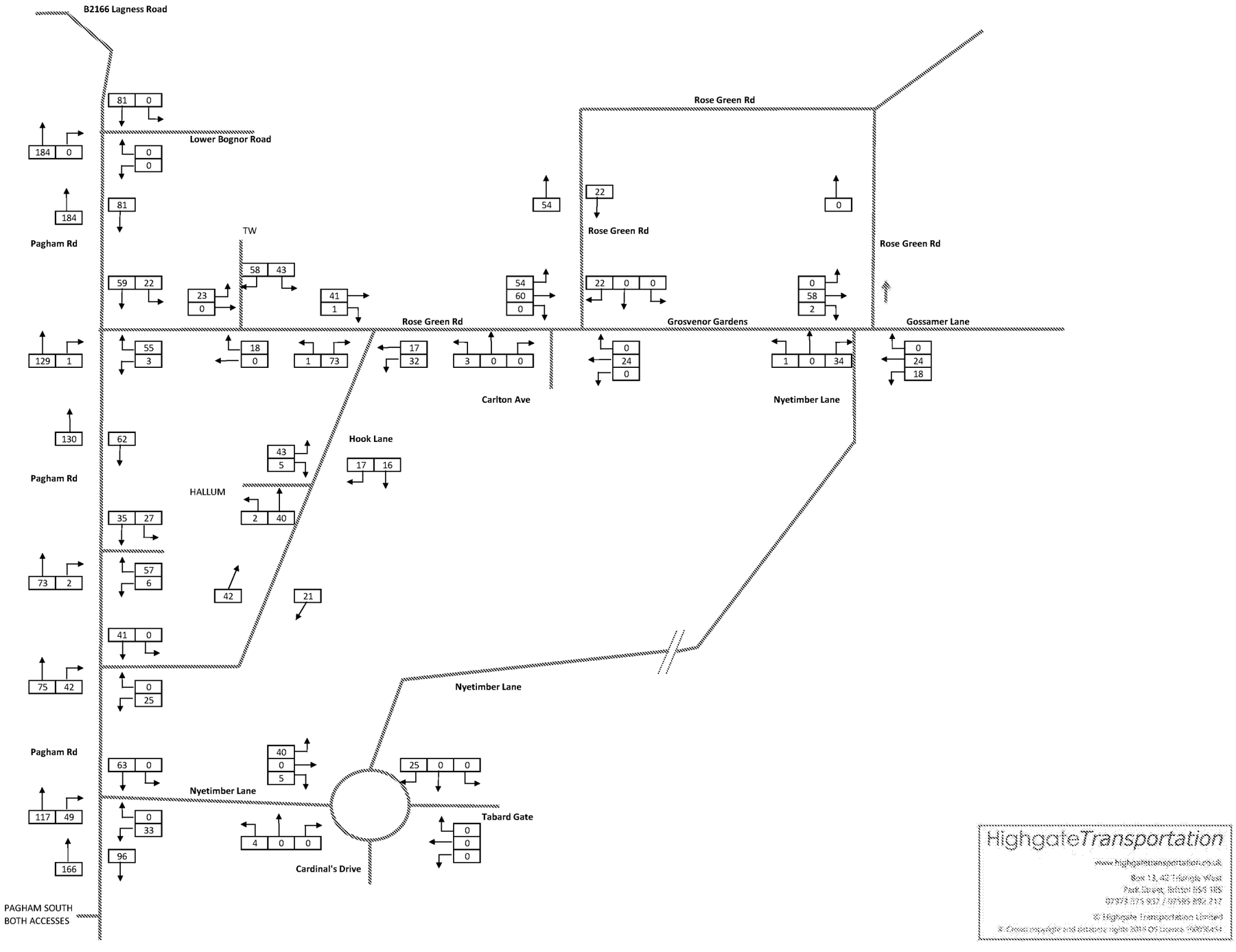
ARUN DISTRICT COUNCIL P/140/16/OUT

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Pagham South

Cumulative Development Traffic Flows (3 Sites of 400 + 300 + 280 dwellings)

AM Peak Hour



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Park Street, Bristol BS1 5BS
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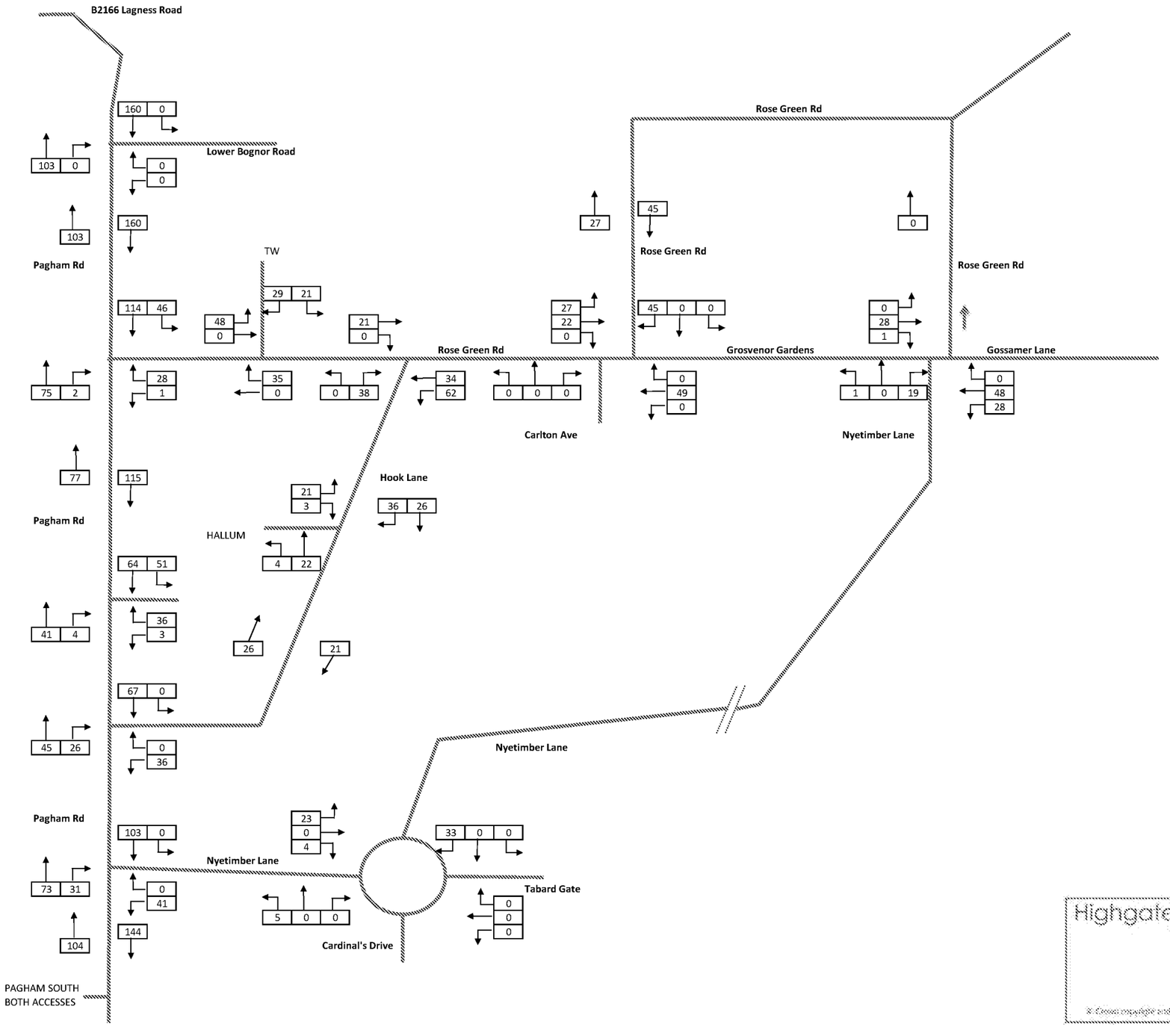
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

Cumulative Development Traffic Flows (3 Sites of 400 + 300 + 280 dwellings)

PM Peak Hour



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Park Street, Bristol BS1 5BS
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Appendix 40

Local Highway Network Mitigation Sensitivity Test –

2031 Local Highway Network Traffic Flow Diagrams With Development

(400 + 300 + 280 dwellings)

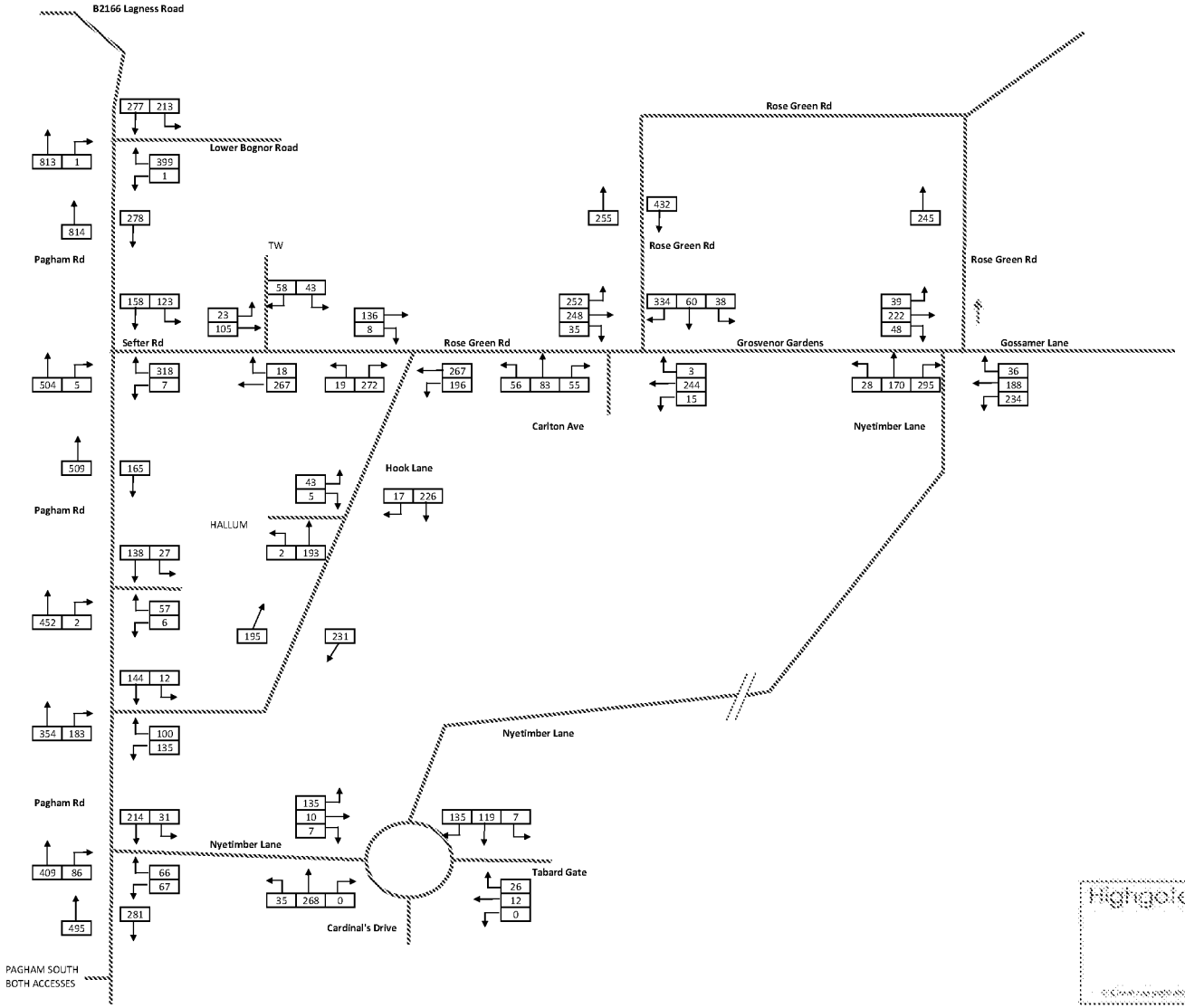
ARUN DISTRICT COUNCIL P/140/16/OUT

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Pagham South

2031 Forecast Traffic Flows + Committed Development + Cumulative Development (3 Sites of 260 + 300 + 400)

AM Peak Hour



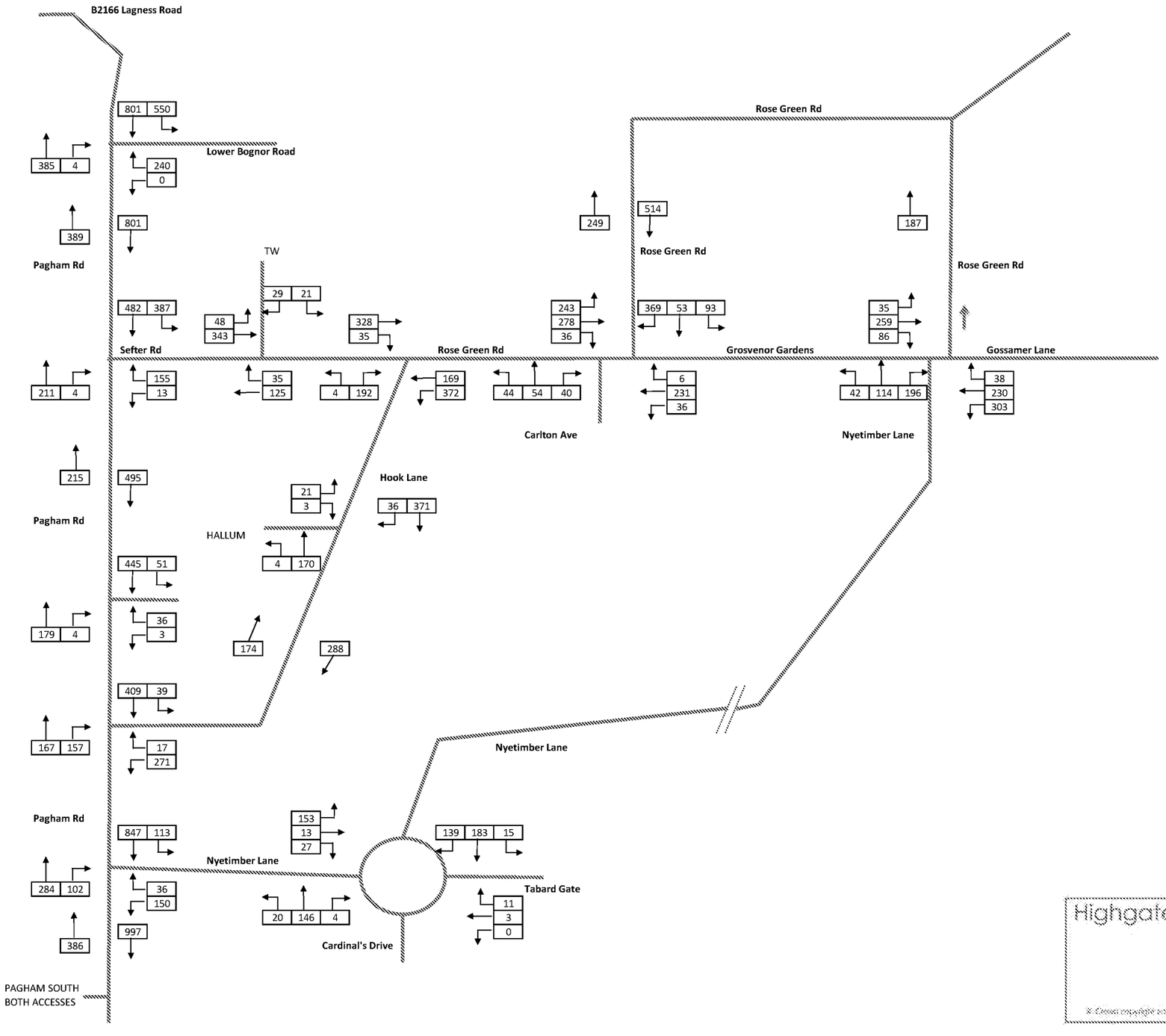
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ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2031 Forecast Traffic Flows + Committed Development + Cumulative Development (3 sites of 280 + 300 + 400)

PM Peak Hour



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Appendix 41

Local Highway Network Mitigation Sensitivity Test –

Modelling Outputs

(400 + 300 + 280 dwellings)

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Mitigation Rose Green Road-Carlton Avenue 2031 280+300+400.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 21/08/2017 15:00:47

»2031 + CUMULATIVE (280+300+400), AM
»2031 + CUMULATIVE (280+300+400), 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 + CUMULATIVE (280+300+400)													
Stream B-ACD	2.2	33.18	0.70	E	26.22	D	-10 % [Stream D-BC]	1.0	24.80	0.51	C	39.85	E	-13 % [Stream D-BC]
Stream A-BCD	0.0	6.55	0.01	A				0.0	5.35	0.02	A			
Stream D-A	0.6	52.24	0.39	F				4.7	184.83	0.95	F			
Stream D-BC	7.7	88.86	0.92	F				11.7	95.28	0.97	F			
Stream C-ABD	0.3	4.93	0.12	A				0.3	4.90	0.13	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	+30 dwellings
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
D3	2031 + CUMULATIVE (280+300+400)	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 + CUMULATIVE (280+300+400)	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 + CUMULATIVE (280+300+400), 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	26.22	D

Junction Network Options

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

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	7.59			127.8	✓	0.00
C - Rose Green Road W	7.32			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	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 - Carlton Avenue	One lane	3.00								23	51
D - Rose Green Road N	One lane plus flare		10.00	7.54	6.71	6.47	6.47		5.00	70	127

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	648	-	-	-	0.234	0.234	0.234	-	0.234	-	-
1	B-AD	510	0.088	0.221	-	-	-	0.139	0.316	0.139	0.088	0.221
1	B-C	656	0.095	0.240	-	-	-	-	-	-	0.095	0.240
1	C-B	632	0.231	0.231	-	-	-	-	-	-	0.231	0.231
1	D-A	664	-	-	-	0.240	0.095	0.240	-	0.095	-	-
1	D-BC	677	0.182	0.182	0.414	0.290	0.115	0.290	-	0.115	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 + CUMULATIVE (280+300+400)	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	✓	262	100.000
B - Carlton Avenue		ONE HOUR	✓	194	100.000
C - Rose Green Road W		ONE HOUR	✓	535	100.000
D - Rose Green Road N		ONE HOUR	✓	432	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	244	3
	B - Carlton Avenue	55	0	56	83
	C - Rose Green Road W	248	35	0	252
	D - Rose Green Road N	38	60	334	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	0.70	38.18	2.2	E	178	267
A-BCD	0.01	6.55	0.0	A	5	7
A-B					14	20
A-C					222	333
D-A	0.39	52.24	0.6	F	35	52
D-BC	0.92	68.96	7.7	F	362	542
C-ABD	0.12	4.93	0.3	A	76	114
C-D					209	314
C-A					206	309

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	385	0.379	144	0.0	0.6	14.785	B
A-BCD	3	1	553	0.006	3	0.0	0.0	6.549	A
A-B	11	3			11				
A-C	183	46			183				
D-A	29	7	482	0.059	28	0.0	0.1	7.940	A
D-BC	297	74	535	0.555	292	0.0	1.2	14.551	B
C-ABD	51	13	784	0.065	50	0.0	0.1	4.906	A
C-D	177	44			177				
C-A	175	44			175				

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	352	0.495	173	0.6	0.9	19.920	C
A-BCD	5	1	568	0.008	5	0.0	0.0	6.433	A
A-B	13	3			13				
A-C	218	54			218				
D-A	34	9	418	0.082	34	0.1	0.1	9.371	A
D-BC	354	89	509	0.696	350	1.2	2.1	22.189	C
C-ABD	70	18	819	0.086	70	0.1	0.2	4.810	A
C-D	207	52			207				
C-A	204	51			204				

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	307	0.695	209	0.9	2.0	35.244	E
A-BCD	6	2	590	0.011	6	0.0	0.0	6.224	A
A-B	16	4			16				
A-C	266	66			266				
D-A	42	10	181	0.231	41	0.1	0.3	25.602	D
D-BC	434	108	474	0.916	417	2.1	6.4	51.875	F
C-ABD	106	26	870	0.121	105	0.2	0.3	4.711	A
C-D	244	61			244				
C-A	240	60			240				

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	303	0.704	213	2.0	2.2	39.158	E
A-BCD	6	2	589	0.011	6	0.0	0.0	6.180	A
A-B	16	4			16				
A-C	266	66			266				
D-A	42	10	108	0.386	41	0.3	0.6	52.233	F
D-BC	434	108	473	0.917	429	6.4	7.7	68.964	F
C-ABD	106	27	867	0.123	106	0.3	0.3	4.739	A
C-D	243	61			243				
C-A	239	60			239				

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	347	0.503	179	2.2	1.1	22.018	C
A-BCD	5	1	567	0.008	5	0.0	0.0	6.323	A
A-B	13	3			13				
A-C	218	54			218				
D-A	34	9	388	0.088	36	0.6	0.1	10.293	B
D-BC	354	89	508	0.697	375	7.7	2.5	30.412	D
C-ABD	71	18	814	0.087	71	0.3	0.2	4.855	A
C-D	207	52			207				

C-A	203	51			203				

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	383	0.382	148	1.1	0.6	15.435	C
A-BCD	4	1	553	0.006	4	0.0	0.0	6.495	A
A-B	11	3			11				
A-C	183	46			183				
D-A	29	7	476	0.060	29	0.1	0.1	8.045	A
D-BC	297	74	534	0.555	301	2.5	1.3	15.775	C
C-ABD	51	13	782	0.065	51	0.2	0.1	4.931	A
C-D	177	44			177				
C-A	174	44			174				

2031 + CUMULATIVE (280+300+400), 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	39.95	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-13	Stream D-BC

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 (280+300+400)	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	✓	273	100.000
B - Carlton Avenue		ONE HOUR	✓	138	100.000
C - Rose Green Road W		ONE HOUR	✓	557	100.000
D - Rose Green Road N		ONE HOUR	✓	515	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	231	6
	B - Carlton Avenue	40	0	44	54
	C - Rose Green Road W	278	36	0	243
	D - Rose Green Road N	93	53	369	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	0.51	24.80	1.0	C	127	190
A-BCD	0.02	5.35	0.0	A	9	13
A-B					33	49
A-C					209	314
D-A	0.95	184.83	4.7	F	85	128
D-BC	0.97	95.28	11.7	F	387	581
C-ABD	0.13	4.90	0.3	A	81	122
C-D					200	301
C-A					229	344

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	383	0.272	102	0.0	0.4	12.782	B
A-BCD	6	2	679	0.009	6	0.0	0.0	5.348	A
A-B	27	7			27				
A-C	172	43			172				
D-A	70	18	491	0.143	69	0.0	0.2	8.529	A
D-BC	318	79	543	0.586	312	0.0	1.4	15.296	C
C-ABD	54	13	792	0.068	53	0.0	0.1	4.874	A
C-D	171	43			171				
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	0.356	123	0.4	0.5	15.959	C
A-BCD	8	2	688	0.012	8	0.0	0.0	5.293	A
A-B	32	8			32				
A-C	205	51			205				
D-A	84	21	419	0.200	83	0.2	0.2	10.712	B
D-BC	379	95	516	0.735	375	1.4	2.5	24.607	C
C-ABD	75	19	828	0.090	75	0.1	0.2	4.778	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	302	0.503	150	0.5	1.0	23.431	C
A-BCD	11	3	702	0.016	11	0.0	0.0	5.211	A
A-B	39	10			39				
A-C	250	63			250				
D-A	102	26	128	0.802	93	0.2	2.6	88.928	F
D-BC	465	116	480	0.968	439	2.5	8.9	84.398	F
C-ABD	114	28	882	0.129	113	0.2	0.3	4.684	A
C-D	233	58			233				
C-A	266	67			266				

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	296	0.513	152	1.0	1.0	24.800	C
A-BCD	11	3	702	0.016	11	0.0	0.0	5.215	A
A-B	39	10			39				
A-C	250	63			250				
D-A	102	26	108	0.947	94	2.6	4.7	164.834	F
D-BC	465	116	480	0.969	453	8.9	11.7	95.283	F
C-ABD	115	29	879	0.131	115	0.3	0.3	4.721	A
C-D	232	58			232				
C-A	266	66			266				

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	340	0.365	126	1.0	0.6	16.943	C
A-BCD	8	2	688	0.012	8	0.0	0.0	5.303	A
A-B	32	8			32				
A-C	205	51			205				
D-A	84	21	365	0.229	101	4.7	0.3	14.520	B
D-BC	379	95	516	0.736	414	11.7	3.1	42.946	E
C-ABD	76	19	822	0.092	76	0.3	0.2	4.841	A
C-D	198	50			198				
C-A	227	57			227				

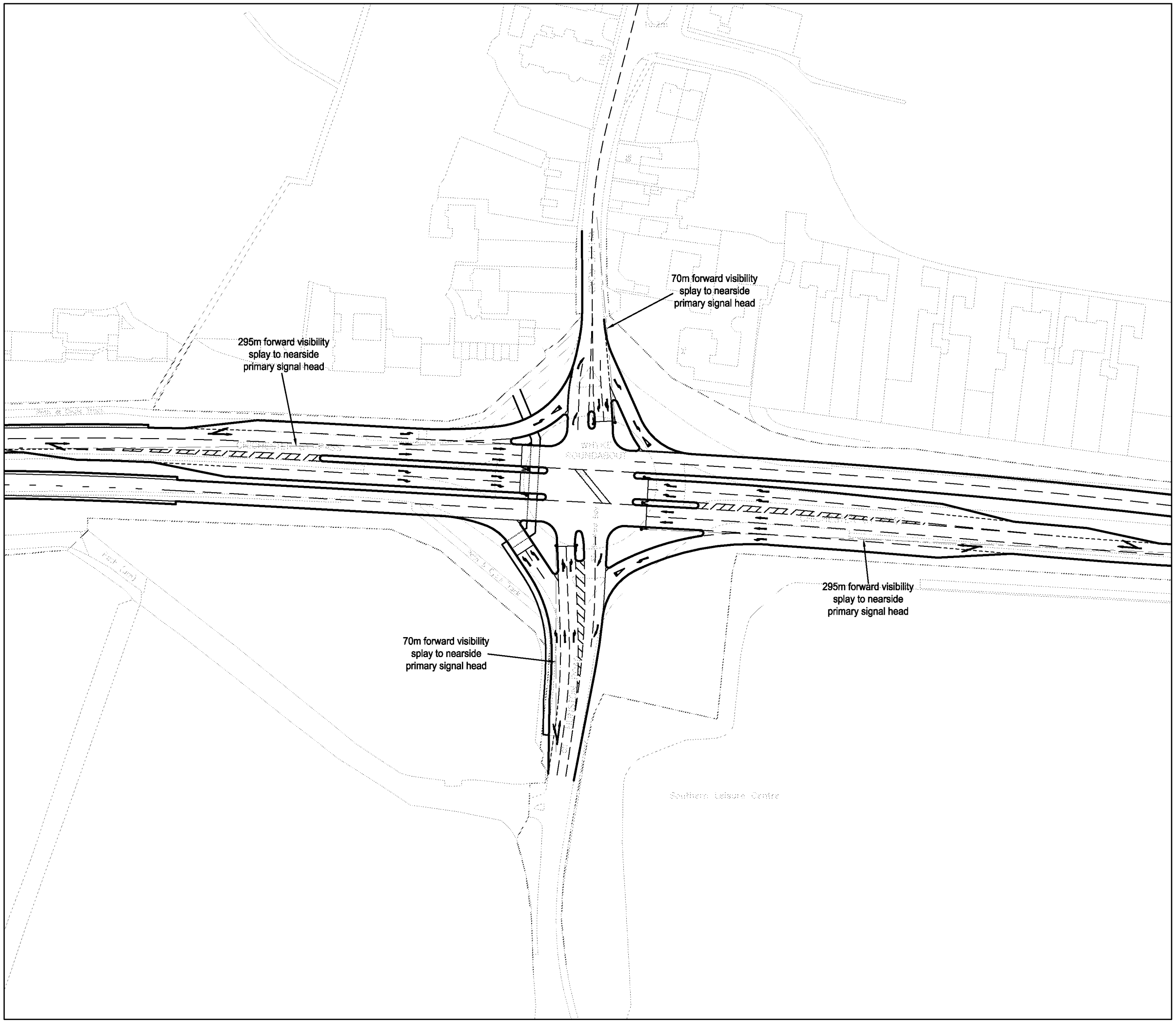
18:00 - 18:15

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	380	0.274	105	0.6	0.4	13.123	B
A-BCD	6	2	679	0.009	6	0.0	0.0	5.353	A
A-B	27	7			27				
A-C	172	43			172				
D-A	70	18	484	0.145	71	0.3	0.2	8.713	A
D-BC	318	79	542	0.586	324	3.1	1.5	16.978	C
C-ABD	54	14	790	0.069	54	0.2	0.1	4.900	A
C-D	170	43			170				
C-A	195	49			195				

Appendix 42

Chichester Local Plan A27 Schemes

ARUN DISTRICT COUNCIL P/140/16/OUT



NOTES

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KEY

Highway Boundary

Rev	Description	Date	Initial	Checked

RPS

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

Client: Turner and Townsend

Project: Chichester Free School
Carmelite Convent

Title: Possible Highways Improvements at Whyke Roundabout

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

Drawing Number: JNY8558–12

Rev:

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Drawing Ref: \\EUR-MPFS-02\TR_PROJECTS\JNY8558 - CHICHESTER FREE SCHOOL (PERMANENT SITE)\HIGHWAYS\DRAWINGS\JNY8558-12 POSSIBLE HIGHWAYS IMPROVEMENTS TO WHYKE ROUNDABOUT.DWG Plotted Date: 7/22/2016 4:22 PM

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ARUN DISTRICT COUNCIL P/140/16/OUT

N

Existing cycle and pedestrian crossing at Bognor Road to be relocated

New cycle and pedestrian routes to tie-in with the existing routes

A27 BOGNOR RD ROUNDABOUT
PB - OPTION 5
Preliminary Layout Proposal - NTS
04/02/13

ARUN DISTRICT COUNCIL P/140/16/OUT

Appendix 43

A27 Whyke Hill Junction

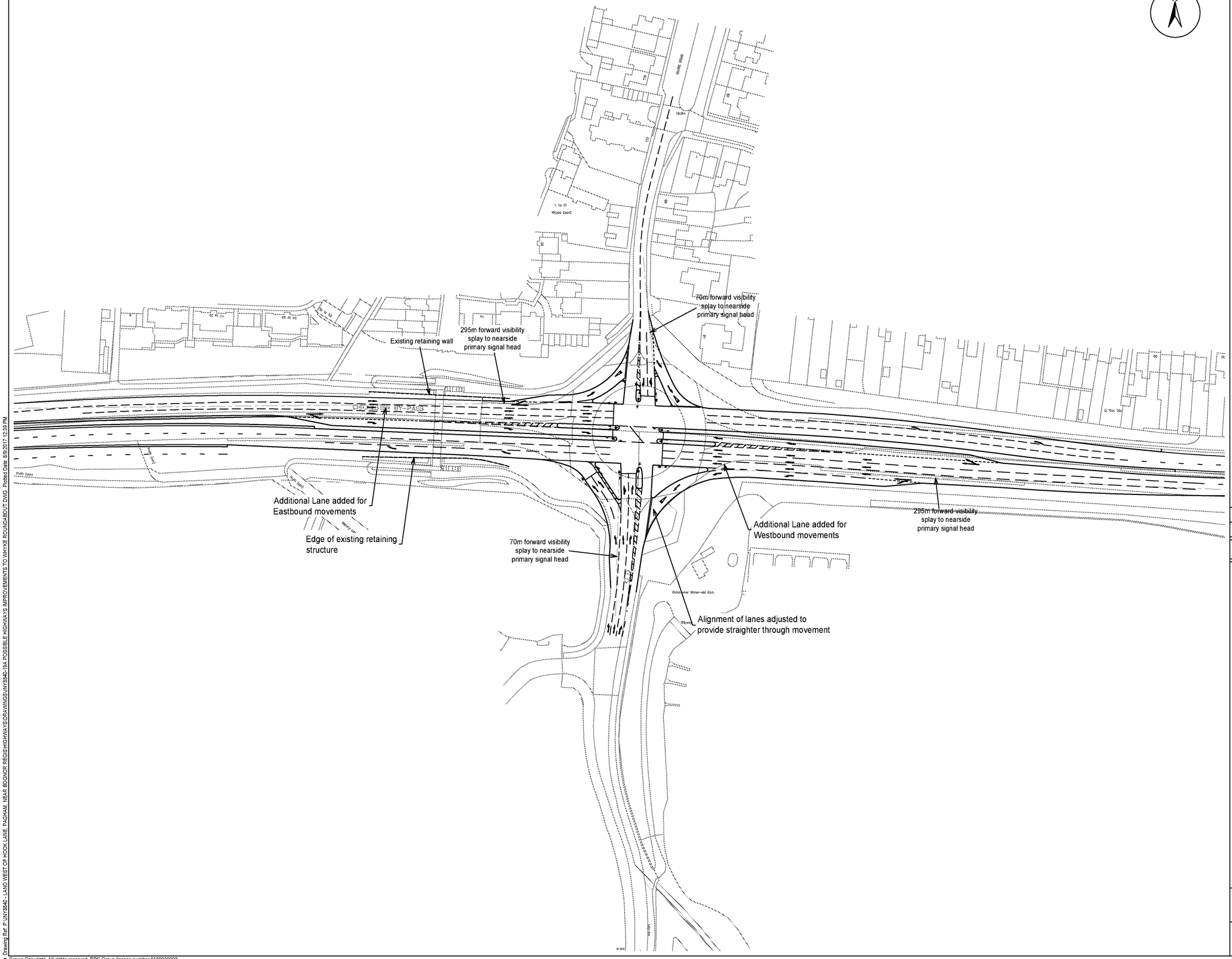
Layout

RPS Technical Note A27/ Hunston Road/ Whyke Road Junction *(Ref: JNY8840, dated 10/08/17)*

Preliminary Cost Estimate

RSA Stage 1 Audit Brief

ARUN DISTRICT COUNCIL P/140/16/OUT



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Key:

Highway boundary

Rev	Description	Date	Initial	Checked
A	Adjust signal positions, islands and stop lines	9.8.17	AJ	MRA

RPS

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

Client: Hallam Land Management

Project: Sites at Hook Lane/ Pagham Road and Sefter Road, Pagham

Title: Further improvements to the existing signalised scheme at the A27 Whyke Hill Junction

Status	Drawn By	Checked by
Preliminary	AJ	MRA
Project Number	Scale @ A2	Date Created
JNY8840	1:1250	02.08.17

Drawing Number: JNY8840-19

Rev: A

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Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGHAM, NEAR BOGNOR REGIS\HIGHWAYS\DRAWINGS\JNY8840-19A POSSIBLE HIGHWAYS IMPROVEMENTS TO WHYKE ROUNDABOUT.DWG Plotted Date: 8/8/2017 12:39 PM

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RPS Transport

TECHNICAL NOTE

Project Title:	Land allocations Pagham
Reference:	JNY8840
Date:	10/08/2017

A27/ HUNSTON ROAD/ WHYKE ROAD JUNCTION

1. Introduction

- This Technical note has been produced in response to the review undertaken by Akins on behalf of Highways England in relation to the above junction.
- Notes provided by Atkins are identified in *blue italics;* RPS response is in black text

Subsequent to the original assessment work undertaken, it has been discovered that a new footbridge has been installed across the A27 Western Arm which includes the provision of ramps for cyclists. This footbridge was not allowed for in the original design proposed as part of the Chichester Free School and had this layout been progressed it would have resulted in the bridge being removed or a significant change to the design.

It is understood from discussions with HE that this footbridge will remain with the proposed junction improvements and as such there will be no need to include the at grade pedestrian crossing facilities. The footbridge does however now restrict the land available to widen the road; therefore the left turn lane (A27 westbound) has been shortened to avoid the existing retaining wall structure associated with the footbridge, but there is still sufficient width to maintain the three approach lanes in both directions. An amended layout is provided on drawing No.JNY8840_19A shown in **Appendix A** together with Swept Path analysis, this layout has been modelled without the pedestrian crossing facilities and the results are provided in the table 1.2 below and the output results are included in **Appendix C**.

2. Junction Design Review

- *The shared use pedestrian and cycle facility adjacent to the A27 Eastbound arm (west of the junction) appears to be narrower than the existing width;*

This has been checked and the layout has been adjusted to maintain a 3m wide footway/cycleway. In addition the OS mapping has been updated.

- *An unsignalised pedestrian crossing is proposed across the full width of the west approach of the junction. However, the A27 is a high-speed carriageway, it is recommended that the pedestrian crossing is signalised.*

The pedestrian crossing on the left turn into Whyke Hill from the A27 was not signalised in the original scheme. We have however amended this to show it as a signal controlled crossing which will be included in the modelling for the original layout.

- *Whyke Road (in the northbound direction) and Hunston Road (in the southbound direction) are both proposed as two lanes merging into a single lane. However, there is only one lane of traffic travelling northbound or southbound on Whyke Road and Hunston Road from the A27. It is recommended that single lanes are provided.*

Accepted, the layout has been adjusted to show single lanes on Whyke Road and Hunstone Road exits.

3. Junction Model Review

3.1 Highways England's Design

- *Comments ad recommendations for the audit of the LinSig junction model is presented in Appendix A. The audit showed that the LinSig model file is generally reflective of the design shown in Drawing No. JNY8558-12 except for some minor coding issues as follows:*

  Intergreen values for some of the movements appear to be lower than measured as follows:
  - *Phase B to G: Measured – 8 seconds; provided in model – 7 seconds.*

- *Tables 1.1 and 1.2 in the RPS Tech Note A27 Junction 290617 show that the Highways England Design layout would operate over its design capacity in 2031. Increase the intergreen time as suggested in the audit is likely to result in a slightly worse junction performance.*

The Linsig Model for the original layout was provided to RPS by HE and none of the modelling values were amended. However, the changes recommended in have been taken into account for both the original and proposed layout. The output for the original scheme are included in **Appendix B** and summarised in Table 1.1 below.

3.2 RPS Design

- *Comments and recommendations for the audit of the LinSig junction model is presented in Appendix B. The audit showed that the LinSig model file is generally reflective of the design shown in Drawing No. JNY8840-17 (RevB) except for the following coding errors;*

3.2.1 Minor Issues

- *The following coding issues do not have a significant impact on the assessment:*
  - *Lane length for the left turn storage (Lane 1/1) shows 120m storage length;*
  - *The maximum flow values for the give-way lanes (lanes 1/1, 2/1 and 3/1) appears to be 1200 pcu/hr and is higher than the default value of 715 pcu/hr. It is recommended that justification is provided when using higher values.*

3.2.2 Major Issues:

The following coding issues may result in a significant impact on the modelling results:

- *Lane configuration for the north and south approaches of the junction are incorrect thus overestimating the performance of the junction.*

- *The proposed design suggests the south approach (Hunston Road) starts as a single lane which flares to three lanes approximately 13 PCUs long. The nearside lane (lane 4/1) needs to be coded as a short lane with slightly increased saturation flow to account for a second left turn flare (lane 4/2). The model provides a long lane for lane 4/1thus overestimating the performance of the south approach.*

- *The offside lane (lane 4/4) is also coded as a long lane with infinite length (60 PCUs). LinSig does not currently allow two flare lanes to be modelled against a single long lane and therefore while this may be considered adequate, the results would need to be treated with caution. For the current proposal, the green time on this approach would suggest traffic would be drawn mostly within the long lanes provided and therefore this may be acceptable.*

- *At the north approach, the storage length of the offside lane (lane 2/3) needs to be provided.*

- *Saturation Flow for the southbound lanes 2/2 and 2/3 has been calculated using RR67. The lane width in the model is shown as 3.5m but the drawing indicated 3.0m lanes have been provided. Reducing the lane from 3.5m to 3.0m will result in a reduction in traffic capacity and consequently have a negative impact on the junction performance (Degree of Saturation).*

- *Intergreen values have not been updated from the Highways England's Design model. For example the intergreen values for some movements are lower than measured:*

    - *Phase E to G: Measured 9 seconds, provided 7 seconds;*

    - *Phase F to B Measures 8 seconds, provided 6 seconds.*

- *This is likely to have a negative impact on the overall performance of the junction.*

- *Signalising the pedestrian crossing on the west side is recommended as A27 is a high speed carriageway.*

As mentioned above the proposed layout has changed to remove the pedestrian crossing facilities, although where applicable the above changes have been made, and the output results are provided in **Appendix C**, and the results are summarised in Table 1.2 below.

The traffic flows have been amended so that the original flows provided are the base and the proposed Pagham development flows have been added to provide the 'with Dev' scenario.

Based on the above the results are as follows;

Table 1.1 – Original HE Model proposed as part of the Chichester Free School (JNY85580-12)

Scenario	A27 Eastbound		Whyke Road		A27 Westbound		B2145 Northbound		PRC (%)
	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	
AM Peak									
2031 SE (No Pagham Devs)	419.3%	670	106.3%	17	428.5%	550	100.7%	30	-376.1
2031 MAX SE (No Pagham	419.3%	671	107.0%	17	430.0%	555	100.4%	29	-377.8

Devs)									
2031 SE (With Pagham Devs)	419.3%	670	114.8%	26	428.5%	550	110.3%	56	-376.1
2031 MAX SE (With Pagham Devs)	419.3%	671	119.2%	31	430.0%	555	110.0%	55	-377.8
PM Peak									
2031 SE (No Pagham Devs)	402.8%	624	200.3%	130	464.1%	581	61.7%	8	-415.7
2031 MAX SE (No Pagham Devs)	404.0%	624	199.6%	130	464.6%	585	61.7%	8	-416.2
2031 SE (With Pagham Devs)	402.8%	624	215.4%	152	464.1%	581	68.7%	9	-415.7
2031 MAX SE (With Pagham Devs)	404.0%	624	214.8%	152	464.6%	501	68.7%	9	-416.2

Table 1.2 – Original HE Modified by RPS to provide additional capacity & allow for Footbridge – Drawing No. JNY8840_19A

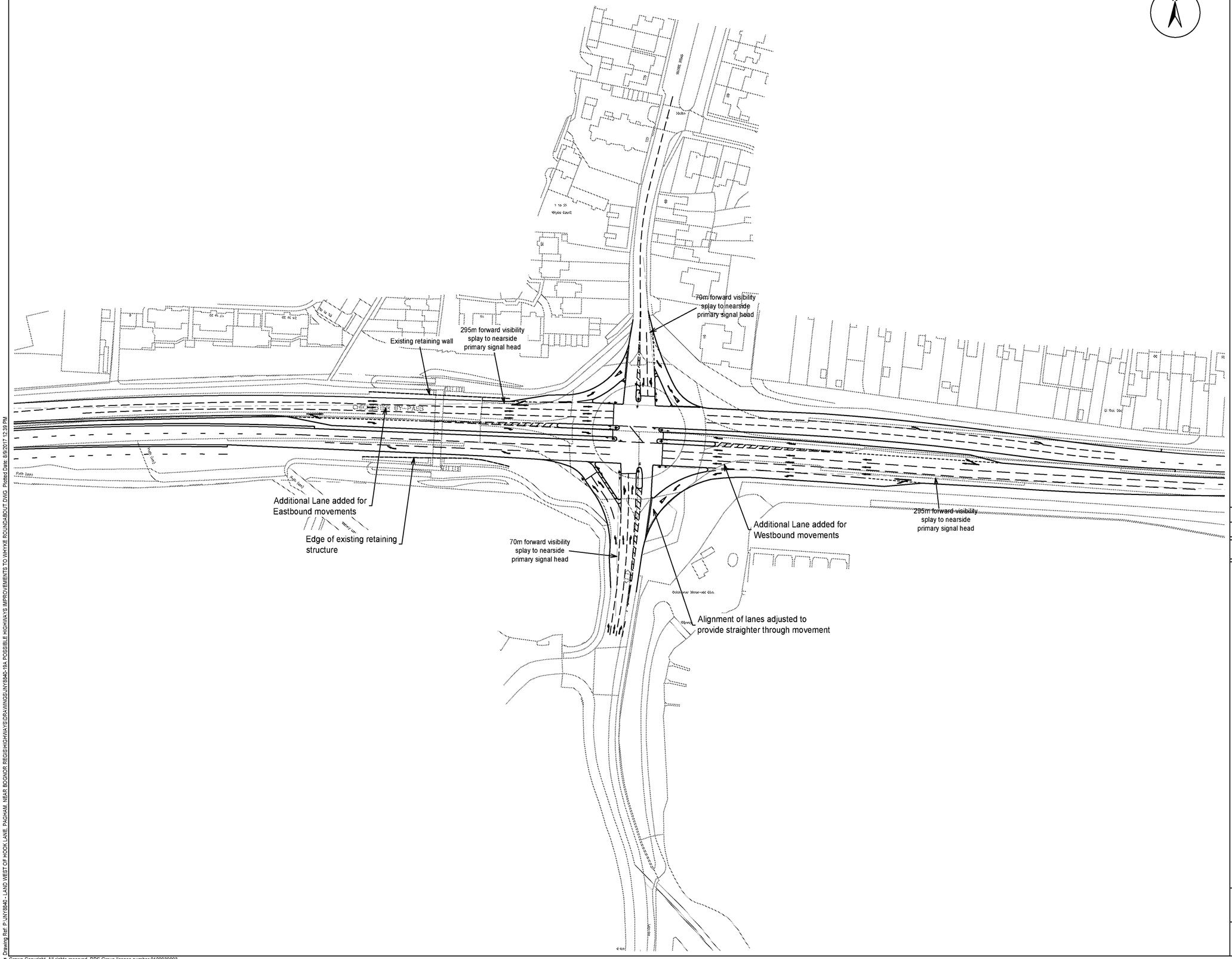
Scenario	A27 Eastbound		Whyke Road		A27 Westbound		B2145 Northbound		PRC (%)
	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	Deg of Sat (%)	Q	
AM Peak									
2031 SE (With Pagham Devs)	96.7%	32	96.4%	11	95.9%	19	96.2%	26	-7.5
2031 MAX SE (With Pagham Devs)	96.7%	32	96.5%	11	97.1%	19	96.1%	26	-7.9
PM Peak									
2031 SE (With Pagham Devs)	137.0%	248	132.6%	86	87.4%	21	134.0%	90	-52.2
2031 MAX SE (With Pagham Devs)	137.5%	248	139.1%	94	87.9%	22	134.0%	90	-54.5

As can be seen, the removal of the pedestrian crossing facilities allows for more capacity at the junction together with the additional eastbound and westbound lanes which significantly improve the operation of this junction.

This Technical note demonstrates that the changes to the layout previously accepted by HE, for the improvements to the A27 Whyke Hill, will mitigate the impact of the traffic associated with

developments within Pagham and furthermore will also improve the junction's capacity well beyond that which would have been provided with the original layout proposed as part of the Chichester Free School development.

APPENDIX A - Proposed Layout



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Key:

Highway boundary

Rev	Description	Date	Initial	Checked
A	Adjust signal positions, islands and stop lines	9.8.17	AJ	MRA

RPS

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

Client: Hallam Land Management

Project: Sites at Hook Lane/ Pagham Road and Sefter Road, Pagham

Title: Further improvements to the existing signalised scheme at the A27 Whyke Hill Junction

Status	Drawn By	Checked by
Preliminary	AJ	MRA
Project Number	Scale @ A2	Date Created
JNY8840	1:1250	02.08.17

Drawing Number: JNY8840-19

Rev: A

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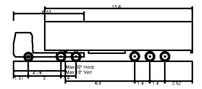
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Vehicle Profile



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.881m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock-to-lock time	8.00s
Curb to Curb Turning Radius	8.530m

Key:

Highway boundary

Rev	Description	Date	Initial	Checked

RPS

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

Client: Hallam Land Management

Project: Sites at Hook Lane/ Pagham Road and Sefter Road, Pagham

Title: Further improvements to the existing signalised scheme at the A27 Whyke Hill Junction Swept Path Analysis

Status	Drawn By	Checked by
Preliminary	AJ	MRA
Project Number	Scale @ A2	Date Created
JNY8840	1:500	09.08.17

Drawing Number: JNY8840-19 TRACKS

Rev: A

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Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGHAM, NEAR BOGNOR REGIS\HIGHWAYS\DRAWINGS\JNY8840-19A POSSIBLE HIGHWAYS IMPROVEMENTS TO WHYKE ROUNDABOUT.DWG Plotted Date: 8/9/2017 12:40 PM

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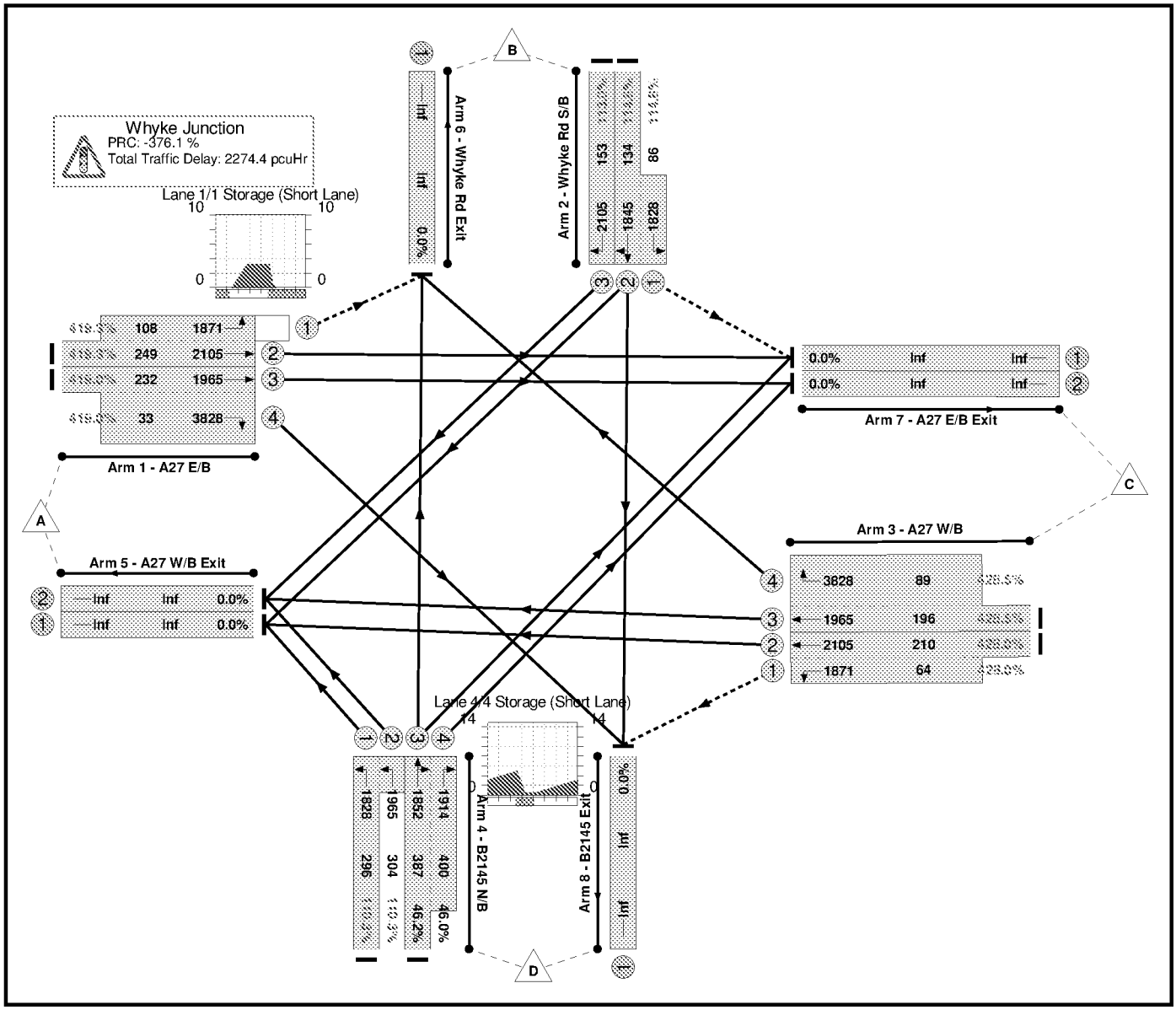
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APPENDIX B - ORIGINAL LAYOUT LINSIG OUTPUT

Basic Results Summary

User and Project Details

Project:	JNY 8840 - HOOK LANE, PAGHAM
Title:	A27 WHyke Hill Junction - Original Layout JNY85580/12
Location:	Chichester, West Sussex
File name:	Whyke Hill - Amended HE Model 1-8-17.lsg3x
Author:	
Company:	
Address:	
Notes:	



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**428.5%**	**50**	**210**	**0**	**2274.4**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**428.5%**	**50**	**210**	**0**	**2274.4**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1494	2105:1871	249+108	419.3 : 419.3%	0	108	0	650.5 (457.3+193.2)	1567.4 (1578.4:1541.9)	570.3
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1111	1965:3828	232+33	419.0 : 419.0%	-	-	-	485.8 (426.7+59.1)	1574.1 (1578.6:1542.1)	500.8
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	253	1845:1828	134+86	114.8 : 114.8%	32	56	0	22.9 (15.2+7.7)	325.3 (355.3:278.7)	25.6
2/3	Whyke Rd S/B Right	U	E		1	7	-	173	2105	153	113.0%	-	-	-	16.9	351.7	19.6
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1175	2105:1871	210+64	428.0 : 428.0%	17	47	0	512.7 (397.7+115.1)	1570.8 (1588.8:1511.6)	545.9
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1225	1965:3828	196+89	428.5 : 428.5%	-	-	-	535.8 (371.7+164.1)	1574.5 (1589.3:1542.1)	550.3
4/1+4/2	B2145 N/B Left	U	G		1	30	-	662	1828:1965	296+304	110.3 : 110.3%	-	-	-	45.7 (22.6+23.1)	248.4 (248.4:248.4)	56.1
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	363	1852:1914	387+400	46.2 : 46.0%	-	-	-	4.3 (2.1+2.2)	42.3 (42.3:42.3)	5.3

C1 - Whyke

PRC for Signalled Lanes (%): -376.1
PRC Over All Lanes (%): -376.1

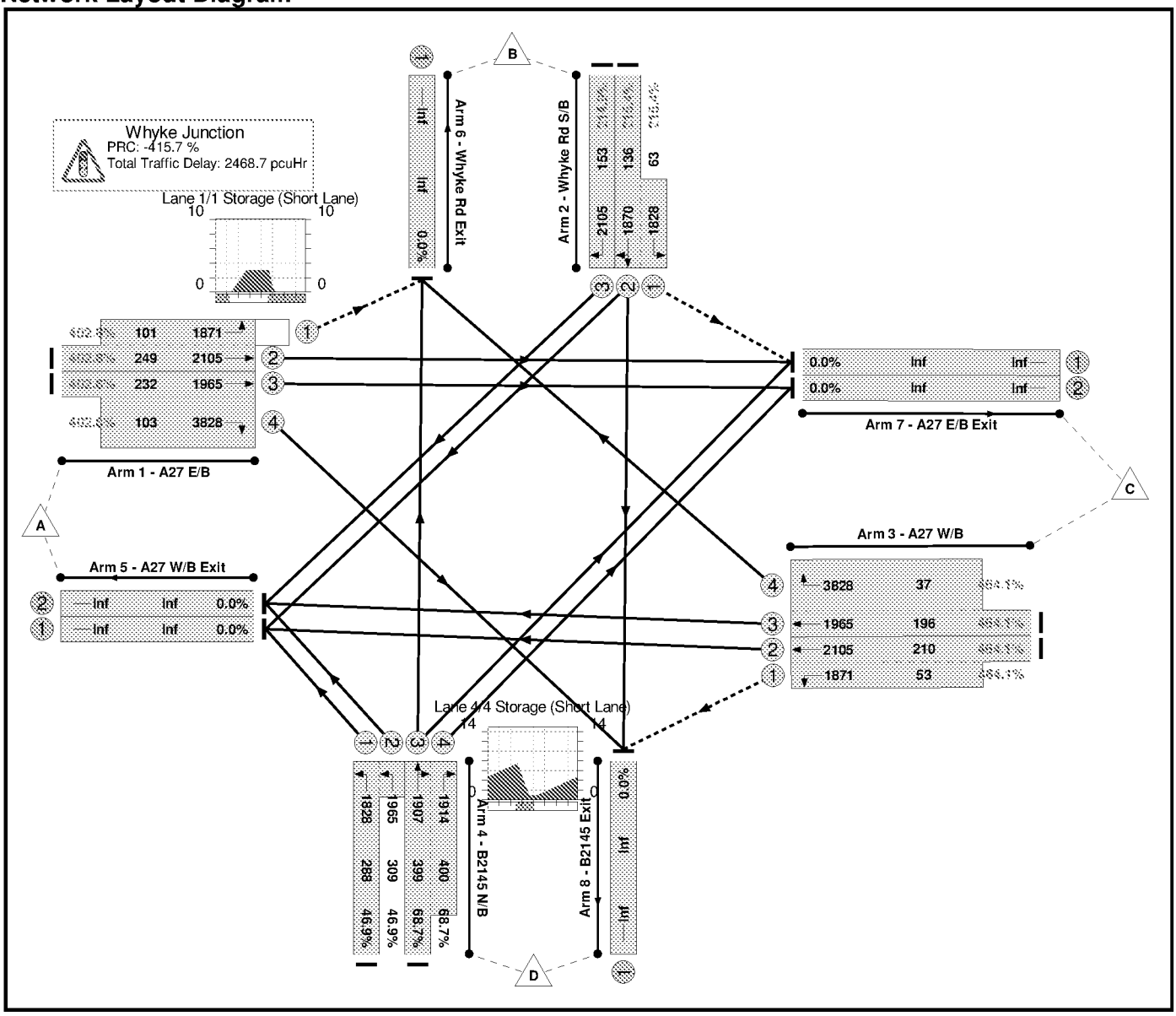
Total Delay for Signalled Lanes (pcuHr): 2274.41
Total Delay Over All Lanes(pcuHr): 2274.41

Cycle Time (s): 110

Basic Results Summary

Scenario 6: '2031 SE PM 'J" (FG2: '2031 SE PM Peak', Plan 2: 'J Called')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**464.1%**	**42**	**176**	**0**	**2468.7**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**464.1%**	**42**	**176**	**0**	**2468.7**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1408	2105:1871	249+101	402.8 : 402.8%	0	101	0	605.4 (433.9+171.5)	1548.0 (1558.9:1520.9)	624.1
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1349	1965:3828	232+103	402.6 : 402.6%	-	-	-	579.8 (404.9+174.9)	1547.2 (1558.8:1521.1)	595.8
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	429	1870:1828	136+63	215.4 : 215.4%	26	37	0	133.7 (92.8+40.9)	1121.7 (1140.0:1082.3)	152.3
2/3	Whyke Rd S/B Right	U	E		1	7	-	329	2105	153	214.9%	-	-	-	104.4	1142.0	109.4
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1224	2105:1871	210+53	464.1 : 464.1%	15	38	0	547.7 (441.1+106.6)	1610.8 (1625.2:1553.9)	581.2
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1085	1965:3828	196+37	464.1 : 464.1%	-	-	-	487.8 (411.8+76.0)	1618.4 (1625.4:1581.6)	602.1
4/1+4/2	B2145 N/B Left	U	G		1	30	-	280	1828:1965	288+309	46.9 : 46.9%	-	-	-	2.9 (1.4+1.5)	36.8 (36.8:36.8)	5.3
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	549	1907:1914	399+400	68.7 : 68.7%	-	-	-	7.2 (3.6+3.6)	47.3 (47.3:47.3)	8.8

C1 - Whyke

PRC for Signalled Lanes (%): -415.7
PRC Over All Lanes (%): -415.7

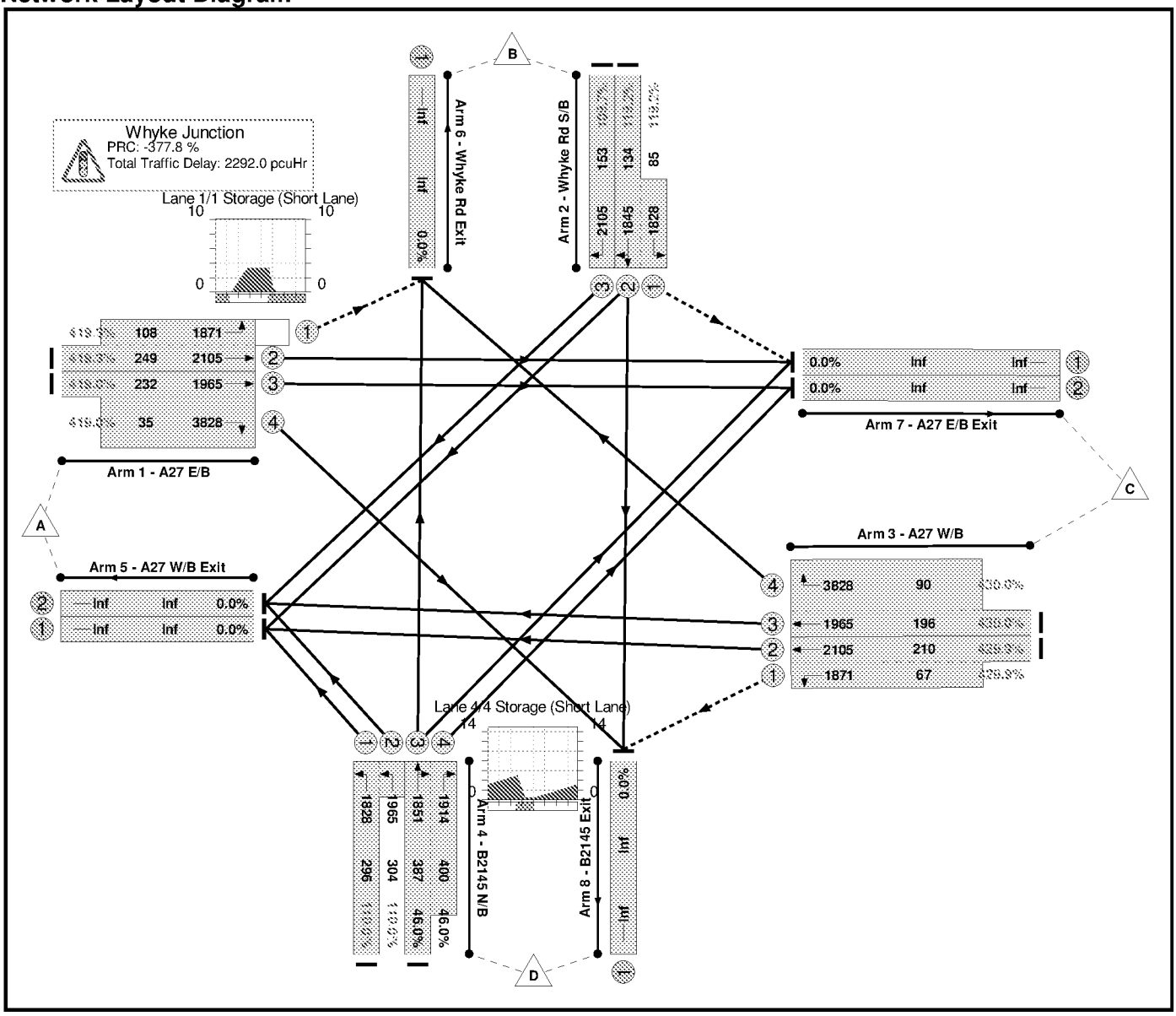
Total Delay for Signalled Lanes (pcuHr): 2468.75
Total Delay Over All Lanes(pcuHr): 2468.75

Cycle Time (s): 110

Basic Results Summary

Scenario 9: '2031 Max SE AM 'J" (FG3: '2031 Max SE AM Peak', Plan 2: 'J Called')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**430.0%**	**51**	**209**	**0**	**2292.0**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**430.0%**	**51**	**209**	**0**	**2292.0**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1496	2105:1871	249+108	419.3 : 419.3%	0	108	0	651.3 (457.3+194.0)	1567.3 (1578.4:1541.9)	671.2
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1119	1965:3828	232+35	419.0 : 419.0%	-	-	-	489.2 (426.7+62.5)	1573.8 (1578.6:1542.1)	504.0
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	261	1845:1828	134+85	119.2 : 119.2%	33	52	0	27.7 (18.4+9.3)	381.5 (413.0:331.6)	30.7
2/3	Whyke Rd S/B Right	U	E		1	7	-	168	2105	153	109.7%	-	-	-	14.5	310.7	17.1
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1192	2105:1871	210+67	429.9 : 429.9%	18	49	0	520.6 (399.9+120.7)	1572.4 (1590.9:1514.0)	554.4
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1233	1965:3828	196+90	430.0 : 430.0%	-	-	-	539.8 (373.4+166.4)	1576.1 (1590.9:1543.9)	554.5
4/1+4/2	B2145 N/B Left	U	G		1	30	-	660	1828:1965	296+304	110.0 : 110.0%	-	-	-	44.7 (22.1+22.6)	243.6 (243.6:243.6)	55.1
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	362	1851:1914	387+400	46.0 : 46.0%	-	-	-	4.3 (2.1+2.2)	42.3 (42.3:42.3)	5.3

C1 - Whyke

PRC for Signalled Lanes (%): -377.8
PRC Over All Lanes (%): -377.8

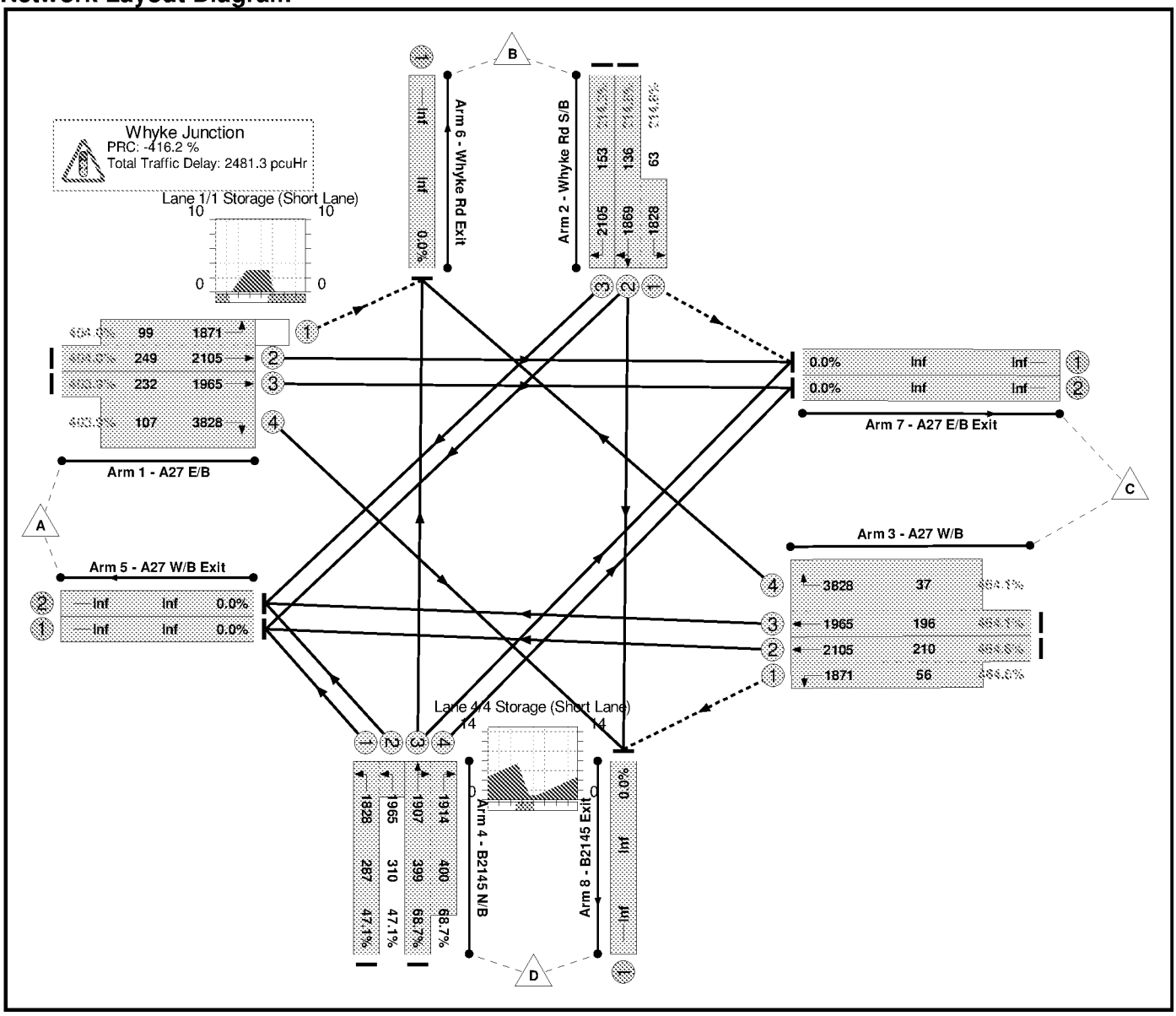
Total Delay for Signalled Lanes (pcuHr): 2292.04
Total Delay Over All Lanes(pcuHr): 2292.04

Cycle Time (s): 110

Basic Results Summary

Scenario 12: '2031 Max SE PM 'J'' (FG4: '2031 Max SE PM Peak', Plan 2: 'J Called')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**464.6%**	**42**	**176**	**0**	**2481.3**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**464.6%**	**42**	**176**	**0**	**2481.3**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1406	2105:1871	249+99	404.0 : 404.0%	0	99	0	605.2 (435.6+169.6)	1549.6 (1560.4:1522.5)	623.9
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1369	1965:3828	232+107	403.9 : 403.9%	-	-	-	588.9 (406.6+182.3)	1548.5 (1560.4:1522.8)	604.9
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	428	1869:1828	136+63	214.8 : 214.8%	27	37	0	133.0 (92.2+40.8)	1118.9 (1137.3:1079.4)	151.5
2/3	Whyke Rd S/B Right	U	E		1	7	-	328	2105	153	214.3%	-	-	-	103.8	1139.2	108.8
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1237	2105:1871	210+56	464.6 : 464.6%	16	40	0	553.4 (441.6+111.8)	1610.7 (1625.6:1554.4)	587.3
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1083	1965:3828	196+37	464.1 : 464.1%	-	-	-	486.9 (411.8+75.1)	1618.5 (1625.4:1581.6)	581.2
4/1+4/2	B2145 N/B Left	U	G		1	30	-	281	1828:1965	287+310	47.1 : 47.1%	-	-	-	2.9 (1.4+1.5)	36.8 (36.8:36.8)	5.4
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	549	1907:1914	399+400	68.7 : 68.7%	-	-	-	7.2 (3.6+3.6)	47.3 (47.3:47.3)	8.8

C1 - Whyke

PRC for Signalled Lanes (%): -416.2
PRC Over All Lanes (%): -416.2

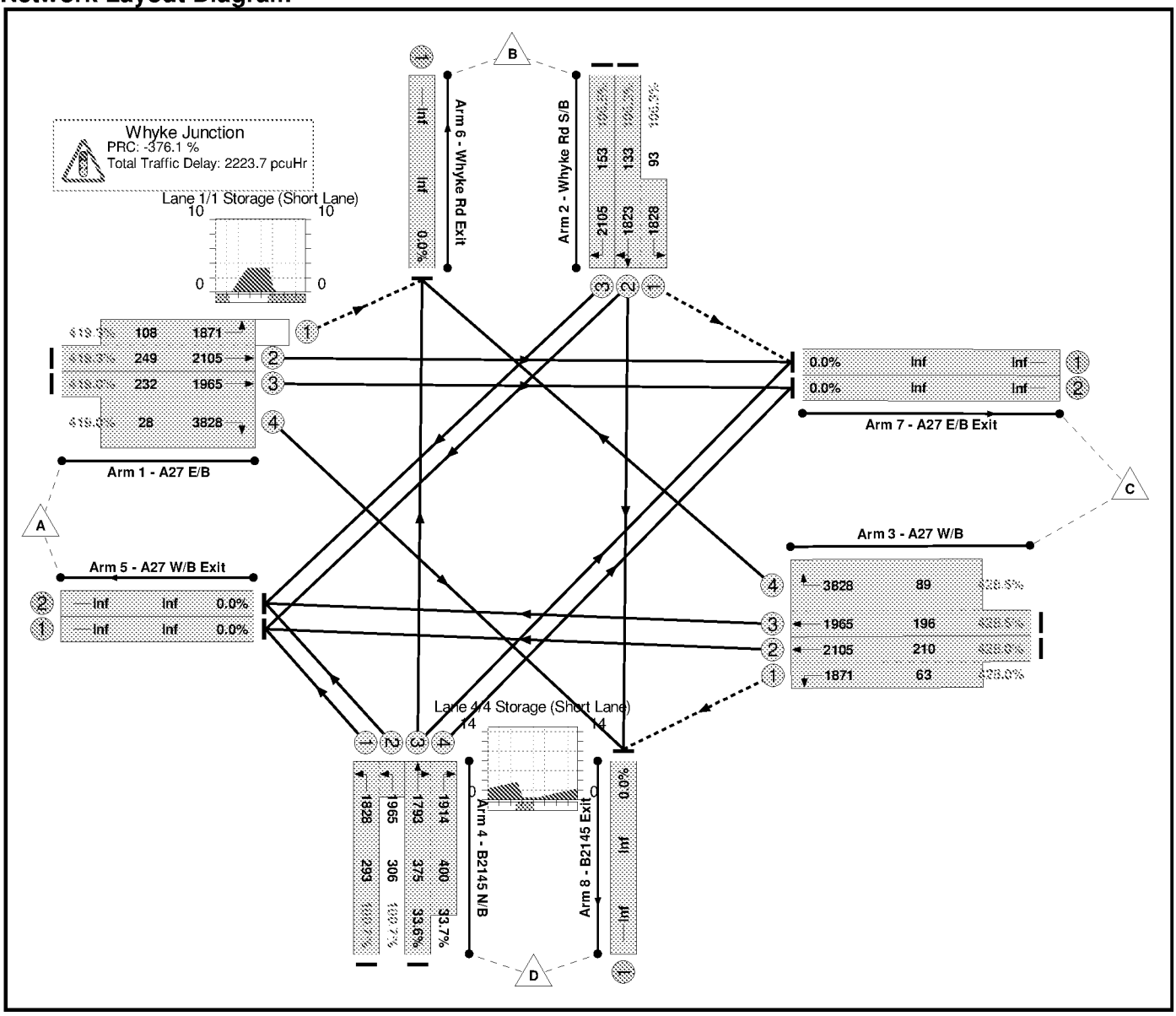
Total Delay for Signalled Lanes (pcuHr): 2481.32
Total Delay Over All Lanes(pcuHr): 2481.32

Cycle Time (s): 110

Basic Results Summary

Scenario 15: '2031 SE AM_No Pagham Devs 'J" (FG5: '2031 SE AM Peak_No Pagham Dev', Plan 2: 'J Called')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**428.5%**	**50**	**220**	**0**	**2223.7**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**428.5%**	**50**	**220**	**0**	**2223.7**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1494	2105:1871	249+108	419.3 : 419.3%	0	108	0	650.5 (457.3+193.2)	1567.4 (1578.4:1541.9)	670.3
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1089	1965:3828	232+28	419.0 : 419.0%	-	-	-	476.4 (426.7+49.7)	1574.8 (1578.7:1542.2)	491.0
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	240	1823:1828	133+93	106.3 : 106.3%	32	67	0	14.6 (9.6+5.0)	218.4 (244.0:182.0)	16.7
2/3	Whyke Rd S/B Right	U	E		1	7	-	163	2105	153	106.5%	-	-	-	12.2	270.4	14.6
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1172	2105:1871	210+63	428.0 : 428.0%	17	46	0	511.4 (397.7+113.8)	1571.0 (1588.8:1511.6)	544.6
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1225	1965:3828	196+89	428.5 : 428.5%	-	-	-	535.8 (371.7+164.1)	1574.5 (1589.3:1542.1)	550.3
4/1+4/2	B2145 N/B Left	U	G		1	30	-	603	1828:1965	293+306	100.7 : 100.7%	-	-	-	19.9 (9.7+10.2)	118.9 (118.9:118.9)	29.9
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	261	1793:1914	375+400	33.6 : 33.7%	-	-	-	2.9 (1.4+1.5)	40.5 (40.5:40.5)	3.7

C1 - Whyke

PRC for Signalled Lanes (%): -376.1
PRC Over All Lanes (%): -376.1

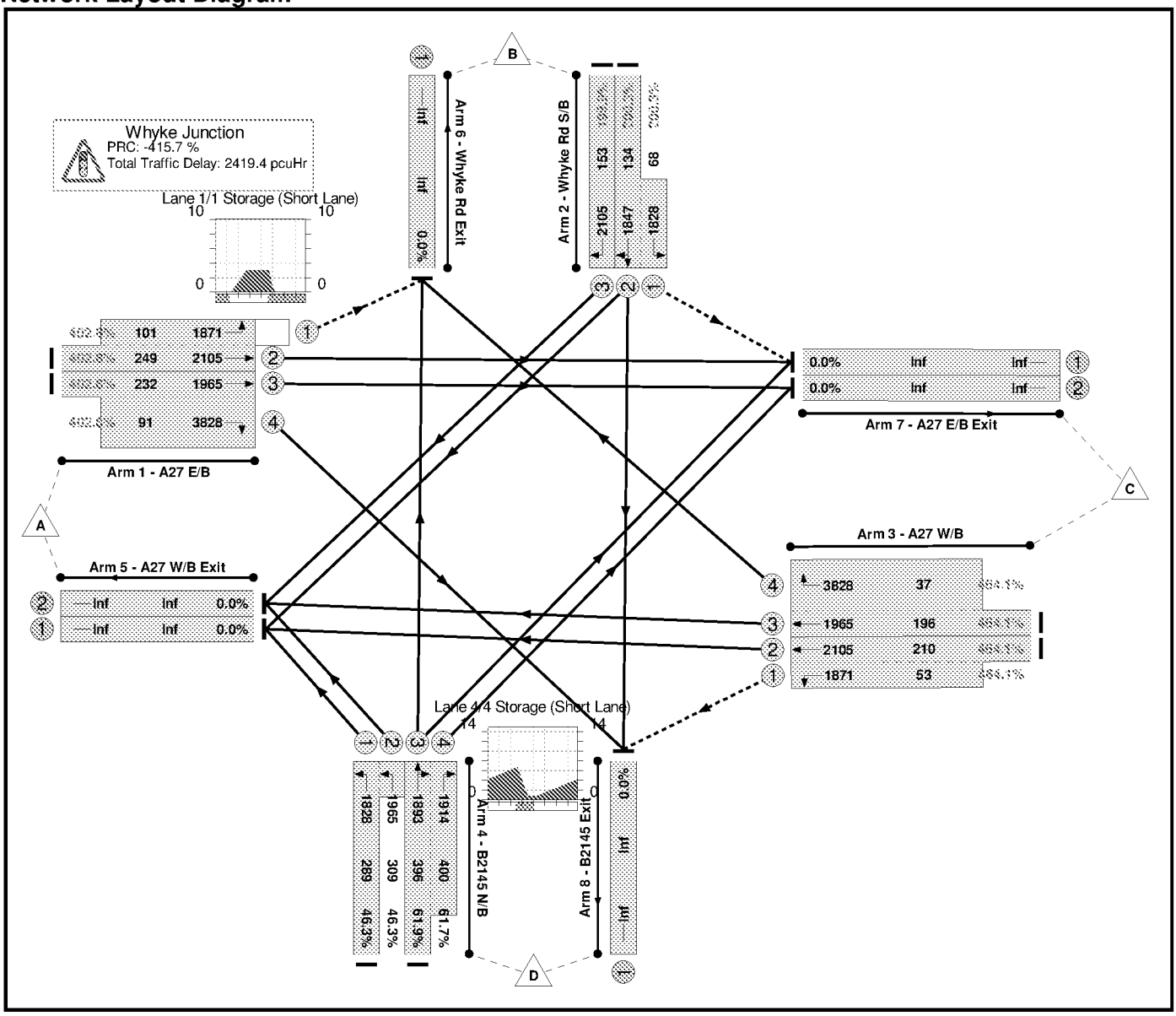
Total Delay for Signalled Lanes (pcuHr): 2223.69
Total Delay Over All Lanes(pcuHr): 2223.69

Cycle Time (s): 110

Basic Results Summary

Scenario 18: '2031 SE PM_No Pagham Devs 'J" (FG6: '2031 SE PM Peak_No Pagham Dev', Plan 2: 'J Called')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**464.1%**	**44**	**177**	**0**	**2419.4**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**464.1%**	**44**	**177**	**0**	**2419.4**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1408	2105:1871	249+101	402.8 : 402.8%	0	101	0	605.4 (433.9+171.5)	1548.0 (1558.9:1520.9)	624.1
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1303	1965:3828	232+91	402.6 : 402.6%	-	-	-	560.4 (404.9+155.5)	1548.2 (1558.9:1521.1)	575.9
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	405	1847:1828	134+68	200.3 : 200.3%	29	39	0	118.0 (79.9+38.0)	1048.8 (1069.8:1007.2)	130.2
2/3	Whyke Rd S/B Right	U	E		1	7	-	306	2105	153	199.9%	-	-	-	91.2	1072.8	95.9
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1224	2105:1871	210+53	464.1 : 464.1%	15	38	0	547.7 (441.1+106.6)	1610.8 (1625.2:1553.9)	581.2
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1085	1965:3828	196+37	464.1 : 464.1%	-	-	-	487.8 (411.8+76.0)	1618.4 (1625.4:1581.6)	502.1
4/1+4/2	B2145 N/B Left	U	G		1	30	-	277	1828:1965	289+309	46.3 : 46.3%	-	-	-	2.8 (1.4+1.5)	36.7 (36.7:36.6)	5.2
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	492	1893:1914	396+400	61.9 : 61.7%	-	-	-	6.2 (3.1+3.1)	45.4 (45.4:45.4)	7.6

C1 - Whyke

PRC for Signalled Lanes (%): -415.7
PRC Over All Lanes (%): -415.7

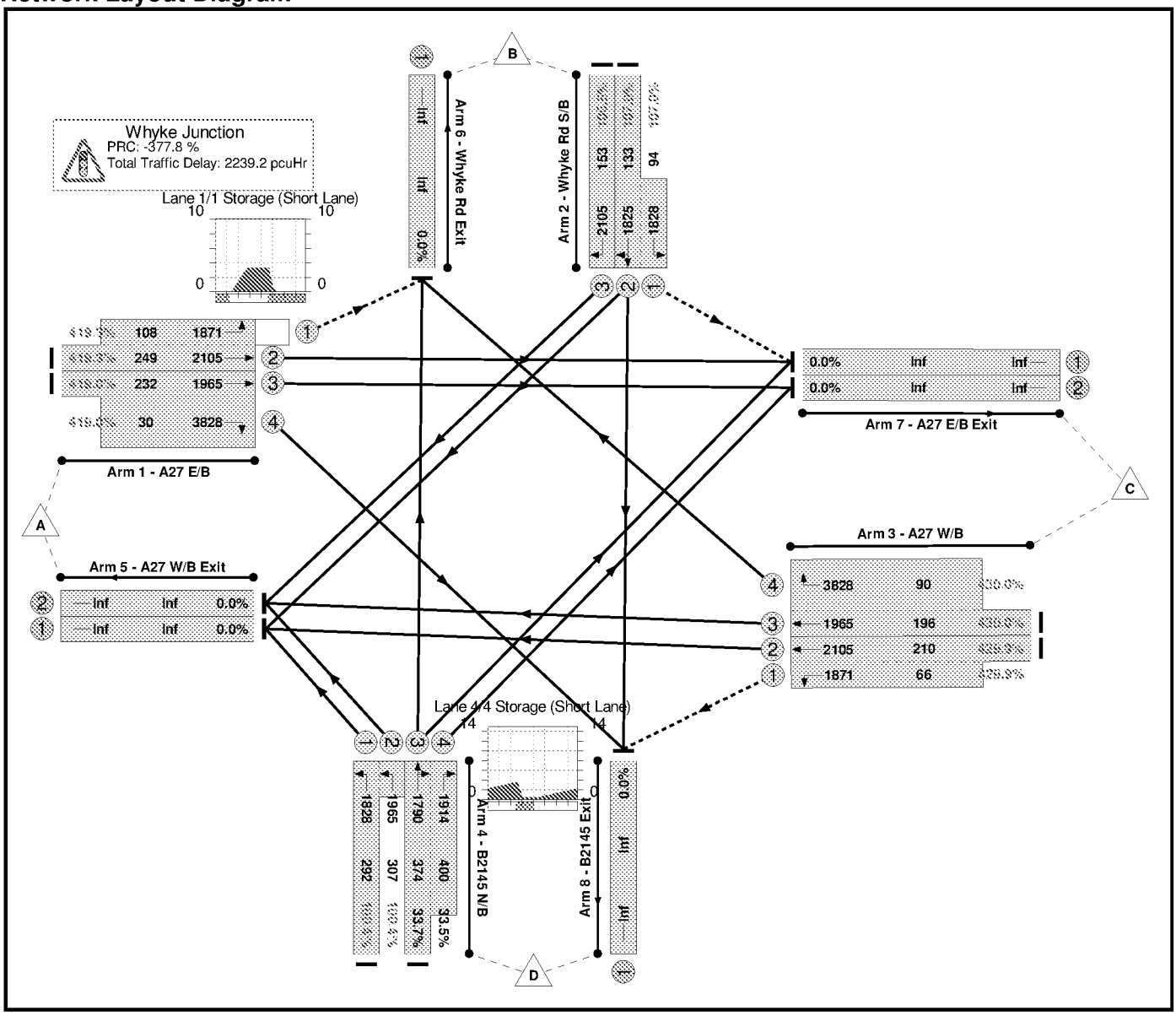
Total Delay for Signalled Lanes (pcuHr): 2419.42
Total Delay Over All Lanes(pcuHr): 2419.42

Cycle Time (s): 110

Basic Results Summary

Scenario 21: '2031 Max SE AM_No Pagham Dev 'J" (FG7: '2031 Max SE AM Peak_No Pagham Dev', Plan 2: 'J Called')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**430.0%**	**51**	**224**	**0**	**2239.2**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**430.0%**	**51**	**224**	**0**	**2239.2**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1496	2105:1871	249+108	419.3 : 419.3%	0	108	0	651.3 (457.3+194.0)	1567.3 (1578.4:1541.9)	671.2
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1097	1965:3828	232+30	419.0 : 419.0%	-	-	-	479.8 (426.7+53.1)	1574.5 (1578.6:1542.1)	494.5
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	243	1825:1828	133+94	107.0 : 107.0%	33	68	0	15.2 (9.9+5.3)	225.5 (251.8:188.6)	17.4
2/3	Whyke Rd S/B Right	U	E		1	7	-	163	2105	153	106.5%	-	-	-	12.2	270.4	14.8
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1187	2105:1871	210+66	429.9 : 429.9%	18	48	0	518.5 (399.9+118.6)	1572.6 (1590.9:1514.0)	552.2
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1233	1965:3828	196+90	430.0 : 430.0%	-	-	-	539.8 (373.4+166.4)	1576.1 (1590.9:1543.9)	554.5
4/1+4/2	B2145 N/B Left	U	G		1	30	-	601	1828:1965	292+307	100.4 : 100.4%	-	-	-	19.4 (9.4+9.9)	116.0 (116.0:116.0)	29.3
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	260	1790:1914	374+400	33.7 : 33.5%	-	-	-	2.9 (1.4+1.5)	40.5 (40.5:40.5)	3.7

C1 - Whyke

PRC for Signalled Lanes (%): -377.8
PRC Over All Lanes (%): -377.8

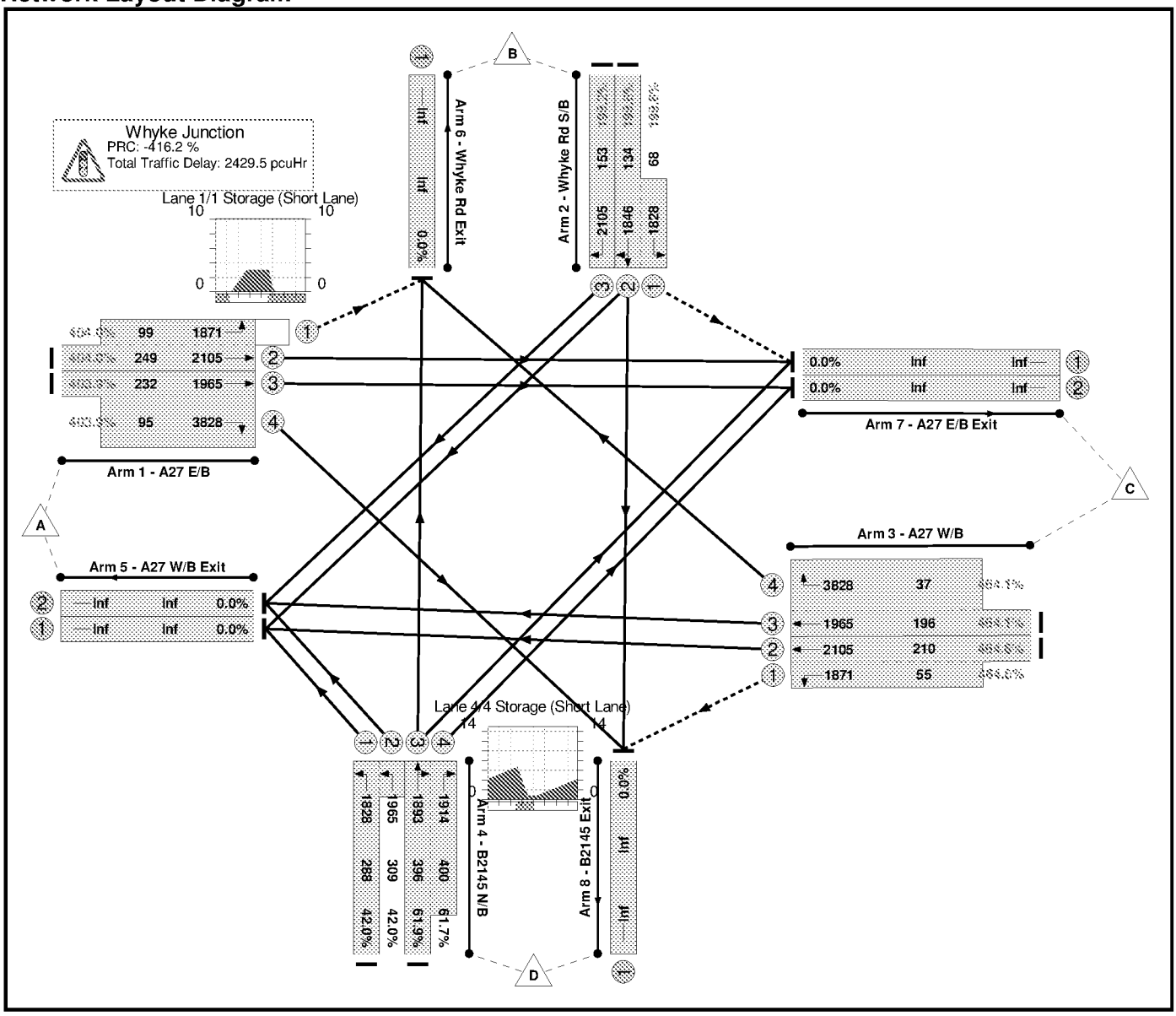
Total Delay for Signalled Lanes (pcuHr): 2239.21
Total Delay Over All Lanes(pcuHr): 2239.21

Cycle Time (s): 110

Basic Results Summary

Scenario 24: '2031 Max SE PM_No Pagham dev 'J" (FG8: '2031 Max SE PM Peak_No Pagham Dev', Plan 2: 'J Called')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**464.6%**	**45**	**177**	**0**	**2429.5**	-	-
Whyke Junction	-	-	-		-	-	-	-	-	-	**464.6%**	**45**	**177**	**0**	**2429.5**	-	-
1/2+1/1	A27 E/B Left Ahead	U+O	A H		1	12:63	-	1406	2105:1871	249+99	404.0 : 404.0%	0	99	0	605.2 (435.6+169.6)	1549.6 (1560.4:1522.5)	623.9
1/3+1/4	A27 E/B Ahead Right	U	A C		1	12:7	-	1323	1965:3828	232+95	403.9 : 403.9%	-	-	-	569.4 (406.6+162.9)	1549.5 (1560.4:1522.8)	585.2
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	E -		1	7	-	404	1846:1828	134+68	199.6 : 199.6%	30	39	0	117.3 (79.4+37.9)	1045.5 (1066.7:1003.8)	129.6
2/3	Whyke Rd S/B Right	U	E		1	7	-	305	2105	153	199.2%	-	-	-	90.6	1069.5	95.3
3/2+3/1	A27 W/B Ahead Left	U+O	B -		1	10	-	1232	2105:1871	210+55	464.6 : 464.6%	15	39	0	551.3 (441.6+109.7)	1610.9 (1625.6:1554.4)	585.0
3/3+3/4	A27 W/B Ahead Right	U	B D		1	10:7	-	1083	1965:3828	196+37	464.1 : 464.1%	-	-	-	486.9 (411.8+75.1)	1618.5 (1625.4:1581.6)	501.2
4/1+4/2	B2145 N/B Left	U	G		1	30	-	251	1828:1965	288+309	42.0 : 42.0%	-	-	-	2.5 (1.2+1.3)	35.9 (35.9:35.9)	4.4
4/3+4/4	B2145 N/B Ahead Right	U	F		1	22	-	492	1893:1914	396+400	61.9 : 61.7%	-	-	-	6.2 (3.1+3.1)	45.4 (45.4:45.4)	7.6

C1 - Whyke

PRC for Signalled Lanes (%): -416.2
PRC Over All Lanes (%): -416.2

Total Delay for Signalled Lanes (pcuHr): 2429.46
Total Delay Over All Lanes(pcuHr): 2429.46

Cycle Time (s): 110

APPENDIX C - Proposed Layout LINSIG Output

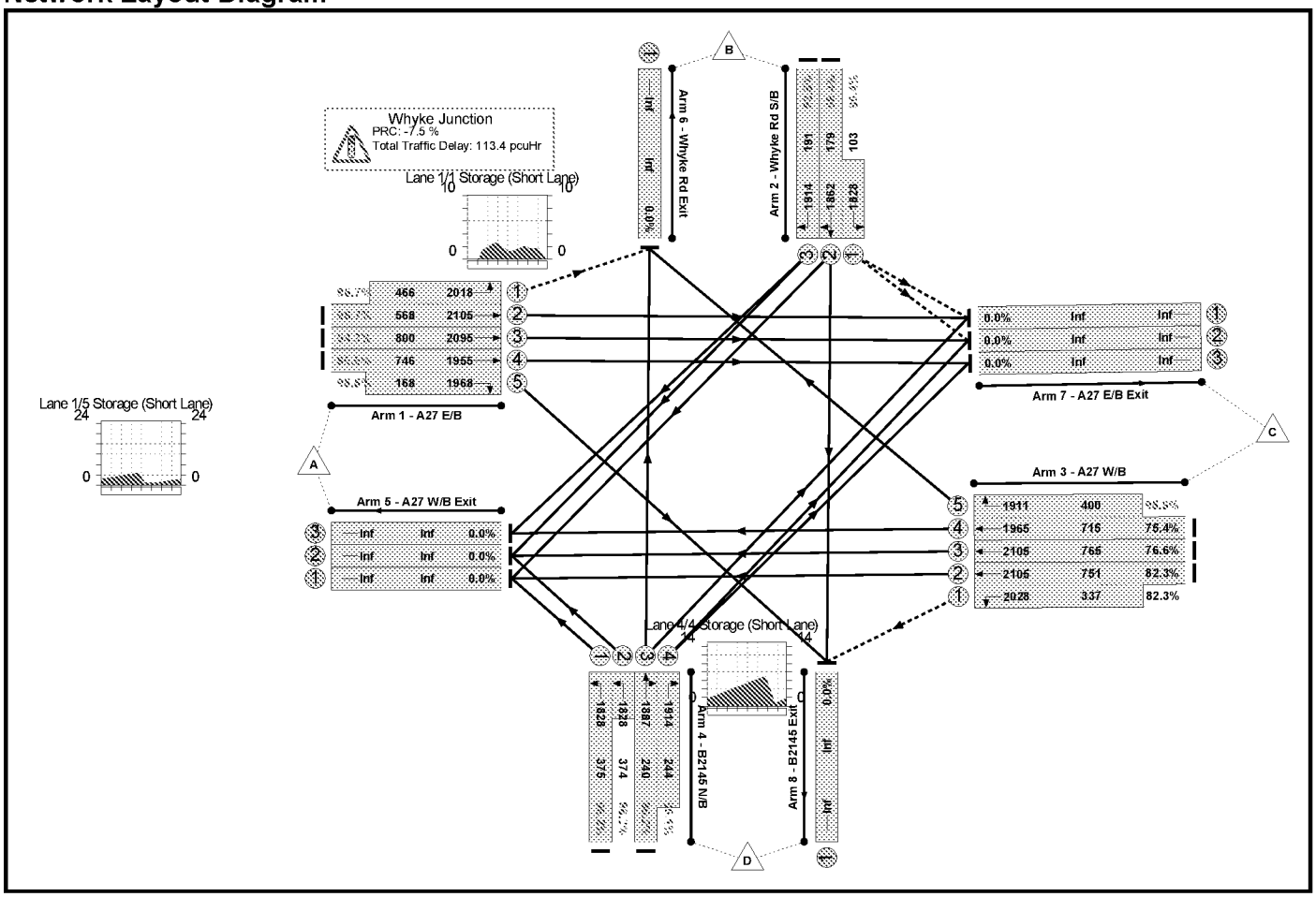
Basic Results Summary

User and Project Details

Project:	JNY8840 Hook Lane, Pagham
Title:	A27 Whyke Hill Junction - RPS Proposed Improvements- JNY8840/19A
Location:	Chichester, West Sussex
File name:	Whyke Hill - Amended RPS Model 10-8-17_With footbridge.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 5: '2031 SE AM_+ Pagham Devs - Road Only' (FG5: '2031 SE AM Peak - With Pagham Dev', Plan 1: 'Road Only')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	**96.7%**	-	-	**113.4**
Whyke Junction	-	-	**96.7%**	-	-	**113.4**
1/2+1/1	A27 E/B Left Ahead	U+O	96.7 : 96.7%	32.1	55.6 (64.2:45.2)	15.4 (9.8+5.7)
1/3	A27 E/B Ahead	U	94.3%	28.6	63.5	13.3
1/4+1/5	A27 E/B Ahead Right	U	95.5 : 95.5%	28.9	65.8 (65.0:69.4)	16.0 (12.9+3.1)
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	96.4 : 96.4%	11.4	114.9 (129.9:88.8)	8.7 (6.2+2.4)
2/3	Whyke Rd S/B Right	U	92.5%	9.3	129.7	6.4
3/2+3/1	A27 W/B Ahead Left	U+O	82.3 : 82.3%	19.3	30.9 (40.7:9.1)	7.7 (7.0+0.7)
3/3	A27 W/B Ahead	U	76.6%	17.4	40.7	6.6
3/4+3/5	A27 W/B Ahead Right	U	75.4 : 95.9%	16.7	45.0 (39.8:52.2)	11.5 (6.0+5.6)
4/1+4/2	B2145 N/B Left	U	96.2 : 96.2%	26.4	72.7 (72.7:72.7)	14.6 (7.3+7.3)
4/3+4/4	B2145 N/B Ahead Right	U	96.2 : 96.1%	14.2	102.5 (102.5:102.4)	13.2 (6.6+6.7)

C1 - Whyke

PRC for Signalled Lanes (%): -7.5
PRC Over All Lanes (%): -7.5

Total Delay for Signalled Lanes (pcuHr): 113.38
Total Delay Over All Lanes(pcuHr): 113.38

Cycle Time (s): 110

Basic Results Summary

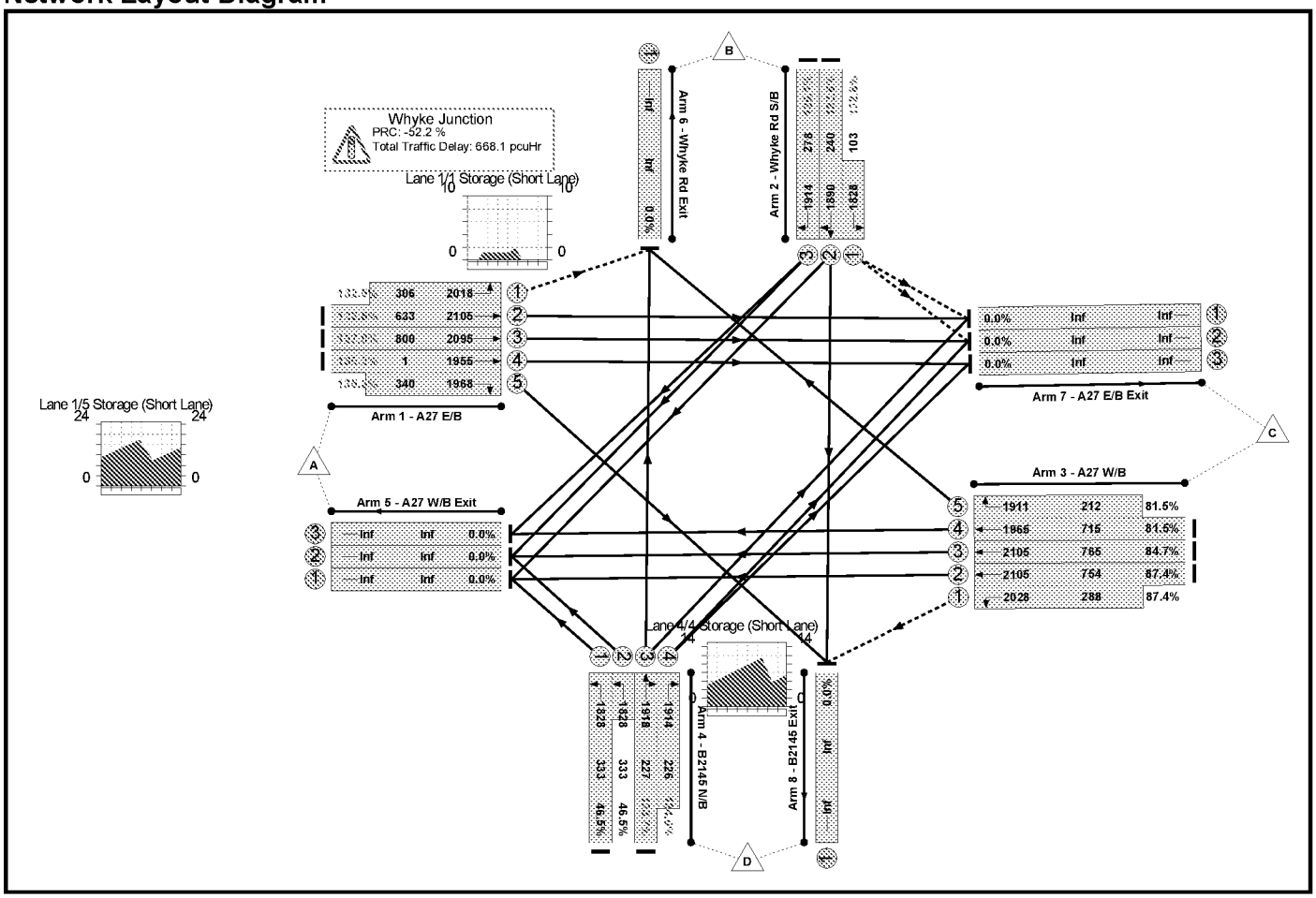
Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	451	2016	160	2627
	B	273	0	99	77	449
	C	1743	383	0	277	2403
	D	721	135	330	0	1186
	Tot.	2737	969	2445	514	6665

Scenario 6: '2031 SE PM_+ Pagham Devs - Road Only' (FG6: '2031 SE PM Peak - With Pagham Dev', Plan 1: 'Road Only')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	**137.0%**	-	-	**668.1**
Whyke Junction	-	-	**137.0%**	-	-	**668.1**
1/2+1/1	A27 E/B Left Ahead	U+O	132.5 : 132.5%	247.9	520.4 (527.3:506.3)	180.0 (122.9+57.1)
1/3	A27 E/B Ahead	U	137.0%	192.4	578.3	176.1
1/4+1/5	A27 E/B Ahead Right	U	135.3 : 135.3%	79.9	570.8 (505.7:571.1)	73.3 (0.3+73.0)
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	132.8 : 132.8%	88.1	545.2 (557.5:516.6)	68.8 (49.2+19.5)
2/3	Whyke Rd S/B Right	U	126.1%	53.4	489.3	47.7
3/2+3/1	A27 W/B Ahead Left	U+O	87.4 : 87.4%	21.8	36.5 (45.4:13.0)	9.2 (8.3+0.9)
3/3	A27 W/B Ahead	U	84.7%	20.8	46.8	8.4
3/4+3/5	A27 W/B Ahead Right	U	81.5 : 81.5%	18.1	44.1 (41.9:51.6)	9.2 (6.8+2.5)
4/1+4/2	B2145 N/B Left	U	46.5 : 46.5%	4.6	33.8 (33.8:33.8)	2.9 (1.5+1.5)
4/3+4/4	B2145 N/B Ahead Right	U	133.7 : 134.0%	90.1	549.4 (547.9:550.9)	92.5 (46.1+46.4)

C1 - Whyke

PRC for Signalled Lanes (%): -52.2
PRC Over All Lanes (%): -52.2

Total Delay for Signalled Lanes (pcuHr): 668.06
Total Delay Over All Lanes(pcuHr): 668.06

Cycle Time (s): 110

Basic Results Summary

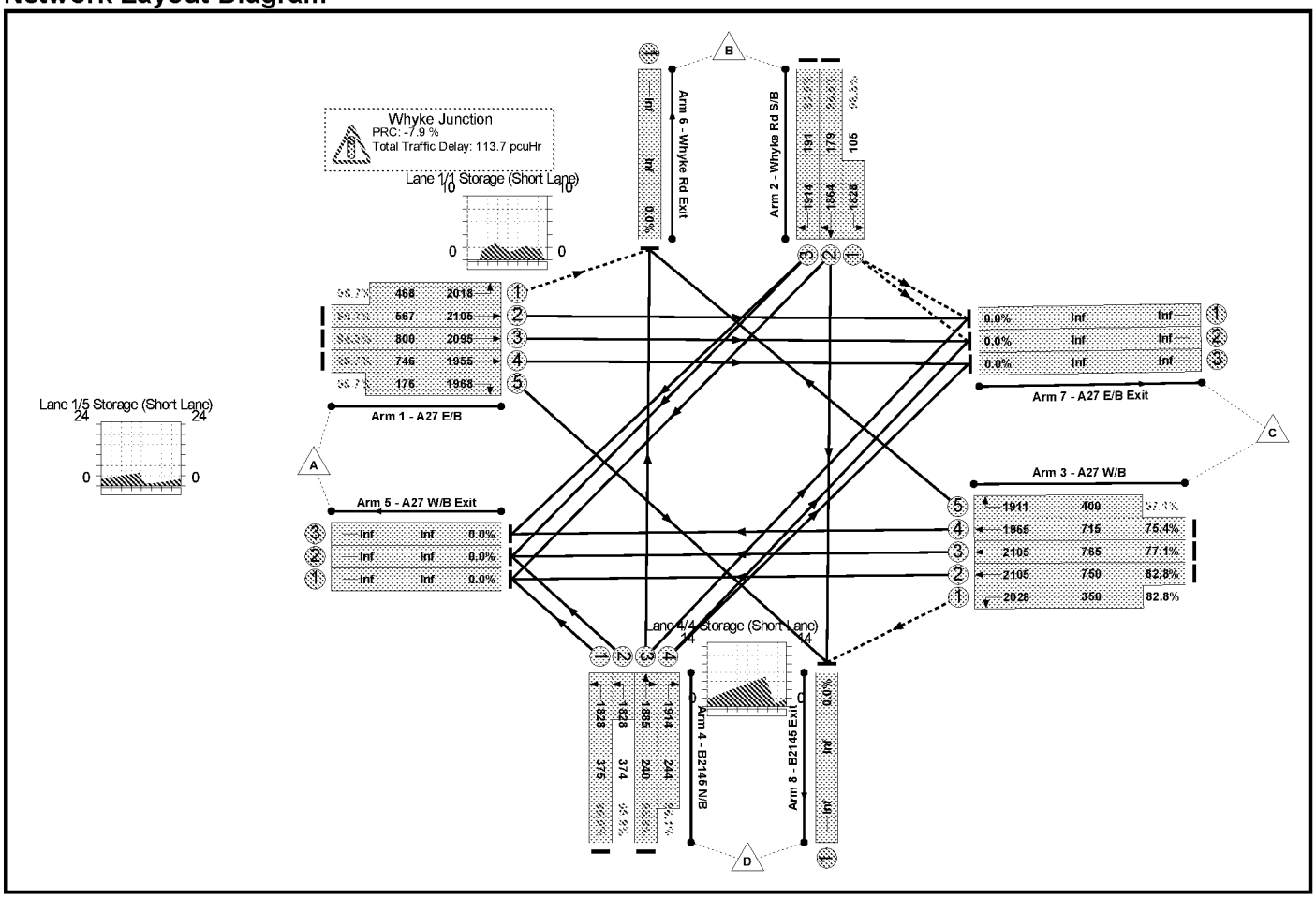
Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	406	1937	460	2803
	B	478	0	136	191	805
	C	1889	173	0	252	2314
	D	310	228	378	0	916
	Tot.	2677	807	2451	903	6838

Scenario 7: '2031 Max SE AM_+ Pagham Dev - Road Only' (FG7: '2031 Max SE AM Peak - With Pagham Dev', Plan 1: 'Road Only')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	**97.1%**	-	-	**113.7**
Whyke Junction	-	-	**97.1%**	-	-	**113.7**
1/2+1/1	A27 E/B Left Ahead	U+O	96.7 : 96.7%	32.0	55.4 (64.0:45.1)	15.4 (9.7+5.7)
1/3	A27 E/B Ahead	U	94.3%	28.6	63.5	13.3
1/4+1/5	A27 E/B Ahead Right	U	95.7 : 95.7%	29.1	66.2 (65.3:69.8)	16.2 (13.0+3.3)
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	96.5 : 96.5%	11.4	114.5 (129.7:88.6)	8.7 (6.2+2.5)
2/3	Whyke Rd S/B Right	U	93.0%	9.5	132.3	6.5
3/2+3/1	A27 W/B Ahead Left	U+O	82.8 : 82.8%	19.4	30.8 (40.9:9.3)	7.8 (7.0+0.7)
3/3	A27 W/B Ahead	U	77.1%	17.5	41.0	6.7
3/4+3/5	A27 W/B Ahead Right	U	75.4 : 97.1%	16.8	45.3 (40.1:52.5)	11.7 (6.0+5.7)
4/1+4/2	B2145 N/B Left	U	95.9 : 95.9%	25.9	71.4 (71.4:71.4)	14.3 (7.1+7.1)
4/3+4/4	B2145 N/B Ahead Right	U	95.9 : 96.1%	14.0	101.6 (101.6:101.6)	13.1 (6.5+6.6)

C1 - Whyke

PRC for Signalled Lanes (%): -7.9
PRC Over All Lanes (%): -7.9

Total Delay for Signalled Lanes (pcuHr): 113.72
Total Delay Over All Lanes(pcuHr): 113.72

Cycle Time (s): 110

Basic Results Summary

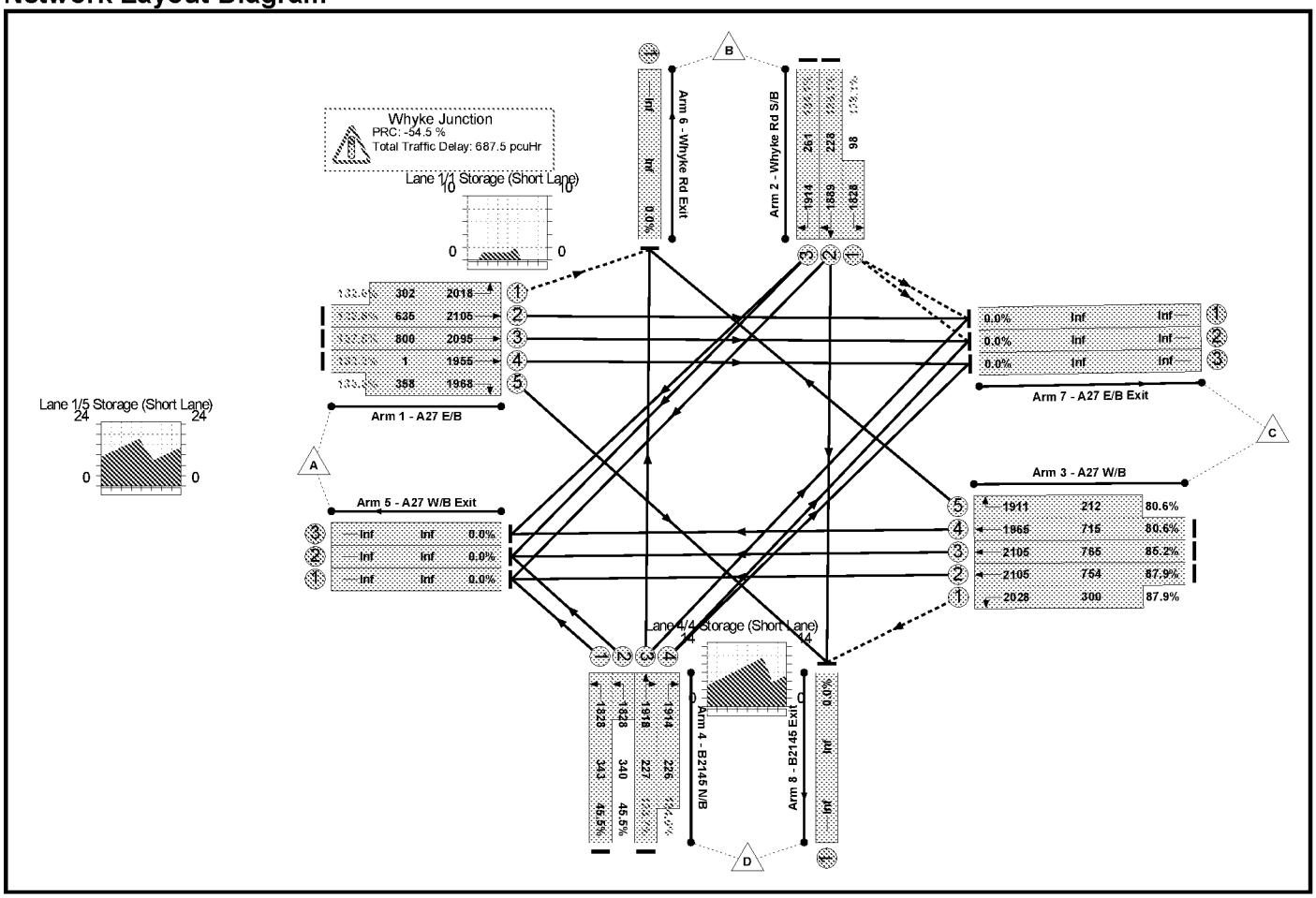
Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	453	2016	168	2637
	B	272	0	101	79	452
	C	1750	388	0	290	2428
	D	719	133	331	0	1183
	Tot.	2741	974	2448	537	6700

Scenario 8: '2031 Max SE PM_+ Pagham dev - Road Only' (FG8: '2031 Max SE PM Peak - With Pagham Dev', Plan 1: 'Road Only')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Deg Sat (%)	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Total Delay (pcuHr)
Network	-	-	**139.1%**	-	-	**687.5**
Whyke Junction	-	-	**139.1%**	-	-	**687.5**
1/2+1/1	A27 E/B Left Ahead	U+O	132.6 : 132.6%	248.2	521.5 (528.3:507.3)	180.1 (123.6+56.5)
1/3	A27 E/B Ahead	U	137.5%	194.6	583.5	178.3
1/4+1/5	A27 E/B Ahead Right	U	133.3 : 133.3%	79.9	548.6 (485.7:548.7)	72.8 (0.1+72.7)
2/2+2/1	Whyke Rd S/B Right Left Ahead	U+O	139.1 : 139.1%	94.1	615.4 (627.9:586.3)	77.4 (55.3+22.2)
2/3	Whyke Rd S/B Right	U	134.1%	62.2	581.8	56.6
3/2+3/1	A27 W/B Ahead Left	U+O	87.9 : 87.9%	22.2	36.6 (45.8:13.3)	9.4 (8.4+1.0)
3/3	A27 W/B Ahead	U	85.2%	21.0	47.4	8.6
3/4+3/5	A27 W/B Ahead Right	U	80.6 : 80.6%	17.9	43.4 (41.3:50.2)	9.0 (6.6+2.4)
4/1+4/2	B2145 N/B Left	U	45.5 : 45.5%	4.5	32.8 (32.8:32.8)	2.8 (1.4+1.4)
4/3+4/4	B2145 N/B Ahead Right	U	133.7 : 134.0%	90.1	549.2 (547.7:550.7)	92.4 (46.1+46.3)

C1 - Whyke

PRC for Signalled Lanes (%): -54.5
PRC Over All Lanes (%): -54.5

Total Delay for Signalled Lanes (pcuHr): 687.48
Total Delay Over All Lanes(pcuHr): 687.48

Cycle Time (s): 110

Basic Results Summary

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	401	1943	477	2821
	B	478	0	136	189	803
	C	1890	171	0	264	2325
	D	311	228	378	0	917
	Tot.	2679	800	2457	930	6866

ARUN DISTRICT COUNCIL P/140/16/OUT

HighgateTransportation

HIGHWAY INFRASTRUCTURE WORKS – COST ESTIMATE

Client:
Hanbury PM Ltd

Job Ref.:
HTp/1616

Scheme Location:
A27 Whyke Junction, Chichester

Project:
Pagham South

Ref. Drawings:
RPS/ JNY8840-17/A

Estimate Construction Costs				
Item	Quantity	Rate	Unit	Total
Carriageway construction	1480	£110.00	m^2	£162,800.00
Carriageway surfacing	1480	£32.00	m^2	£47,360.00
Footway construction	10	£160.00	m^2	£1,600.00
Road markings	3	£500.00	½ day	£1,500.00
Additional MOVA costs	1	£20,000.00	item	£26,500.00
			Estimated Construction Costs	**£239,760.00**
			Preliminaries 15%	£35,964.00
			Overheads 10%	£23,976.00
			Total Estimated Cost of Works	**£299,700.00**

Note: No survey carried out for existing stats – preliminary estimate of works only, for additional storage capacity based on the agreed Chichester Free School development scheme

Stage 1 Audit (Preliminary Design) Brief

Project: A27 Whyke Hill Road Junction

Prepared By:

Name: Melanie A'Lee

Organisation: RPS Planning & Development

Date: 15th August 2017

1. General Details							
1.1 Highway Improvement Scheme Name and Road Number:	A27 Whyke Hill junction						
1.2 Type of Scheme Junction Improvement							
1.3 Road Safety Audit Stage	1	2	1 & 2	3	Interim	4 (12 months)	4 (36 months)
	✓						
1.4 Terms of Reference The Stage 1 Road Safety Audit (RSA) is to be undertaken fully in accordance with the DMRB Standard HD19/15, as well as the contents of this Road Safety Audit Brief.							
2. Scheme Description / Objective							
2.1 General The proposal is to replace the existing roundabout at the A27/Hunston Road (B2145)/ Whyke Road junction with a new signalised junction arrangement. The arrangement will not include pedestrian crossing facilities as a new footbridge has recently been constructed across the A27 Western arm of the junction. The purpose of this proposal is to increase the level of capacity at this junction and ease traffic queues along the A27 during the peak periods. The principal of this arrangement has been agreed with Highways England as part of another development proposal (Chichester Free School) although this arrangement has been adjusted to provide an improved arrangement and mitigate the impact of circa 1,000 dwellings within Pagham.							
2.2 Design standards Applied to the Scheme Design							
The proposed arrangement has been fully designed in accordance with the Design Manual for Roads and Bridges (DMRB). Swept path analysis has been carried out using AutoTRACK for a max legal artic (shown on drawing No. JNY8840/19A Tracks)							
2.3 Speed Limits							
The existing speed limit along the A27 is 70mph, along B2145 Hunston Road it is 50mph and 30mph along Whyke Hiill. The speed limit at the junction on all arms is the national speed limit.							
2.4 Existing Traffic Flows/ Queues							
The traffic information has been provided by Highways England based on model data. From google it is observed that during the peak periods the queues at this junction are primarily affected by the operation of the adjacent							

junctions and this in turn affects Whyke Hill and B2145 Hunston Road. In the PM peak there is slow moving traffic westbound on the A27. Improvements are proposed by Highways England to improve the operation of the Bognor Road Roundabout to the east of the Whyke Hill junction. Details of the base traffic flows are attached to this Road Safety Audit Brief.

2.5 Forecast Traffic

The assessment Year is 2031 as requested by HE. The proposed traffic movements relate to the three proposed developments within Pagham which are currently progressing through the planning process. These flows have been added to the base 2031 flows provided by HE. Details of the proposed traffic flows are attached to this Road Safety Audit.

2.6 Non- Motorised User (NMU) Desire Lines

A new footbridge was installed in 2016 across the A27 Western arm; this will be retained as part of the proposed highway improvements. All existing footpaths in the vicinity of the Whyke Hill Junction are identified on Figure Number JNY8840/01 included with this Road Safety Audit Brief.

There will be no changes to the existing pedestrian crossing facilities provided at the junction as such no information has been obtained regarding pedestrian/ cycle users. A review of Pedestrian and cyclists movements in the vicinity of the scheme will need to be carried out in accordance with DMRB Standard HD 42/05.

3. Personal Injury Collison Analysis

Attached is personal injury data has been obtained from West Sussex County Council covering a 5 year period from 20th June 2016.

The details of the personal injury collisions that have occurred are shown on a stick plat included with this Audit Brief. Full stats have also been attached to this Road Safety Audit Brief.

4. Departures and Relaxations from standards

There are no relaxations of departures from standards. The proposed junction arrangement has been designed to conform to the relevant DMRB standards

5. General

Street lighting has not been identified on the proposed layout but will be reviewed at the detail design stage.

6. List of attached drawings & documents

Drawing No. JNY8840/19A – Proposed improvements to the Whyke Hill Junction

Drawing No. JNY8840/19A Tracks – Swept path analysis.

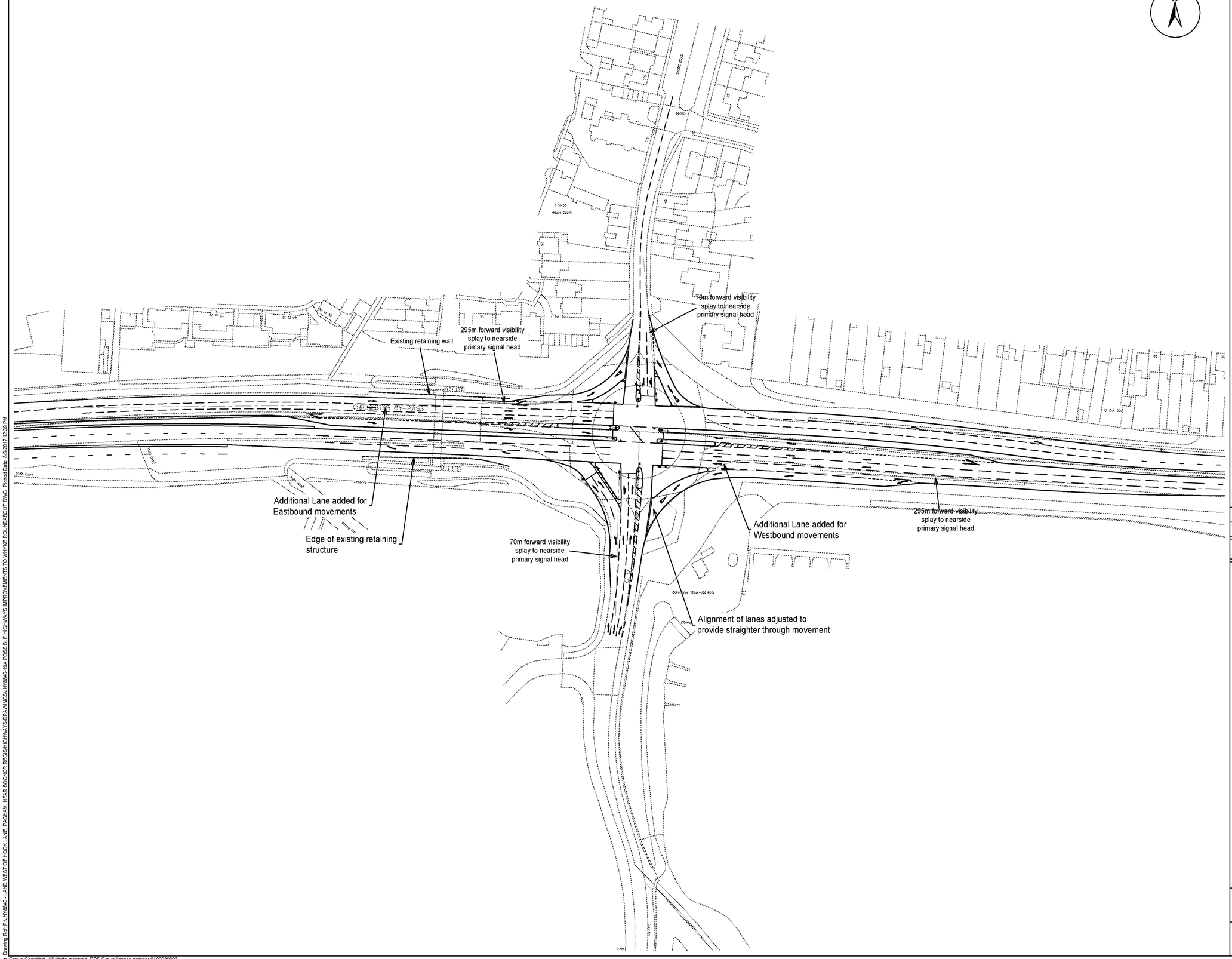
Traffic Flows:

- Base 2031 SE & SE Max Flows Without Pagham Developments (AM & PM Peaks)
- 2031 SE & SE Max Flows With Pagham Developments (AM & PM Peaks)

Figure No. 01 – Existing Pedestrian/ cycle routes.

Personal Collision Data

Drawing No. JNY8840/19A



NOTES

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Key:

Highway boundary

Rev	Description	Date	Initial	Checked
A	Adjust signal positions, islands and stop lines	9.8.17	AJ	MRA

RPS

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

Client: Hallam Land Management

Project: Sites at Hook Lane/ Pagham Road and Sefter Road, Pagham

Title: Further improvements to the existing signalised scheme at the A27 Whyke Hill Junction

Status	Drawn By	Checked by
Preliminary	AJ	MRA
Project Number	Scale @ A2	Date Created
JNY8840	1:1250	02.08.17

Drawing Number: JNY8840-19

Rev: A

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Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGHAM, NEAR BOGNOR REGIS\HIGHWAYS\DRAWINGS\JNY8840-19A POSSIBLE HIGHWAYS IMPROVEMENTS TO WHYKE ROUNDABOUT.DWG Plotted Date: 8/8/2017 12:39 PM

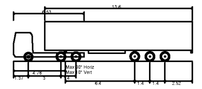
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Drawing No. JNY8840/19A
Tracks

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

Vehicle Profile



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.881m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock-to-lock time	8.00s
Curb to Curb Turning Radius	8.530m

Key:

Highway boundary

Rev	Description	Date	Initial	Checked

RPS

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

Client: Hallam Land Management

Project: Sites at Hook Lane/ Pagham Road and Sefter Road, Pagham

Title: Further improvements to the existing signalised scheme at the A27 Whyke Hill Junction Swept Path Analysis

Status	Drawn By	Checked by
Preliminary	AJ	MRA
Project Number	Scale @ A2	Date Created
JNY8840	1:500	09.08.17

Drawing Number: JNY8840-19 TRACKS

Rev: A

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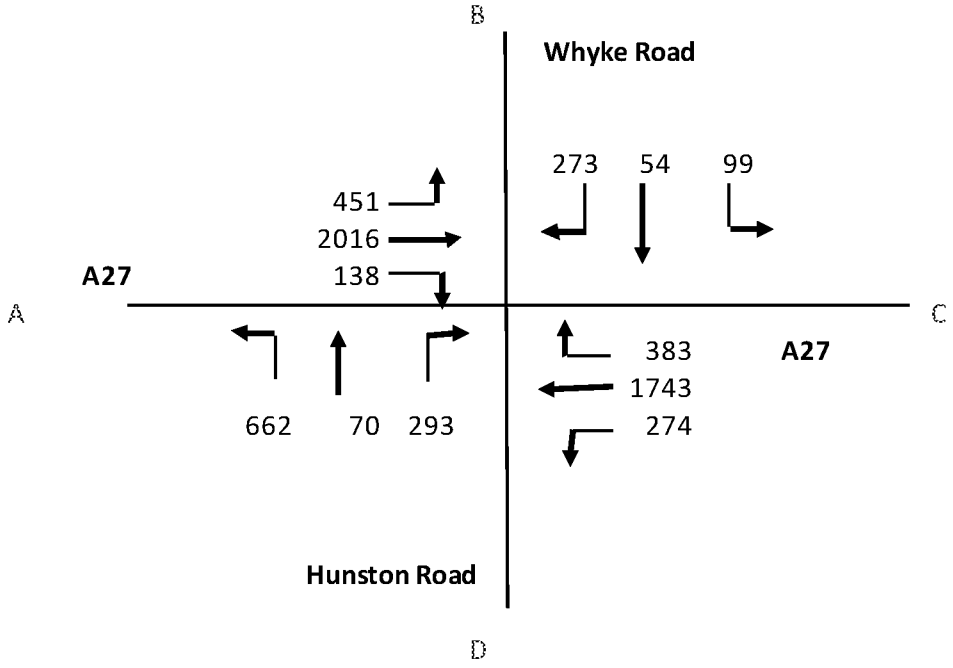
rpsgroup.com

Drawing Ref: P:\JNY8840 - LAND WEST OF HOOK LANE, PAGHAM, NEAR BOGNOR REGIS\HIGHWAYS\DRAWINGS\JNY8840-19A POSSIBLE HIGHWAYS IMPROVEMENTS TO WHYKE ROUNDABOUT.DWG Plotted Date: 8/9/2017 12:40 PM

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ARUN DISTRICT COUNCIL P/140/16/OUT

Traffic Flows



Figures in PCU's

Data Supplied by Highways England

RPS

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

Figure:	
Client:	Hallam Land Management
Project:	Land West of Hook Lane
Title:	**2031 SE Flows**
	AM Peak



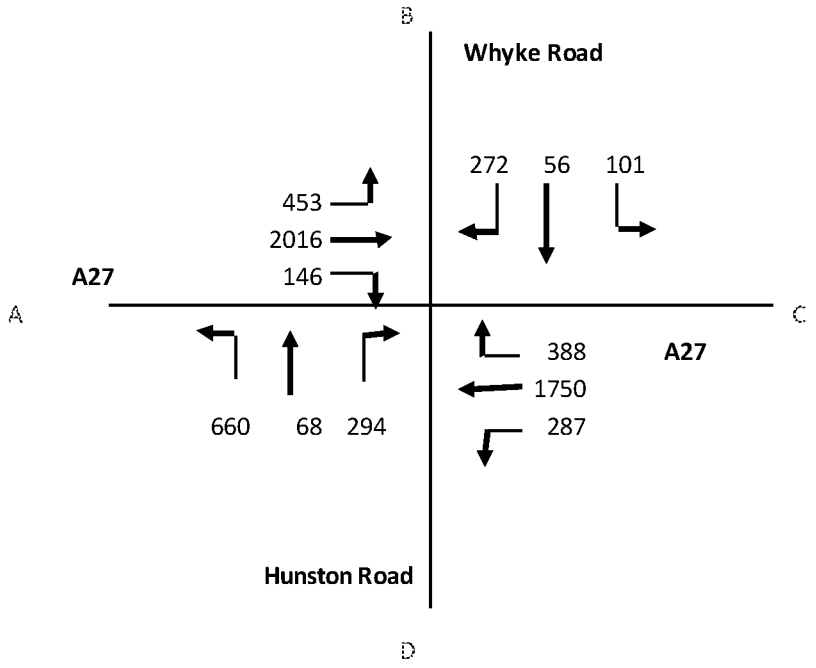
Figures in PCU's

Data Supplied by Highways England

RPS

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

Figure:	
Client:	Hallam Land Management
Project:	Land West of Hook Lane
Title:	**2031 SE Flows**
	PM Peak



Figures in PCU's

Data Supplied by Highways England

RPS

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

Figure:	
Client:	Hallam Land Management
Project:	Land West of Hook Lane
Title:	**2031 SE Max Flows**
	AM Peak



Figures in PCU's

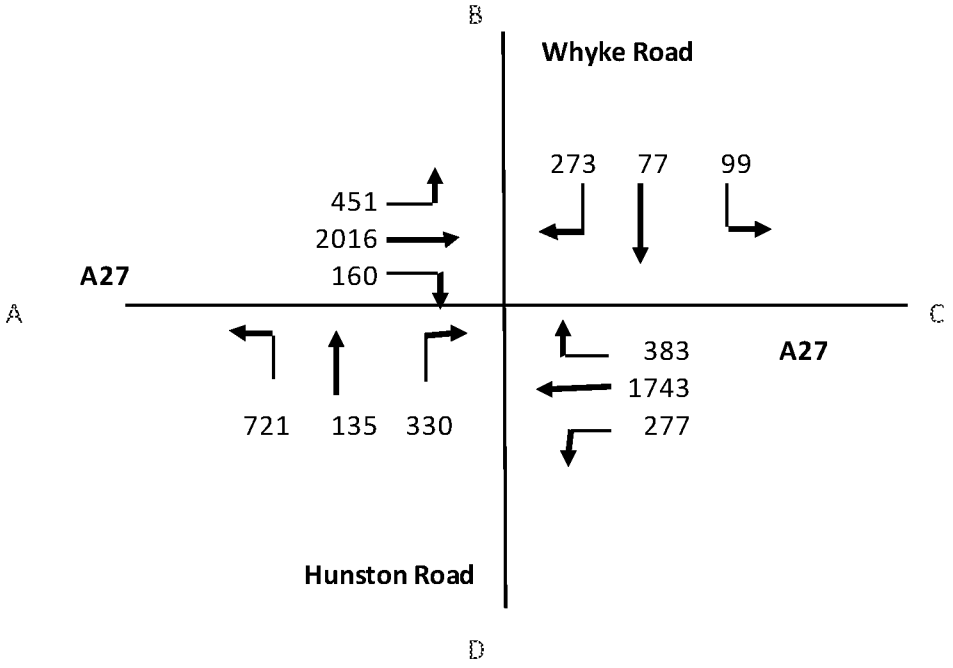
Data Supplied by Highways England

RPS

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

Figure:

Client:	Hallam Land Management
Project:	Land West of Hook Lane
Title:	**2031 SE Max Flows**
	PM Peak



Figures in PCU's

Base data Supplied by Highways England

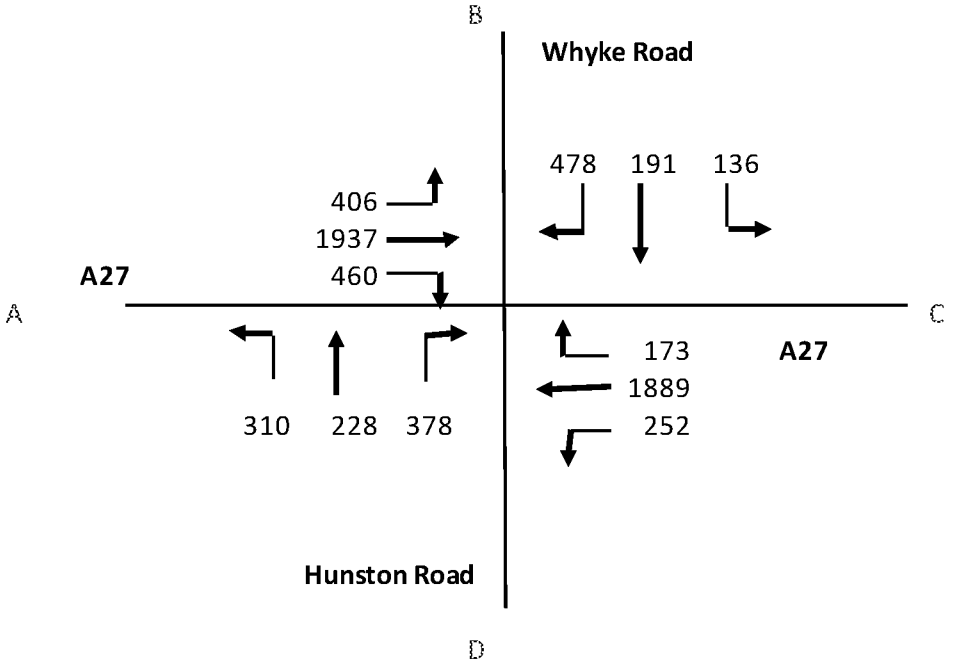
Pagham Sites include: Land West of Pagham Road, Land west of Hook Lane and Land North of Sefter Road

RPS

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

Figure:

Client:	Hallam Land Management
Project:	Land West of Hook Lane
Title:	**2031 SE Flows + Pagham Dev sites** AM Peak



Figures in PCU's

Base data Supplied by Highways England

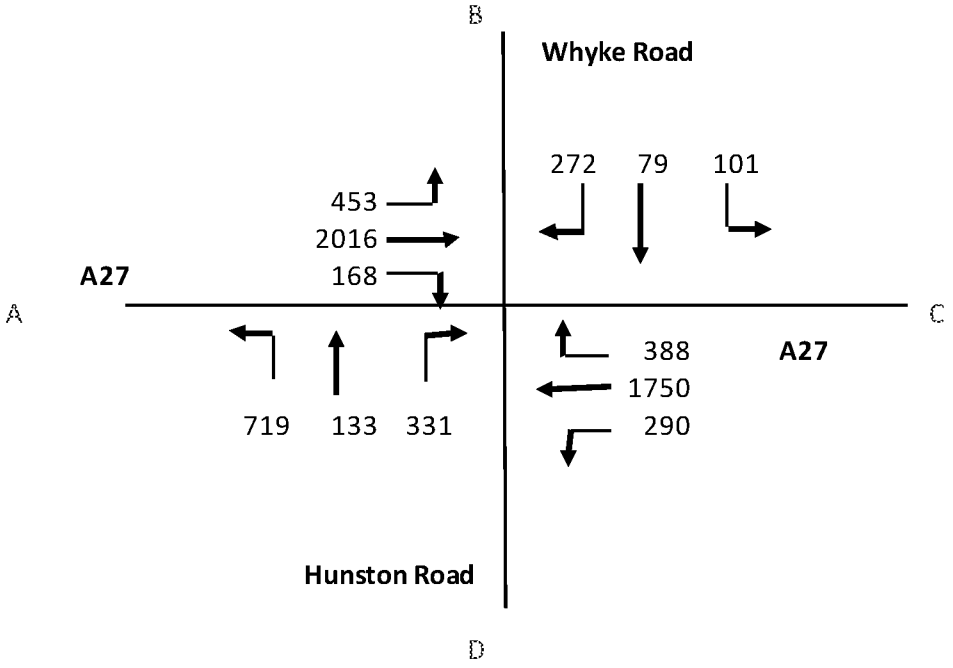
Pagham Sites include: Land West of Pagham Road, Land west of Hook Lane and Land North of Sefter Road

RPS

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

Figure:

Client:	Hallam Land Management
Project:	Land West of Hook Lane
Title:	**2031 SE Flows + Pagham Dev sites**
	PM Peak



Figures in PCU's

Base data Supplied by Highways England

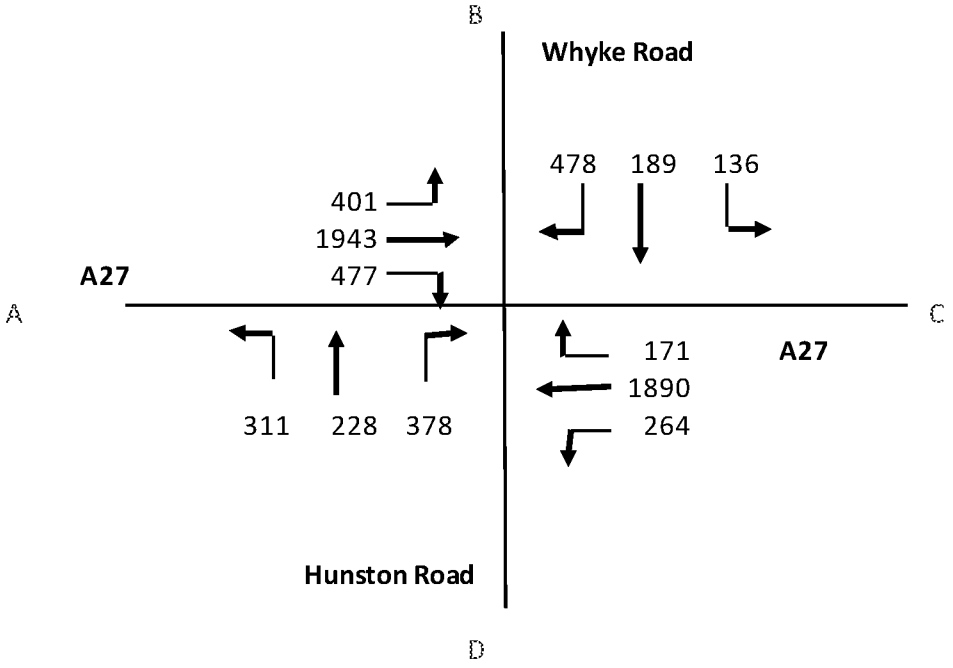
Pagham Sites include: Land West of Pagham Road, Land west of Hook Lane and Land North of Sefter Road

RPS

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

Figure:

Client:	Hallam Land Management
Project:	Land West of Hook Lane
Title:	**2031 SE Max Flows + Pagham Dev sites** AM Peak



Figures in PCU's

Base data Supplied by Highways England

Pagham Sites include: Land West of Pagham Road, Land west of Hook Lane and Land North of Sefter Road

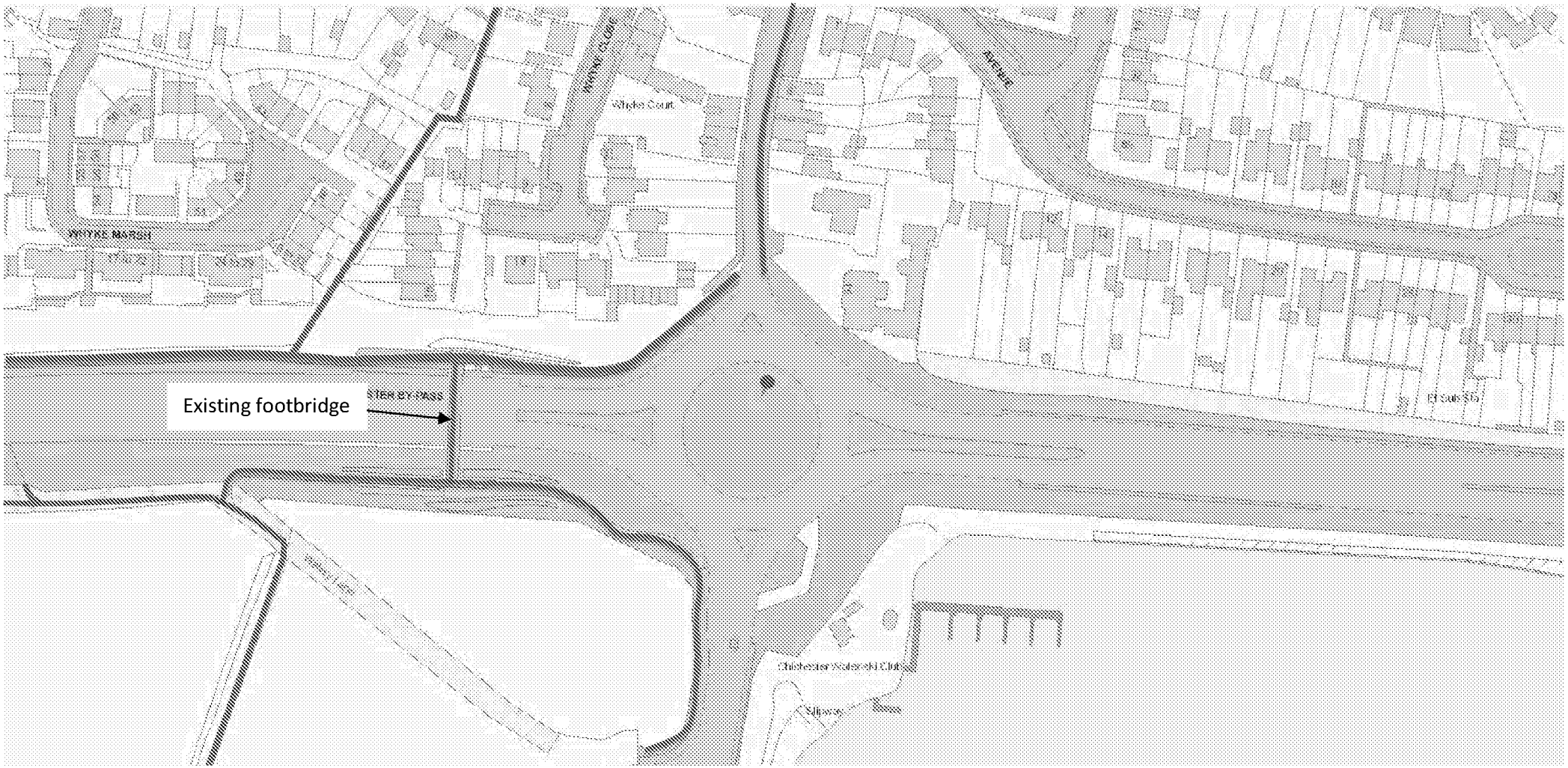
RPS

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

Figure:

Client:	Hallam Land Management
Project:	Land West of Hook Lane
Title:	**2031 SE Flows + Pagham Dev sites**
	PM Peak

Figure JNY8840 _01 Pedestrian & cycling routes



Key

Existing Public Rights of Way

Existing footway/cycleway route

RPS Transport

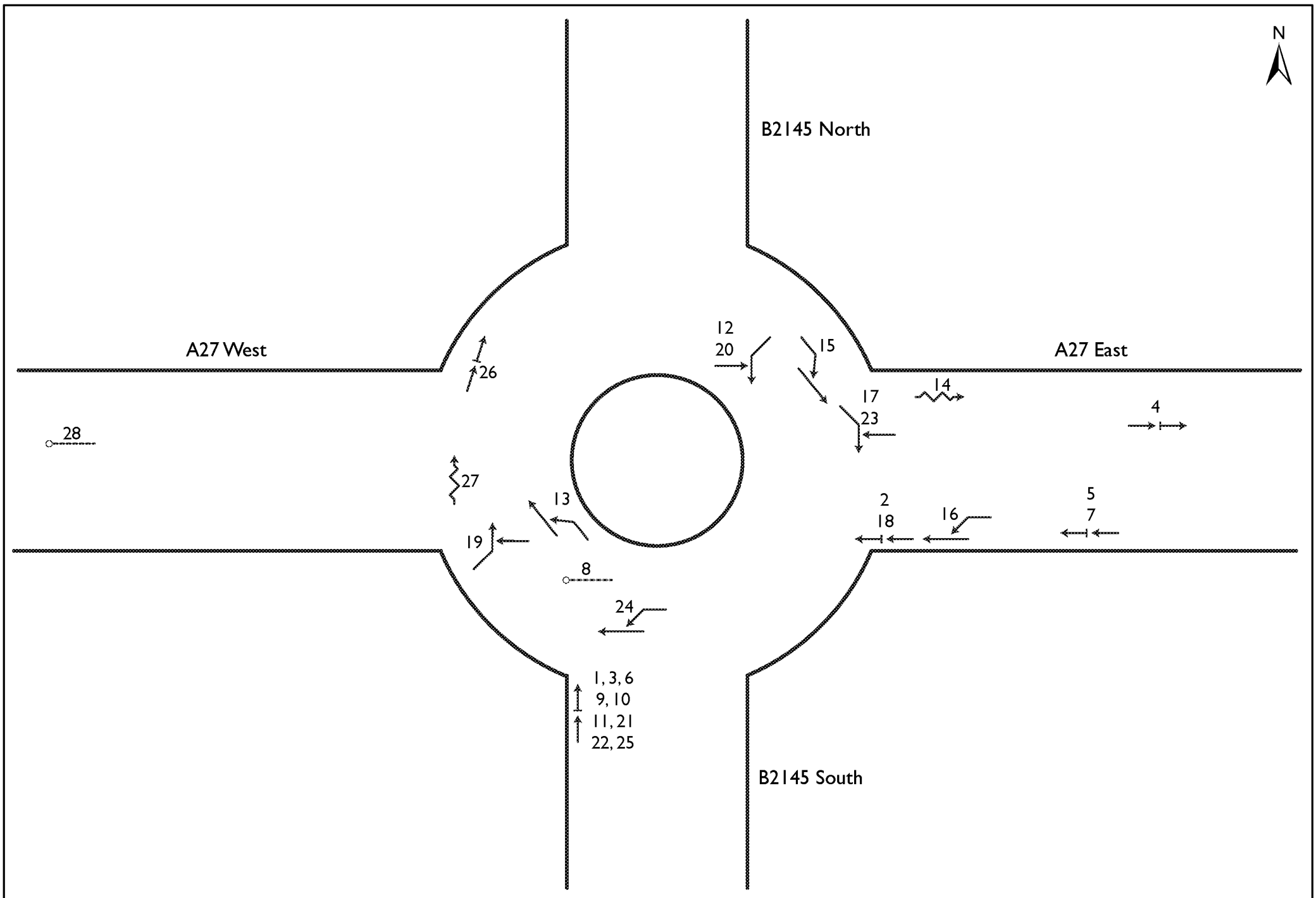
Project: Hook Lane, Pagham

Title: Existing Pedestrian/ cycle routes at A27/ Whyke Road junction

Figure JNY8840 - 01

ARUN DISTRICT COUNCIL P/140/16/OUT

Accident Information



Number	Date	Day	Time	Severity	Road Surface	Weather	Lighting	Type
1	03/02/2012	Friday	09:17	Slight	Dry	Fine	Daylight	Rear-end
2	02/03/2015	Friday	17:15	Slight	Dry	Fine	Daylight	Rear-end
3	17/07/2012	Tuesday	09:40	Slight	Dry	Fine	Daylight	Rear-end
4	31/07/2012	Tuesday	15:08	Slight	Dry	Fine	Daylight	Rear-end
5	08/08/2012	Wednesday	08:25	Slight	Dry	Fine	Daylight	Rear-end
6	11/10/2012	Thursday	10:30	Slight	Wet	Rain	Daylight	Rear-end
7	02/11/2012	Friday	10:28	Slight	Wet	Fine	Daylight	Rear-end
8	07/03/2013	Thursday	08:34	Serious	Wet	Rain	Daylight	Pedestrian/bicycle
9	11/04/2013	Thursday	15:00	Slight	Dry	Fine	Daylight	Rear-end
10	30/04/2013	Tuesday	14:50	Slight	Dry	Fine	Daylight	Rear-end
11	19/09/2013	Thursday	08:27	Slight	Wet	Rain	Daylight	Rear-end
12	07/10/2013	Monday	10:30	Slight	Dry	Fine	Daylight	Turning Movement
13	18/10/2013	Friday	14:39	Slight	Dry	Fine	Daylight	Side Swipe
14	16/03/2014	Sunday	07:03	Slight	Dry	Fine	Daylight	Out Of Control
15	06/05/2014	Tuesday	07:20	Slight	Dry	Fine	Daylight	Side Swipe
16	18/07/2014	Friday	13:12	Serious	Dry	Fine	Daylight	Side Swipe
17	28/08/2014	Thursday	12:58	Slight	Dry	Fine	Daylight	Turning Movement
18	12/10/2014	Sunday	11:30	Slight	Dry	Fine	Daylight	Rear-end
19	12/10/2014	Sunday	12:22	Slight	Dry	Fine	Daylight	Turning Movement
20	08/12/2014	Monday	10:18	Serious	Dry	Fine	Daylight	Turning Movement
21	21/03/2015	Saturday	14:55	Slight	Dry	Fine	Daylight	Rear-end
22	30/03/2015	Monday	12:45	Slight	Dry	Fine	Daylight	Rear-end
23	20/05/2015	Wednesday	07:55	Slight	Dry	Fine	Daylight	Turning Movement
24	11/09/2015	Friday	17:21	Slight	Dry	Fine	Daylight	Side Swipe
25	29/09/2015	Tuesday	16:25	Slight	Dry	Fine	Daylight	Rear-end
26	22/10/2015	Thursday	15:42	Slight	Dry	Fine	Daylight	Rear-end
27	04/01/2016	Monday	15:35	Slight	Wet	Rain	Daylight	Out Of Control
28	02/12/2011	Friday	16:51	Fatal	Wet	Fine	Dark/lights lit	Pedestrian/bicycle

Out of Control

Side Swipe

Pedestrian / Bicycle

Turning Movement

Rear End

RPS

Date: Aug 2017 Scale @ A3: NTS Rev: 1

Dwg. No: JNY8640-01 Drawn: BM Checked: CM

Project: Land West of Hook Lane, Pagham

Title: Personal Injury Accident Collision Diagram

Figure No: 1

Transport

Path: O:_TRANSPORT\JNY8640\Tech\Drawings\8640-0001-03.mxd

Appendix 44

2031 SATURN Traffic Flow Data

ARUN DISTRICT COUNCIL P/140/16/OUT

Arun Transport Study LP SATURN 2031 Data

List of Output Screen Shots

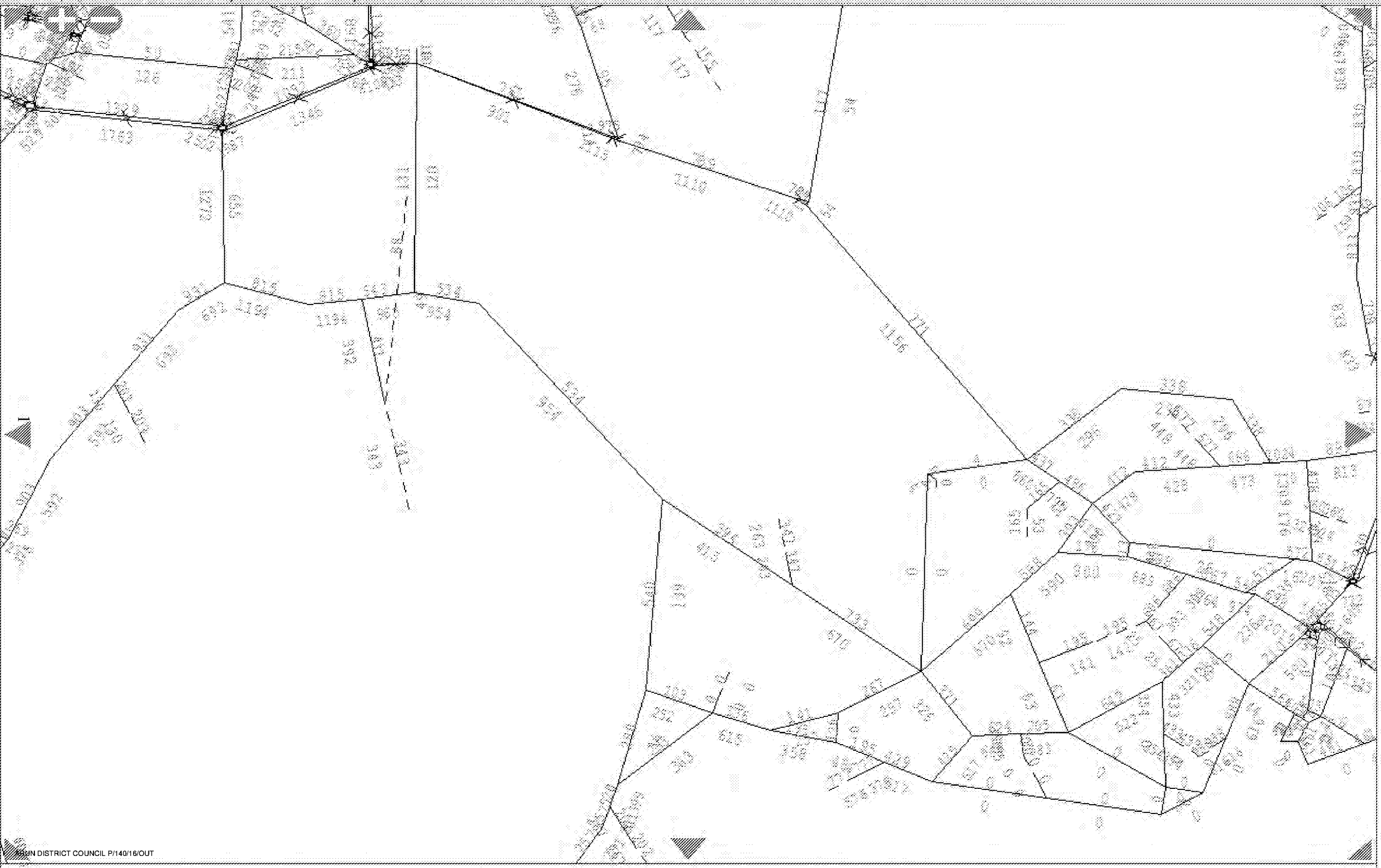
Page	Description
1.	AM Mitigation 2031 - Network
2.	PM Mitigation 2031 - Network
3.	AM No Mitigation 2031 - Network
4.	PM No Mitigation 2031 - Network
5.	A27 Whyke Node Map – LP Mitigation
6.	AM LP Mitigation Junction 1 (A27 Whyke) Node 1536
7.	AM LP Mitigation Junction 1 (A27 Whyke) Node 1542
8.	AM LP Mitigation Junction 1 (A27 Whyke) Node 1550
9.	AM LP Mitigation Junction 1 (A27 Whyke) Node 1552
10.	AM LP Mitigation Junction 1 (A27 Whyke) Node 1560
11.	AM LP Mitigation Junction 1 (A27 Whyke) Node 9312
12.	A27 Bognor Road Node Map – LP Mitigation
13.	AM LP Mitigation Junction 2 (A27 Bognor Road) Node 1628
14.	AM LP Mitigation Junction 2 (A27 Bognor Road) Node 1632
15.	AM LP Mitigation Junction 2 (A27 Bognor Road) Node 1636
16.	AM LP Mitigation Junction 2 (A27 Bognor Road) Node 1642
17.	AM LP Mitigation Junction 2 (A27 Bognor Road) Node 1644
18.	AM LP Mitigation Junction 2 (A27 Bognor Road) Node 1646
19.	AM LP Mitigation Junction 2 (A27 Bognor Road) Node 1648
20.	AM LP Mitigation Junction 3 (B2145/B2166)
21.	AM LP Mitigation Junction 4 (B2166/Vinnetrow Road)
22.	AM LP Mitigation Junction 5 (Lower Bognor Road/B2166)
23.	PM LP Mitigation Junction 1 (A27 Whyke) Node 1536
24.	PM LP Mitigation Junction 1 (A27 Whyke) Node 1542
25.	PM LP Mitigation Junction 1 (A27 Whyke) Node 1550
26.	PM LP Mitigation Junction 1 (A27 Whyke) Node 1552
27.	PM LP Mitigation Junction 1 (A27 Whyke) Node 1560
28.	PM LP Mitigation Junction 1 (A27 Whyke) Node 9312
29.	PM LP Mitigation Junction 2 (A27 Bognor Road) Node 1628
30.	PM LP Mitigation Junction 2 (A27 Bognor Road) Node 1632
31.	PM LP Mitigation Junction 2 (A27 Bognor Road) Node 1636
32.	PM LP Mitigation Junction 2 (A27 Bognor Road) Node 1642
33.	PM LP Mitigation Junction 2 (A27 Bognor Road) Node 1644
34.	PM LP Mitigation Junction 2 (A27 Bognor Road) Node 1646
35.	PM LP Mitigation Junction 2 (A27 Bognor Road) Node 1648
36.	PM LP Mitigation Junction 3 (B2145/B2166)
37.	PM LP Mitigation Junction 4 (B2166/Vinnetrow Road)
38.	PM LP Mitigation Junction 5 (Lower Bognor Road/B2166)

ARUN DISTRICT COUNCIL P/140/16/OUT

39. A27 Whyke Node Map – LP No Mitigation
40. AM LP No Mitigation Junction 1 (A27 Whyke) Node 1536
41. AM LP No Mitigation Junction 2 (A27 Whyke) Node 1540
42. AM LP No Mitigation Junction 1 (A27 Whyke) Node 1542
43. AM LP No Mitigation Junction 2 (A27 Whyke) Node 1550
44. AM LP No Mitigation Junction 1 (A27 Whyke) Node 1552
45. AM LP No Mitigation Junction 2 (A27 Whyke) Node 1560
46. A27 Bognor Road Node Map – LP No Mitigation
47. AM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1628
48. AM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1632
49. AM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1636
50. AM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1642
51. AM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1644
52. AM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1646
53. AM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1648
54. AM LP No Mitigation Junction 3 (B2145/B2166)
55. AM LP No Mitigation Junction 4 (B2166/Vinnetrow Road)
56. AM LP No Mitigation Junction 5 (Lower Bognor Road/B2166)
57. PM LP No Mitigation Junction 1 (A27 Whyke) Node 1536
58. PM LP No Mitigation Junction 2 (A27 Whyke) Node 1540
59. PM LP No Mitigation Junction 1 (A27 Whyke) Node 1542
60. PM LP No Mitigation Junction 2 (A27 Whyke) Node 1550
61. PM LP No Mitigation Junction 1 (A27 Whyke) Node 1552
62. PM LP No Mitigation Junction 2 (A27 Whyke) Node 1560
63. PM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1628
64. PM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1632
65. PM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1636
66. PM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1642
67. PM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1644
68. PM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1646
69. PM LP No Mitigation Junction 2 (A27 Bognor Road) Node 1648
70. PM LP No Mitigation Junction 3 (B2145/B2166)
71. PM LP No Mitigation Junction 4 (B2166/Vinnetrow Road)
72. PM LP No Mitigation Junction 5 (Lower Bognor Road/B2166)

Graphics: PIX 11.3.12 NETWORK PLOTTING 11.04.15

File Overlay Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Choose link annotation:

Currently:

Actual flow

select data

...by list:

0-Full set
1-Properties
2-Flows
3-Times/Q/Sp
5-Emissions

By da Code

Pick n plot

housekeeping

list DAcodes

Options:
-DC,MCC etc.

Display of link anno (direct)

full DB list

Q - Return

+ Menu bar!

Graphics: P1X 11.3.12 NETWORK PLOTTING 11.04.15

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last

Link Annotation Display Options:

Display Mode Numerical

Toggle numer / geometric

Annotate always

Numerical selection/truncation menu

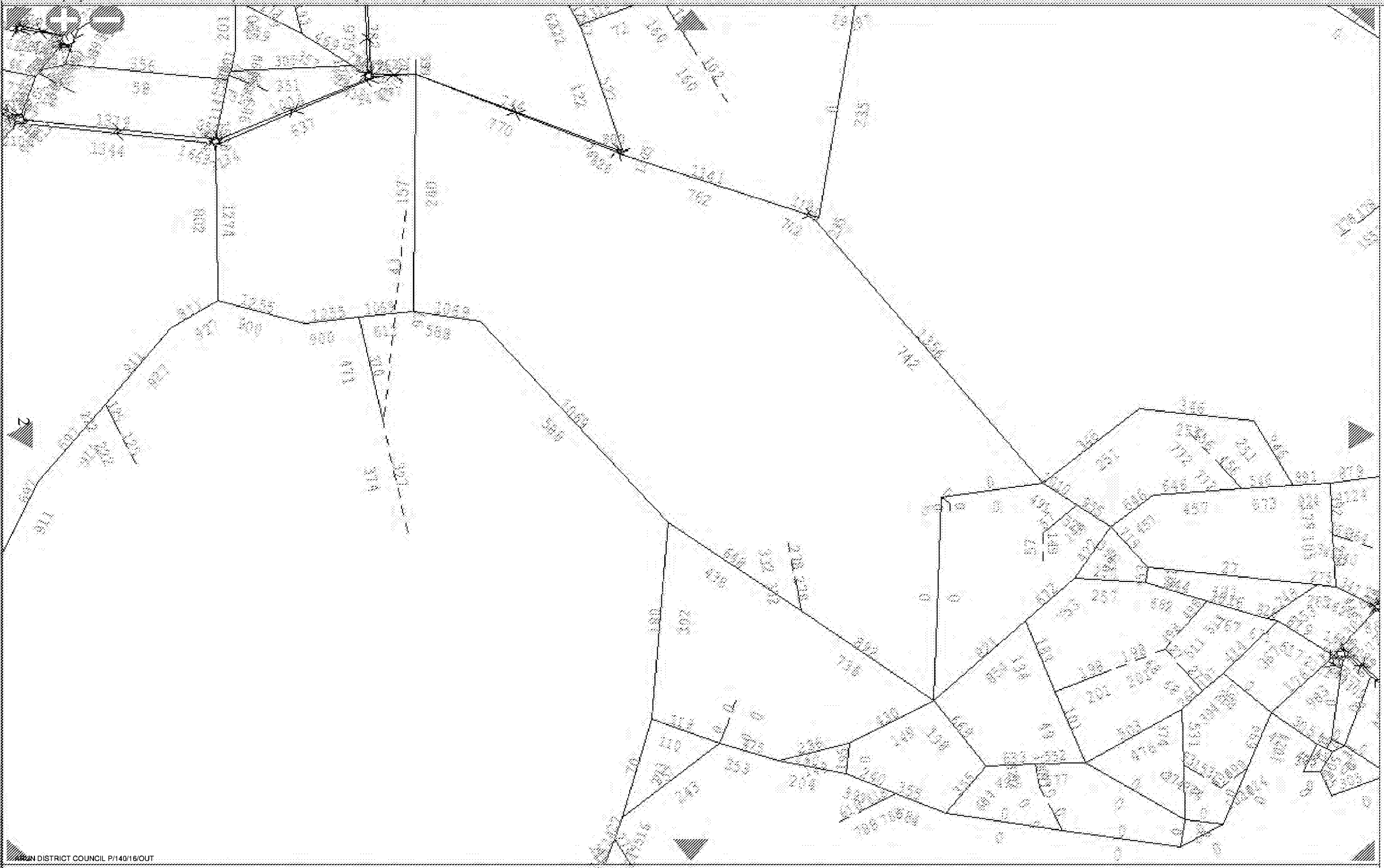
2-way link annotation: Directional

Pen and/or range defs

houSekeeping

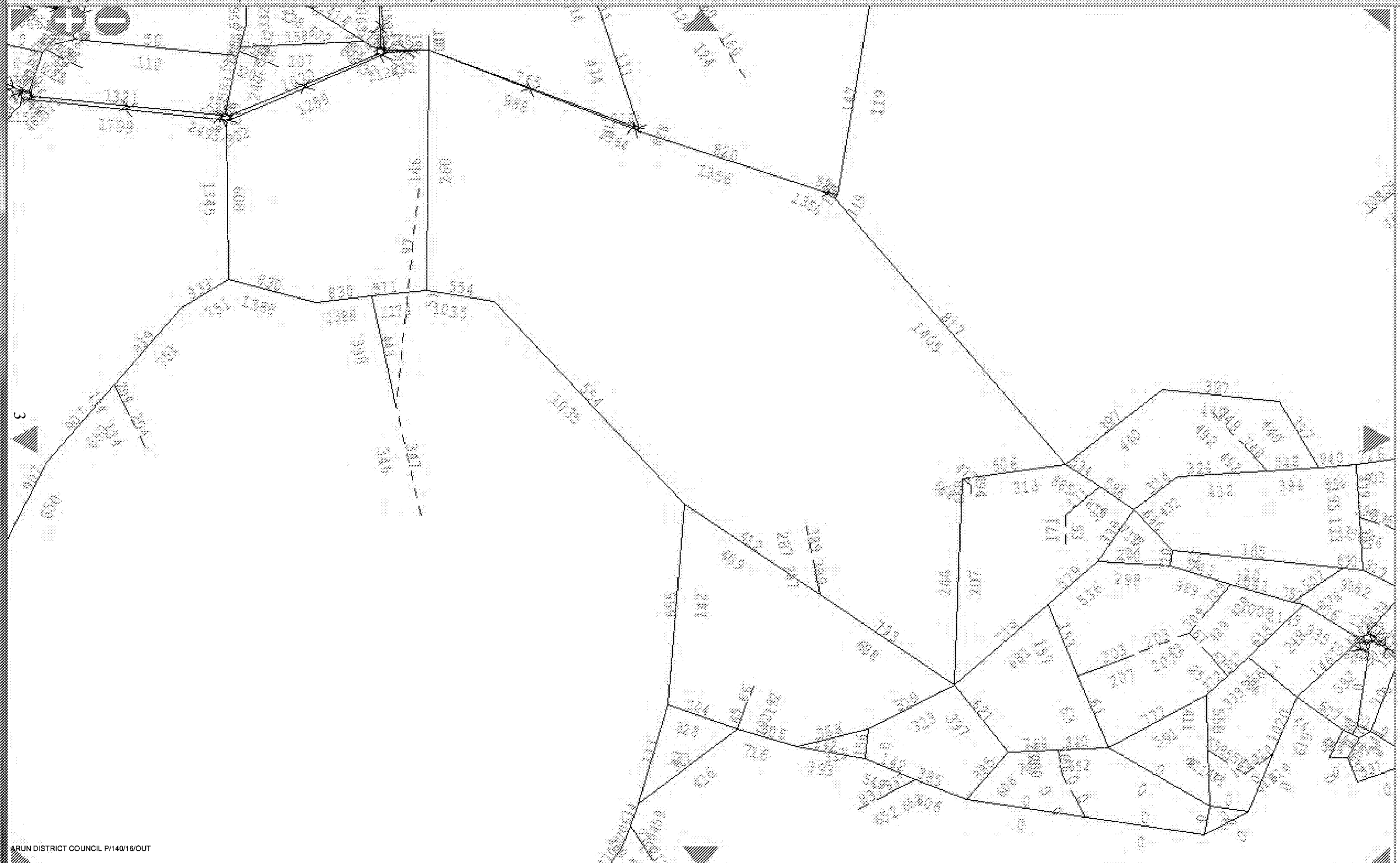
Q - Return

+ Menu bar!



Graphics: P1X 11.3.12 NETWORK PLOTTING 11.04.15

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Link Annotation Display Options:

Display Mode Numerical

Toggle numer / geometric

Annotate always

Numerical selection/truncation menu

2-way link annotation: Directional

Pen and/or range defs

Q - Return

+ Menu bar!

3

ARUN DISTRICT COUNCIL P/140/16/OUT

Graphics: P1X 11.3.12 NETWORK PLOTTING 11.04.15

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last

Link Annotation Display Options:

Display Mode Numerical

Toggle numer / geometric

Annotate always

Numerical selection/truncation menu

2-way link annotation: Directional

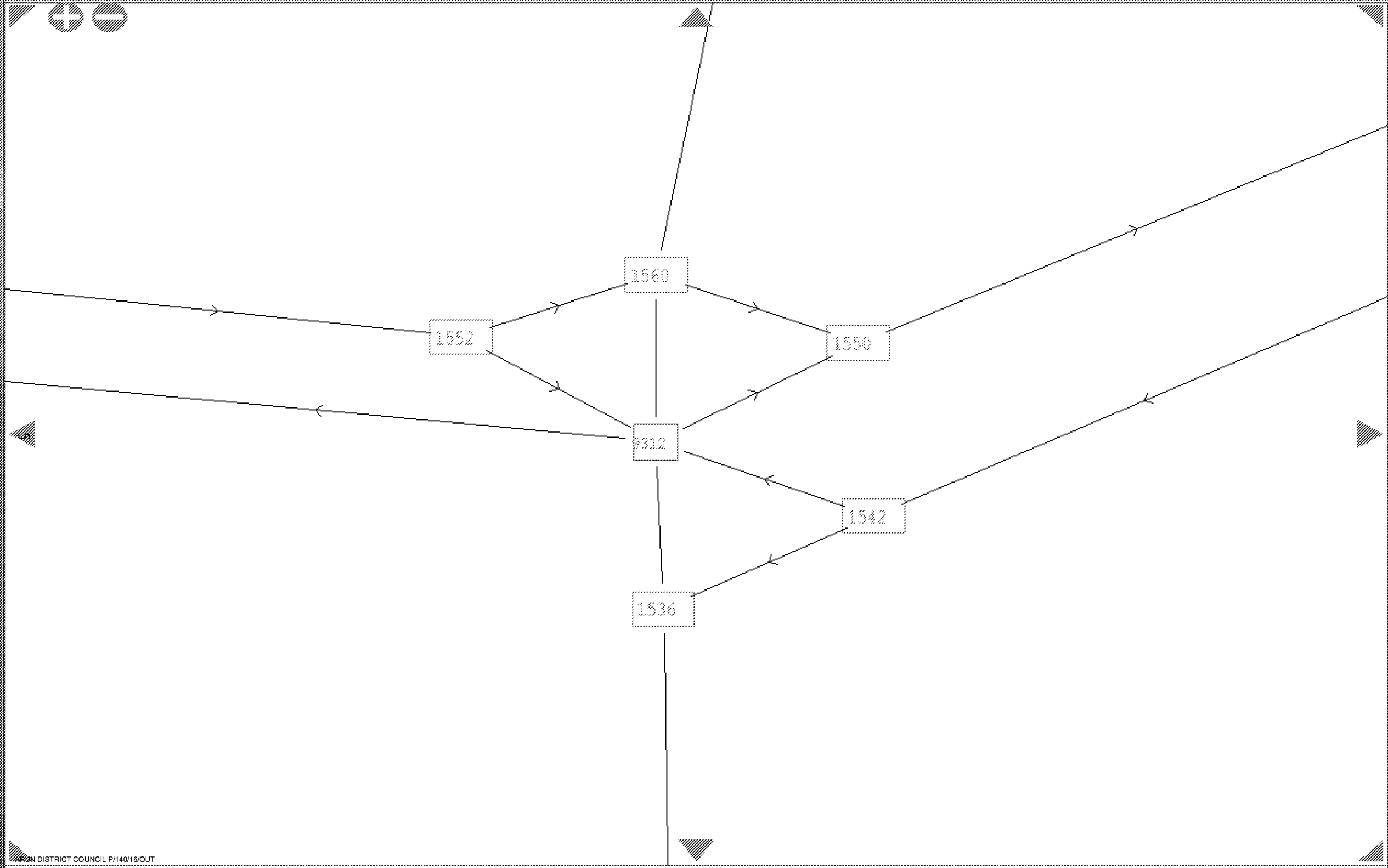
Pen and/or range defs

houSekeeping

Q - Return

+ Menu bar!

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Display Menu:

Display Mode numerical

Choice of Node data:

Currently: Node number

Node Shapes are included

Line Width = 0.00 mm.

Colours used by node type

Magnify by: 1.00

Fill empty node shapes

Illustrate? - No

Offset Names - No

Select ON SElect menu

Annotation if space OK

SATDB Opts

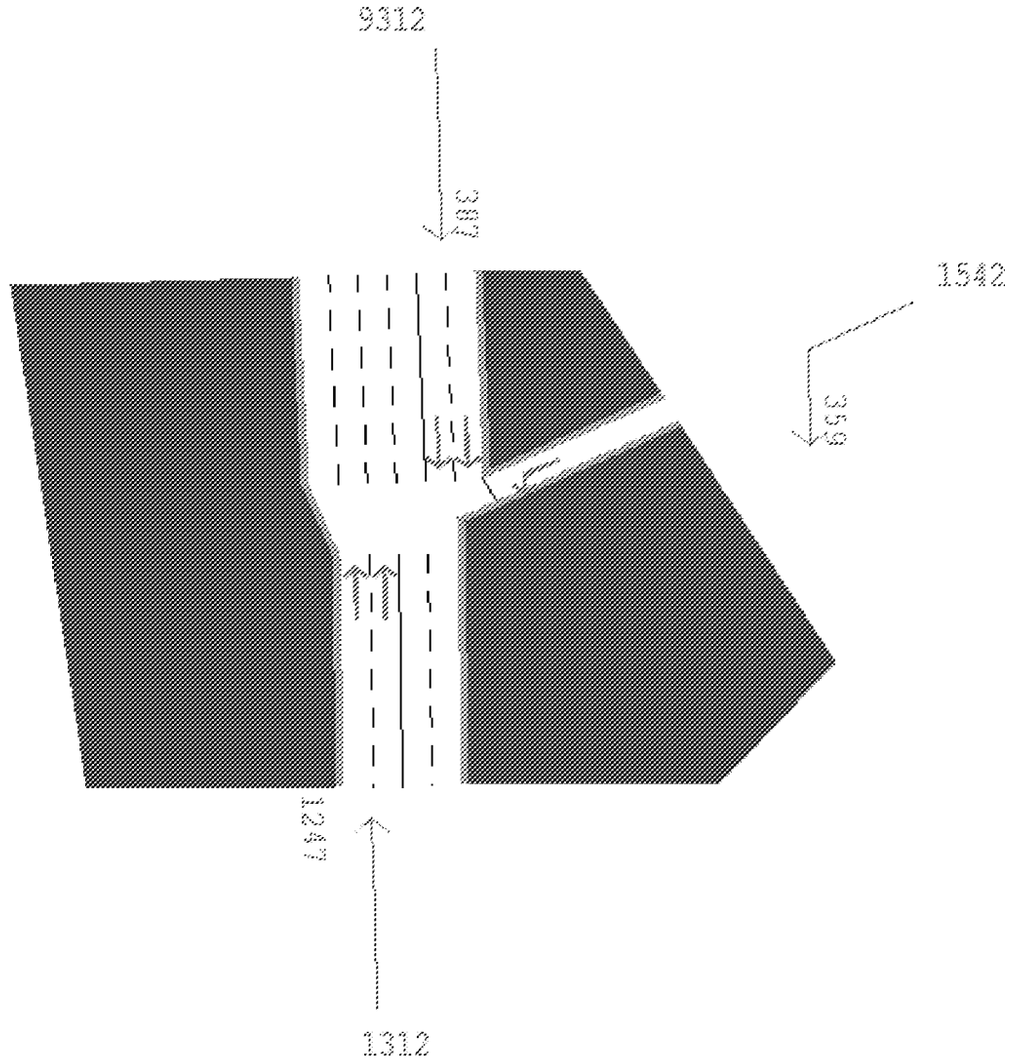
Hilite Error markers OFF

onlY nodes F

4STAR - OFF

Q+-MRenubar!

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node-based
Data display
Choices:

Current data

Arrive flow

New choice:

Cancel (none X
nOde data ON
Link data >
Turn data >

Display mode s
Arrows

Arrow type: s
line+number

Banner >

Q - Return

+ Menu bar!

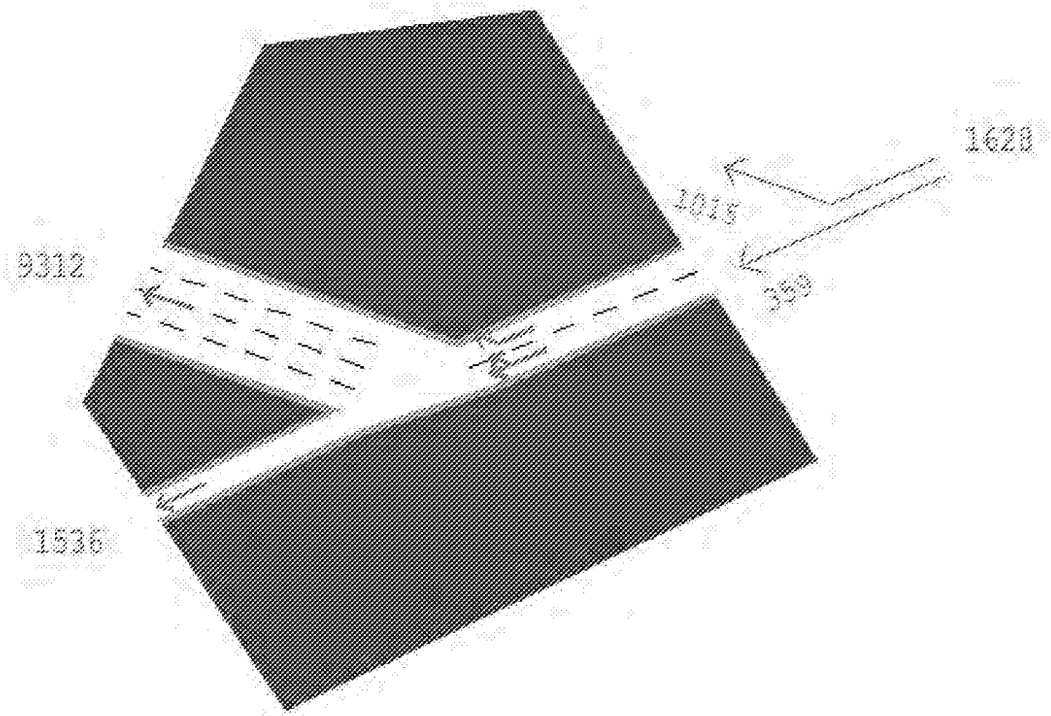
9

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
WARN 32 x 1
CY = 90

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1536

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1542

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

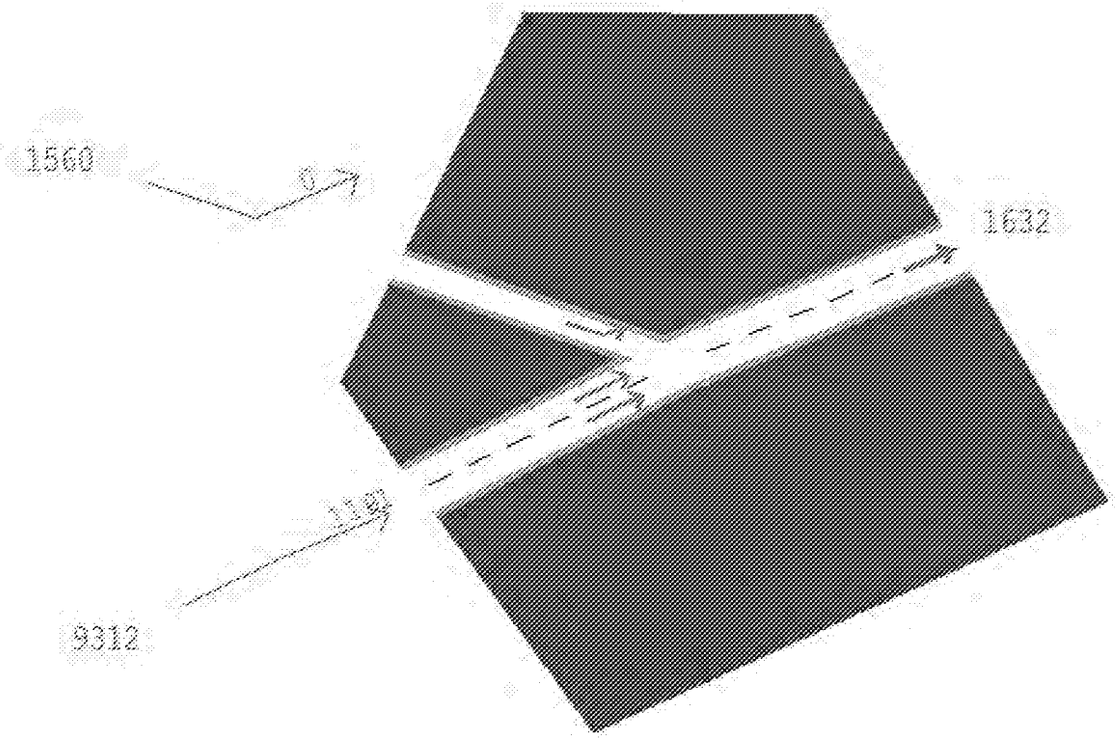
+ Menu bar!

CFD Convergence
OUT CFD 0.00
IN CFD 0.00
LCV = 90

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1542

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1550

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
text >
Window >
Table 2 X

eRror checks X
2 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

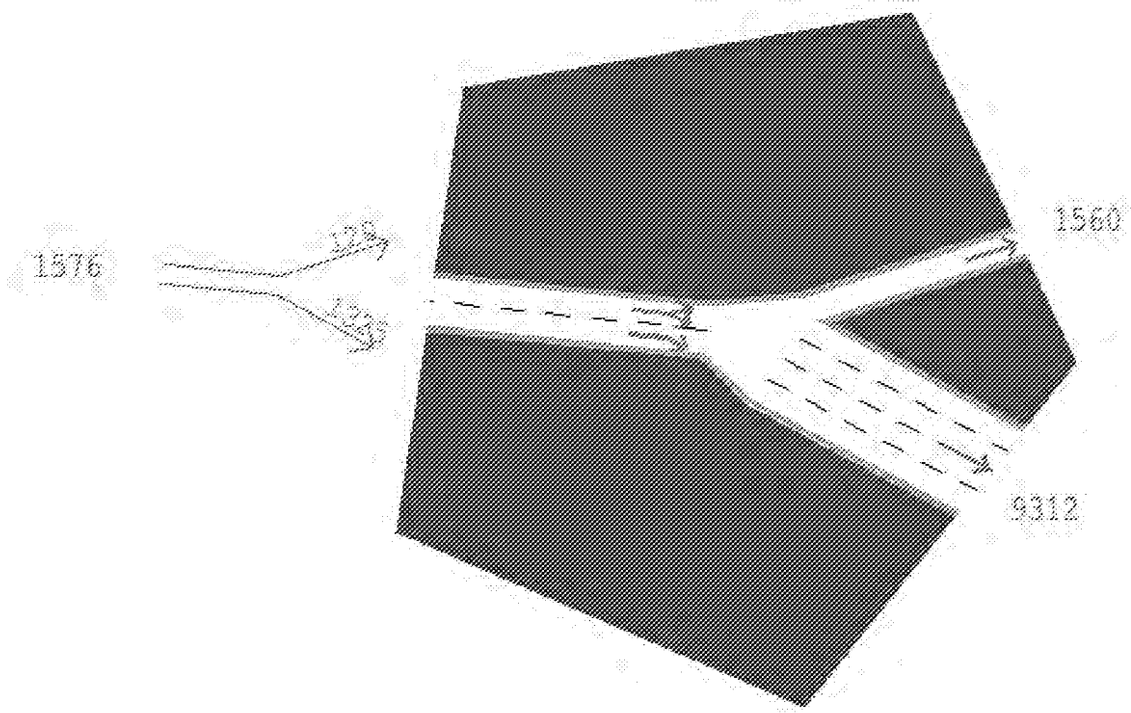
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00

ARUN DISTRICT COUNCIL P/140/15/OUT

Node 1550

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1552

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

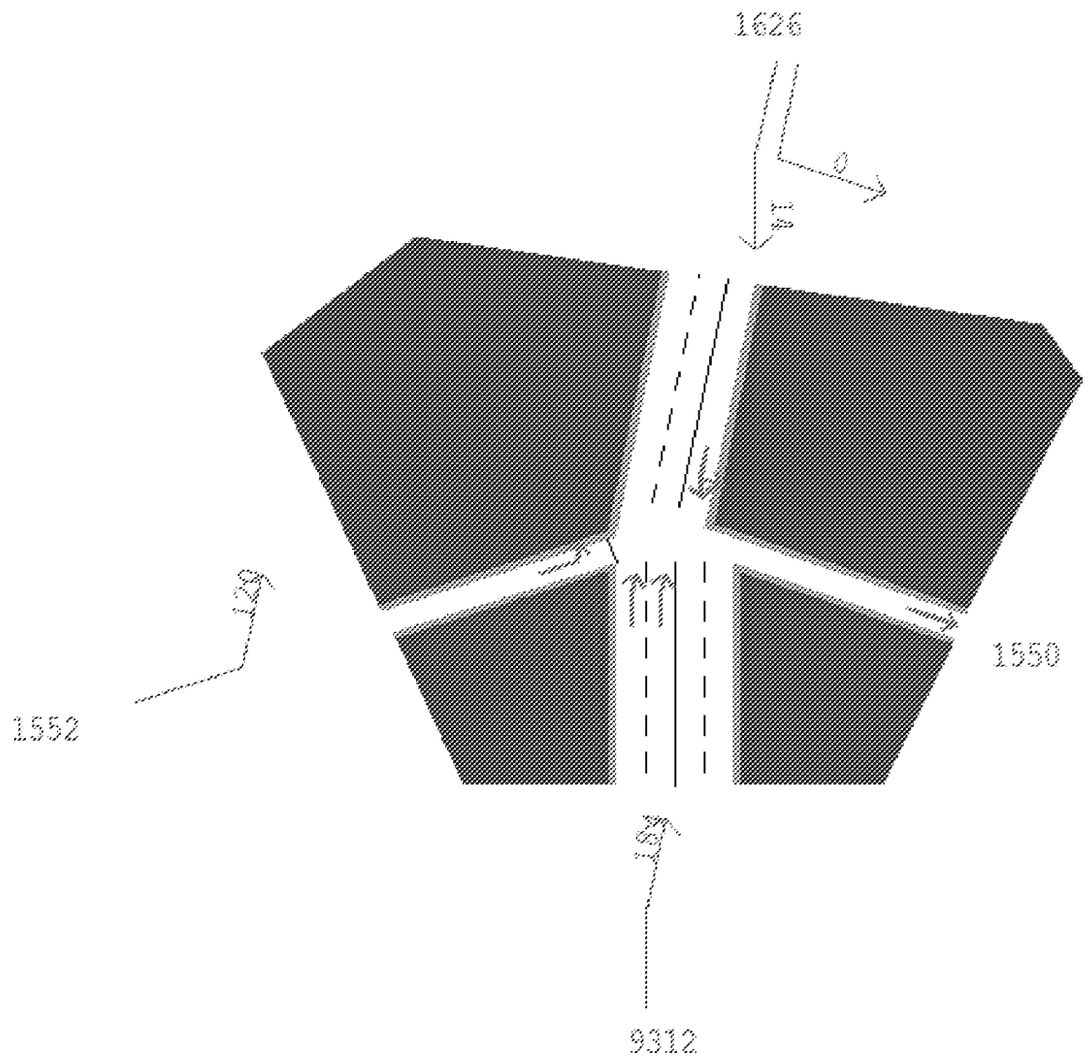
+ Menu bar!

CFP Convergence
OUT CFP 0.00
[ARUN DISTRICT COUNCIL, P/SD/16/OUT
FCV = 00

Node 1552

6

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1560

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

eRror checks X
2 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00

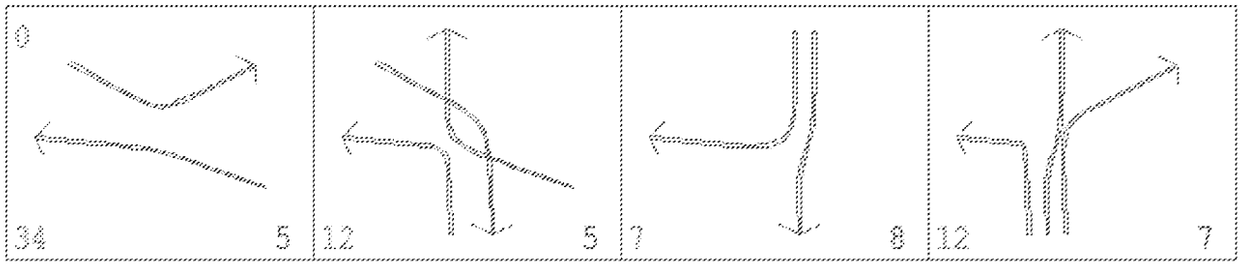
ARUN DISTRICT COUNCIL P/140/16/OUT

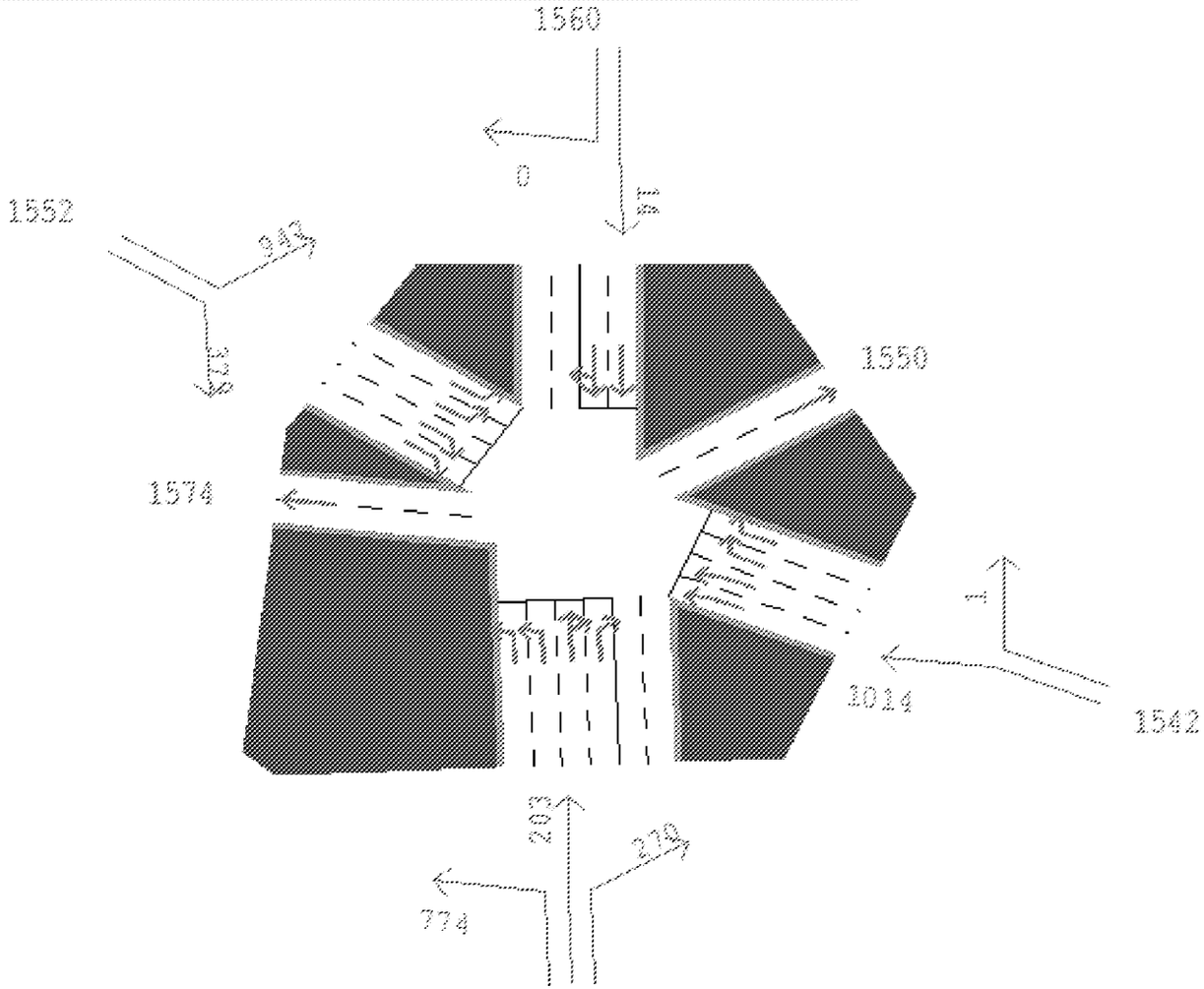
WARN 32 X 2
ICY = 90

Node 1560

10

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last





11

Node Graphic
Master Menu:

NODE 9312

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

eRror checks X
2 Warnings
3 Ser.Warns
1 Non-Fatal

Edit >

Change node:
dOwn(number) >

Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

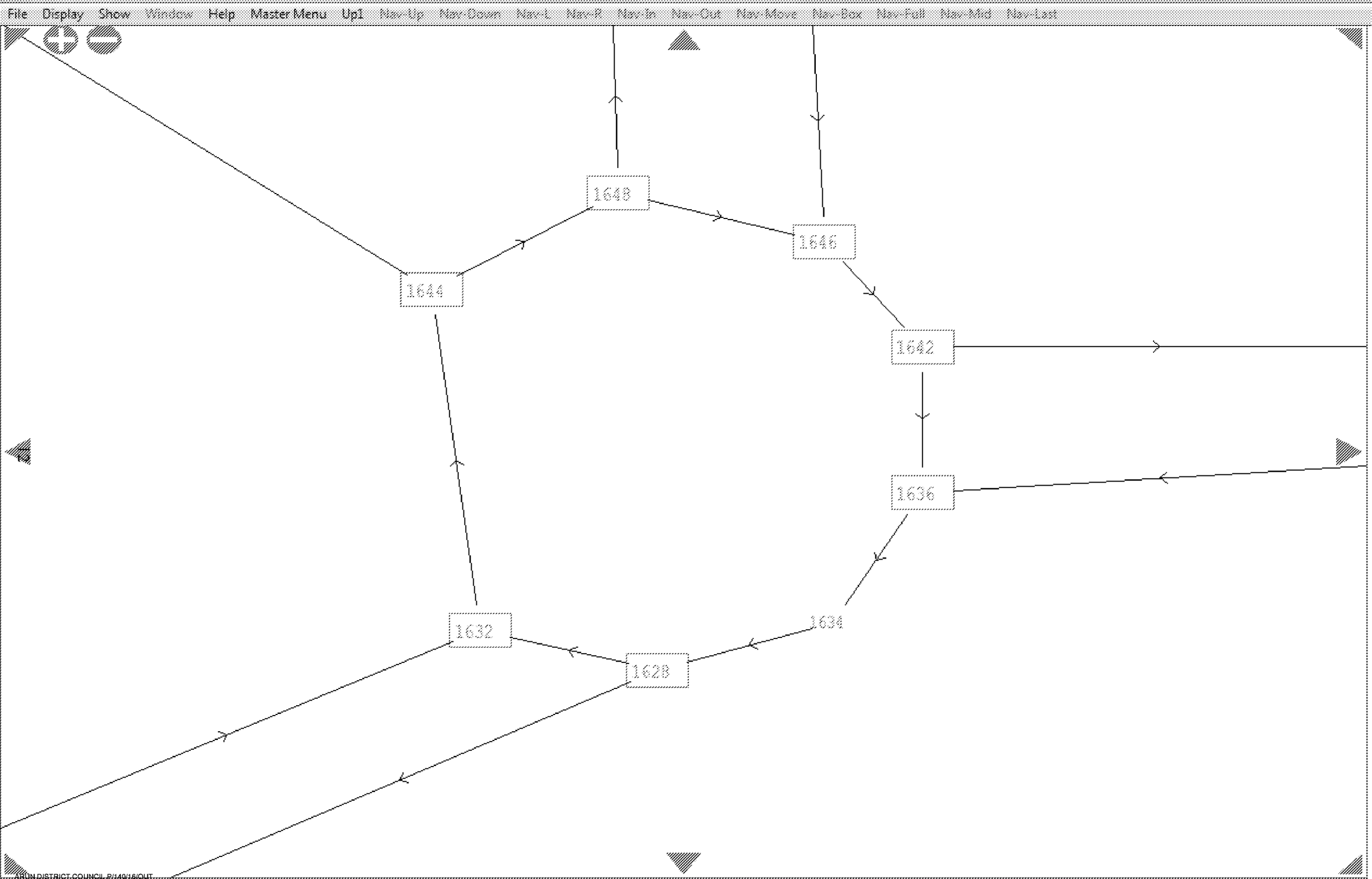
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
NFE 203 x 1
SWARN 158 x 2
SWARN 136 x 1
WARN 32 x 2
ICY = 30

© ARUN DISTRICT COUNCIL P/140/18/OUT

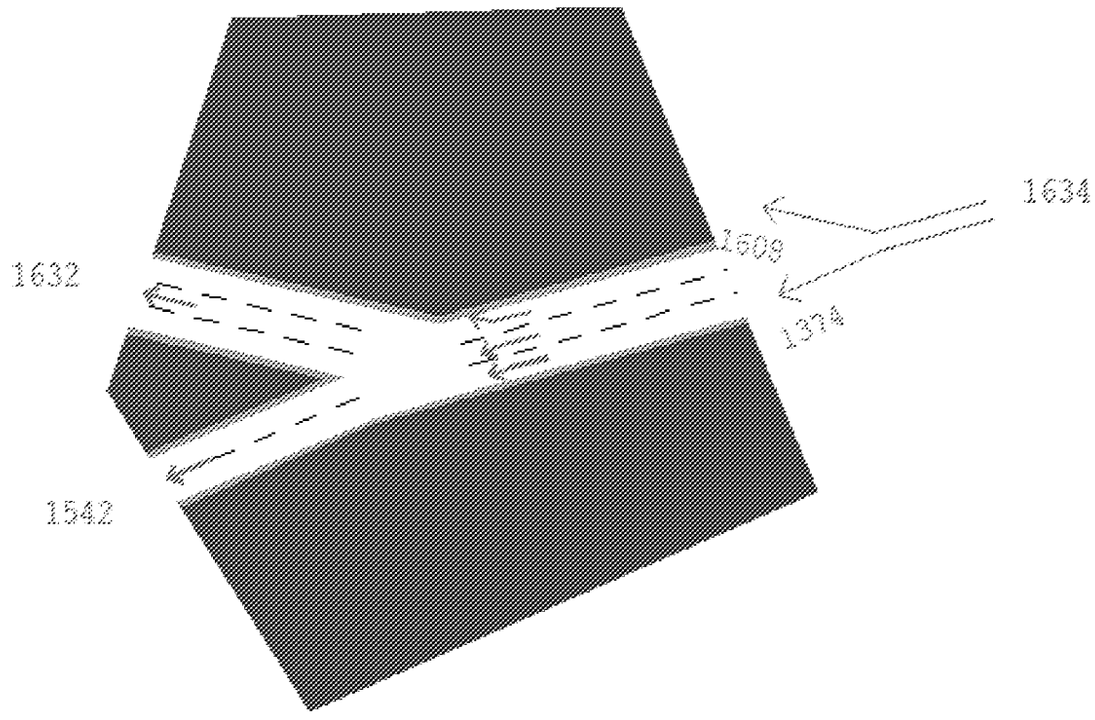
Node 9312

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1620

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

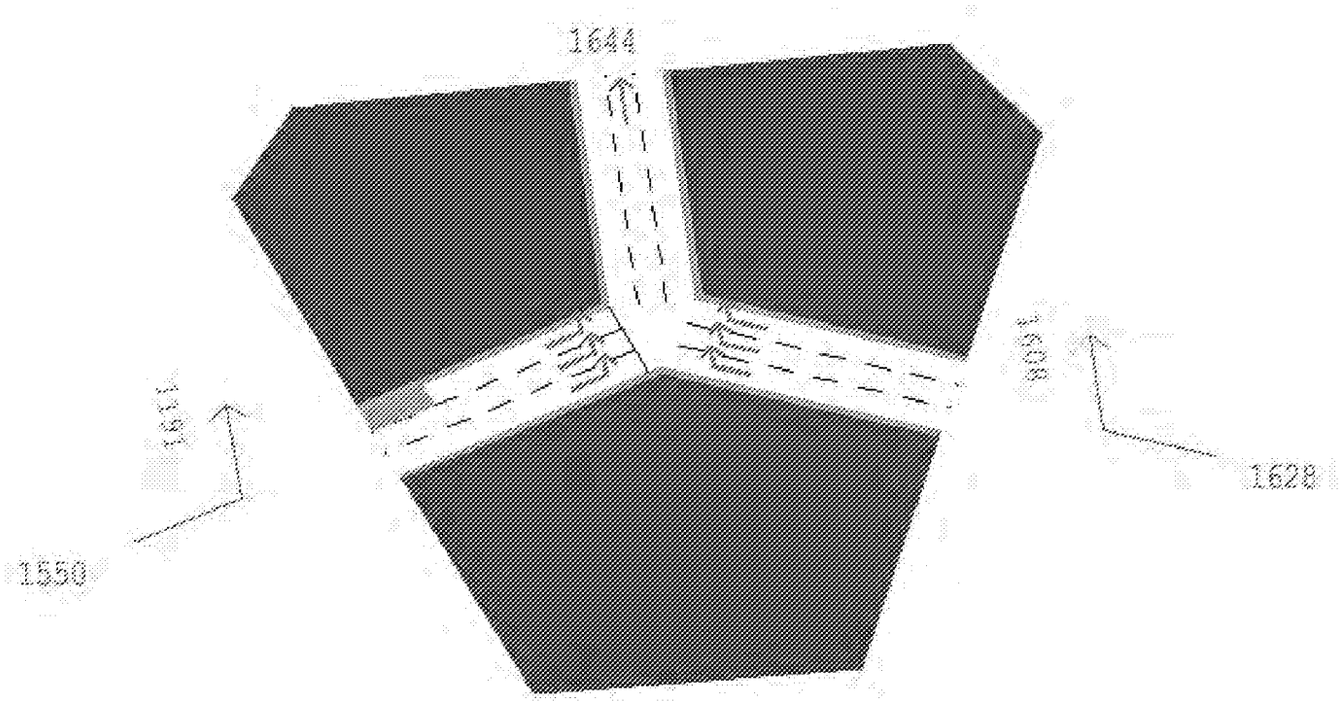
Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00

ARUN DISTRICT COUNCIL P/146/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1632

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
1 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

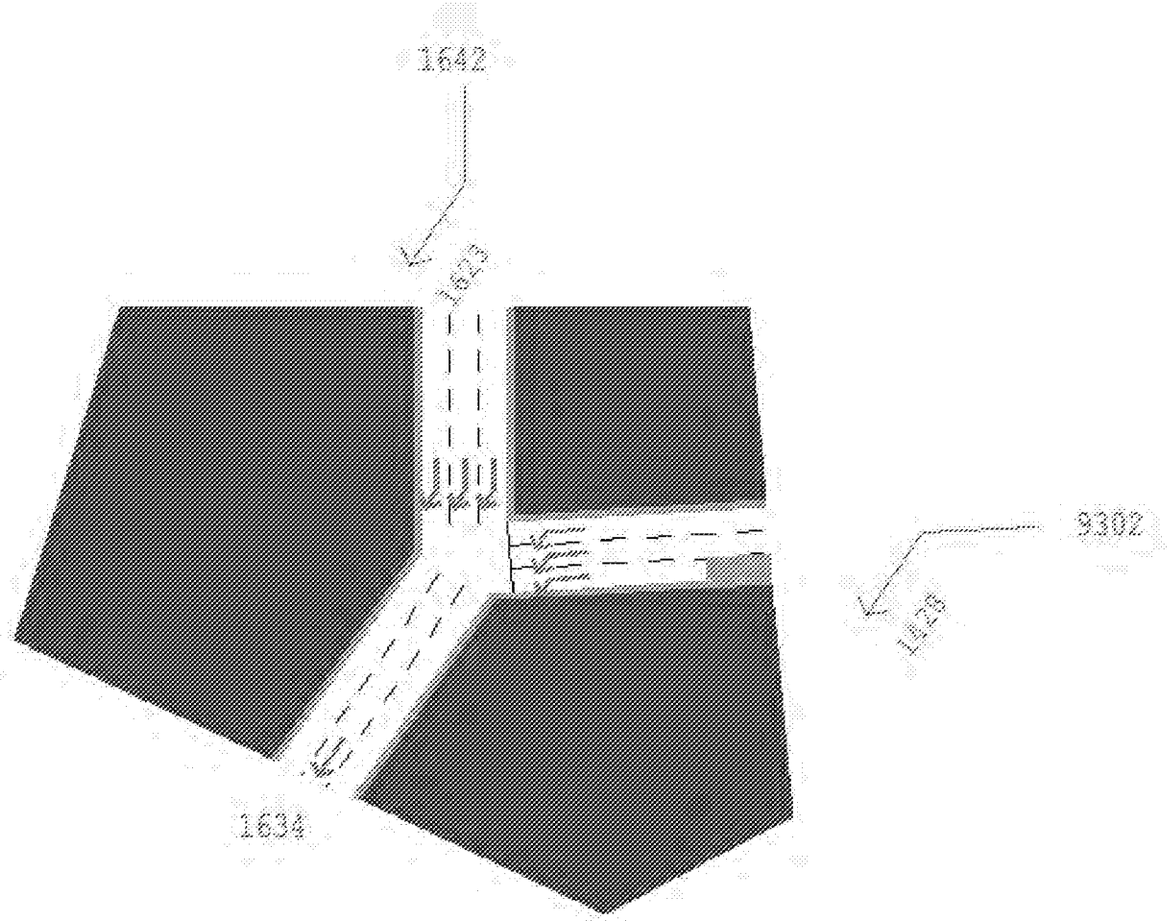
+ Menu bar!

CFD Convergence
OUT CFD 0.00
IN CFD 0.00
ICV = 90

Node 1632

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1636

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
l Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

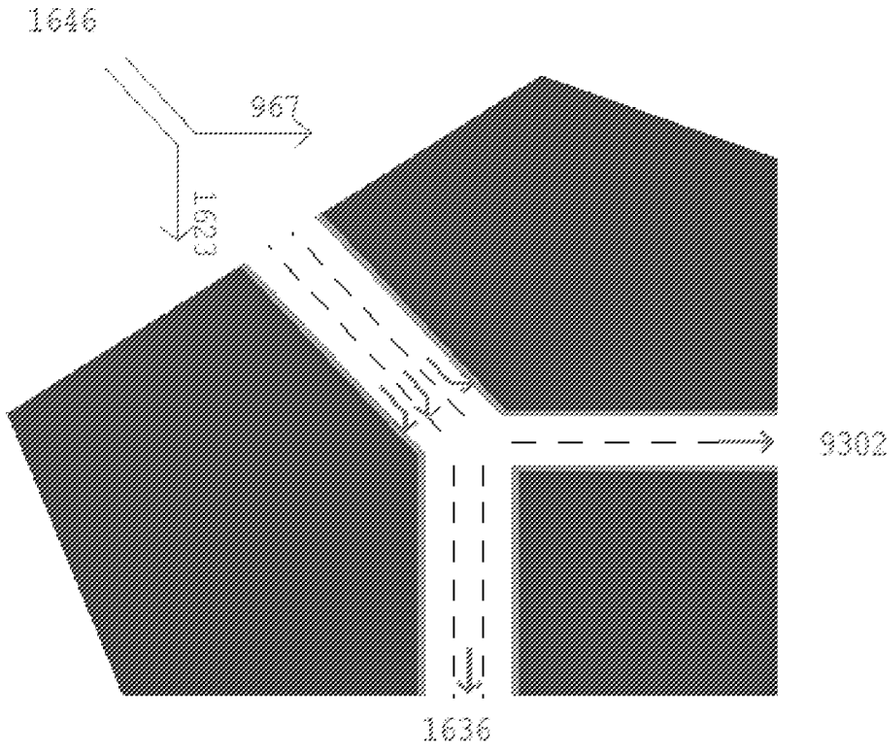
Q - Return

+ Menu bar!

CFD Convergence
OUT CFD 0.00
IN CFD 0.00
UCY = 80

Node 1636

TARLIN DISTRICT COUNCIL P/140/16/OUT



Node Graphic
Master Menu:

NODE 1642

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
l Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

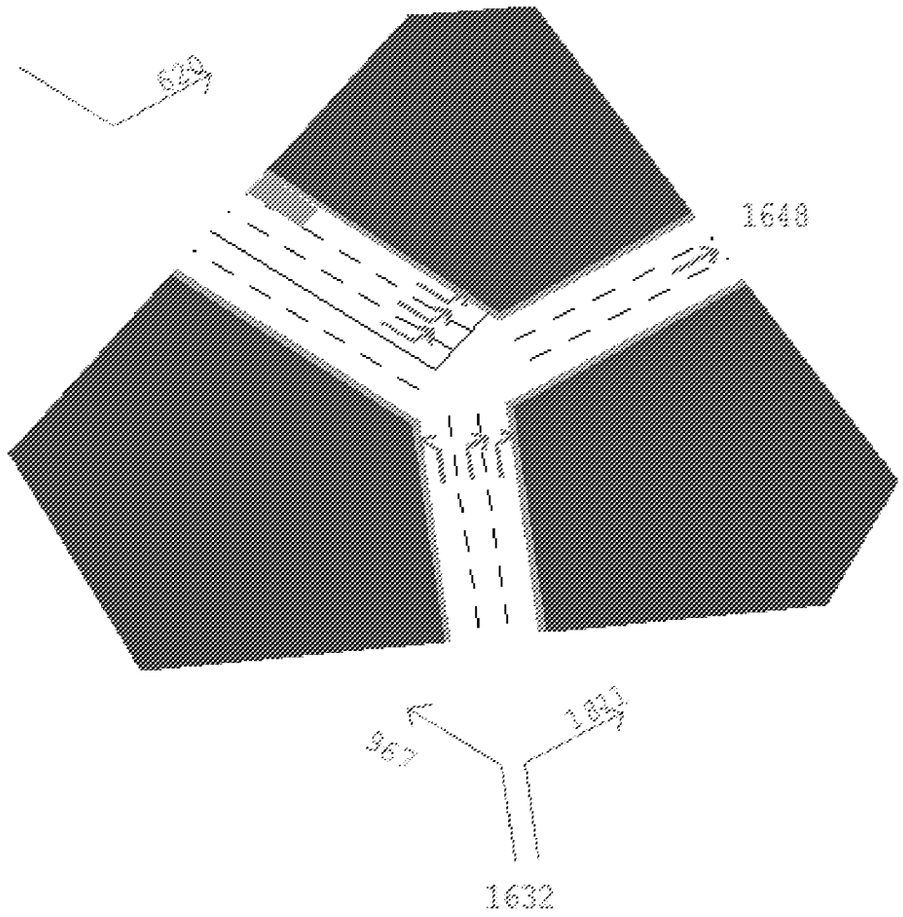
CFP Convergence
OUT CFP 0.02
IN CFP 0.00
MARK 65 X 1
ICY = 80

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1642

16

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1644

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

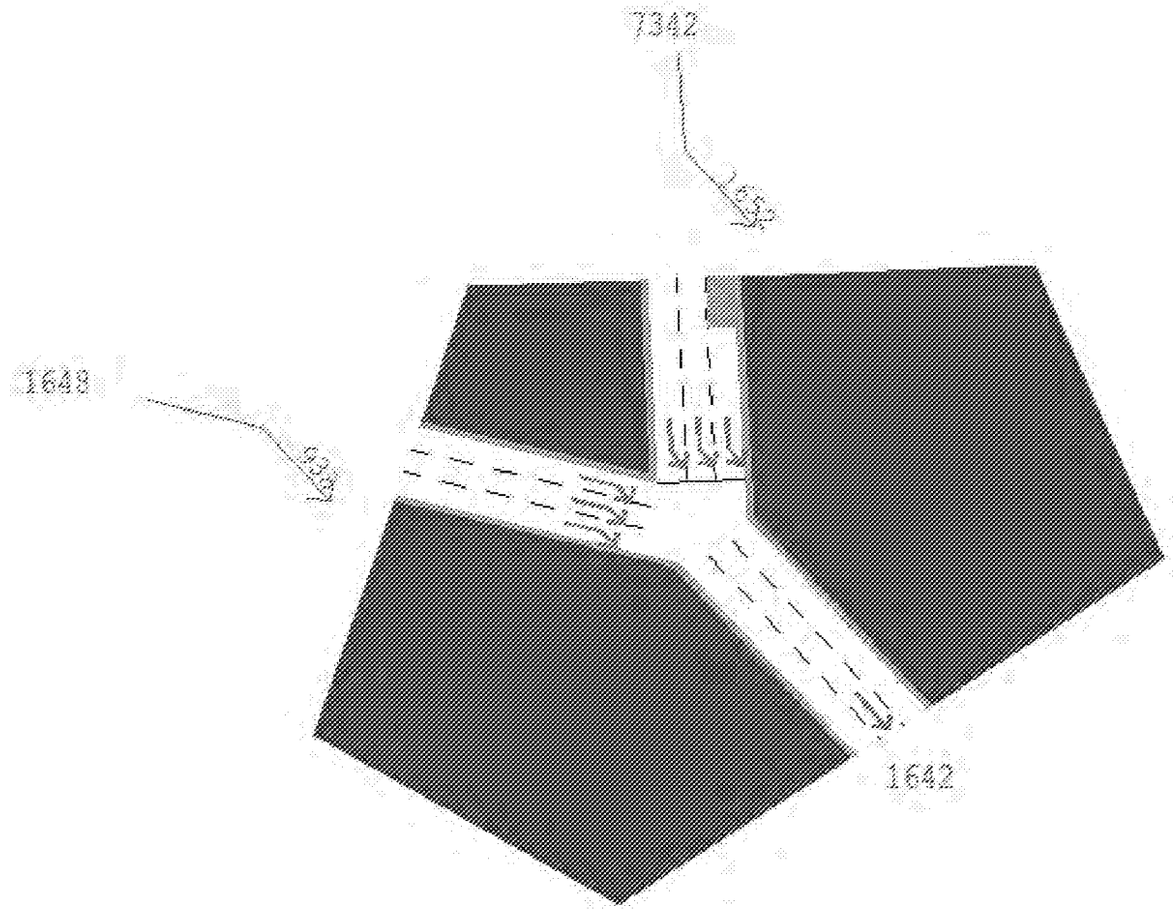
17

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
FCX = 00

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1644

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1646

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
1 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

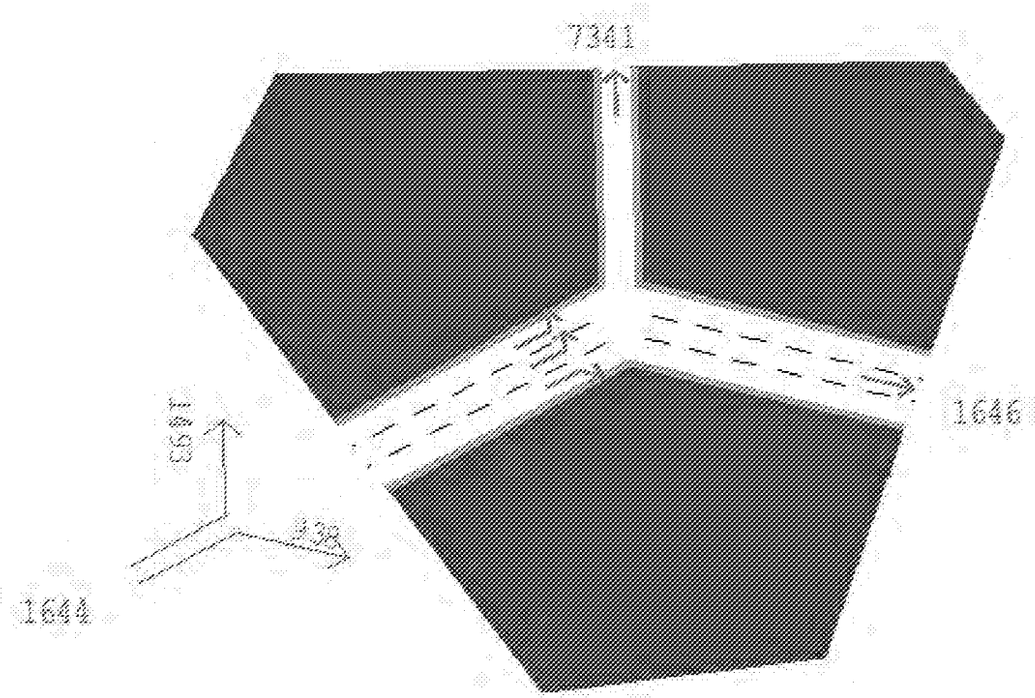
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
LCX = 90

ARUN DISTRICT COUNCIL P/1410/16/OUT

Node 1646

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1646

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

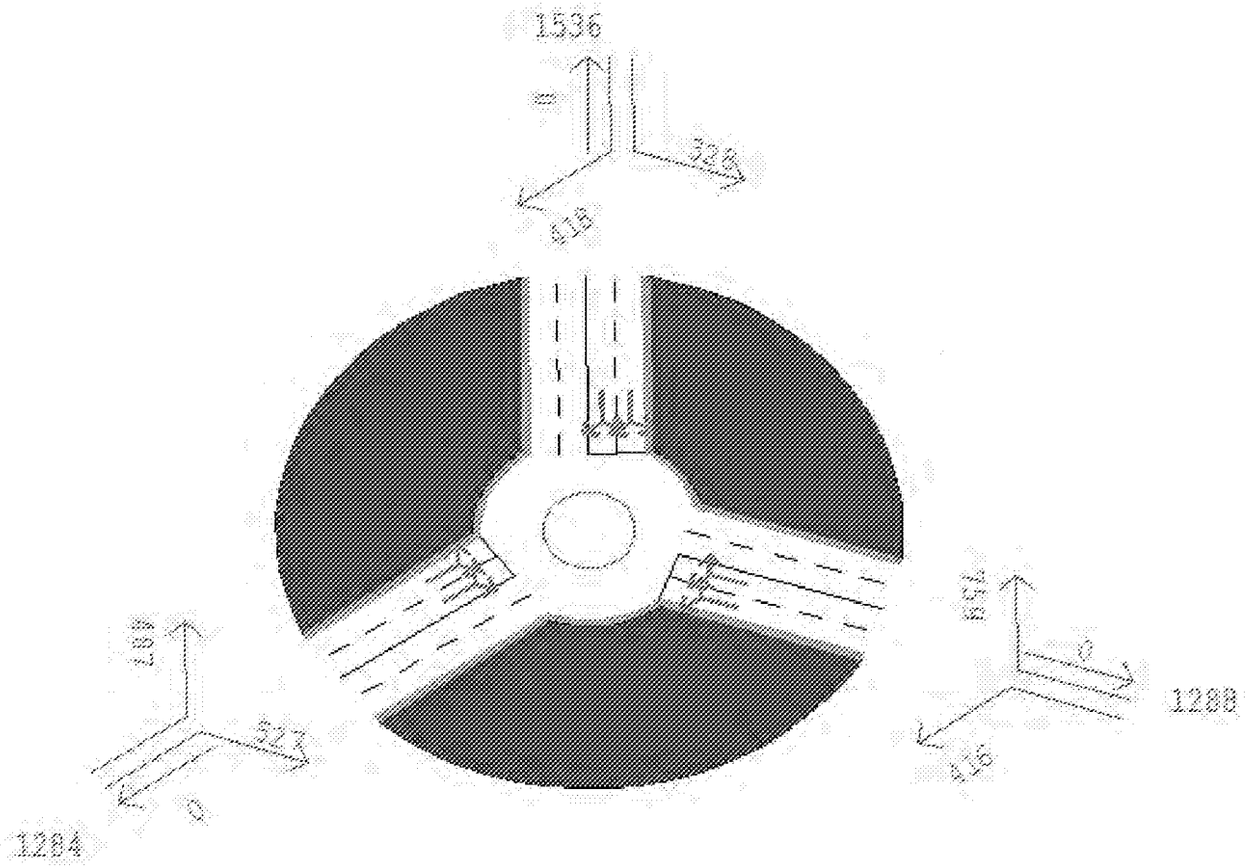
Q - Return

+ Menu bar!

CFD Convergence
OUT CFD 0.00
IN CFD 0.00
CX = 80

ARUN DISTRICT COUNCIL P/40/16/OUT

Node 1646



Node Graphic
Master Menu:

NODE 1312

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

eRror checks X
3 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

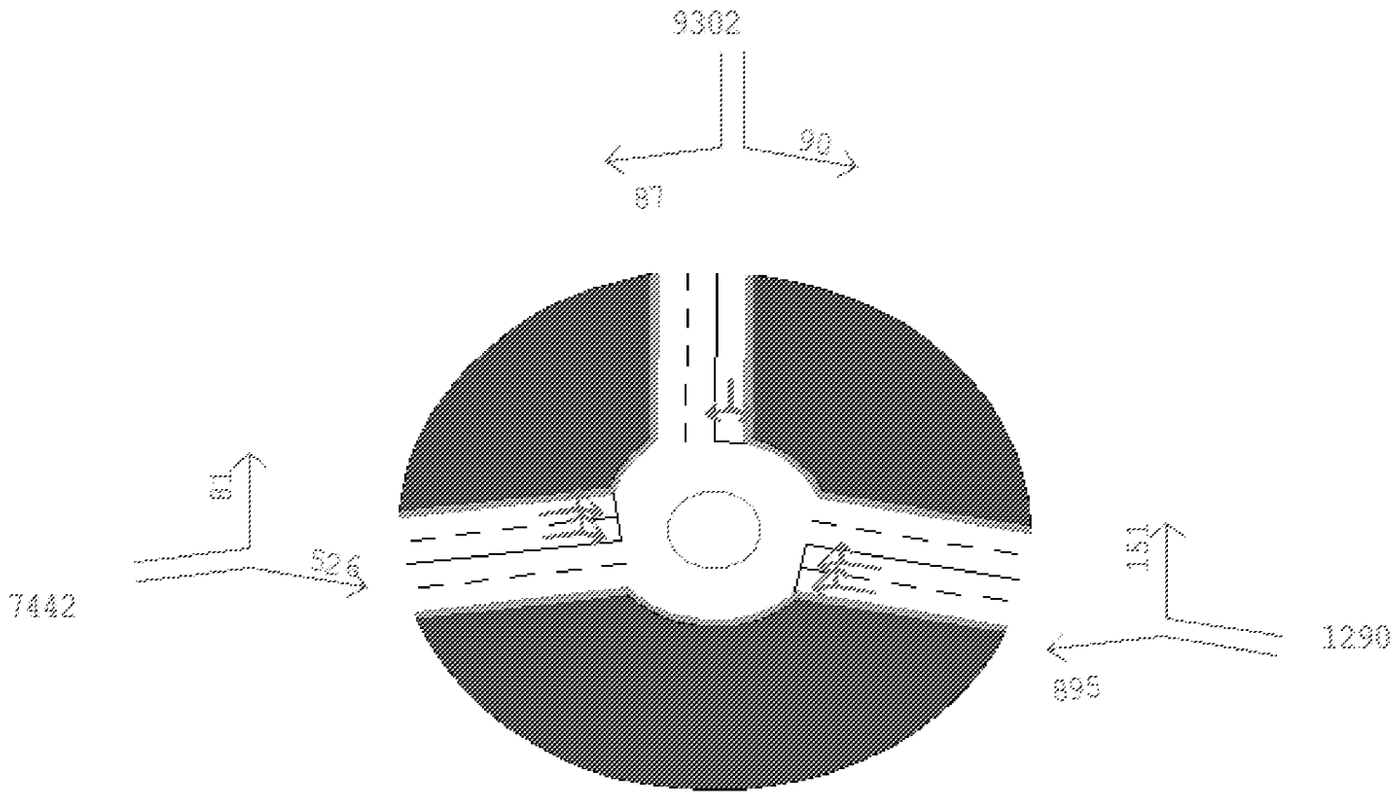
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00

ARUN DISTRICT COUNCIL PI140/16/OUT

Node 1312

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1302

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

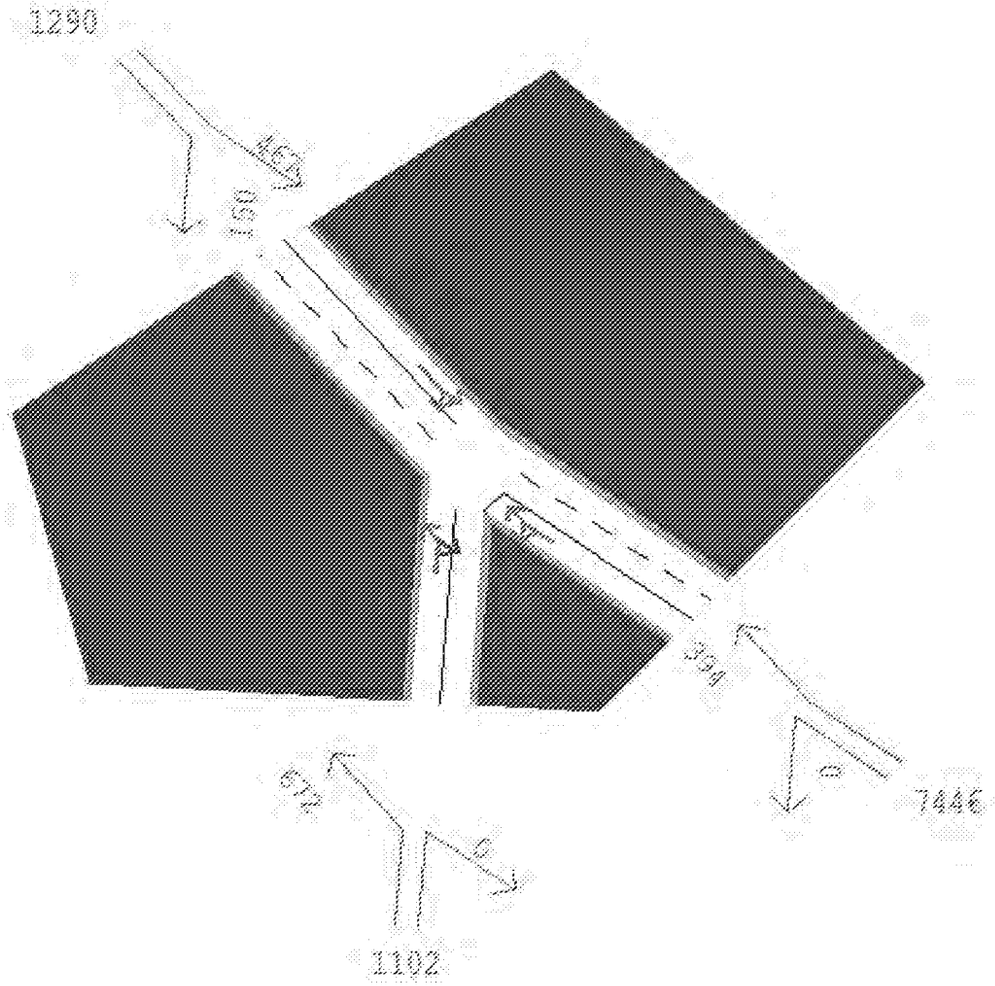
Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
ARUN DISTRICT COUNCIL P/1404/6/OUT
IN CFP 0.00

21

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1188

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
text >
Window >
Table 2 x

eRror checks x
5 Warnings
3 Ser.Warns

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

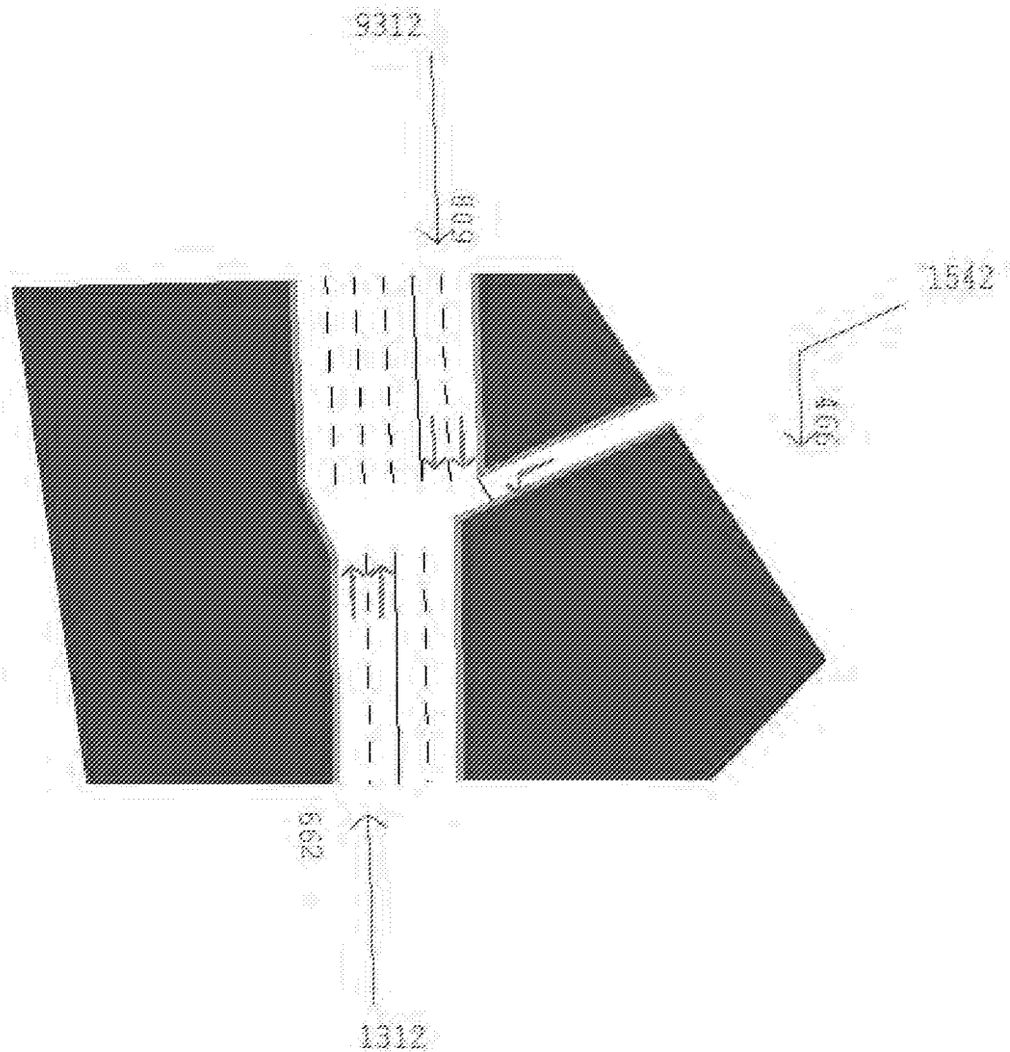
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
SWARN 137 x 2
SWARN 135 x 1
WARN 98 x 2
WARN 32 x 2
WARN 12 x 1
LCV = 80

ARUN DISTRICT COUNCIL 2/140/16/OUT

Node 1188

File Display Show Window Help Master Menu Up1 Nav Up Nav Down Nav L Nav R Nav In Nav Out Nav Move Nav Box Nav Full Nav Mid Nav Last



Node Graphic
Master Menu:

NODE 1536

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
2 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
number set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

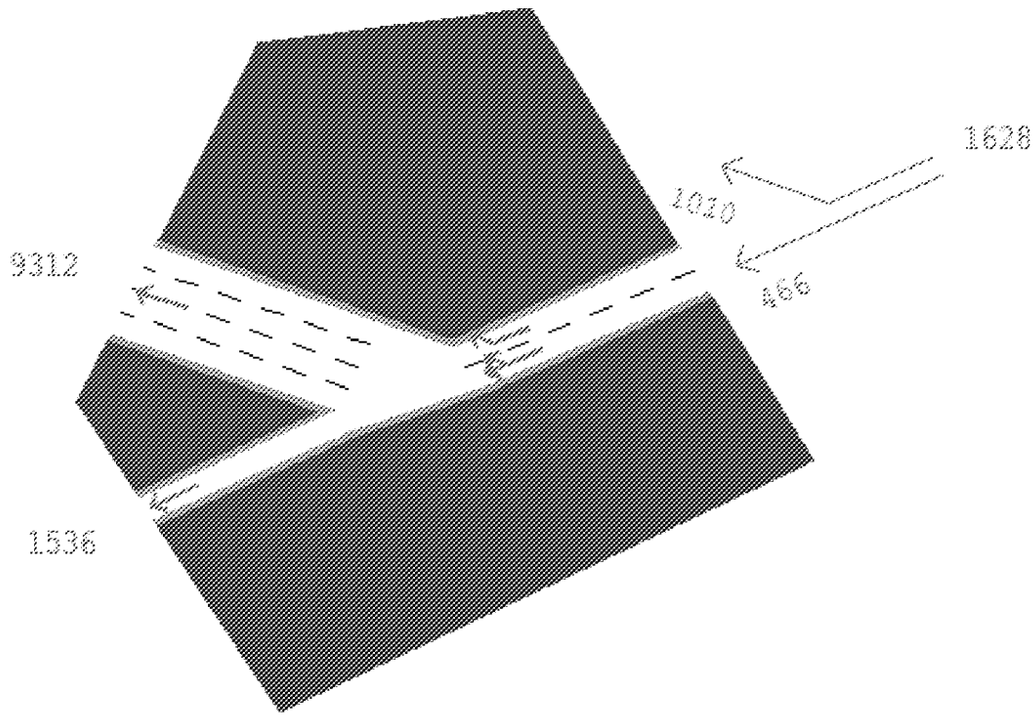
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
MARK 32 X 1
LCX = 80

Node 1536

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1542

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

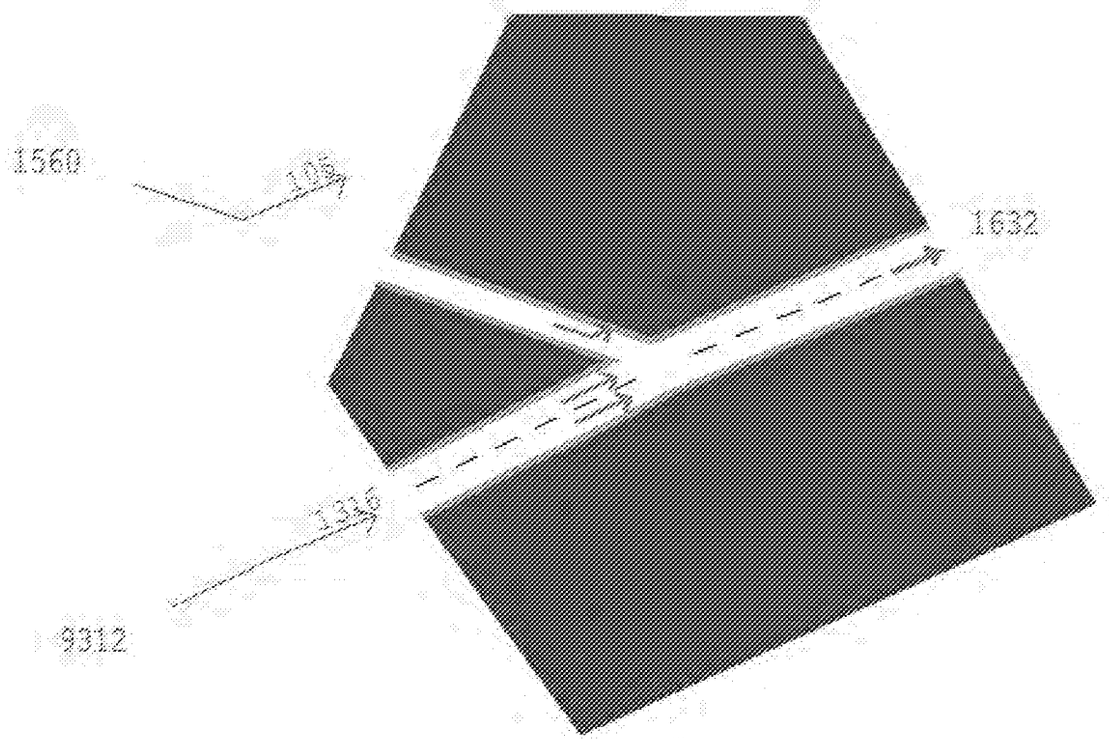
Q - Return

+ Menu bar!

CFP Convergence
CYC CFP 0.00
IN CFP 0.00

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1550

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
2 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.01
IN CFP 0.00
WARN 33 x 2
LCY = 80

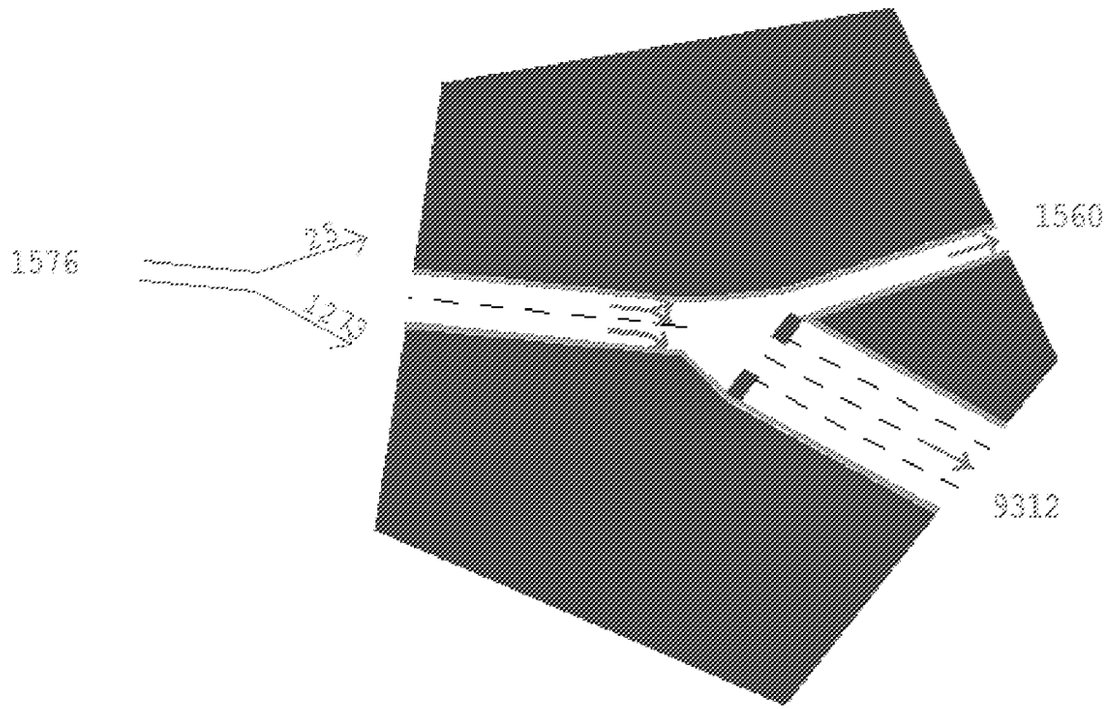
Node 1550

25

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last

Blocks Back



Node Graphic
Master Menu:

NODE 1552

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

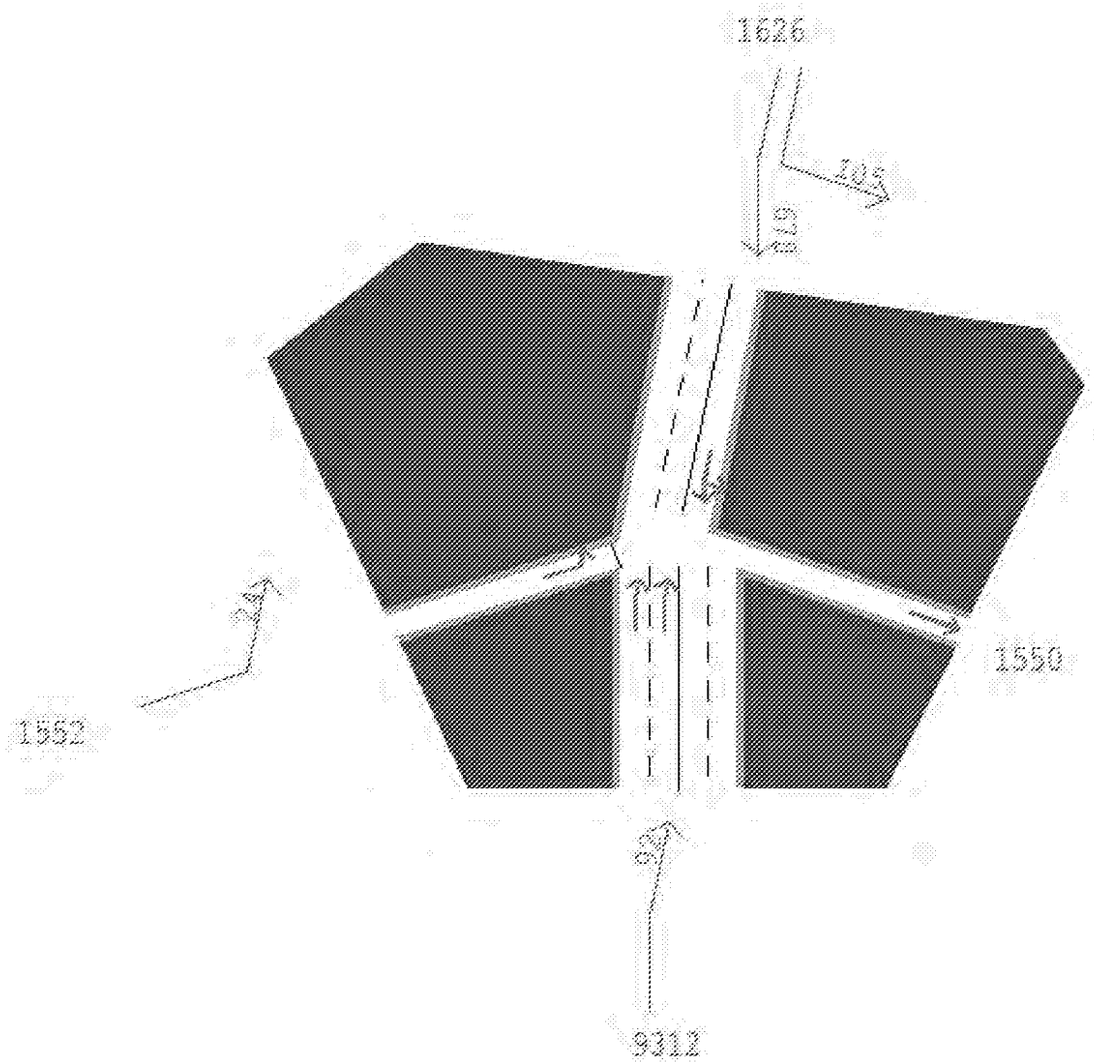
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
ICV = 00

Node 1552

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Windows Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1560

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
2 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
number set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

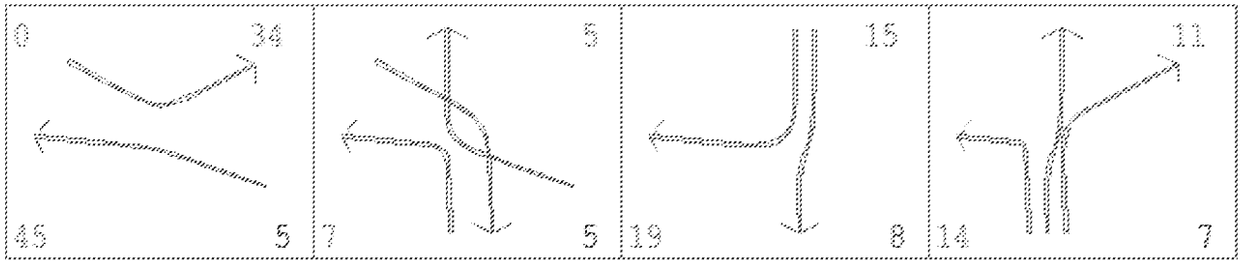
CFP Convergence
OUT CFP 0.00
IN CFP 0.00

/ ARUN DISTRICT COUNCIL P/140/18/OUT

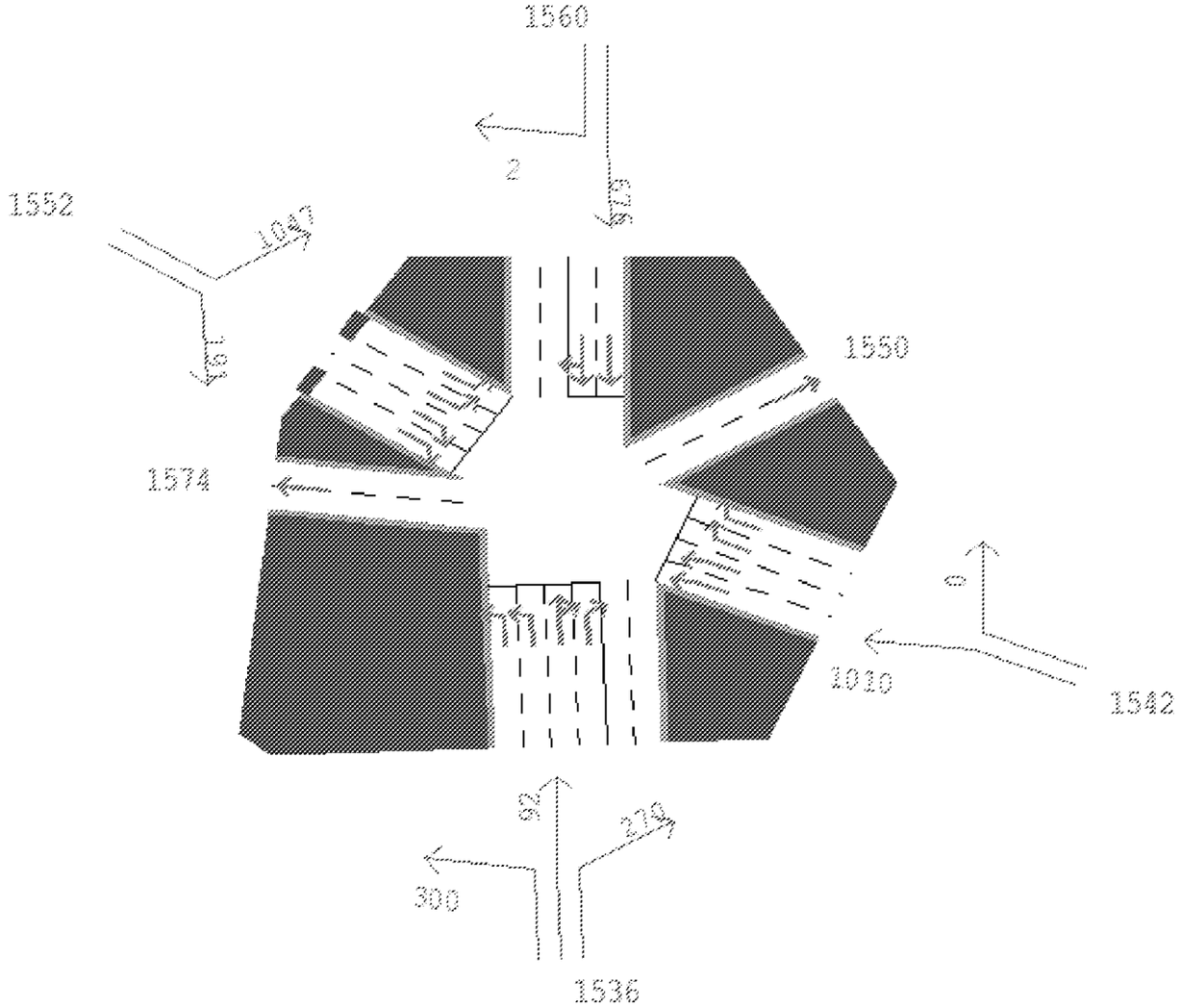
Mode 1560

27

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Blocks Back



Node Graphic
Master Menu:

NODE 9312

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

eRror checks X
2 Warnings
3 Ser.Warns
1 Non-Fatal

Edit >

Change node:
dOwn(number) >

Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

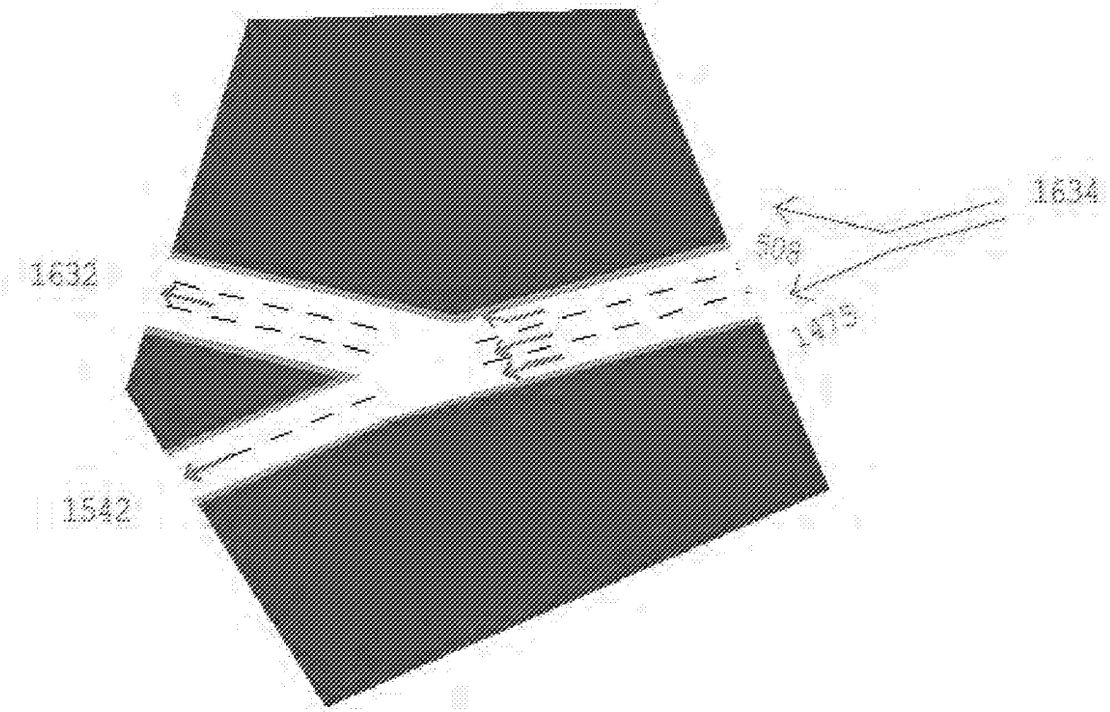
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
NFE 203 x 1
SWARN 158 x 2
SWARN 136 x 1
WARN 32 x 2
LCV = 80

Node 9312

28

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1628

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
number set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
FCX = 00

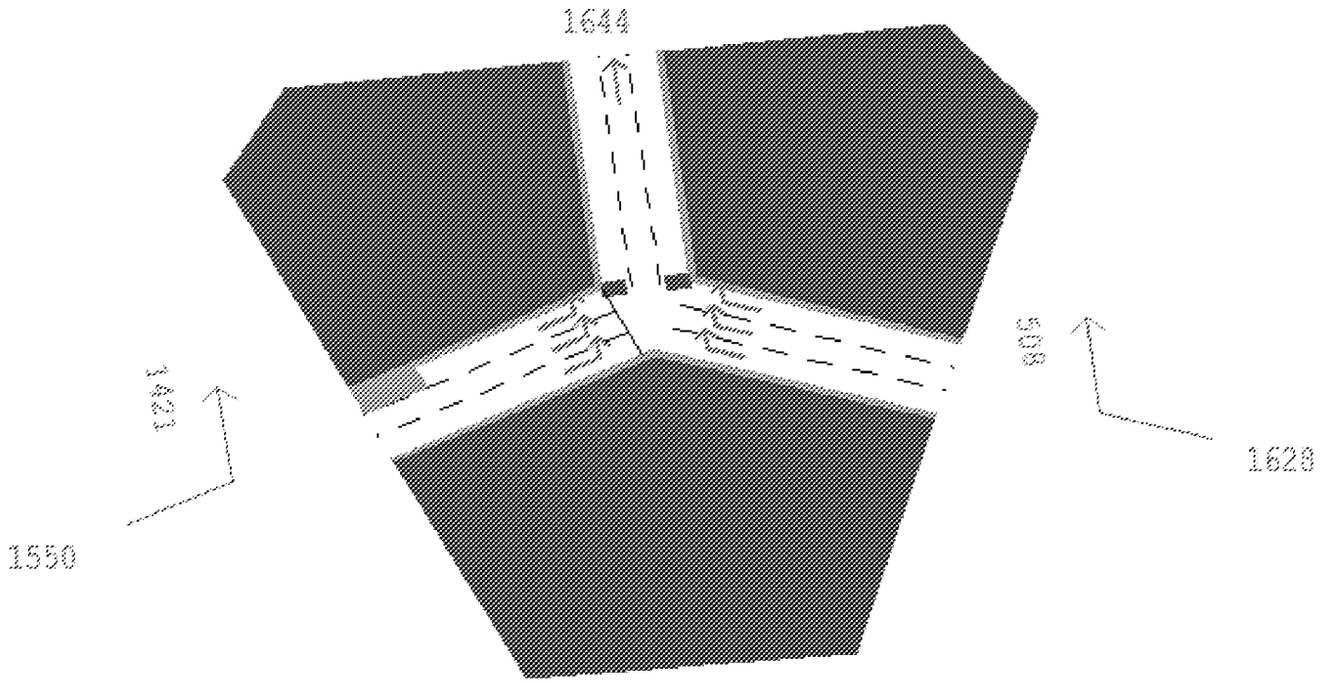
Node 1628

29

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last

Blocks Back



Node Graphic
Master Menu:

NODE 1632

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
1 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

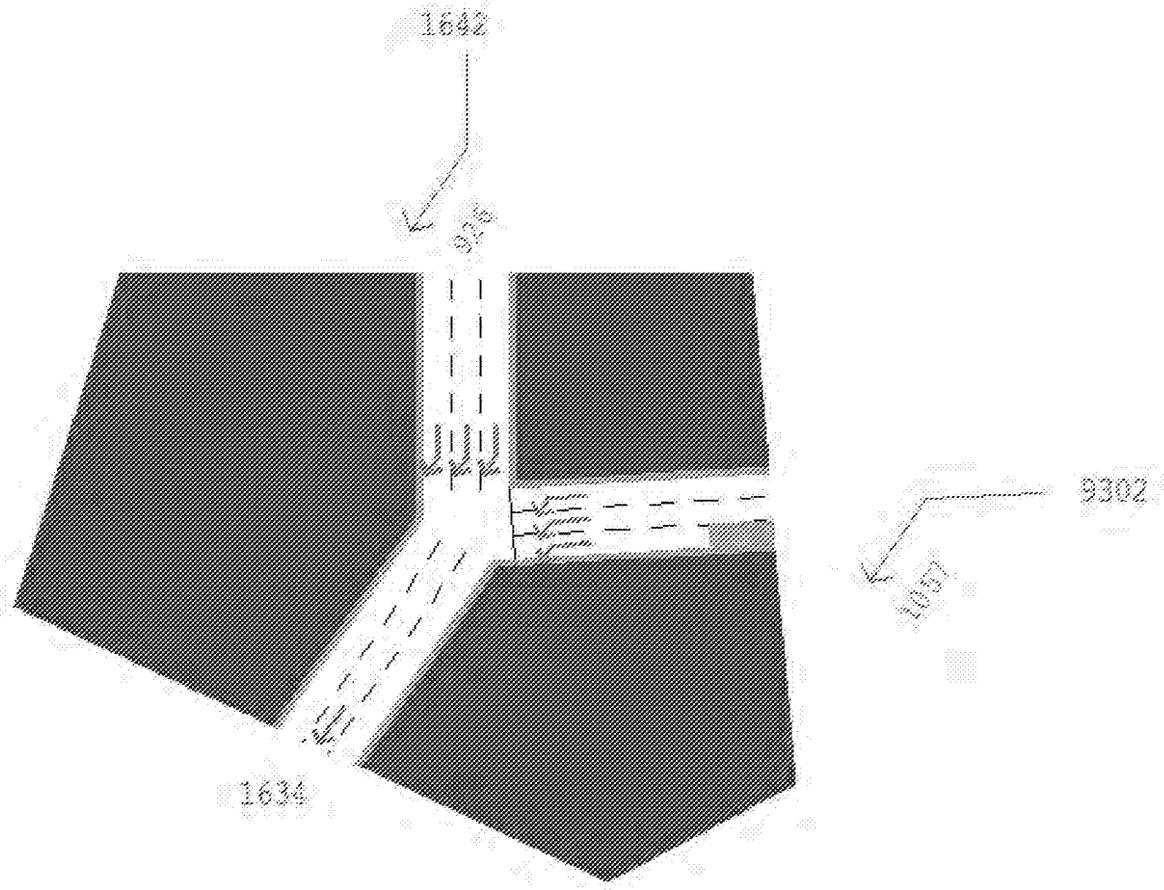
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
LCV = 90

Node 1632

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1636

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
1 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
FCX = 90

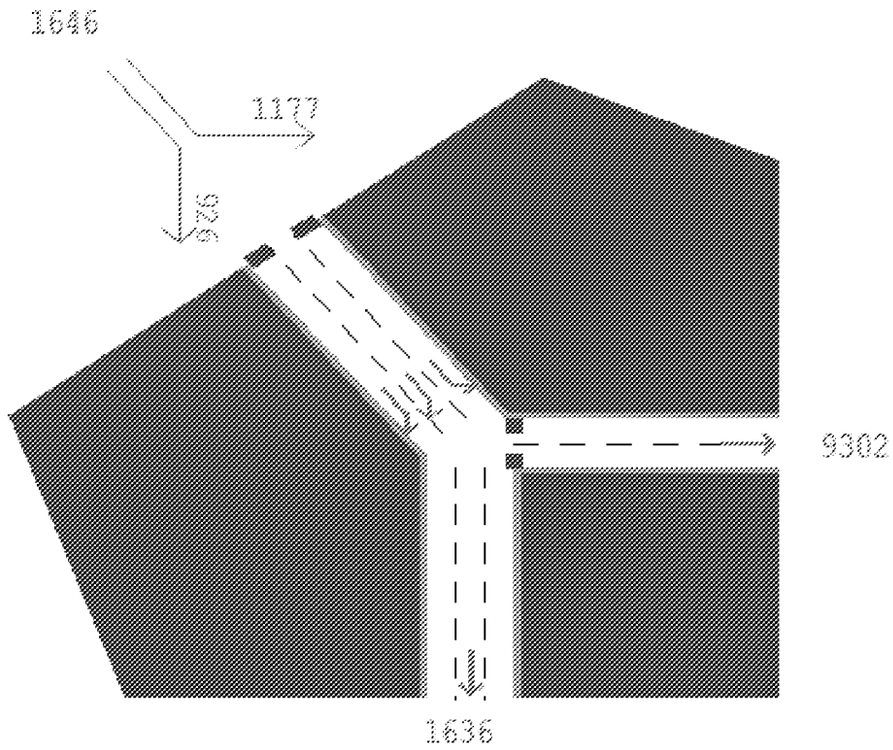
ARUN DISTRICT COUNCIL P/1401B/OUT

Node 1636

31

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last

Blocks Back



Node Graphic
Master Menu:

NODE 1642

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

eRror checks X
1 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

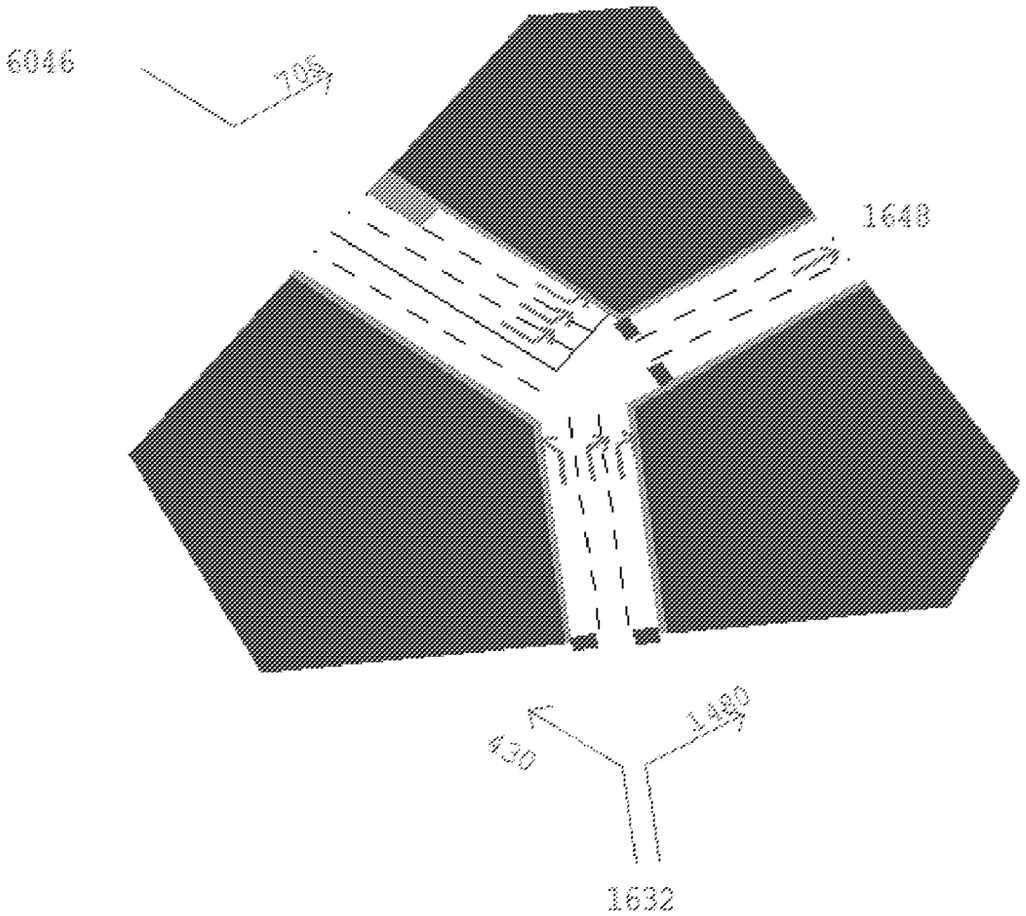
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
WARN 63 X 1
ICY = 80

Node 1642

ARUN DISTRICT COUNCIL P/140/16/OUT

Blocks Back



Node Graphic
Master Menu:

NODE 1644

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

lnFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

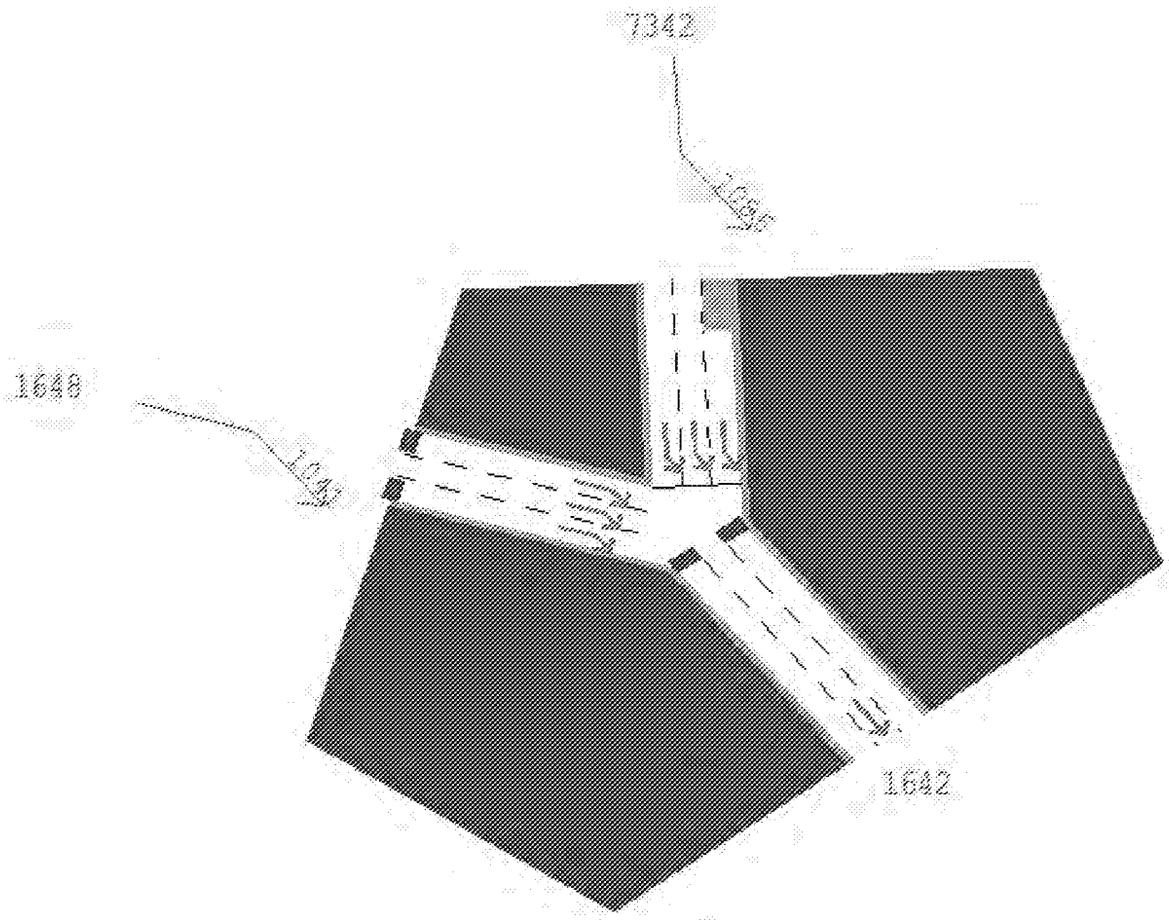
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
ICY = 90

Node 1644

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last

Blocks Back



Node Graphic
Master Menu:

Node 1646

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
1 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

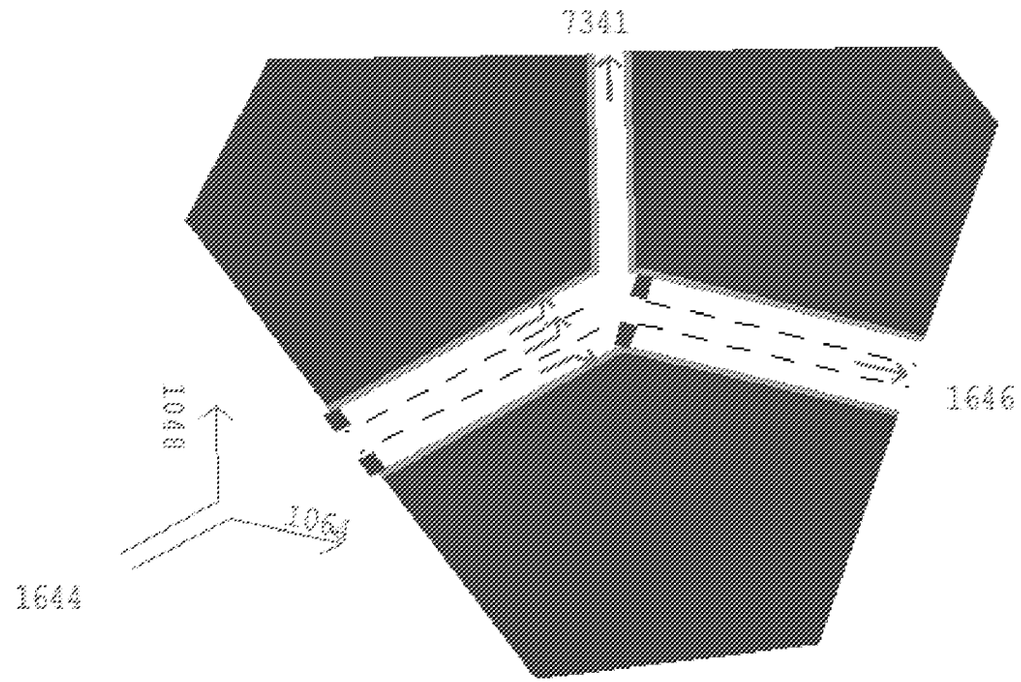
CFD Convergence
OUT CFD 0.00
IN CFD 0.00
FCX = 90

Node 1646

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last

Blocks Back



Node Graphic
Master Menu:

NODE 1648

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

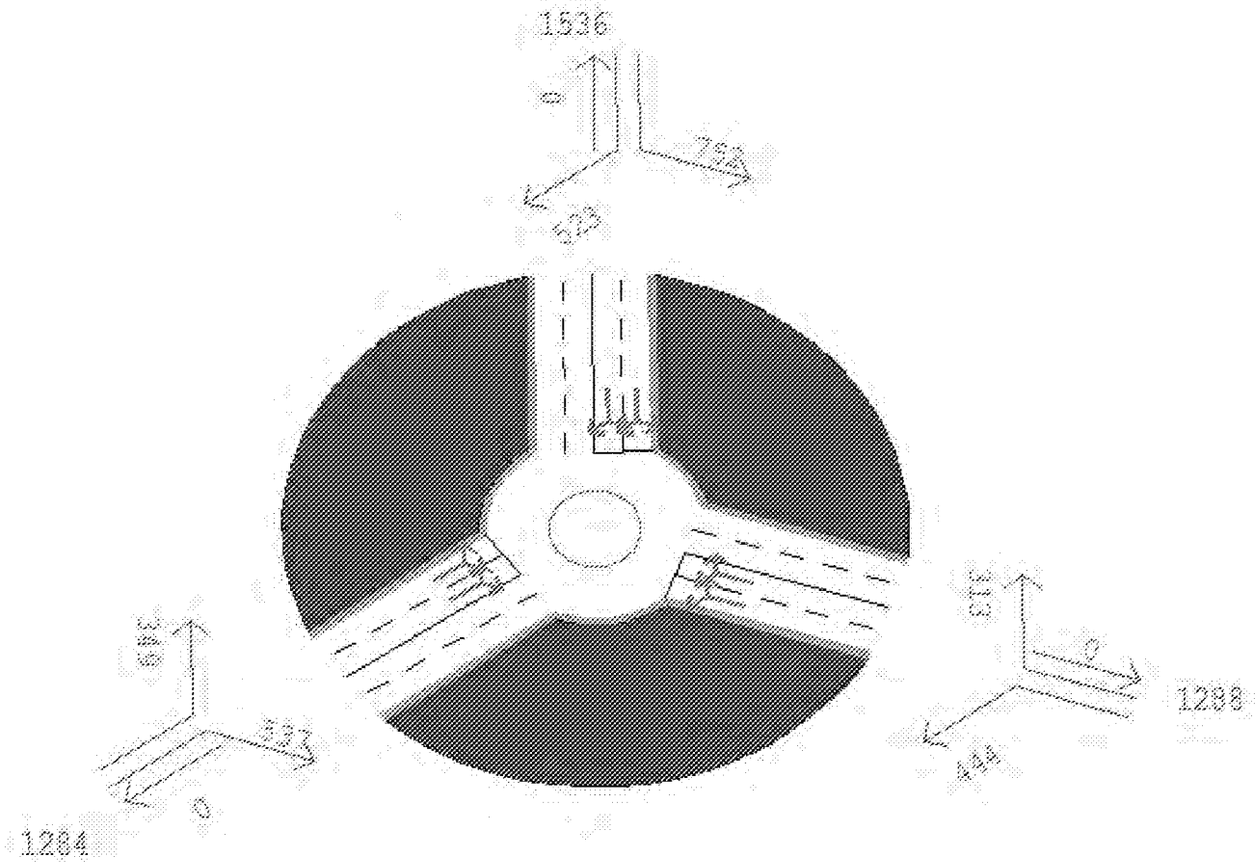
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
FCX = 60

Node 1648

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node-based
Data display
Choices:

Current data

Arrive flow

New choice:

Cancel (none x
nOde data ON
Link data >
Turn data >

Display mode s
Arrows

Arrow type: s
line+number

Banner >

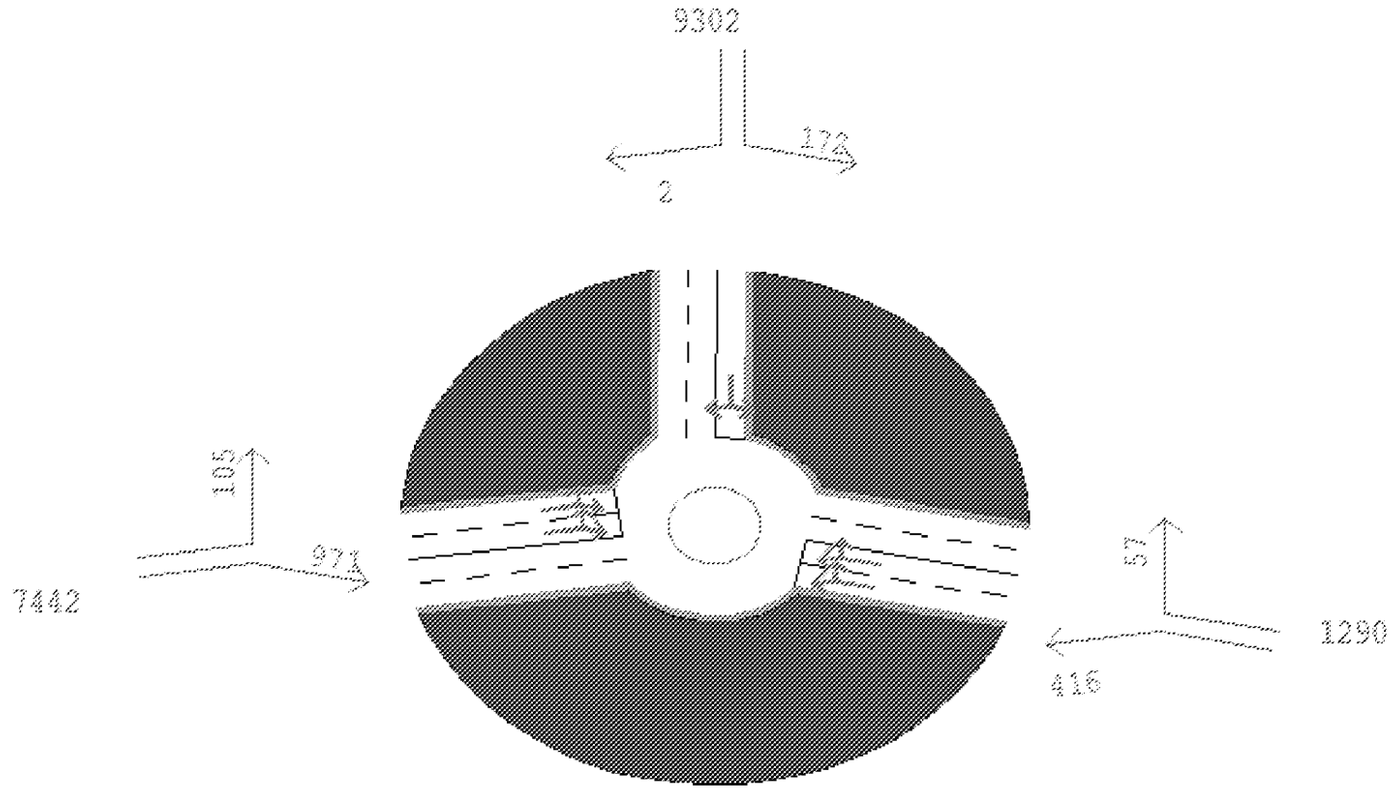
Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
WARN 32 X 3
ECY = 90

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1312



Node Graphic
Master Menu:

NODE 1302

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

eRror checks X
2 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

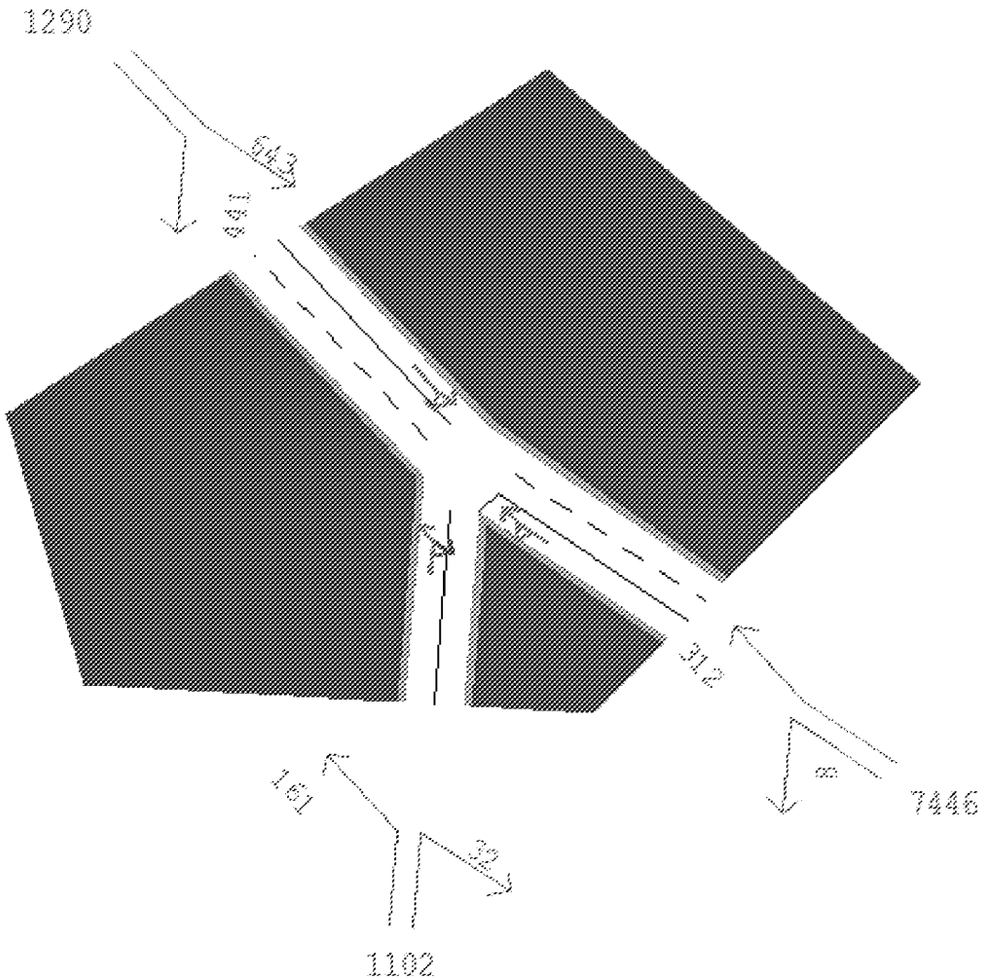
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
WARN 32 X 2
ICV = 90

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1302

37

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1188

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
6 Warnings
3 Ser.Warns

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

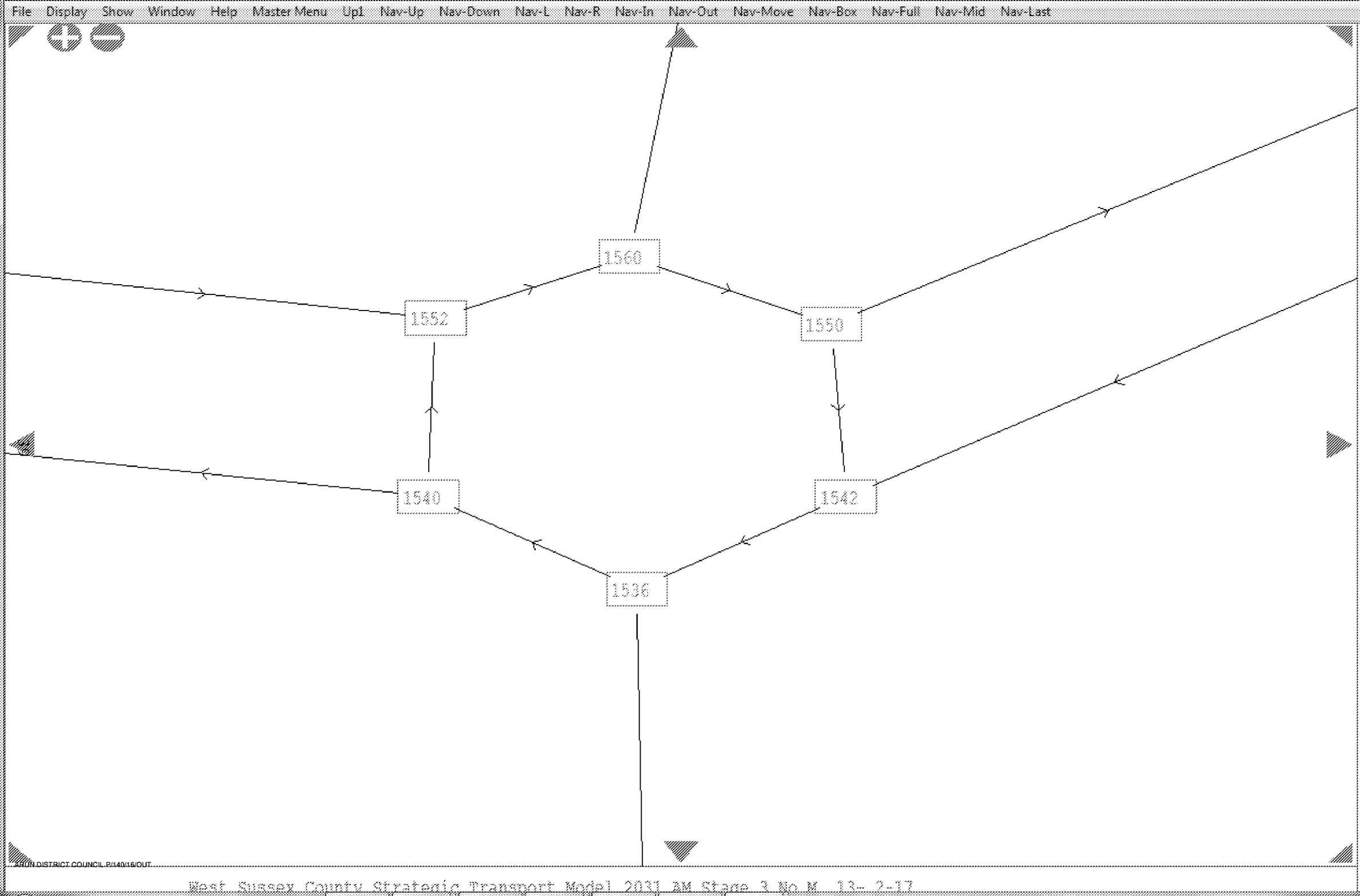
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
SWARN 137 x 2
SWARN 135 x 1
WARN 98 x 2
WARN 32 x 3
WARN 12 x 1
ECX = 90

Node 1188

38

ARUN DISTRICT COUNCIL P/140/16/OUT

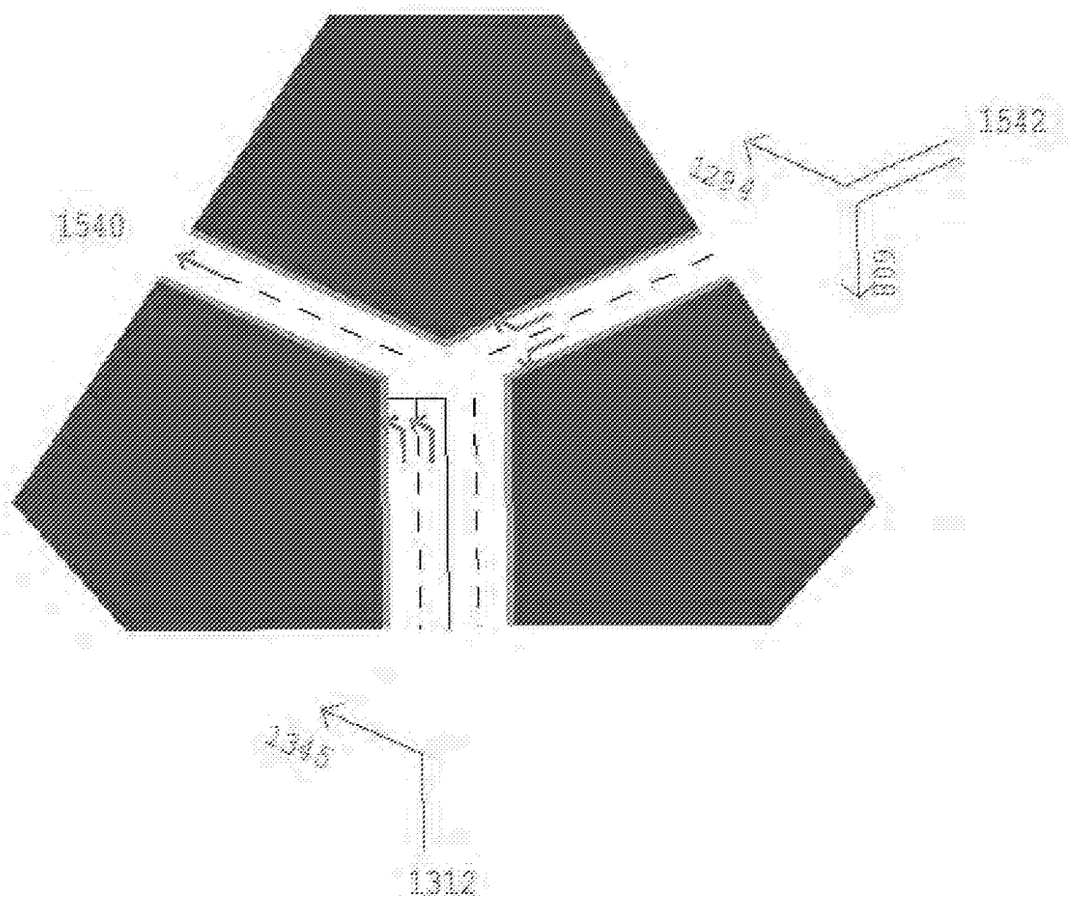
File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



ARUN DISTRICT COUNCIL P/140/16/OUT

West Sussex County Strategic Transport Model 2031 AM Stage 3 No M 13- 2-17

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node-based
Data display
Choices:

Current data

Arrive flow

New choice:

Cancel (none X
nOde data ON
Link data >
Turn data >

Display mode S
Arrows

Arrow type: S
line+number

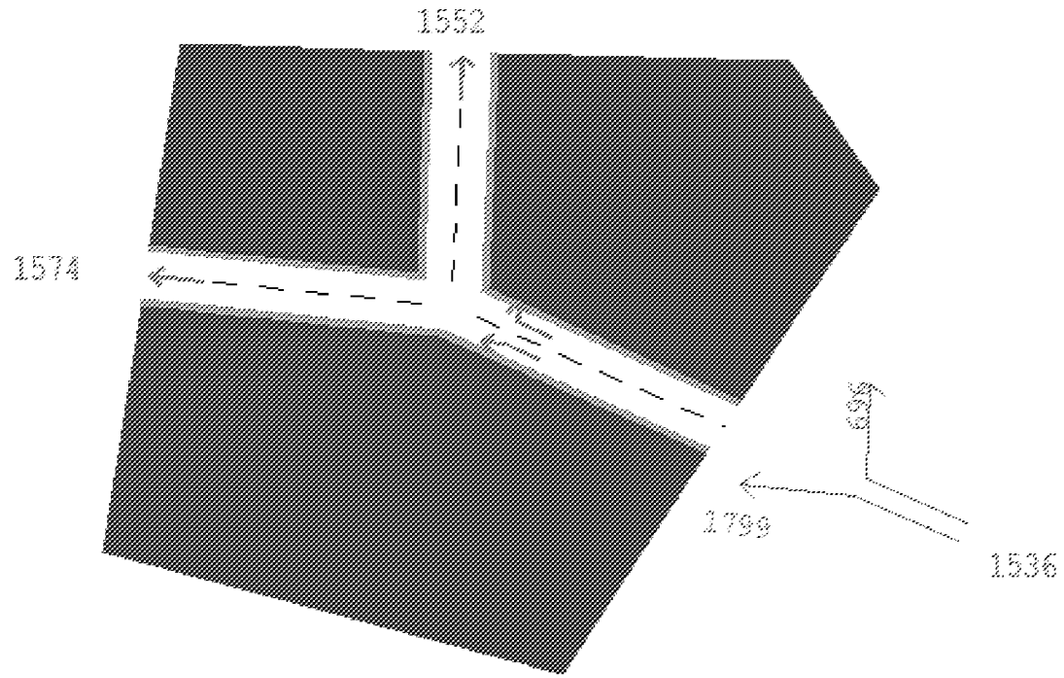
Banner >

Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
FARN 32 x 1

ARUN DISTRICT COUNCIL P/140/16/OUT



Node Graphic
Master Menu:

NODE 1540

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

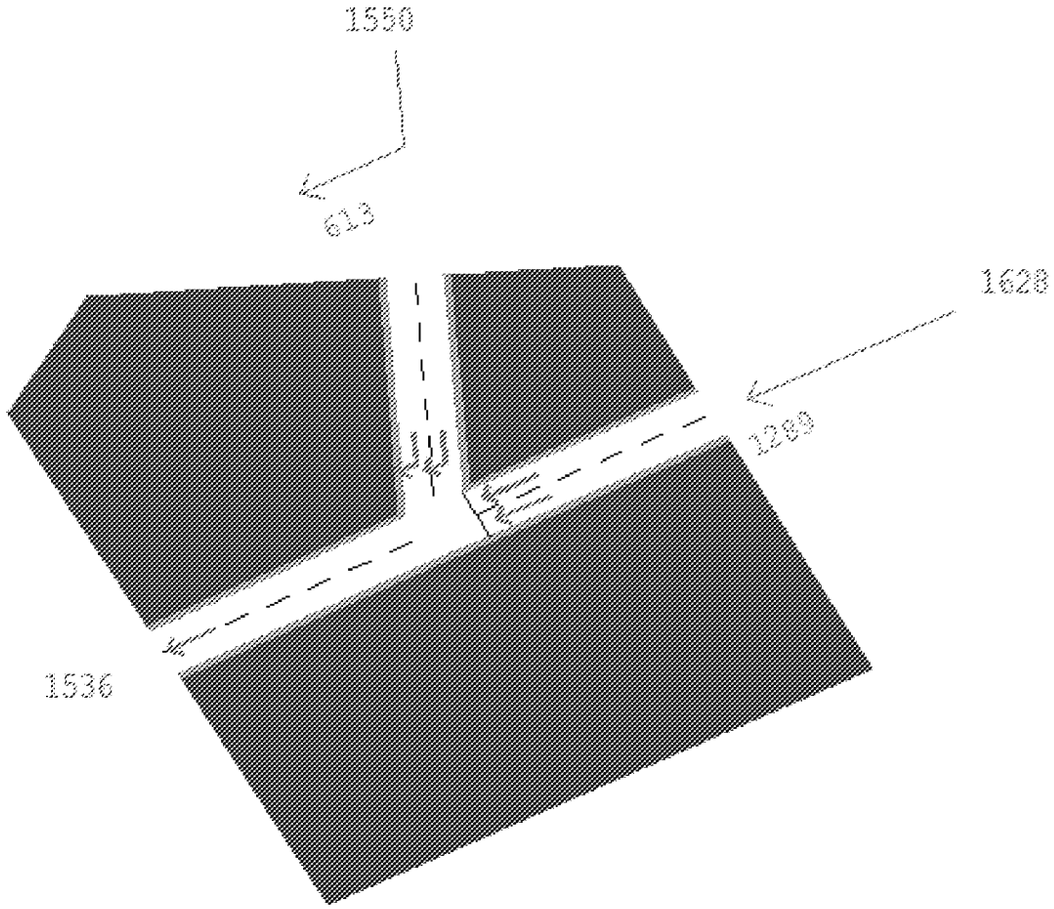
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
ICX = 90

Node 1540

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1542

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

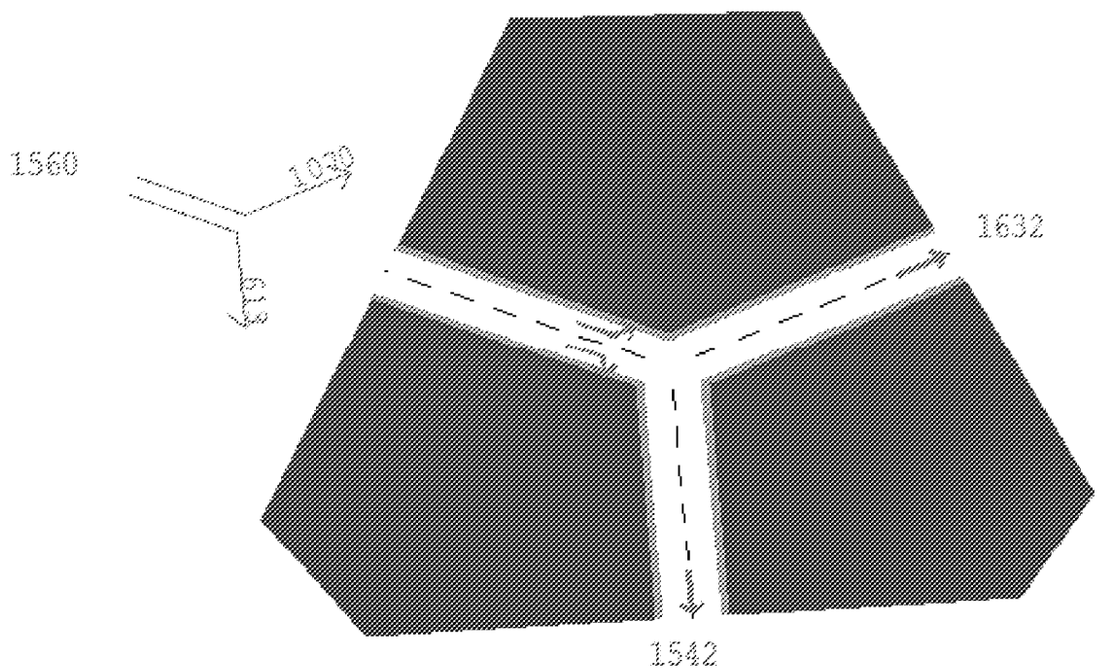
Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
LCY = 90

Node 1542

ARUN DISTRICT COUNCIL P/140/16/OUT



Node Graphic
Master Menu:

NODE 1550

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
text >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

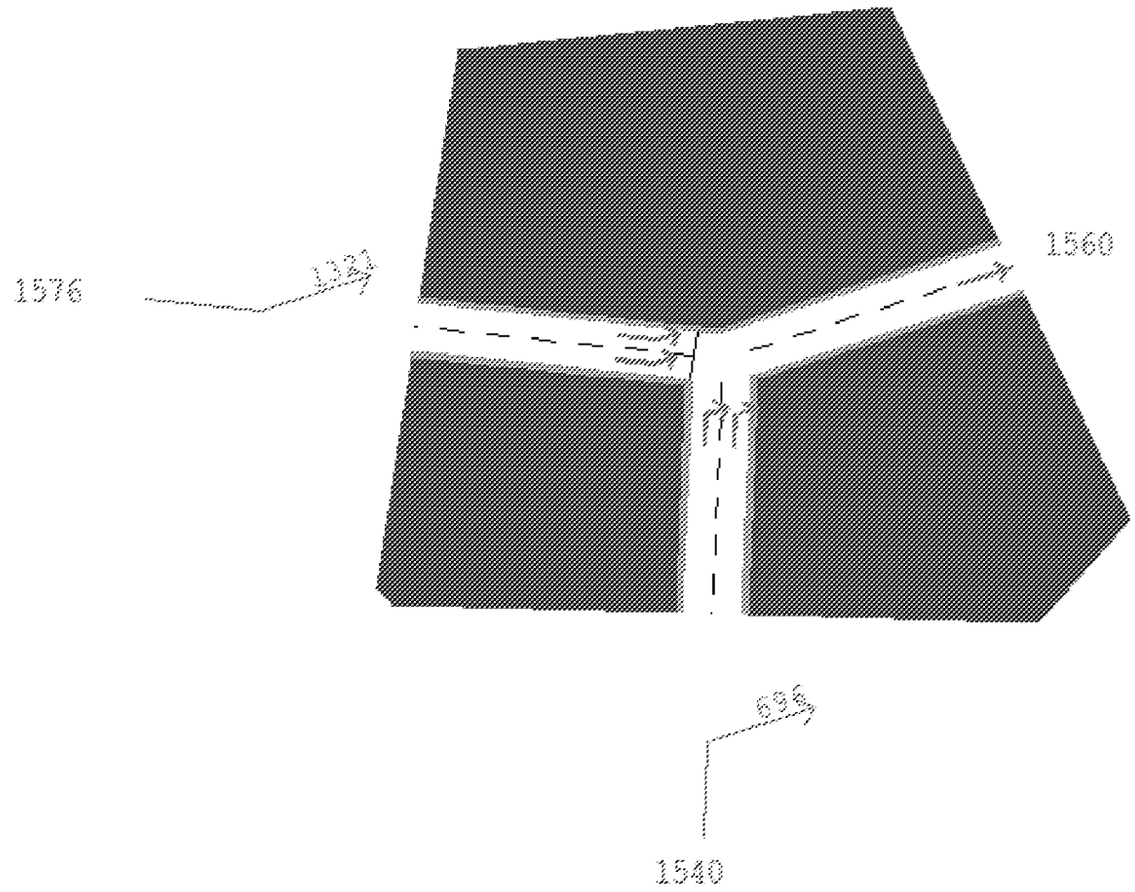
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
ICX = 90

Node 1550

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1552

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

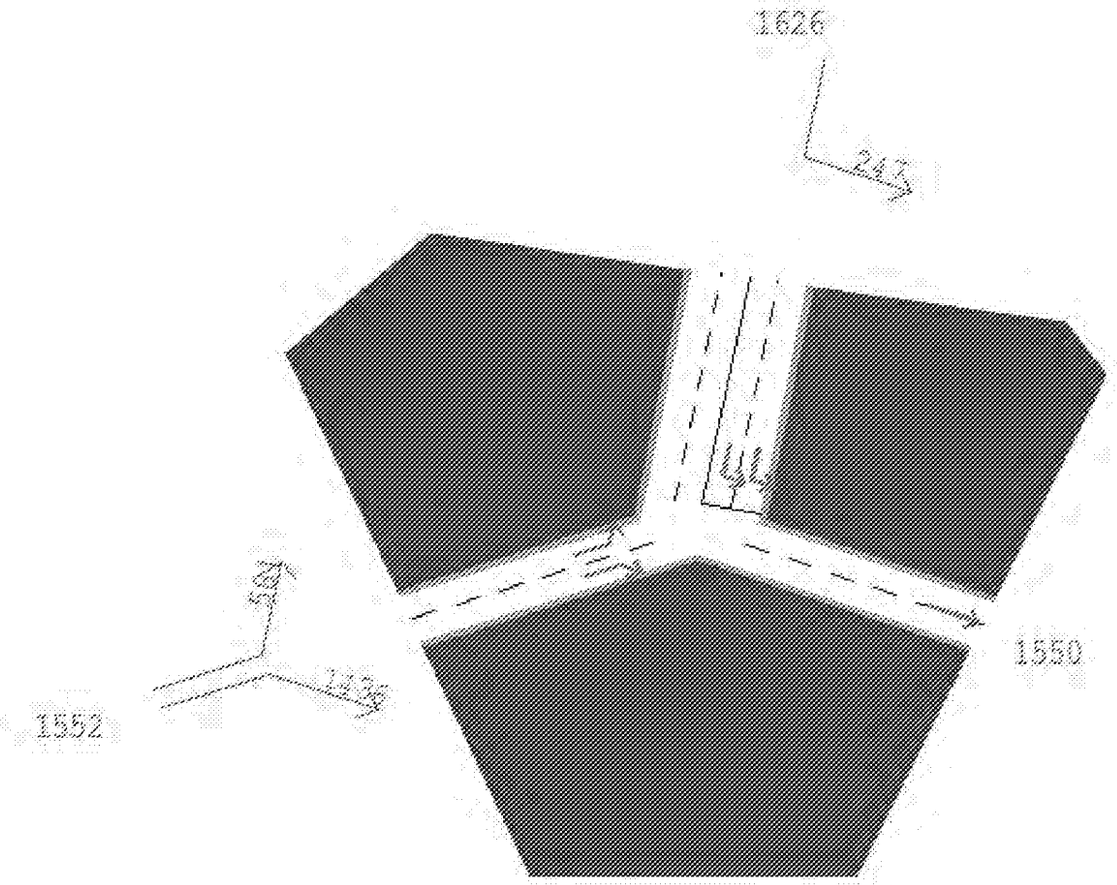
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
TCY = 90

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1552

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1560

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
text >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

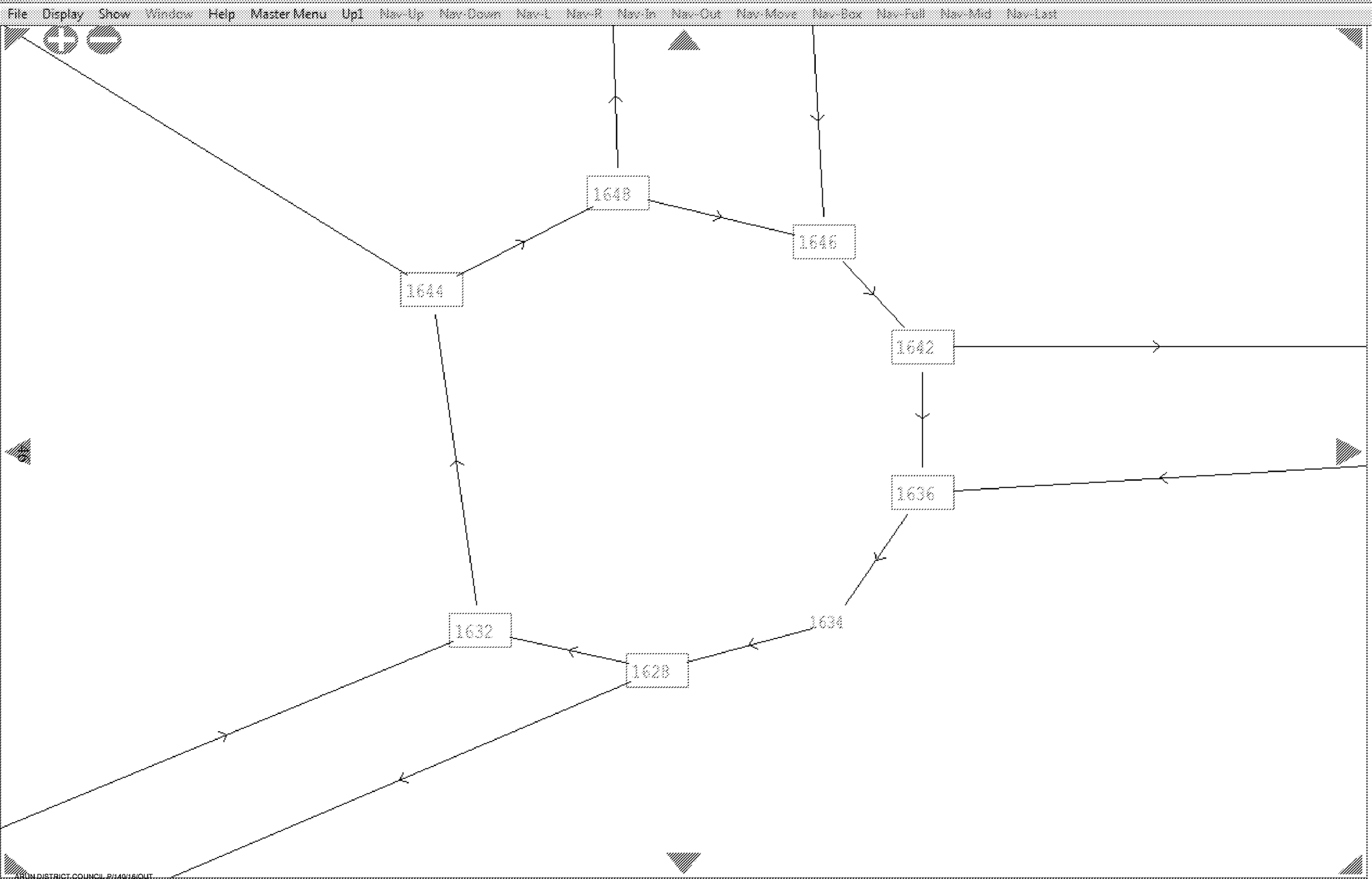
+ Menu bar!

CFD Convergence
OUT CFD 0.00
IN CFD 0.00
LCY = 90

ARUN DISTRICT COUNCIL P/140/16/OUT

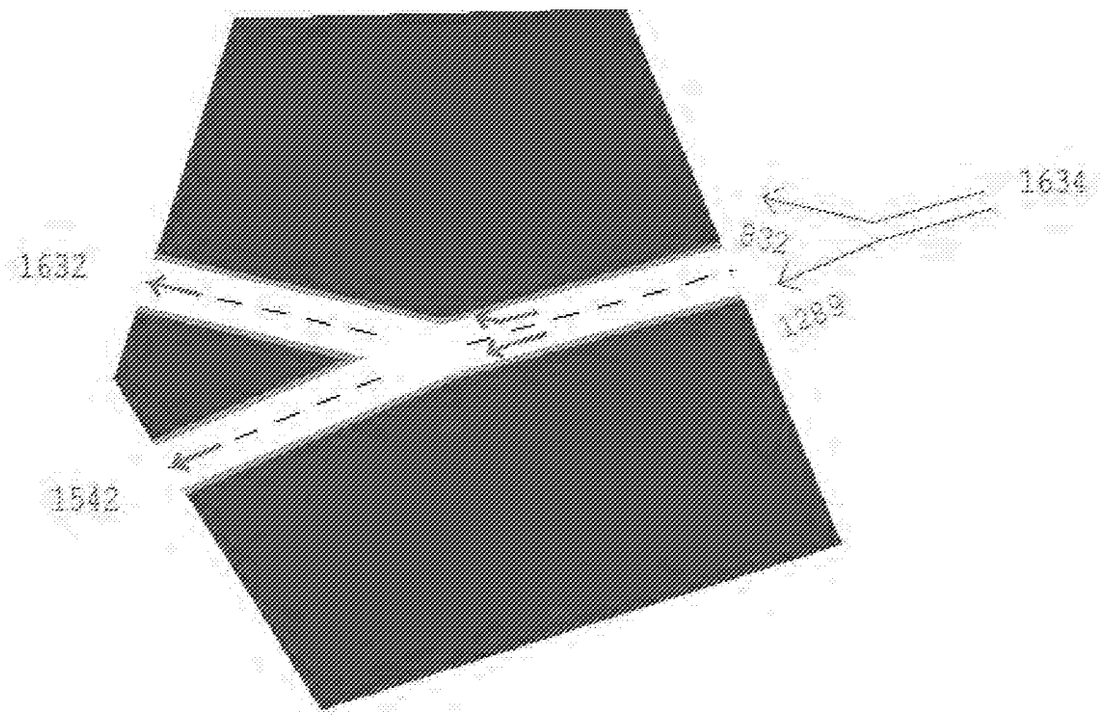
Node 1560

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1628

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
number set >

Centered >
network plot

info:Network >

auxiliarY >
network plot

Q - Return

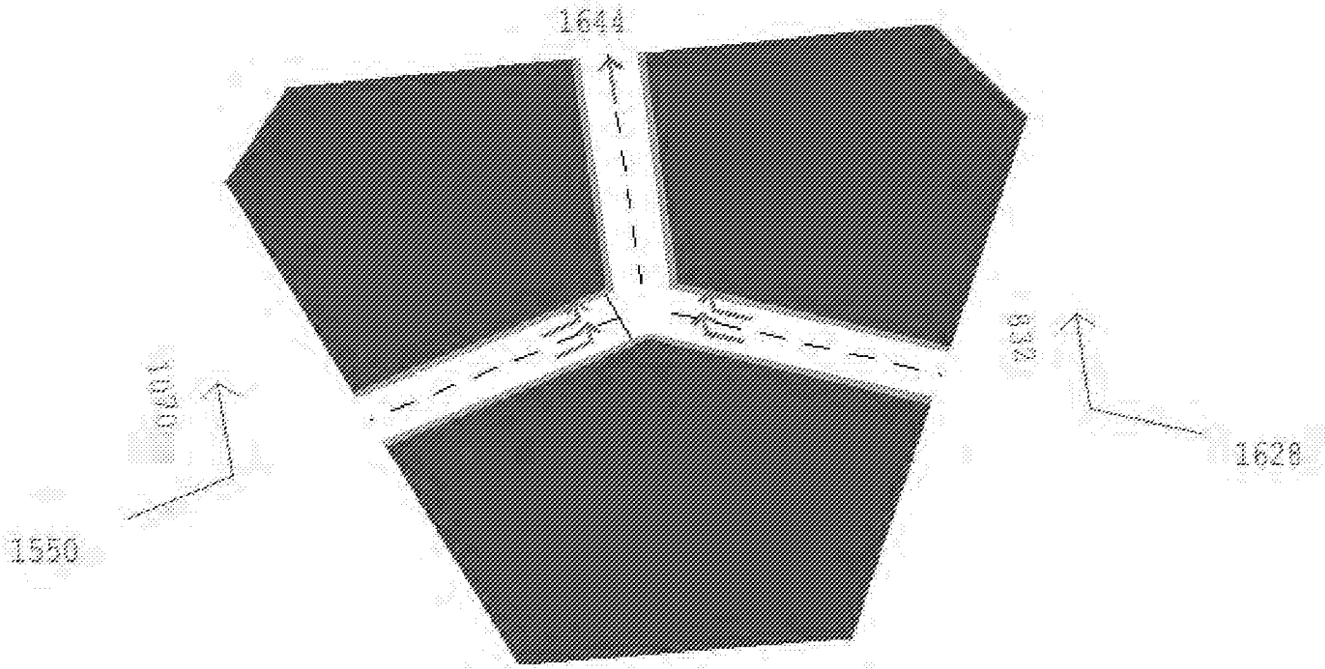
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
RCX = .00

ARUN DISTRICT COUNCIL P/1416/OUT

Node 1628

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NONE 1632

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

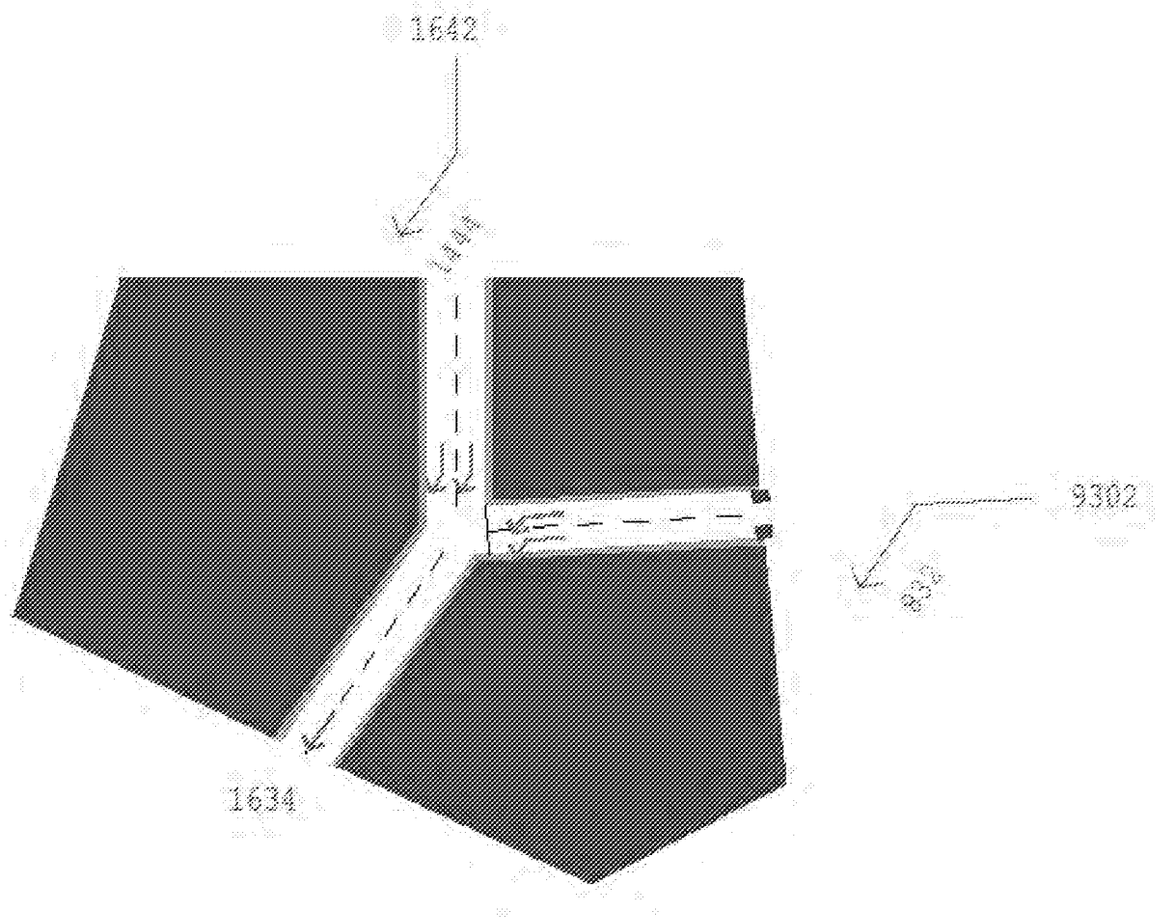
CFP Convergence
OUT CFP 0.00
[ ]ARUN DISTRICT COUNCIL P/140/16/OUT

Mode 1632

48

File Display Show Windows Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last

Blocks Back



Node Graphic
Master Menu:

NODE 1636

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

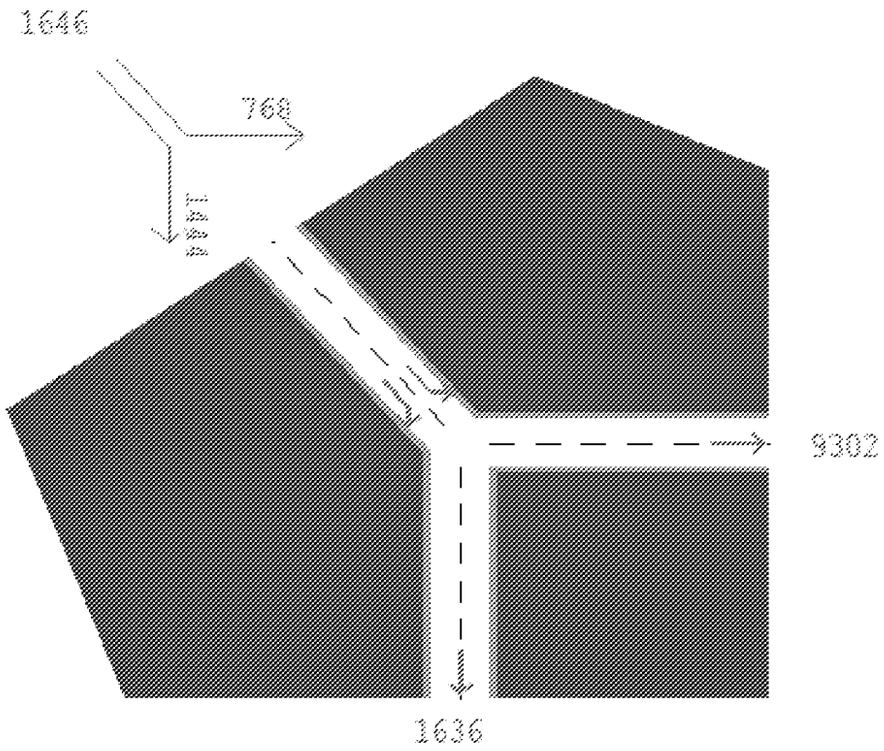
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
TCX = 80

TARDIS DISTRICT COUNCIL P/1414/OUT

Node 1636

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1642

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
1 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

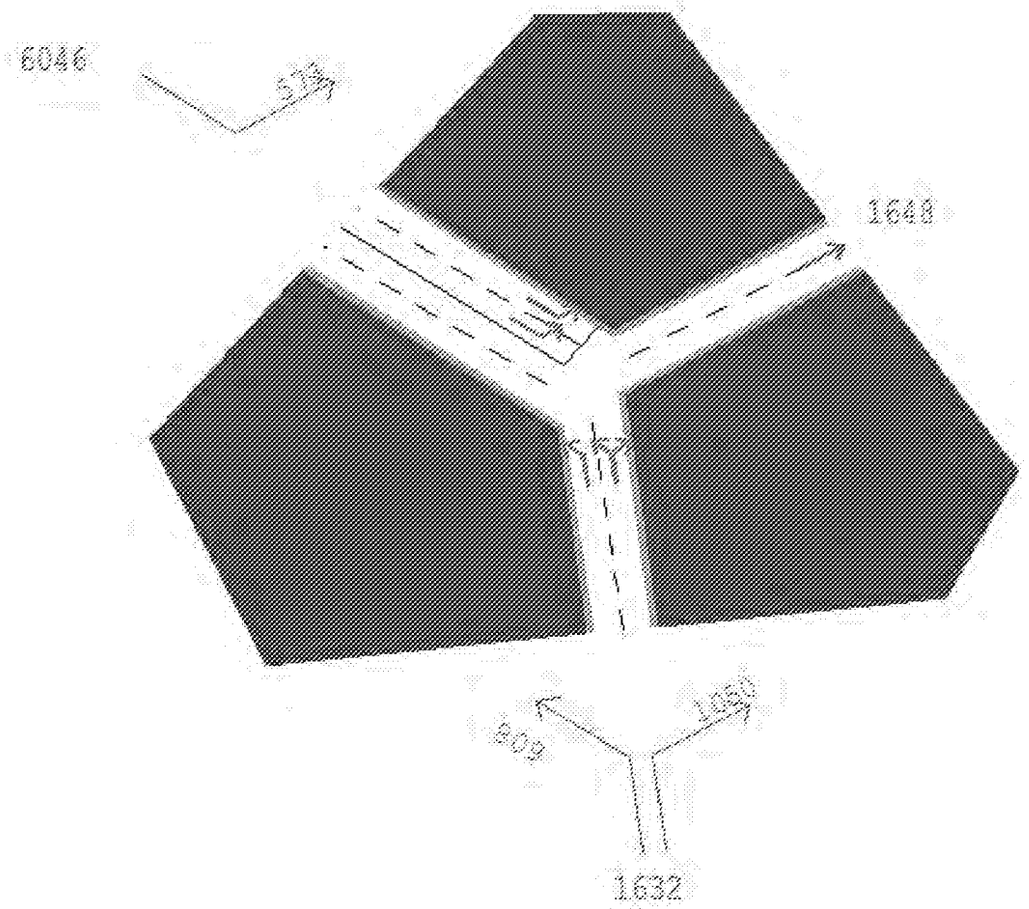
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
WARN 65 x 1
CY = 90

Node 1642

ARUN DISTRICT COUNCIL P/140/16/OUT

50

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1644

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
1 Ser.Warns

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

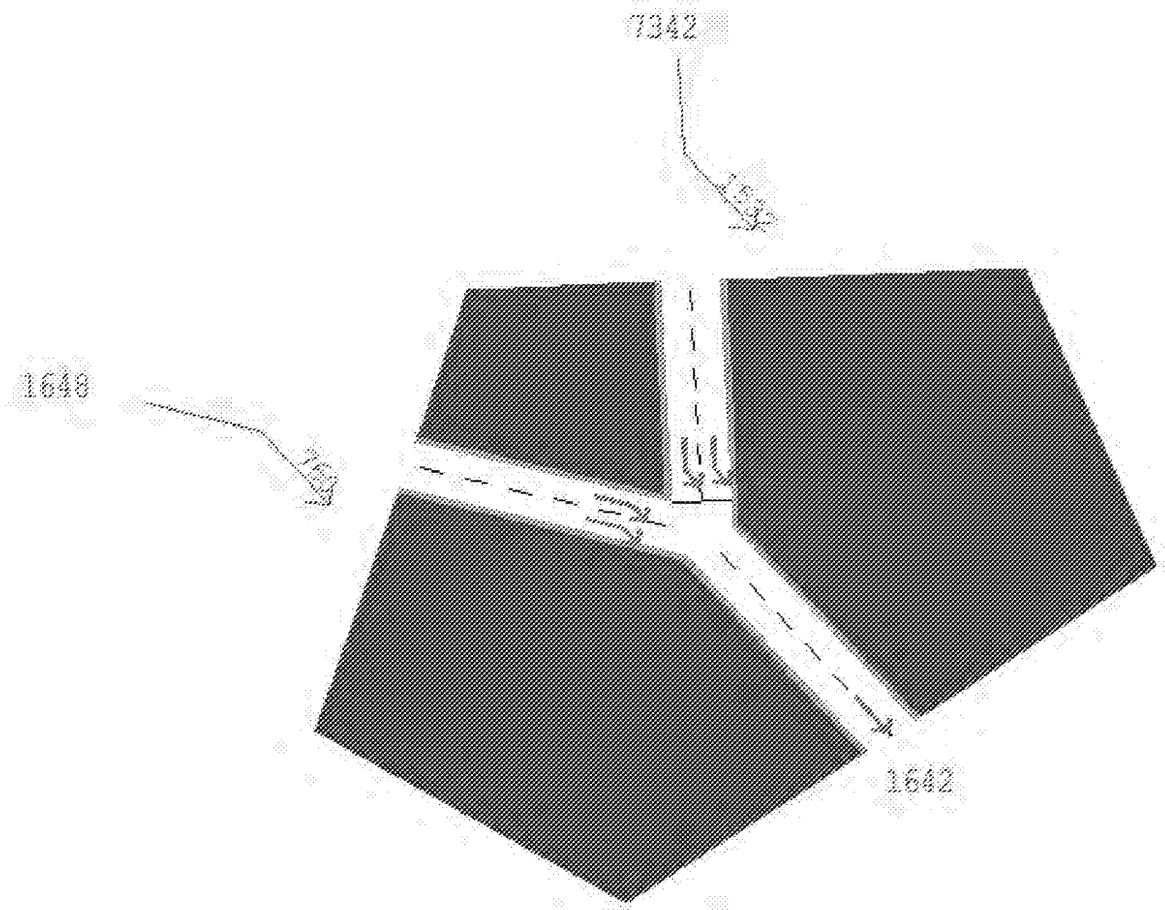
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
SWARM 137 X 1
DCX = 80

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1644

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1646

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
text >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

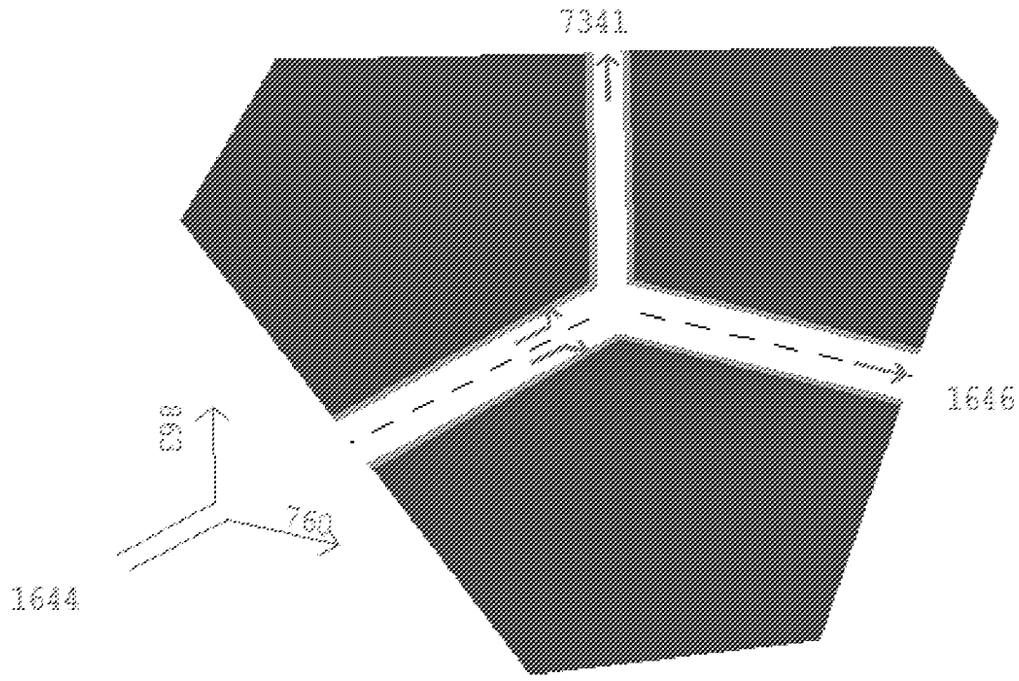
Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
[ARUN DISTRICT COUNCIL P:\HO\6\OUT

Node 1646

52



Node Graphic
Master Menu:

NODE 1648

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

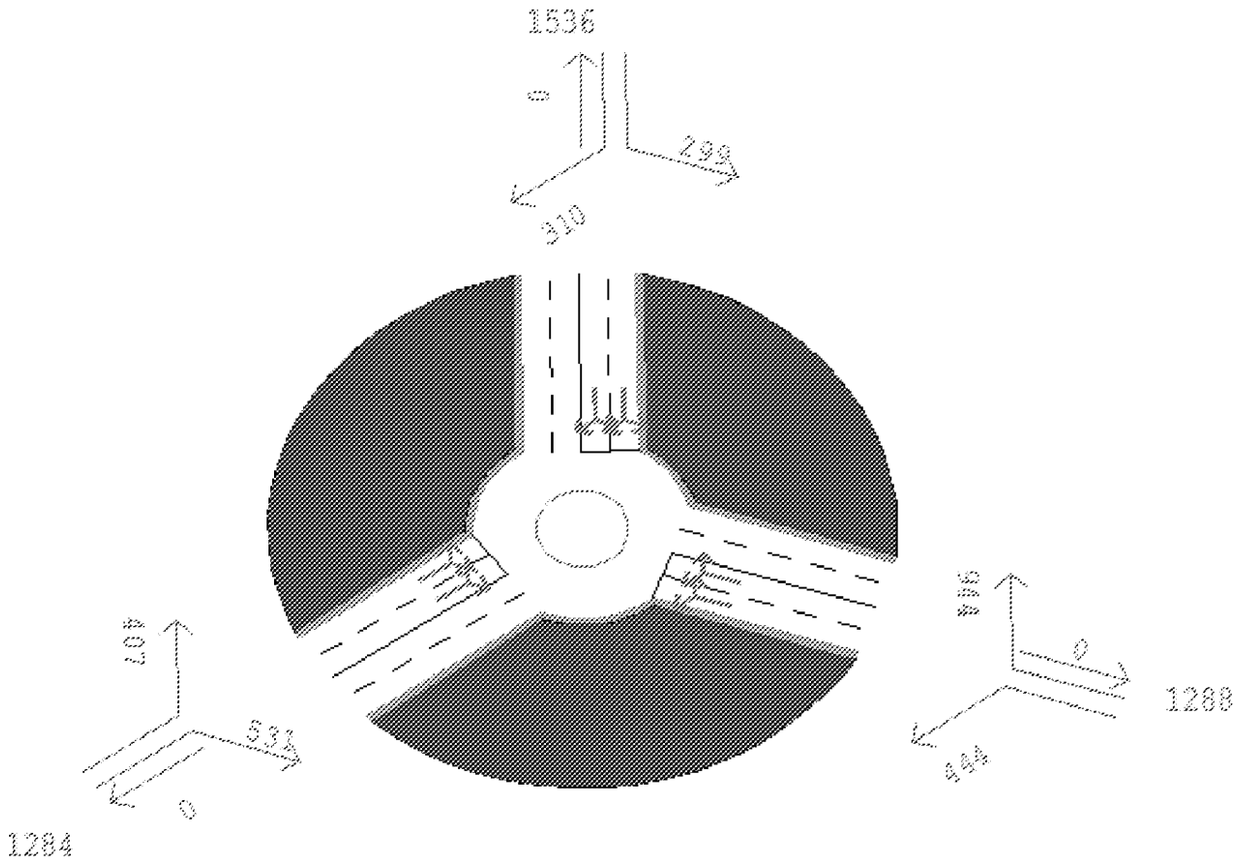
Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
ICX = 90

Node 1648

ARUN DISTRICT COUNCIL P/140/16/OUT



Node Graphic
Master Menu:

NODE 1312

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
3 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

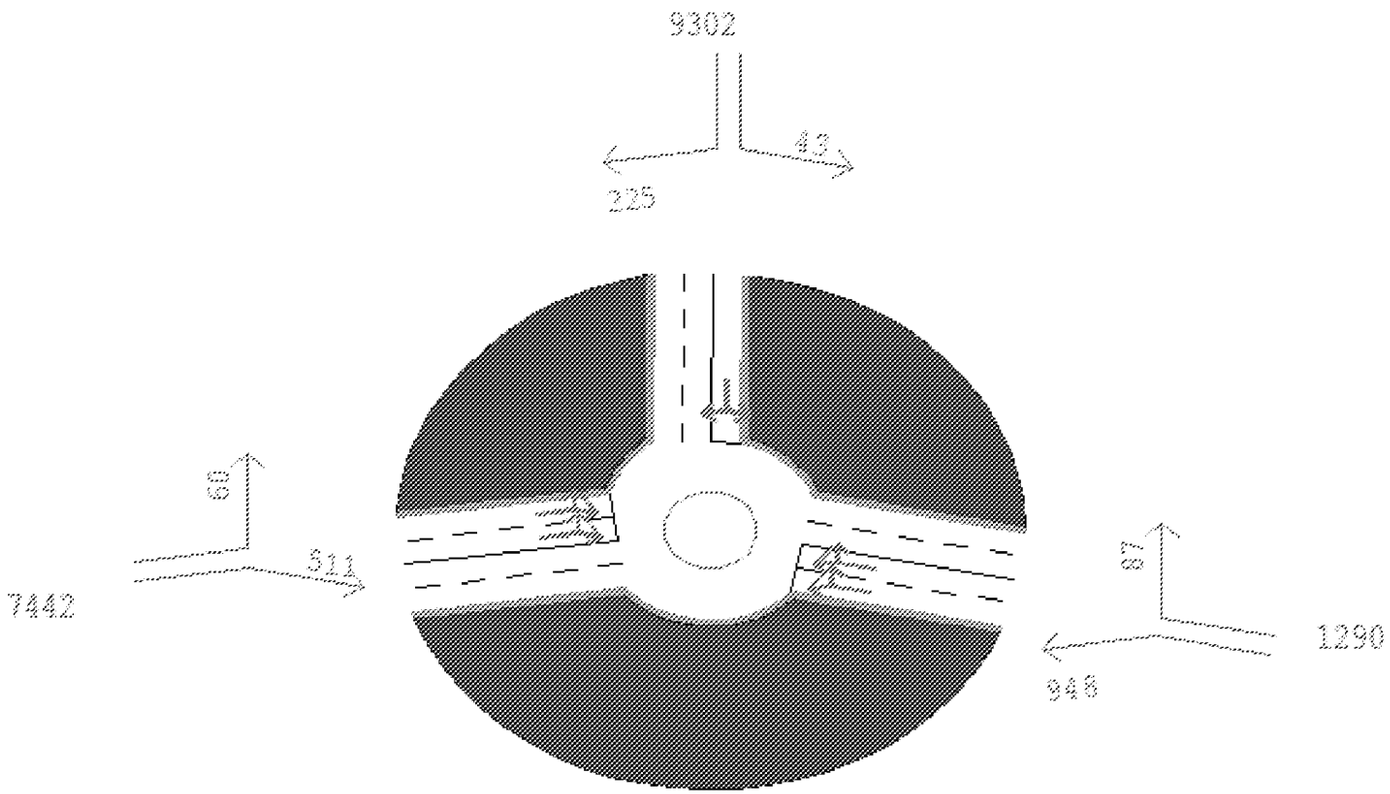
auxiliarY >
network plot

Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
WARN 32 X 3
CX = 90

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



55

Node Graphic
Master Menu:

NODE 1302

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

eRror checks X
2 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

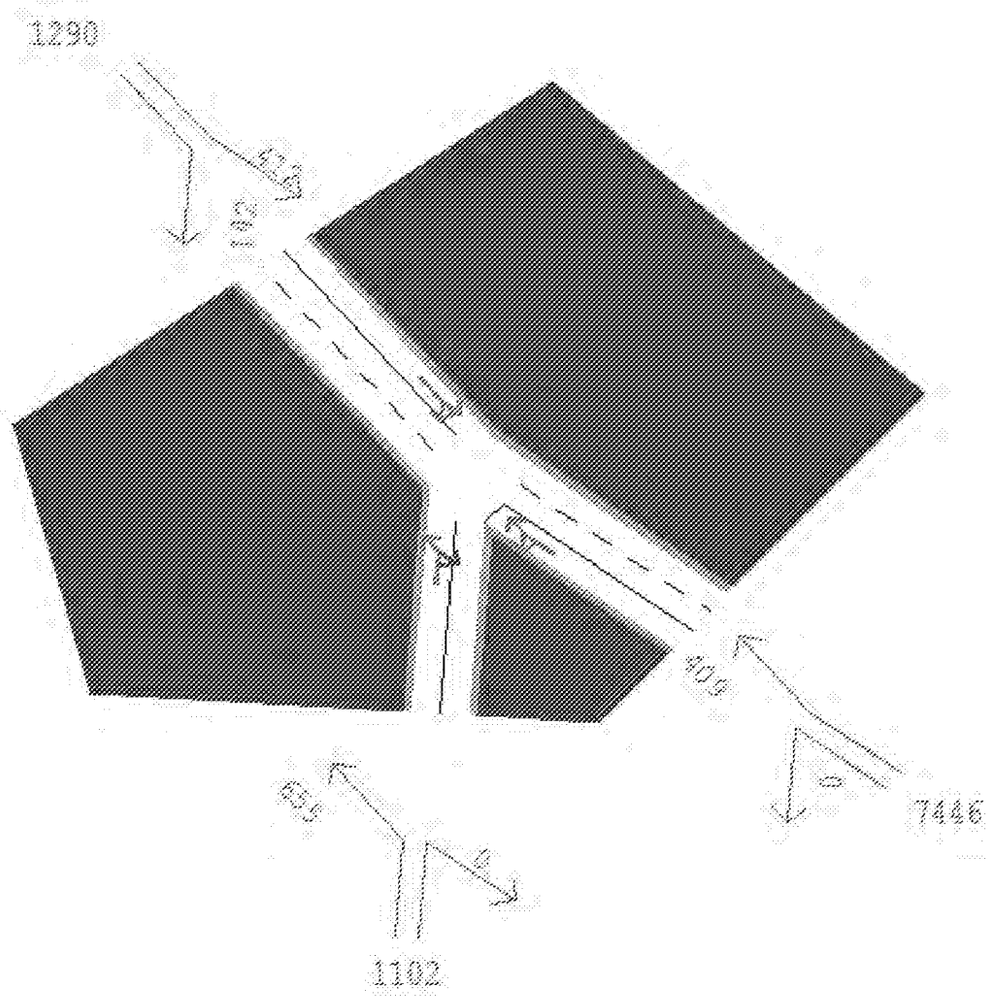
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
WARN 32 x 2
FCX = 90

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1302

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1188

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

eRror checks X
6 Warnings
3 Ser.Warns

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

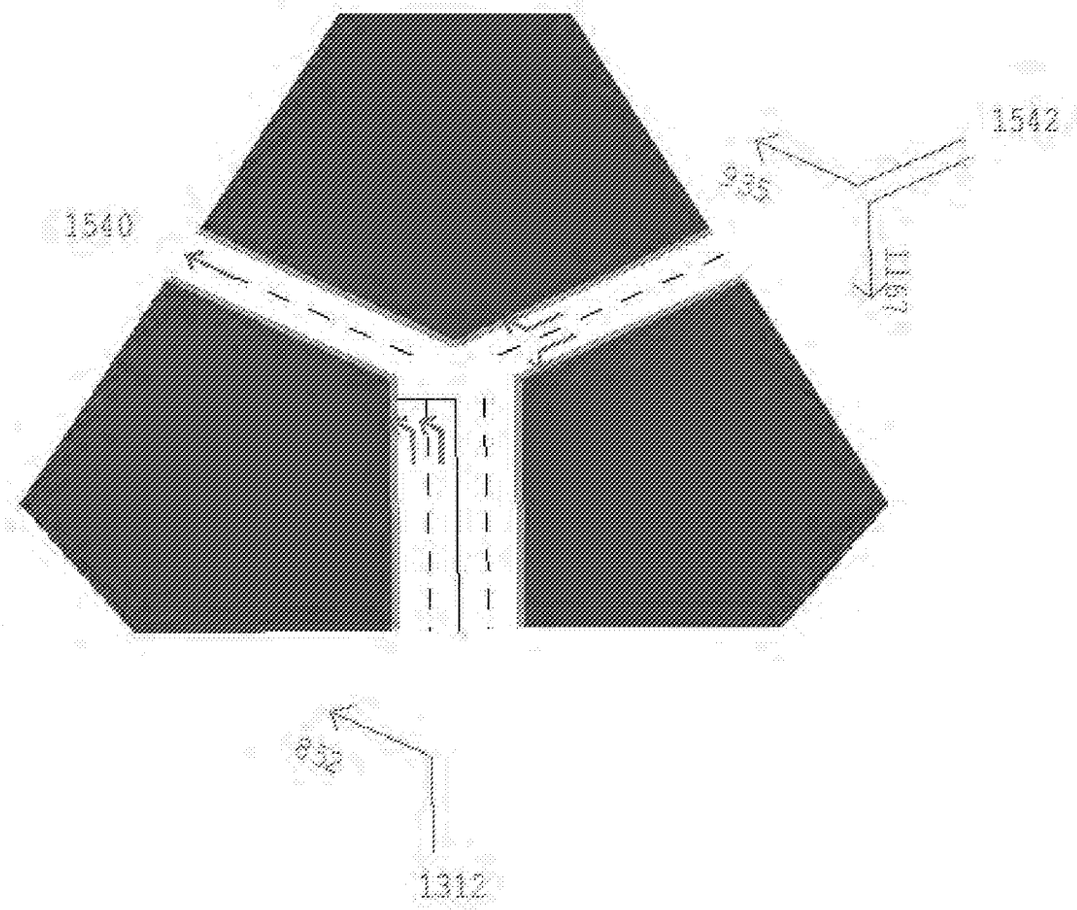
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
SWARN 137 x 2
SWARN 135 x 1
WARN 98 x 2
WARN 32 x 3
WARN 12 x 1
LCX = 90

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1188

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node-based
Data display
Choices:

Current data

Arrive flow

New choice:

Cancel (none x
nOde data ON
Link data >
Turn data >

Display mode s
Arrows

Arrow type: s
line+number

Banner >

Q - Return

+ Menu bar!

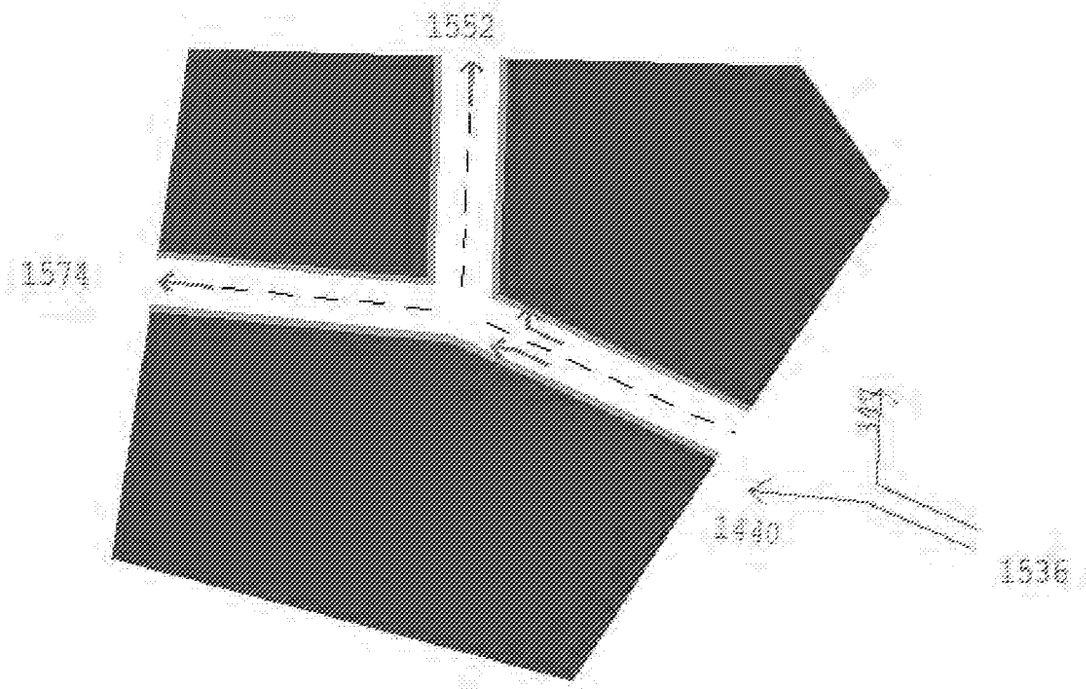
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
MARK 32 X 1
FCX = 90

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1536

57

File Display Show Windows Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1540

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change mode:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

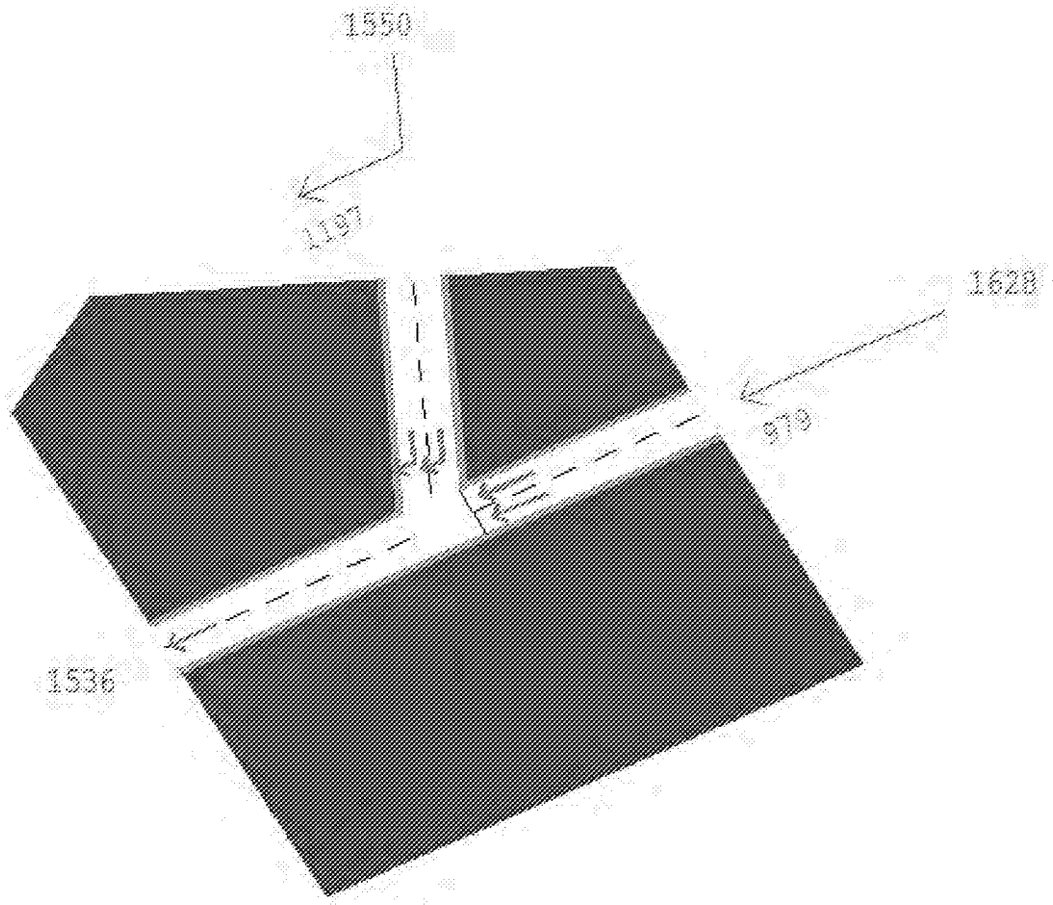
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
TCV = 80

Node 1540

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1542

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

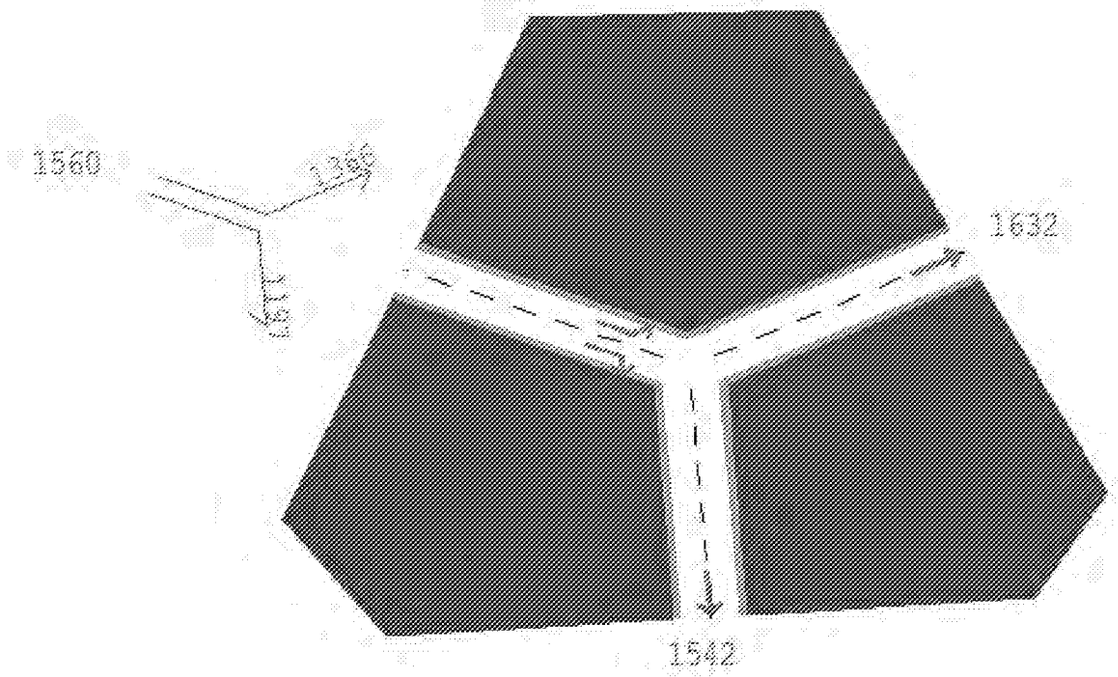
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
ICY = 90

ARUN DISTRICT COUNCIL P/1916/OUT

Node 1542

59

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1550

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

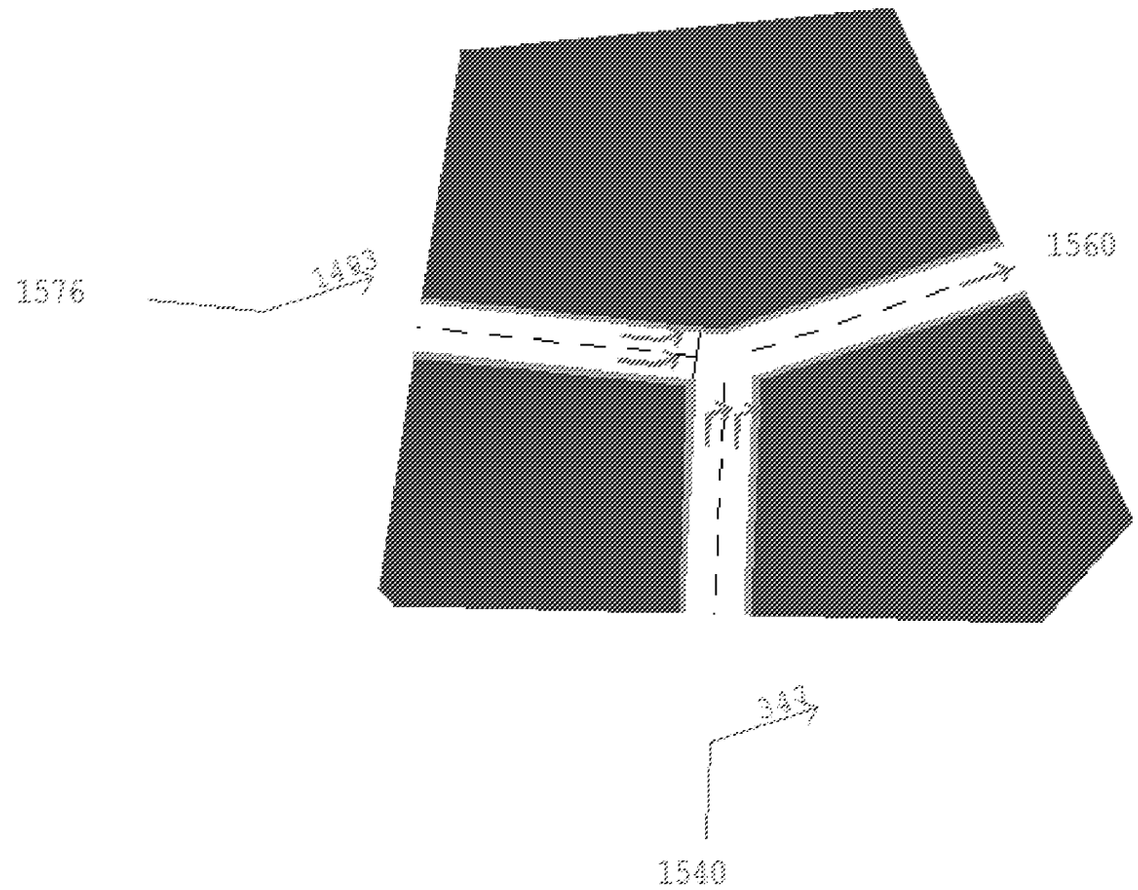
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
LCY = 90

ARUN DISTRICT COUNCIL P/149/16/OUT

Node 1550

09

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1552

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

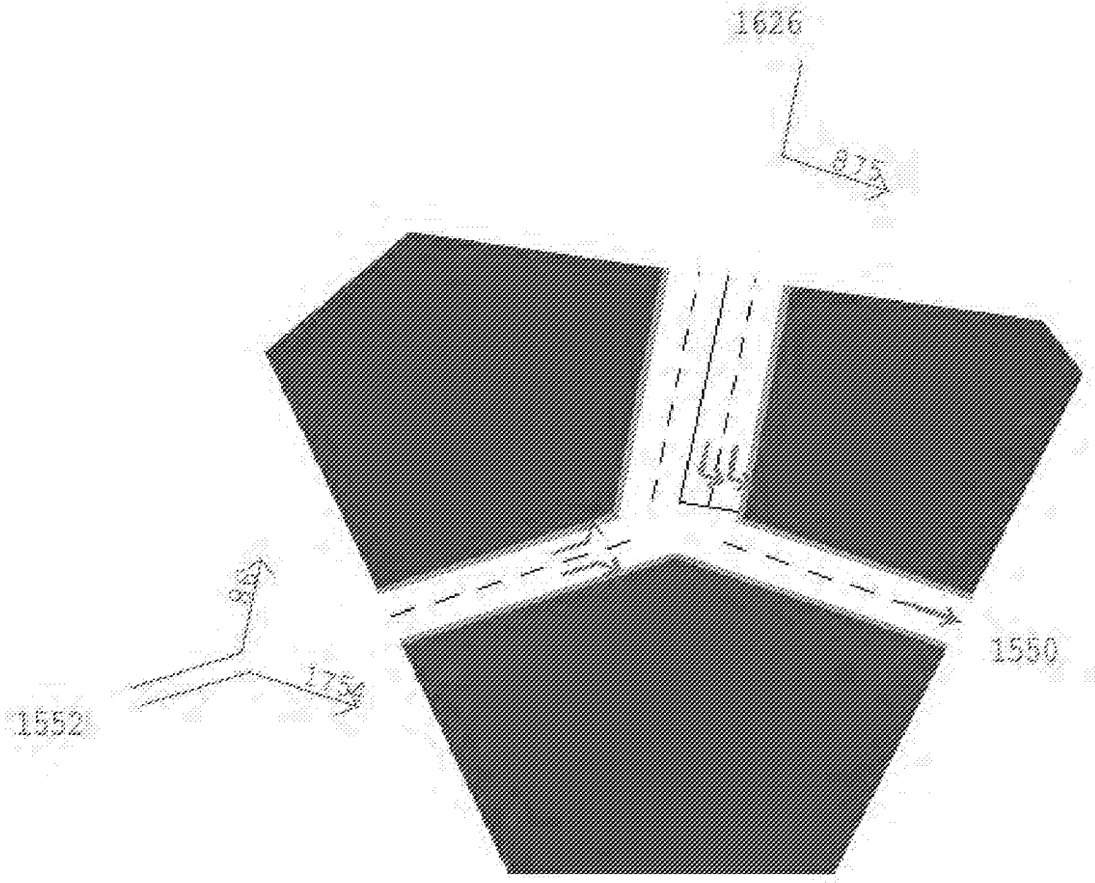
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
ICY = 90

Node 1552

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1560

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numßer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

↑ Menu bar!

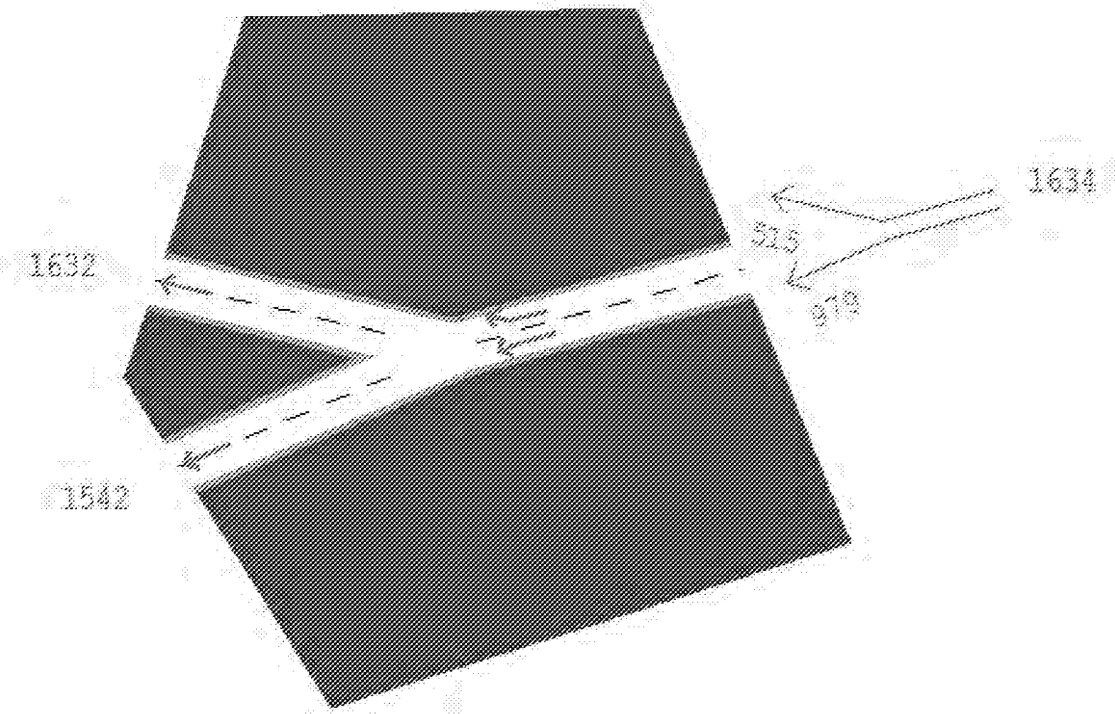
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
ICY = 80

ARUN DISTRICT COUNCIL P/19/16/OUT

Node 1560

62

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1628

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

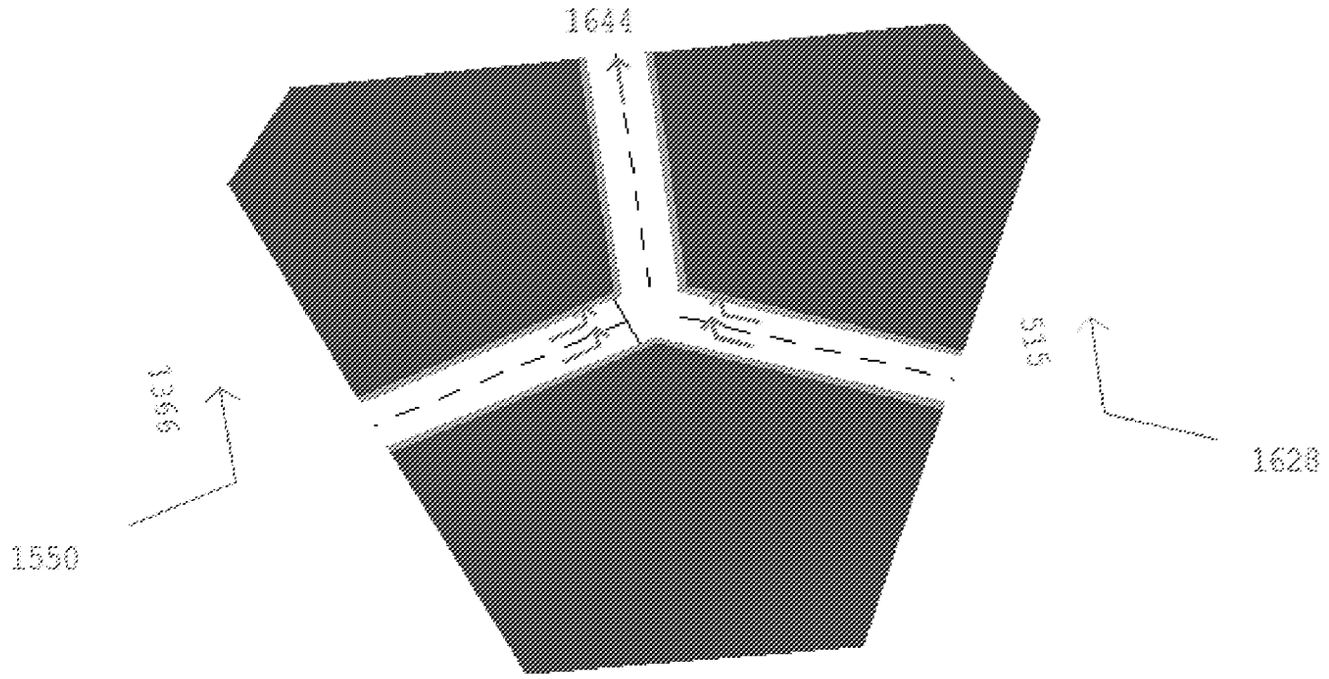
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
CX = 90

ARUN DISTRICT COUNCIL P/1404/8/OUT

Node 1628

63



Node Graphic
Master Menu:

NODE 1632

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

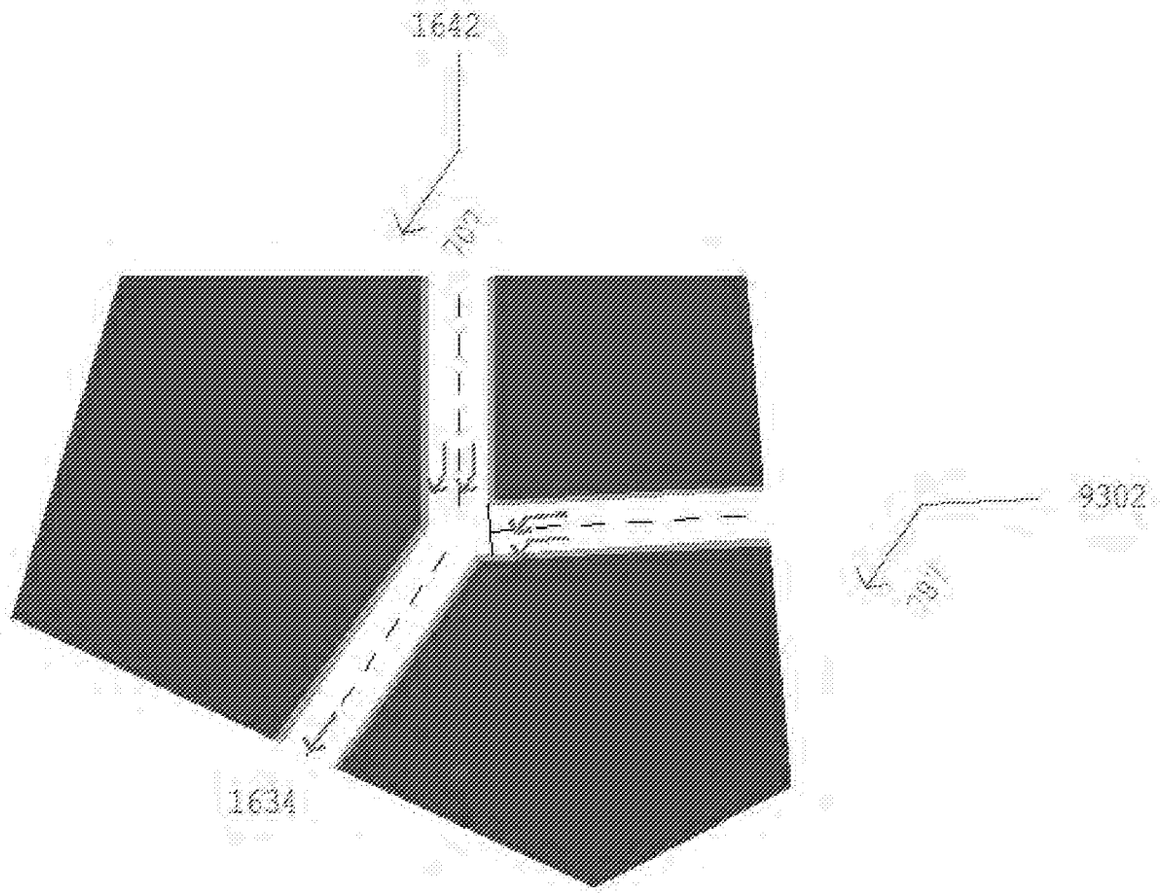
Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00

ARUN DISTRICT COUNCIL P/140/16/OUT

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1636

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

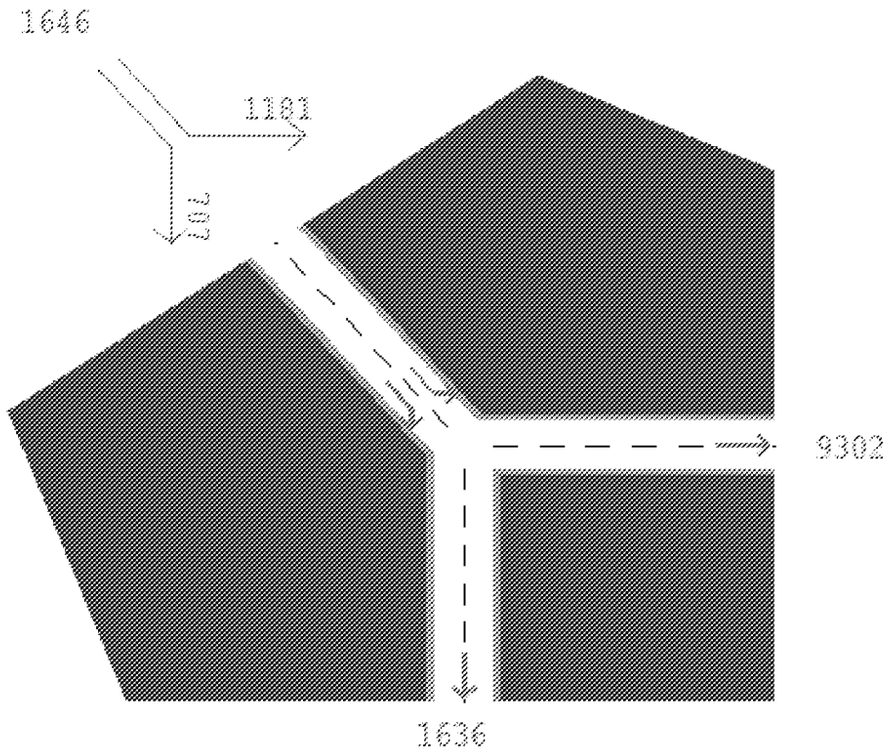
Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
ICY = 90

Node 1636

ARUN DISTRICT COUNCIL P/140/16/OUT



99

Node Graphic
Master Menu:

NODE 1642

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
1 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

InFo:Network >

auxiliarY >
network plot

Q - Return

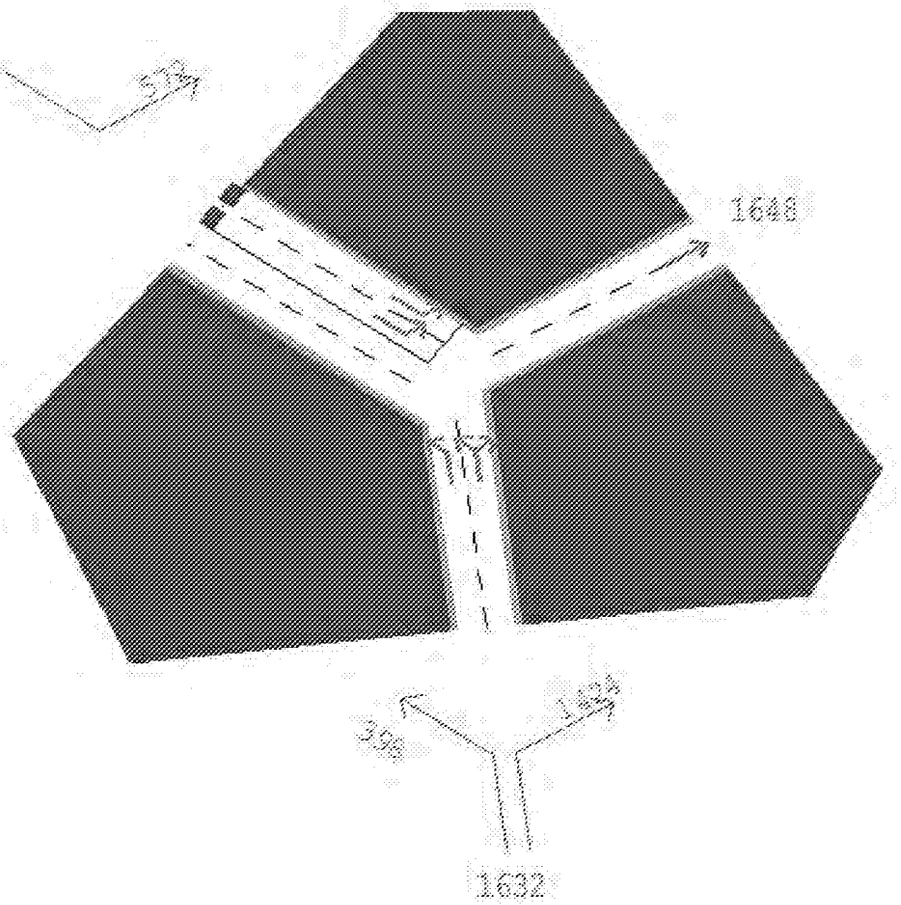
+ Menu bar!

CFP Convergence
OUT CFP 0.02
IN CFP 0.00

WARN 65 x 1

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last

Blocks Back



Node Graphic Master Menu:

NODE 1644

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

eRror checks X
1 Ser.Warns

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

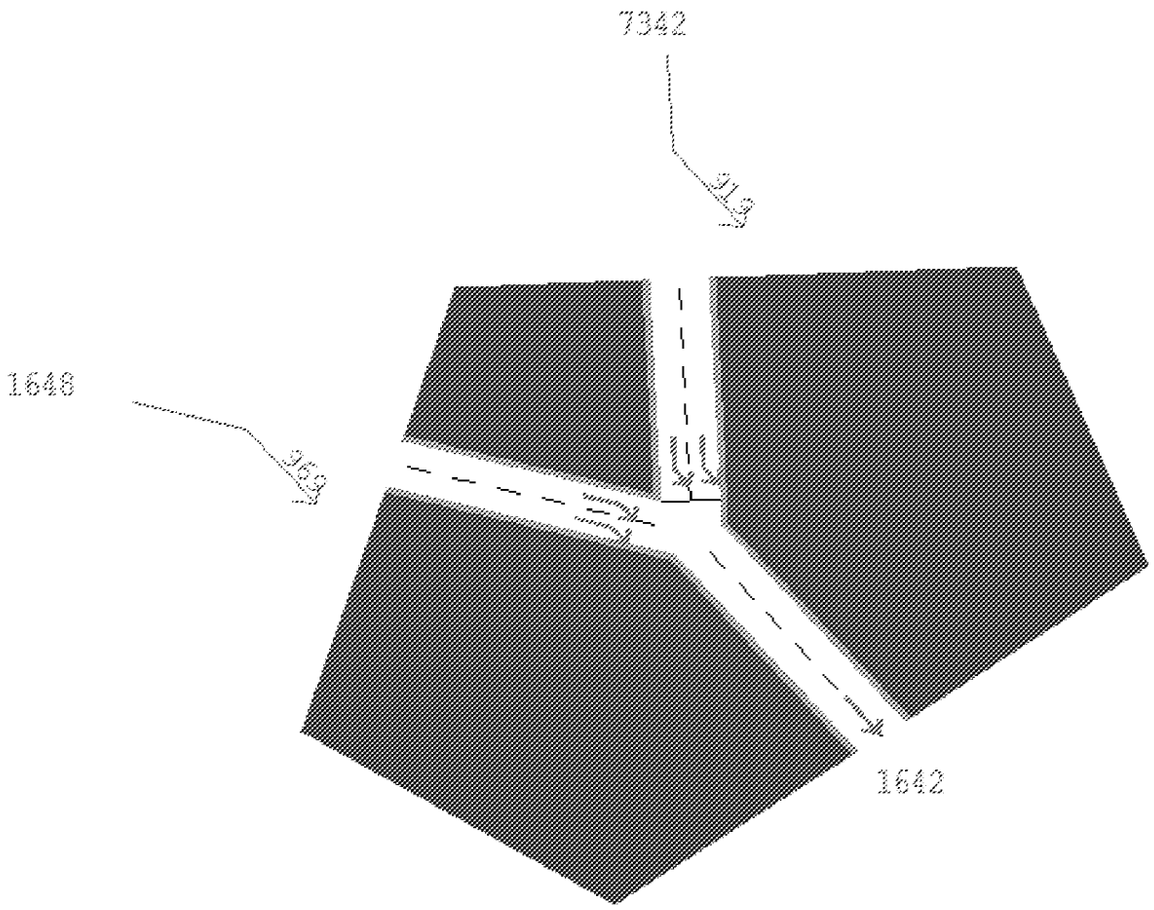
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
SWARM 157 X 1
ICY = 60

Node 1644

CARUN DISTRICT COUNCIL 8/140/16/OUT

67

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



89

Node Graphic
Master Menu:

NODE 1646

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

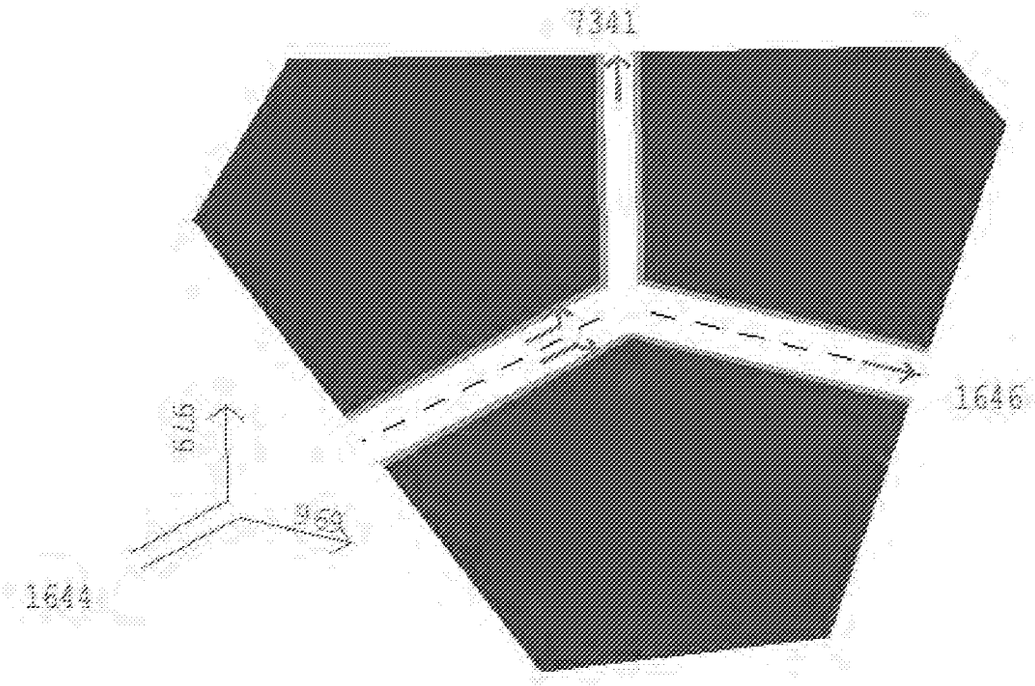
+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
ICV = 90

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1646

File Display Show Windows Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NOdE 1648

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print X

Data Tables:
teXt >
Window >
Table 2 X

No errors

Edit >

Change node:

Up (numb >
dOwn ers) >
MOuse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

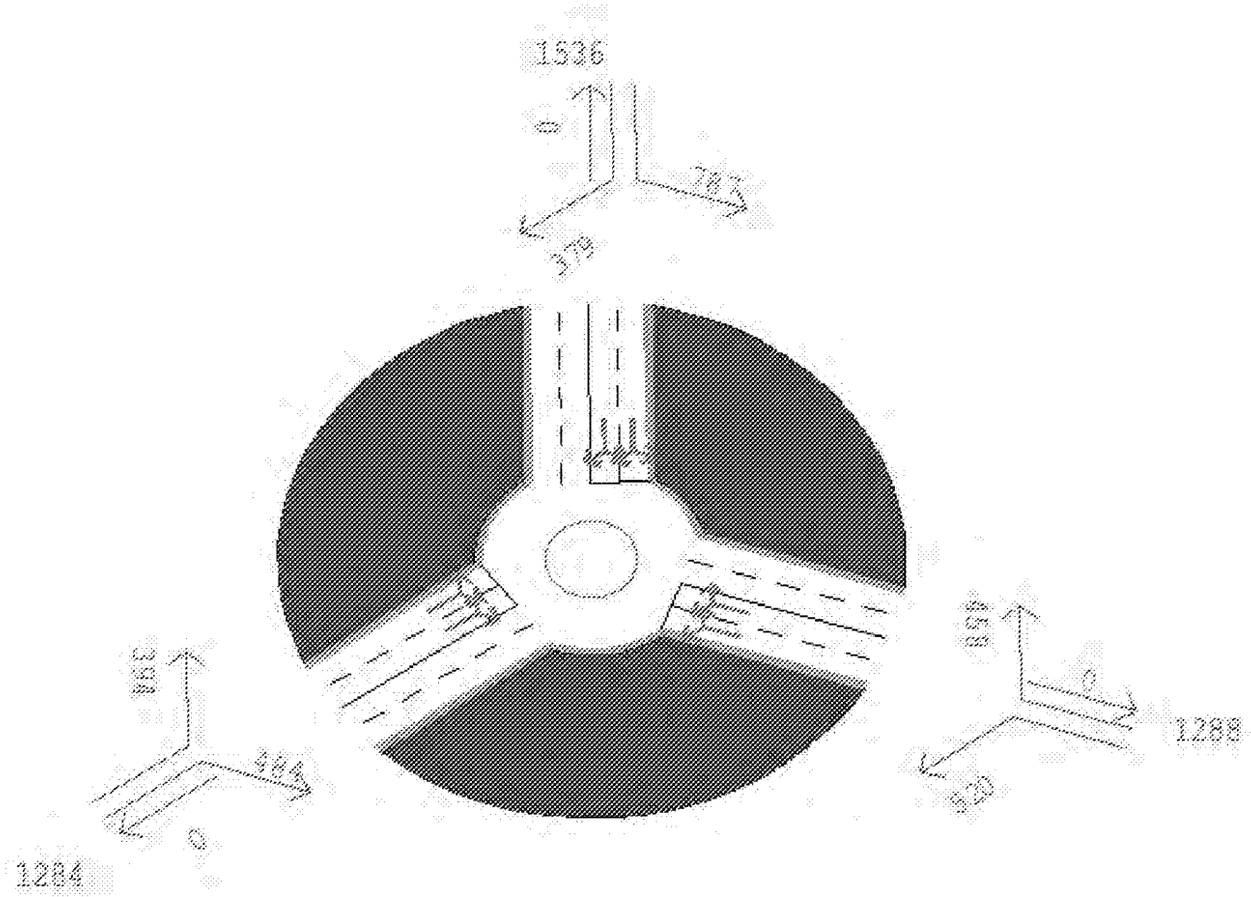
CFP Convergence
OUT CFP 0.01
IN CFP 0.00
FCX = 00

Node 1648

ARUN DISTRICT COUNCIL P/140/16/OUT

69

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1312

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
text >
Window >
Table 2 x

eRror checks x
2 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00

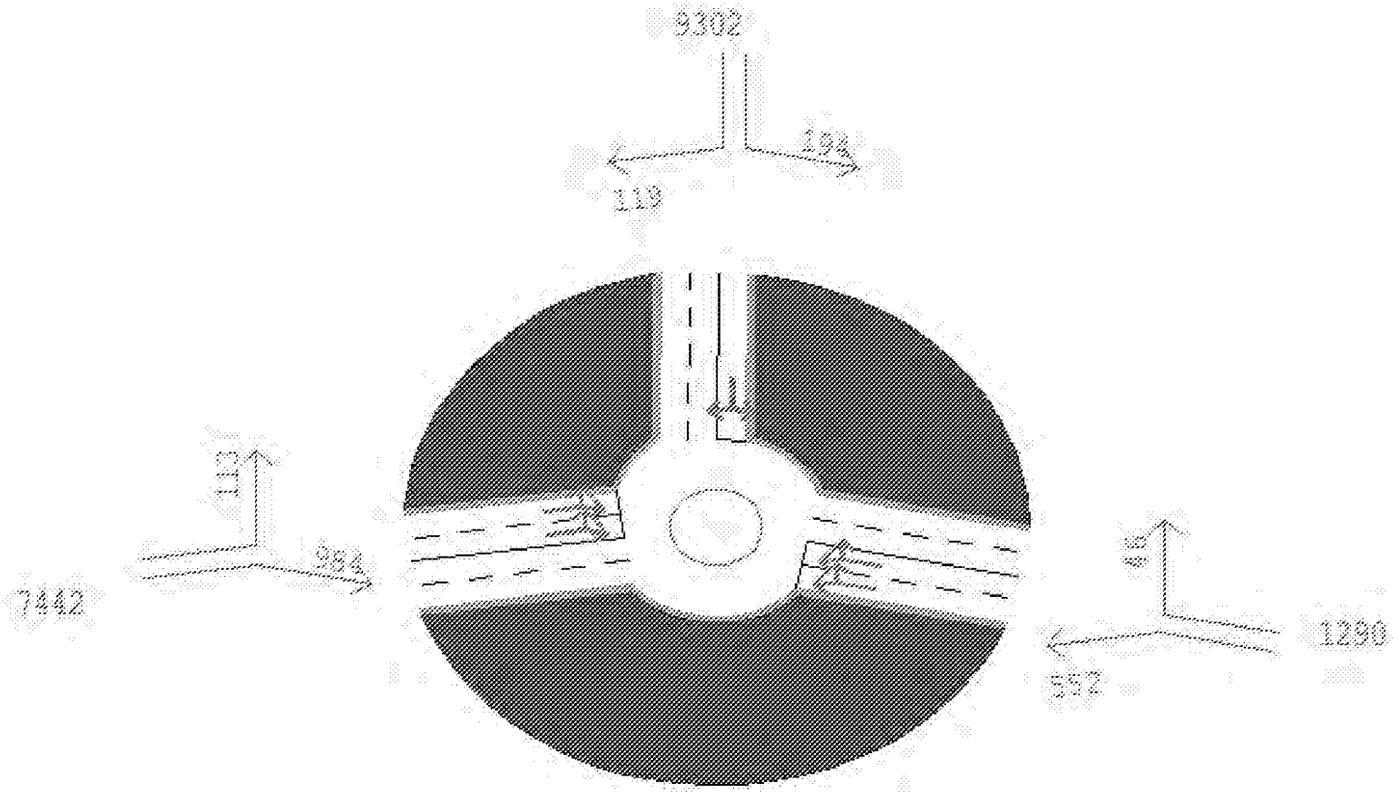
ARUN DISTRICT COUNCIL 2/140/16/OUT

MAP = 32 X 2
LCY = 90

Node 1312

70

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1302

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
3 Warnings

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

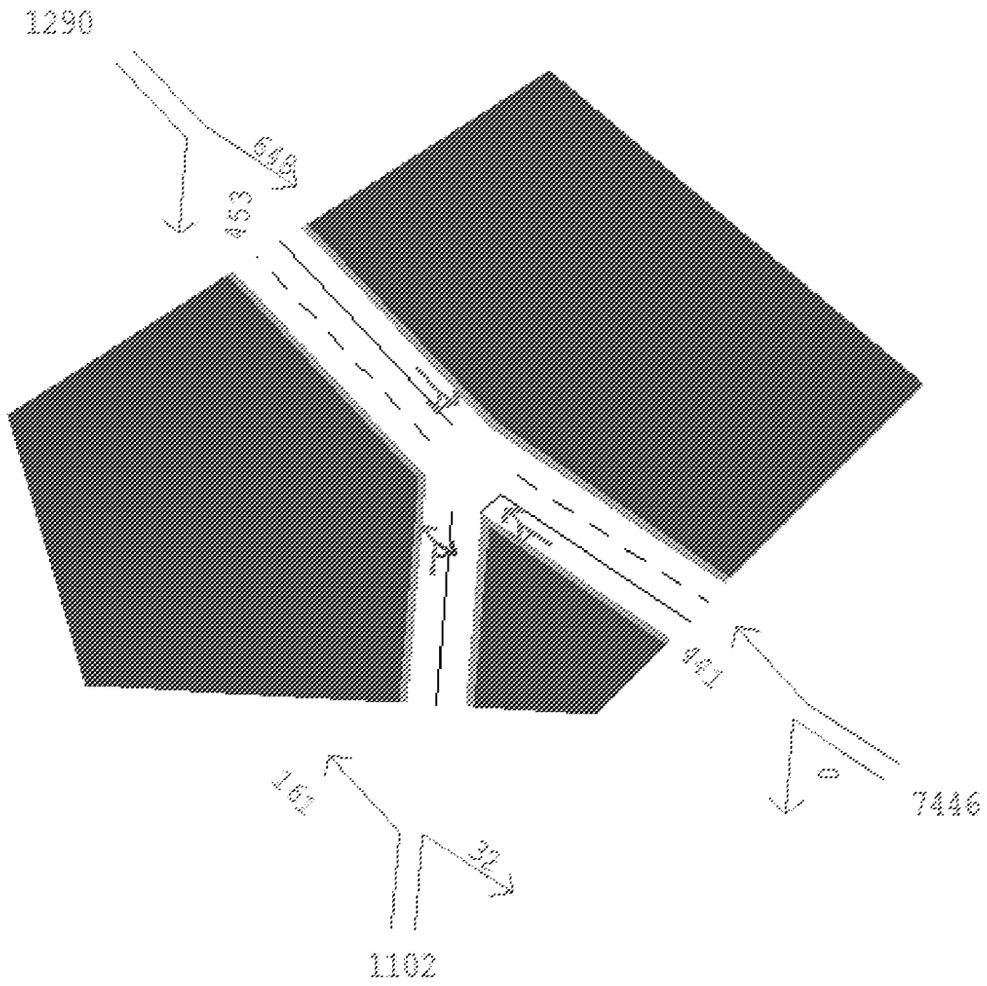
CFP Convergence
OUT CFP 0.00
IN CFP 0.00
MARK 92 X 3
TCX = 60

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1302

71

File Display Show Window Help Master Menu Up1 Nav-Up Nav-Down Nav-L Nav-R Nav-In Nav-Out Nav-Move Nav-Box Nav-Full Nav-Mid Nav-Last



Node Graphic
Master Menu:

NODE 1188

General disp >
Data display >

Animation >
/ DRACULA

Information >
Print x

Data Tables:
teXt >
Window >
Table 2 x

eRror checks x
6 Warnings
3 Ser.Warns

Edit >

Change node:

Up (numb >
dOwn ers) >
Mouse set ex >
- this plot
- Network >
numBer set >

Centered >
network plot

inFo:Network >

auxiliarY >
network plot

Q - Return

+ Menu bar!

CFP Convergence
OUT CFP 0.00
IN CFP 0.00
SWARN 137 x 2
SWARN 135 x 1
WARN 98 x 2
WARN 32 x 3
WARN 12 x 1
ICV = 90

72

ARUN DISTRICT COUNCIL P/140/16/OUT

Node 1188

Appendix 45

2031 SATURN Turning Movement Diagrams With Cumulative Development

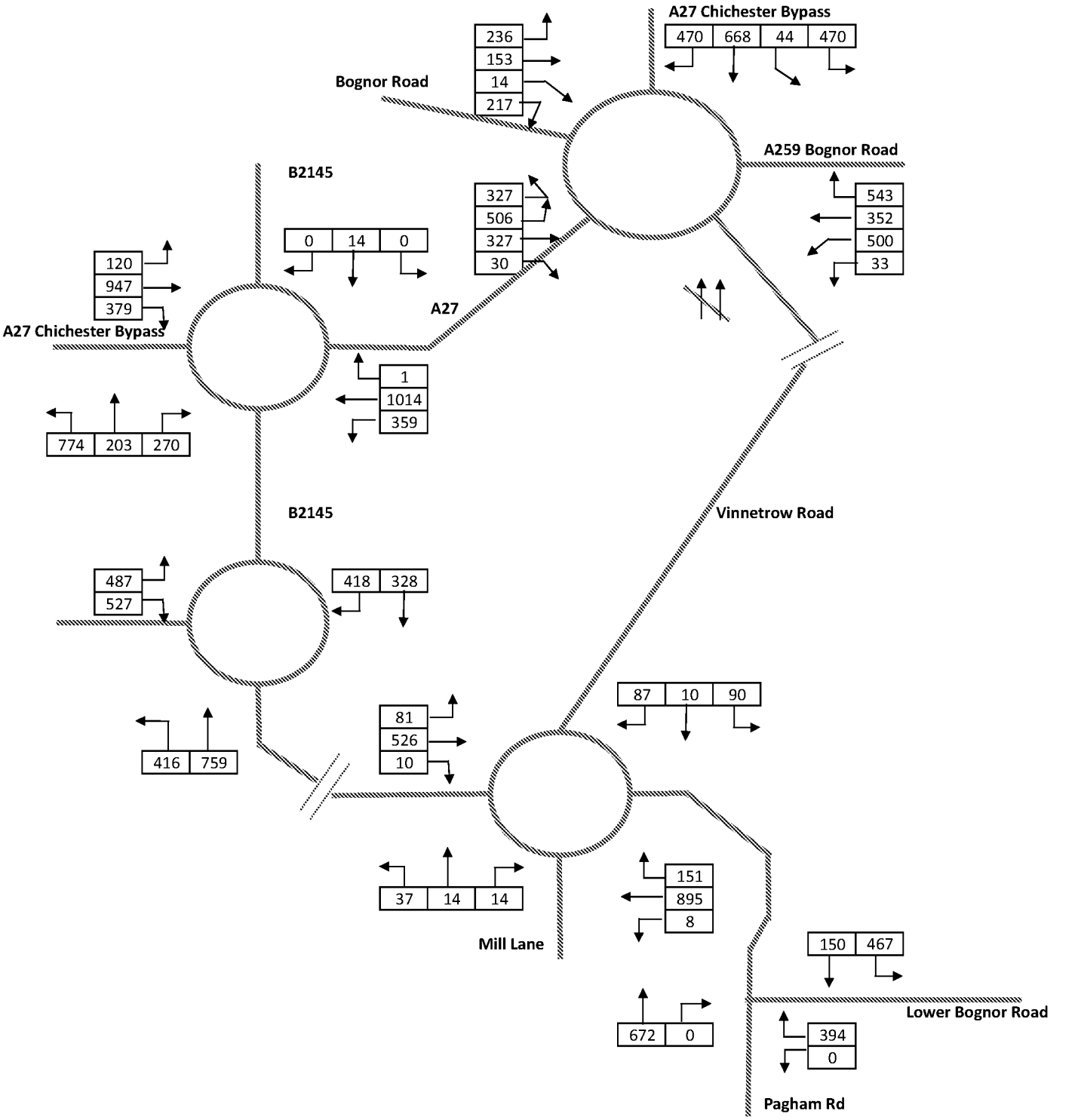
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2031 SATURN Flows, Mitigation - A27 & Surrounding Network

AM Peak Hour 0800-0900

PCUs



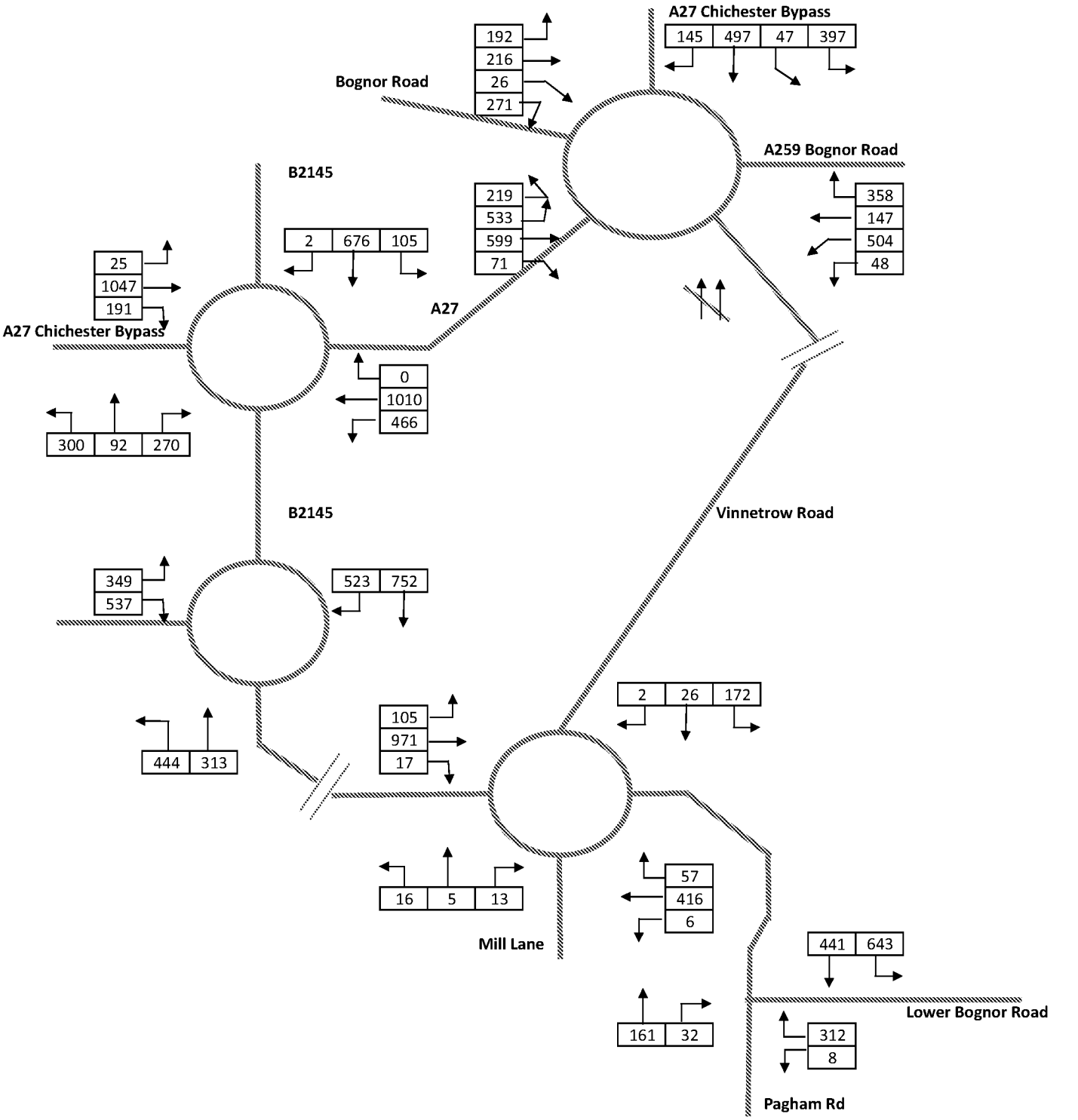
HighgateTransportation

Pagham South

2031 SATURN Flows, Mitigation - A27 & Surrounding Network

PM Peak Hour 1700-1800

PCUs



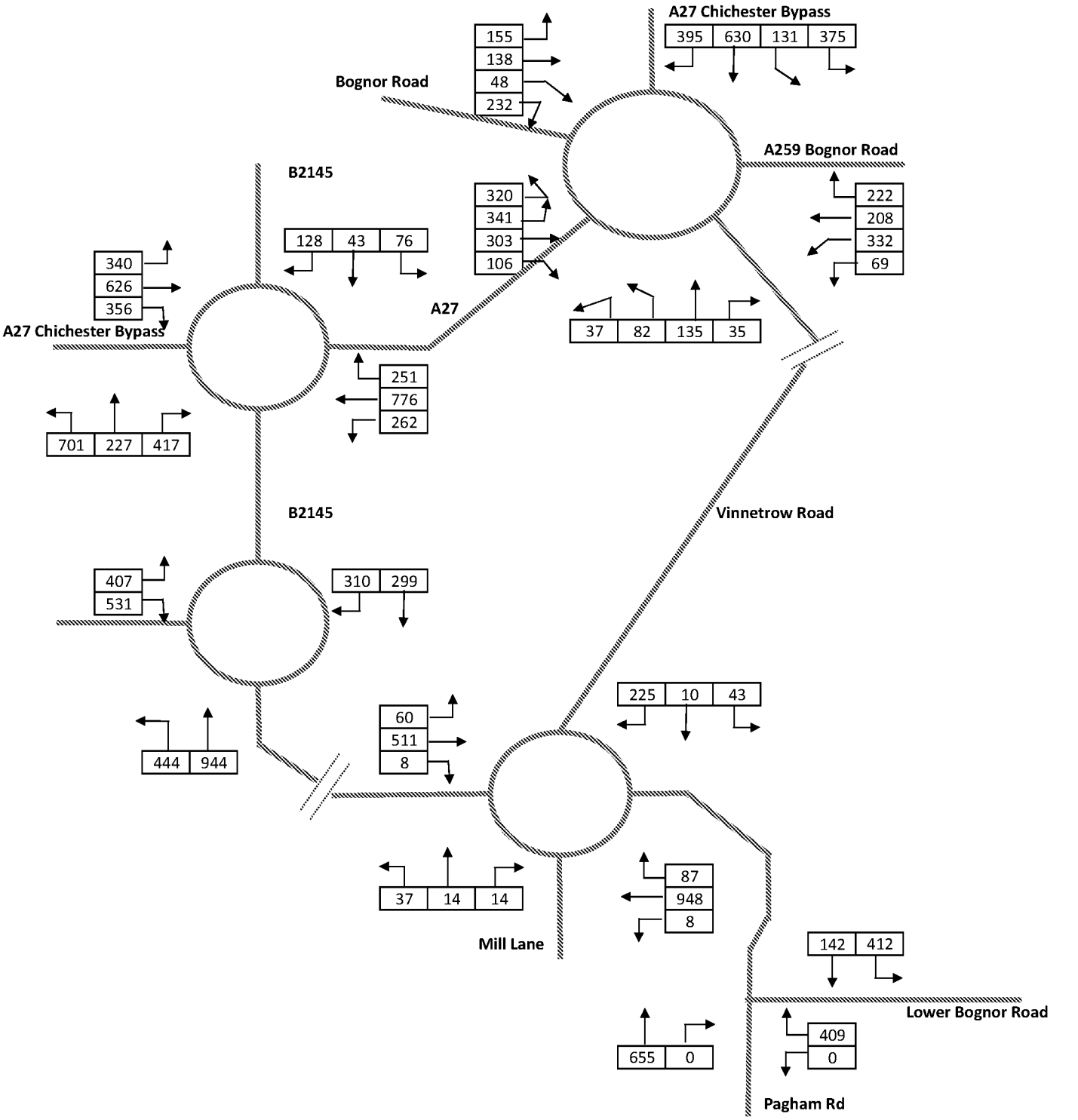
HighgateTransportation

Pagham South

2031 SATURN Flows, No Mitigation - A27 & Surrounding Network

AM Peak Hour 0800-0900

PCUs



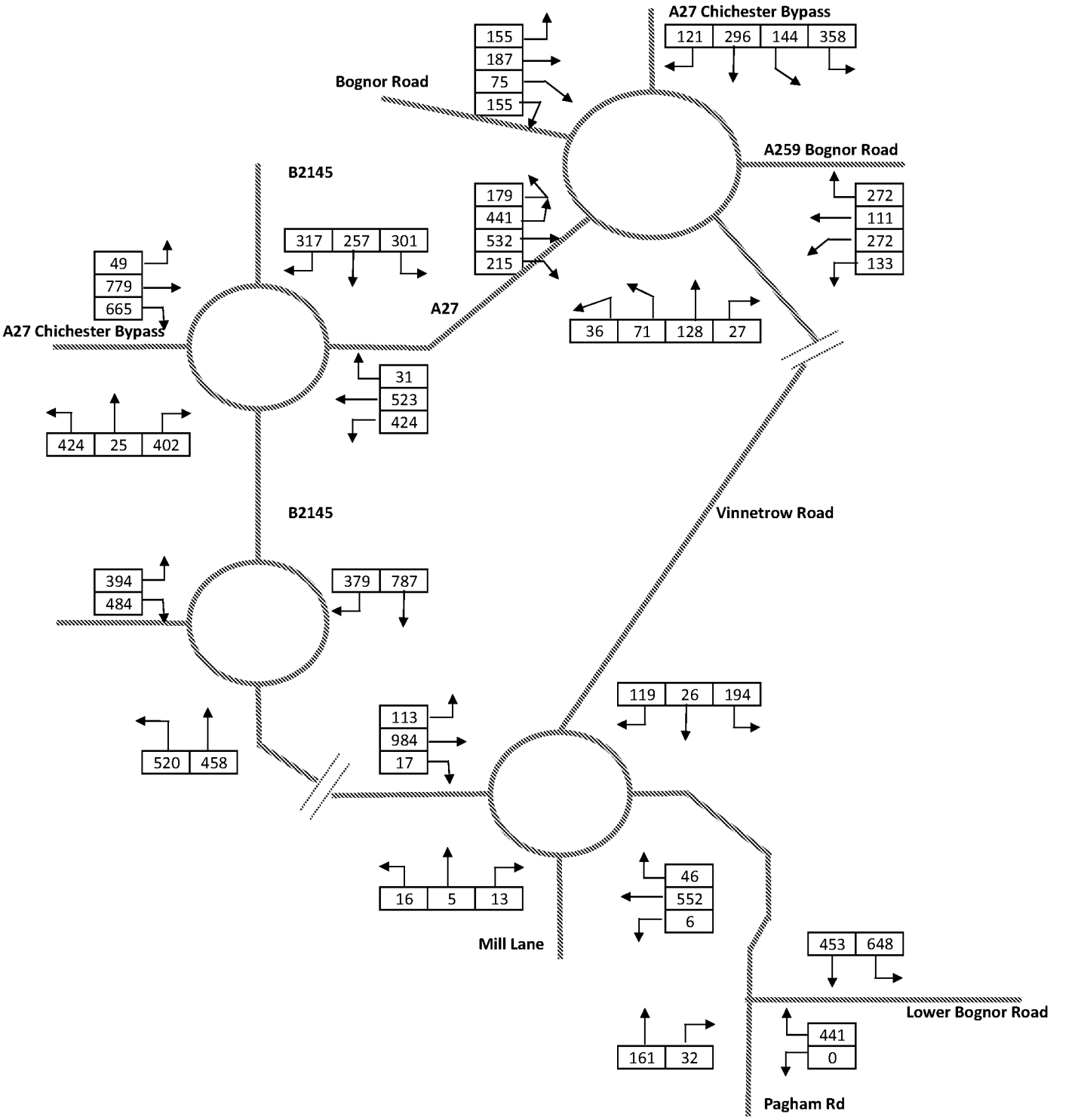
HighgateTransportation

Pagham South

2031 SATURN Flows, No Mitigation - A27 & Surrounding Network

PM Peak Hour 1700-1800

PCUs



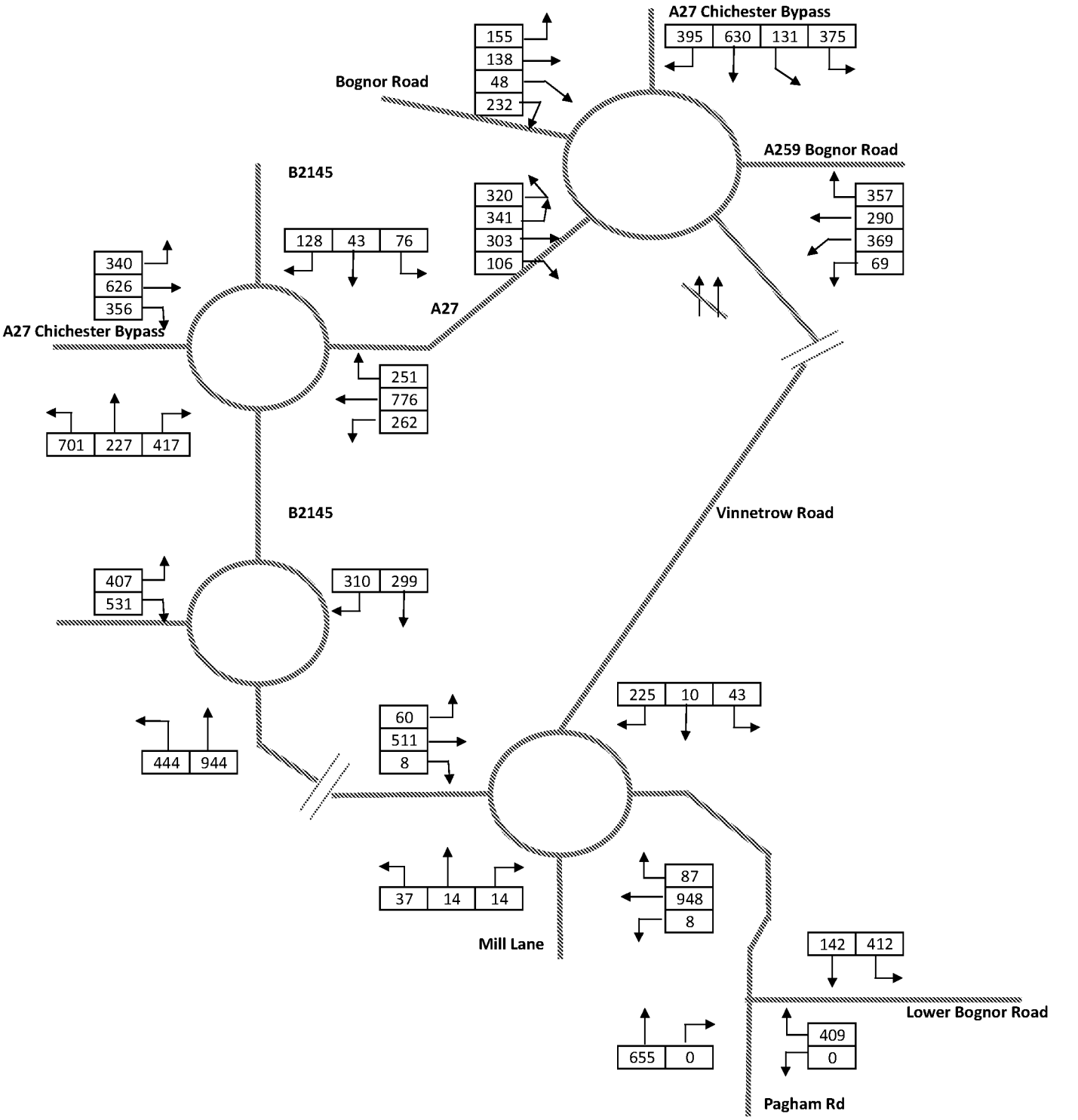
HighgateTransportation

Pagham South

2031 SATURN Flows, No Mitigation (adjusted) - A27 & Surrounding Network

AM Peak Hour 0800-0900

PCUs



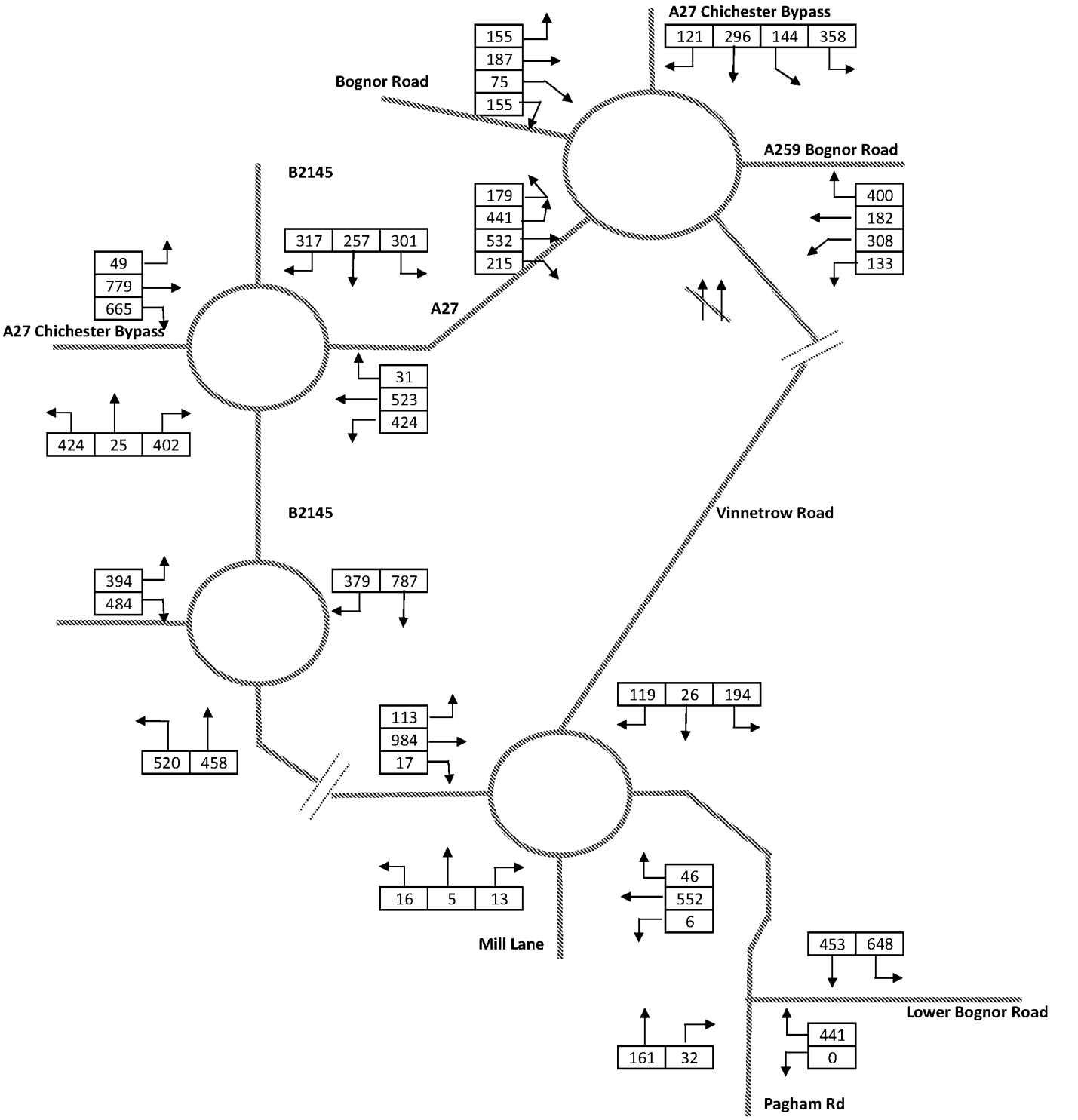
HighgateTransportation

Pagham South

2031 SATURN Flows, No Mitigation (adjusted) - A27 & Surrounding Network

PM Peak Hour 1700-1800

PCUs



HighgateTransportation

Appendix 46

2031 Wider Highway Network Modelling Outputs With Cumulative Development

Enterprise Bognor Regis + Local Plan with Mitigation

Enterprise Bognor Regis + Local Plan without Mitigation

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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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: Lower Bognor Rd 2031 With Dev.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA03 Modelling\ATA03A
Report generation date: 15/03/2017 12:51:49

»2031 LP + mitigation, AM
»2031 LP + mitigation, PM
»2031 LP - mitigation, AM
»2031 LP - mitigation, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 LP + mitigation													
Stream B-AC	40.4	325.83	1.18	F	76.28	F	-26 % [Stream B-AC]	14.5	150.33	1.02	F	30.37	C	-18 % [Stream B-AC]
Stream C-AB	0.0	0.00	0.00	A				0.2	8.51	0.11	A			
	2031 LP - mitigation													
Stream B-AC	43.3	340.90	1.19	F	86.18	F	-27 % [Stream B-AC]	88.6	799.58	1.43	F	203.47	F	-34 % [Stream B-AC]
Stream C-AB	0.0	0.00	0.00	A				0.2	8.59	0.12	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
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	PCU	PCU	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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15
D2	2031 LP + mitigation	PM	ONE HOUR	16:45	18:15	15
D3	2031 LP - mitigation	AM	ONE HOUR	07:45	09:15	15
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 LP + mitigation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	76.26	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-26	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor 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	7.30			60.0	✓	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	4.50	35	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	576	0.099	0.250	0.158	0.358
1	B-C	736	0.106	0.269	-	-
1	C-B	609	0.223	0.223	-	-

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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	617	100.000
B		✓	394	100.000
C		✓	672	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	467	150
	B	394	0	0
	C	672	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.18	329.83	48.4	73.8	F
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	297	434	0.684	289	2.0	23.915	C
C-AB	0	505	0.000	0	0.0	0.000	A
C-A	506			506			
A-B	352			352			
A-C	113			113			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	354	406	0.872	343	4.9	49.995	E
C-AB	0	485	0.000	0	0.0	0.000	A
C-A	604			604			
A-B	420			420			
A-C	135			135			

08:15 - 08:30

Stream	Total Demand	Capacity	RFC	Throughput	End queue (PCU)	Delay (s)	LOS

	(PCU/hr)	(PCU/hr)		(PCU/hr)			
B-AC	434	368	1.180	360	39.4	165.843	F
C-AB	0	458	0.000	0	0.0	0.000	A
C-A	740			740			
A-B	514			514			
A-C	165			165			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	434	368	1.180	366	40.4	325.826	F
C-AB	0	458	0.000	0	0.0	0.000	A
C-A	740			740			
A-B	514			514			
A-C	165			165			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	354	406	0.872	396	29.9	319.388	F
C-AB	0	485	0.000	0	0.0	0.000	A
C-A	604			604			
A-B	420			420			
A-C	135			135			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	297	434	0.684	405	2.9	141.316	F
C-AB	0	505	0.000	0	0.0	0.000	A
C-A	506			506			
A-B	352			352			
A-C	113			113			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.01	0.19	1.12	3.71	4.73			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.88	0.18	2.60	11.35	15.28			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	23.41	7.03	20.84	39.28	45.94			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	40.40	15.28	37.20	64.29	73.77			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	29.93	9.13	26.77	50.36	58.86			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.85	0.03	0.33	5.02	14.91			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2031 LP + mitigation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	30.37	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-18	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 LP + mitigation	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1084	100.000
B		✓	320	100.000
C		✓	193	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	643	441
	B	312	0	8
	C	161	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.02	150.33	14.5	45.1	F
C-AB	0.11	8.51	0.2	1.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	241	421	0.572	236	1.3	18.981	C
C-AB	31	520	0.060	31	0.1	7.450	A
C-A	114			114			
A-B	484			484			
A-C	332			332			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	288	390	0.738	283	2.5	32.181	C
C-AB	40	505	0.080	40	0.1	7.846	A
C-A	133			133			
A-B	578			578			
A-C	396			396			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	352	347	1.015	322	10.0	93.111	F
C-AB	56	487	0.114	55	0.2	8.485	A
C-A	157			157			
A-B	708			708			
A-C	486			486			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	352	347	1.015	335	14.5	150.334	F
C-AB	56	487	0.114	56	0.2	8.511	A
C-A	157			157			
A-B	708			708			
A-C	486			486			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	288	390	0.738	332	3.4	78.239	F
C-AB	41	505	0.080	41	0.1	7.890	A
C-A	133			133			
A-B	578			578			
A-C	396			396			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	241	421	0.573	249	1.4	21.787	C
C-AB	32	520	0.061	32	0.1	7.481	A
C-A	114			114			
A-B	484			484			

A-C	332			332			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.27	0.55	1.19	1.67	1.86			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.50	0.09	1.46	5.81	8.04			N/A	N/A
C-AB	0.13	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	10.04	0.60	6.64	22.31	29.00			N/A	N/A
C-AB	0.21	0.03	0.28	0.50	1.20			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	14.49	0.52	8.98	34.01	45.10			N/A	N/A
C-AB	0.22	0.03	0.25	0.46	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.36	0.04	0.42	9.29	17.06			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.41	0.03	0.30	1.48	6.43			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

2031 LP - mitigation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	55.15	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-27	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 LP - mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	554	100.000
B		✓	409	100.000
C		✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	412	142
	B	409	0	0
	C	655	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.19	340.93	43.3	77.4	F
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	308	441	0.698	299	2.1	24.368	C
C-AB	0	516	0.000	0	0.0	0.000	A
C-A	493			493			
A-B	310			310			
A-C	107			107			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	368	415	0.886	355	5.3	51.863	F
C-AB	0	498	0.000	0	0.0	0.000	A
C-A	589			589			
A-B	370			370			
A-C	128			128			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	450	379	1.189	371	35.0	170.146	F
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	721			721			
A-B	454			454			
A-C	156			156			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	450	379	1.189	377	43.3	337.133	F
C-AB	0	473	0.000	0	0.0	0.000	A
C-A	721			721			
A-B	454			454			
A-C	156			156			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	368	415	0.886	406	33.8	340.931	F
C-AB	0	498	0.000	0	0.0	0.000	A
C-A	589			589			
A-B	370			370			
A-C	128			128			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	308	441	0.698	428	3.8	169.745	F
C-AB	0	516	0.000	0	0.0	0.000	A
C-A	493			493			
A-B	310			310			

A-C	107			107			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.13	0.18	1.18	4.00	5.18			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.28	0.21	2.91	12.18	16.32			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	25.00	7.95	22.42	41.36	48.13			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	43.28	17.28	40.13	67.77	77.38			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	33.80	11.21	30.59	55.73	64.69			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.79	0.04	0.37	9.38	20.38			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2031 LP - mitigation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	203.47	F

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)
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1101	100.000
B		✓	441	100.000
C		✓	193	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	648	453
	B	441	0	0
	C	161	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.43	799.58	88.6	137.3	F
C-AB	0.12	8.59	0.2	1.2	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	332	415	0.800	319	3.3	33.868	D
C-AB	31	517	0.061	31	0.1	7.492	A
C-A	114			114			
A-B	488			488			
A-C	341			341			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	396	384	1.033	362	12.0	99.486	F
C-AB	41	502	0.081	40	0.1	7.901	A
C-A	133			133			
A-B	583			583			
A-C	407			407			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	486	340	1.427	339	48.7	343.400	F
C-AB	56	483	0.116	56	0.2	8.565	A
C-A	157			157			
A-B	713			713			
A-C	499			499			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	486	340	1.427	340	86.1	687.754	F
C-AB	56	483	0.116	56	0.2	8.592	A
C-A	157			157			
A-B	713			713			
A-C	499			499			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	396	383	1.034	383	88.5	799.580	F
C-AB	41	502	0.081	41	0.1	7.945	A
C-A	133			133			
A-B	583			583			
A-C	407			407			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	332	415	0.800	410	59.0	892.754	F
C-AB	32	517	0.061	32	0.1	7.520	A
C-A	114			114			
A-B	488			488			

A-C	341			341			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.31	0.04	0.35	7.57	17.85			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	11.98	0.21	5.92	30.50	42.26			N/A	N/A
C-AB	0.13	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	48.67	20.76	45.52	74.70	84.75			N/A	N/A
C-AB	0.22	0.03	0.28	0.50	1.21			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	85.08	49.25	82.33	116.52	127.68			N/A	N/A
C-AB	0.22	0.03	0.25	0.46	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	88.55	48.36	85.26	124.41	137.32			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	68.99	28.51	64.45	107.48	122.37			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Vinnetrow Road B2166 With Dev.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA03 Modelling\ATA03A
Report generation date: 15/03/2017 13:19:35

»2031 LP + mitigation, AM
»2031 LP + mitigation, PM
»2031 LP - mitigation, AM
»2031 LP - mitigation, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 LP + mitigation													
Arm 1	0.3	5.59	0.23	A	7.93	A	25 % [Arm 2]	0.6	9.61	0.36	A	17.76	C	3 % [Arm 4]
Arm 2	3.0	9.36	0.75	A				0.5	3.45	0.33	A			
Arm 3	0.1	6.36	0.11	A				0.0	3.50	0.04	A			
Arm 4	1.2	6.38	0.54	A				8.2	25.97	0.90	D			
	2031 LP - mitigation													
Arm 1	0.5	6.47	0.34	A	9.11	A	17 % [Arm 2]	1.6	16.32	0.63	C	19.28	C	2 % [Arm 4]
Arm 2	3.7	11.87	0.79	B				0.8	4.35	0.44	A			
Arm 3	0.1	7.45	0.13	A				0.0	4.13	0.04	A			
Arm 4	1.0	5.59	0.49	A				9.2	28.73	0.91	D			

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

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

File summary

File Description

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

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15
D2	2031 LP + mitigation	PM	ONE HOUR	16:45	18:15	15
D3	2031 LP - mitigation	AM	ONE HOUR	07:45	09:15	15
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 LP + mitigation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	7.93	A

Junction Network Options

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

Arms

Arms

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

Roundabout Geometry

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

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 LP + mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	187	100.000
2		✓	1054	100.000
3		✓	65	100.000
4		✓	617	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	90	10	87
	2	151	0	8	895
	3	14	14	0	37
	4	81	526	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.23	5.59	0.3	1.4	A
2	0.75	9.36	3.0	9.3	A
3	0.11	6.36	0.1	0.5	A
4	0.54	6.38	1.2	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	141	412	989	0.142	140	0.2	4.443	A
2	794	80	1581	0.502	789	1.0	4.669	A
3	49	849	873	0.056	49	0.1	4.364	A
4	465	134	1306	0.356	462	0.6	4.444	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	168	494	943	0.178	168	0.2	4.867	A
2	948	96	1571	0.603	945	1.5	5.921	A
3	58	1016	774	0.075	58	0.1	5.030	A
4	555	161	1290	0.430	554	0.8	5.100	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	206	604	881	0.234	206	0.3	5.582	A
2	1160	118	1557	0.745	1155	2.9	9.121	A
3	72	1242	641	0.112	71	0.1	6.322	A
4	679	196	1269	0.535	678	1.2	6.339	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	206	606	880	0.234	206	0.3	5.593	A
2	1160	118	1557	0.745	1160	3.0	9.357	A
3	72	1247	638	0.112	72	0.1	6.360	A
4	679	197	1268	0.536	679	1.2	6.379	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	168	496	942	0.179	168	0.2	4.881	A
2	948	96	1571	0.603	953	1.6	6.070	A
3	58	1024	769	0.076	59	0.1	5.067	A
4	555	162	1289	0.430	556	0.8	5.139	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	141	415	987	0.143	141	0.2	4.460	A
2	794	81	1581	0.502	796	1.1	4.746	A
3	49	855	869	0.056	49	0.1	4.390	A
4	465	135	1305	0.356	465	0.6	4.479	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2	1.03	0.57	1.03	1.45	1.50			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.57	0.57	1.04	1.46	1.51			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	1.54	0.06	0.71	3.76	5.59			N/A	N/A
3	0.08	0.03	0.26	0.46	0.49			N/A	N/A
4	0.78	0.12	0.90	1.46	1.53			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.32	0.03	0.27	0.48	0.51			N/A	N/A
2	2.91	0.03	0.29	2.91	9.32			N/A	N/A
3	0.12	0.03	0.26	0.47	0.49			N/A	N/A
4	1.19	0.03	0.27	1.19	1.19			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.32	0.03	0.33	1.10	1.38			N/A	N/A
2	2.96	0.03	0.28	2.96	2.96			N/A	N/A

3	0.13	0.03	0.25	0.45	0.48			N/A	N/A
4	1.19	0.03	0.28	1.19	1.35			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	1.60	0.07	0.98	3.62	5.07			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.80	0.21	0.97	1.45	1.51			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.18	0.00	0.00	0.18	0.18			N/A	N/A
2	1.05	0.04	0.45	2.53	3.95			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.58	0.06	0.63	1.38	1.47			N/A	N/A

2031 LP + mitigation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	17.76	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	Arm 4

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 LP + mitigation	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	200	100.000
2		✓	479	100.000
3		✓	34	100.000
4		✓	1093	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	172	26	2
	2	57	0	6	416
	3	5	13	0	16
	4	105	971	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.36	9.61	0.6	2.7	A
2	0.33	3.45	0.5	2.3	A
3	0.04	3.50	0.0	0.5	A
4	0.90	25.97	8.2	44.6	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	151	748	801	0.188	150	0.2	5.662	A
2	361	34	1612	0.224	359	0.3	2.961	A
3	26	356	1164	0.022	26	0.0	3.160	A
4	823	56	1352	0.609	817	1.6	6.813	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	180	896	718	0.250	179	0.3	6.854	A
2	431	40	1607	0.268	430	0.4	3.153	A
3	31	427	1123	0.027	31	0.0	3.295	A
4	983	67	1345	0.730	978	2.7	9.925	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	220	1085	612	0.360	219	0.6	9.370	A
2	527	49	1602	0.329	527	0.5	3.451	A
3	37	522	1066	0.035	37	0.0	3.498	A
4	1203	82	1336	0.901	1184	7.5	21.914	C

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	220	1100	604	0.364	220	0.6	9.611	A
2	527	49	1601	0.329	527	0.5	3.454	A
3	37	523	1066	0.035	37	0.0	3.499	A
4	1203	83	1336	0.901	1201	8.2	25.972	D

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	180	919	705	0.255	181	0.4	7.054	A
2	431	41	1607	0.268	431	0.4	3.159	A
3	31	428	1122	0.027	31	0.0	3.299	A
4	983	68	1345	0.731	1004	2.9	11.417	B

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	151	758	795	0.189	151	0.2	5.736	A
2	361	34	1611	0.224	361	0.3	2.970	A
3	26	358	1163	0.022	26	0.0	3.165	A
4	823	57	1352	0.609	828	1.6	7.109	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.56	0.61	1.50	1.89	2.00			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	2.67	0.06	0.81	7.21	11.24			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.57	0.03	0.26	0.57	0.57			N/A	N/A
2	0.50	0.03	0.26	0.50	0.50			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	7.46	0.05	0.48	21.13	38.85			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.58	0.03	0.32	1.03	2.71			N/A	N/A
2	0.50	0.03	0.31	1.42	2.26			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	8.18	0.04	0.36	17.03	44.65			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	2.89	0.04	0.44	8.01	14.23			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.62	0.03	0.33	3.35	8.48			N/A	N/A

2031 LP - mitigation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	9.11	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 LP - mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	278	100.000
2		✓	1043	100.000
3		✓	65	100.000
4		✓	579	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	43	10	225
	2	87	0	8	948
	3	14	14	0	37
	4	60	511	8	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.34	6.47	0.5	2.5	A
2	0.79	11.87	3.7	16.1	B
3	0.13	7.45	0.1	0.5	A
4	0.49	5.59	1.0	1.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	209	399	996	0.210	208	0.3	4.795	A
2	785	182	1515	0.518	781	1.1	5.026	A
3	49	943	817	0.060	49	0.1	4.683	A
4	436	86	1334	0.327	434	0.5	4.170	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	250	479	951	0.263	250	0.4	5.385	A
2	938	218	1492	0.629	935	1.7	6.642	A
3	58	1130	707	0.083	58	0.1	5.551	A
4	521	103	1324	0.393	520	0.7	4.674	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	306	586	892	0.343	305	0.5	6.443	A
2	1148	267	1460	0.787	1141	3.6	11.366	B
3	72	1379	559	0.128	71	0.1	7.372	A
4	637	126	1310	0.486	636	1.0	5.570	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	306	587	891	0.344	306	0.5	6.465	A
2	1148	268	1460	0.787	1148	3.7	11.869	B
3	72	1387	555	0.129	72	0.1	7.446	A
4	637	127	1310	0.487	637	1.0	5.593	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	250	480	950	0.263	251	0.4	5.408	A
2	938	219	1491	0.629	945	1.8	6.895	A
3	58	1141	700	0.083	59	0.1	5.610	A
4	521	104	1323	0.393	522	0.7	4.701	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	209	402	994	0.210	210	0.3	4.821	A
2	785	183	1514	0.519	788	1.1	5.130	A
3	49	952	812	0.060	49	0.1	4.718	A
4	436	87	1334	0.327	437	0.5	4.198	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2	1.10	0.57	1.03	1.44	1.50			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.50	0.00	0.00	0.50	0.50			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.37	0.00	0.00	0.37	0.37			N/A	N/A
2	1.71	0.05	0.64	4.33	6.62			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.67	0.12	0.90	1.44	1.50			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.54	0.03	0.27	0.54	0.54			N/A	N/A
2	3.59	0.03	0.31	3.59	16.15			N/A	N/A
3	0.15	0.03	0.26	0.47	0.49			N/A	N/A
4	0.98	0.03	0.27	0.98	0.98			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.55	0.03	0.32	1.45	2.51			N/A	N/A
2	3.69	0.03	0.29	3.69	7.42			N/A	N/A
3	0.15	0.03	0.25	0.45	0.48			N/A	N/A
4	0.98	0.03	0.28	0.98	1.79			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.38	0.00	0.00	0.38	0.38			N/A	N/A
2	1.78	0.06	0.75	4.48	6.74			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.68	0.28	0.99	1.45	1.51			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2	1.12	0.04	0.39	2.84	4.97			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.51	0.05	0.46	1.33	1.45			N/A	N/A

2031 LP - mitigation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	19.28	C

Junction Network Options

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

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 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	339	100.000
2		✓	604	100.000
3		✓	34	100.000
4		✓	1114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	194	26	119
	2	46	0	6	552
	3	5	13	0	16
	4	113	984	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.63	16.32	1.6	6.3	C
2	0.44	4.35	0.8	2.3	A
3	0.04	4.13	0.0	0.5	A
4	0.91	28.73	9.2	50.7	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	255	758	795	0.321	253	0.5	6.730	A
2	455	121	1555	0.292	453	0.4	3.363	A
3	26	537	1057	0.024	25	0.0	3.488	A
4	839	48	1357	0.618	832	1.6	6.950	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	305	907	712	0.428	304	0.7	8.948	A
2	543	145	1539	0.353	542	0.6	3.719	A
3	31	644	994	0.031	31	0.0	3.733	A
4	1001	57	1351	0.741	997	2.8	10.268	B

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	373	1097	606	0.616	370	1.6	15.321	C
2	665	177	1519	0.438	664	0.8	4.336	A
3	37	787	910	0.041	37	0.0	4.127	A
4	1227	70	1343	0.913	1205	8.3	23.571	C

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	373	1113	597	0.626	373	1.6	16.316	C
2	665	178	1518	0.438	665	0.8	4.350	A
3	37	789	908	0.041	37	0.0	4.133	A
4	1227	70	1343	0.913	1223	9.2	28.734	D

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	305	934	697	0.437	308	0.8	9.494	A
2	543	147	1538	0.353	544	0.6	3.738	A
3	31	647	993	0.031	31	0.0	3.741	A
4	1001	58	1351	0.741	1026	3.1	12.127	B

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	255	768	789	0.323	256	0.5	6.887	A
2	455	123	1554	0.293	455	0.4	3.377	A
3	26	541	1055	0.024	26	0.0	3.498	A
4	839	48	1357	0.618	844	1.7	7.273	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.48	0.00	0.00	0.48	0.48			N/A	N/A
2	0.42	0.00	0.00	0.42	0.42			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.63	0.62	1.08	1.95	2.13			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.09	0.84	1.43	1.50			N/A	N/A
2	0.56	0.56	1.03	1.44	1.49			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	2.82	0.06	0.84	7.66	11.93			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.57	0.03	0.28	1.57	4.73			N/A	N/A
2	0.80	0.03	0.26	0.80	0.80			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	8.25	0.05	0.73	23.91	41.79			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.65	0.03	0.29	1.65	6.25			N/A	N/A
2	0.80	0.03	0.28	0.80	2.34			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	9.19	0.04	0.39	21.85	50.66			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.80	0.07	0.74	1.23	1.73			N/A	N/A
2	0.57	0.57	1.03	1.44	1.49			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	3.07	0.04	0.44	8.50	15.30			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.49	0.04	0.39	1.18	1.18			N/A	N/A
2	0.43	0.00	0.00	0.43	0.43			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.69	0.03	0.33	3.35	8.85			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: B2145 B2166 2031 With Dev.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 12/07/2017 23:32:32

»2031 LP + mitigation, AM
»2031 LP + mitigation, PM
»2031 LP - mitigation, AM
»2031 LP - mitigation, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 LP + mitigation													
Arm 1	2.0	8.75	0.65	A	34.71	D	-4 % [Arm 3]	87.9	203.28	1.13	F	92.84	F	-14 % [Arm 1]
Arm 2	10.6	31.63	0.93	D				1.6	6.94	0.61	A			
Arm 3	17.2	57.39	0.97	F				2.0	7.30	0.66	A			
	2031 LP - mitigation													
Arm 1	1.2	6.50	0.53	A	71.39	F	-8 % [Arm 2]	24.5	69.12	1.00	F	32.67	D	-5 % [Arm 1]
Arm 2	44.3	97.69	1.04	F				3.0	10.34	0.75	B			
Arm 3	21.8	76.16	1.00	F				2.4	9.15	0.70	A			

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

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

File summary

File Description

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

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15
D2	2031 LP + mitigation	PM	ONE HOUR	16:45	18:15	15
D3	2031 LP - mitigation	AM	ONE HOUR	07:45	09:15	15
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 LP + mitigation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	34.71	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Arm 3

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.10	7.15	11.6	46.0	30.0	14.0	
2	2.80	7.86	17.5	24.0	30.0	22.0	
3	3.60	6.70	10.0	65.0	30.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.672	1645
2	0.670	1704
3	0.695	1724

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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	746	100.000
2		✓	1175	100.000
3		✓	1014	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	328	418
	2	759	0	416
	3	487	527	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.65	8.75	2.0	2.6	A
2	0.93	31.63	10.6	58.3	D
3	0.97	57.39	17.2	74.8	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	562	394	1380	0.407	559	0.7	4.678	A
2	885	313	1494	0.592	879	1.5	5.971	A
3	763	568	1329	0.574	758	1.4	6.517	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	671	471	1328	0.505	669	1.1	5.838	A
2	1056	375	1453	0.727	1052	2.6	9.137	A
3	912	679	1252	0.728	906	2.7	10.724	B

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	821	559	1269	0.647	818	1.9	8.486	A
2	1294	458	1397	0.926	1267	9.3	24.676	C
3	1116	818	1155	0.967	1076	12.7	38.597	E

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	821	571	1261	0.651	821	2.0	8.753	A
2	1294	460	1396	0.927	1288	10.6	31.626	D
3	1116	832	1145	0.975	1099	17.2	87.387	F

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	671	503	1307	0.513	674	1.1	6.124	A
2	1056	378	1451	0.728	1087	2.9	11.014	B
3	912	702	1236	0.738	968	3.1	16.763	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	562	400	1376	0.408	563	0.7	4.754	A
2	885	316	1492	0.593	890	1.5	6.210	A
3	763	575	1324	0.576	770	1.4	6.859	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.73	0.59	1.07	1.50	1.55			N/A	N/A
2	1.47	0.58	1.37	1.88	2.02			N/A	N/A
3	1.38	0.54	1.29	1.88	2.06			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.08	0.08	0.92	1.91	2.54			N/A	N/A
2	2.65	0.05	0.53	7.28	11.80			N/A	N/A
3	2.68	0.05	0.56	7.36	11.89			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.92	0.03	0.29	1.92	2.59			N/A	N/A
2	9.32	0.06	1.28	27.23	45.41			N/A	N/A
3	12.72	0.15	4.87	34.39	49.61			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.97	0.03	0.29	1.97	2.01			N/A	N/A
2	10.64	0.04	0.44	28.15	58.30			N/A	N/A
3	17.19	0.11	4.43	49.21	74.83			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.14	0.11	1.06	1.86	2.25			N/A	N/A
2	2.86	0.04	0.43	7.86	14.39			N/A	N/A
3	3.10	0.04	0.42	8.35	15.82			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.05	0.53	1.25	1.86			N/A	N/A
2	1.52	0.03	0.32	2.47	7.71			N/A	N/A

3	1.45	0.03	0.31	1.45	6.37			N/A	N/A

2031 LP + mitigation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	92.84	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-14	Arm 1

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1275	100.000
2		✓	757	100.000
3		✓	886	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	752	523
	2	313	0	444
	3	349	537	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	1.13	203.29	87.9	151.7	F
2	0.61	6.94	1.6	2.0	A
3	0.66	7.30	2.0	2.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	960	402	1375	0.698	951	2.3	8.538	A
2	570	390	1443	0.395	567	0.7	4.175	A
3	667	235	1561	0.427	664	0.8	4.132	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1146	482	1321	0.868	1132	5.8	18.284	C
2	681	464	1393	0.489	679	1.0	5.129	A
3	796	281	1529	0.521	795	1.1	5.060	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	1404	589	1249	1.124	1234	48.3	90.327	F
2	833	506	1365	0.611	831	1.6	6.836	A
3	976	344	1485	0.657	972	1.9	7.206	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1404	591	1248	1.125	1246	87.9	203.293	F
2	833	511	1362	0.612	833	1.6	6.936	A
3	976	345	1484	0.657	975	2.0	7.304	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1146	485	1319	0.869	1304	48.4	169.736	F
2	681	535	1346	0.506	683	1.1	5.549	A
3	796	282	1528	0.521	800	1.1	5.133	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	960	405	1373	0.699	1143	2.5	32.073	D
2	570	469	1390	0.410	571	0.7	4.486	A
3	667	236	1560	0.428	668	0.8	4.180	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.30	0.13	1.12	4.81	6.36			N/A	N/A
2	0.66	0.56	1.02	1.43	1.48			N/A	N/A
3	0.76	0.57	1.03	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	5.84	0.09	1.61	15.95	23.68			N/A	N/A
2	0.96	0.08	0.89	1.61	1.97			N/A	N/A
3	1.11	0.07	0.85	2.07	2.94			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	48.30	16.95	44.15	78.82	91.10			N/A	N/A
2	1.57	0.03	0.27	1.57	1.57			N/A	N/A
3	1.93	0.03	0.28	1.93	1.93			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	87.87	38.81	82.79	134.08	151.66			N/A	N/A
2	1.59	0.03	0.27	1.59	1.59			N/A	N/A
3	1.96	0.03	0.28	1.96	1.96			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	48.42	21.73	45.52	72.92	82.26			N/A	N/A
2	1.05	0.19	1.05	1.48	1.81			N/A	N/A
3	1.14	0.11	1.05	1.84	2.29			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.52	0.03	0.29	2.52	8.46			N/A	N/A
2	0.71	0.06	0.70	1.28	1.28			N/A	N/A
3	0.78	0.06	0.60	1.34	1.86			N/A	N/A

2031 LP - mitigation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	71.89	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 LP - mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	609	100.000
2		✓	1388	100.000
3		✓	938	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	299	310
	2	944	0	444
	3	407	531	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.53	6.50	1.2	1.9	A
2	1.04	67.89	44.3	114.8	F
3	1.00	76.16	21.8	78.9	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	458	397	1378	0.333	456	0.5	4.169	A
2	1045	232	1548	0.675	1037	2.1	7.136	A
3	706	705	1234	0.572	701	1.4	6.971	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	547	474	1326	0.413	547	0.7	4.935	A
2	1248	278	1517	0.822	1238	4.4	12.868	B
3	843	842	1138	0.741	837	2.8	12.233	B

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	671	558	1270	0.528	669	1.2	6.388	A
2	1528	340	1476	1.036	1435	27.7	51.318	F
3	1033	976	1046	0.988	985	14.7	44.314	E

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	671	568	1263	0.531	670	1.2	6.499	A
2	1528	341	1475	1.036	1462	44.3	97.692	F
3	1033	994	1033	1.000	1004	21.8	76.161	F

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	547	517	1298	0.422	549	0.8	5.158	A
2	1248	280	1517	0.823	1403	5.5	49.887	E
3	843	954	1061	0.795	913	4.5	33.260	D

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	458	407	1372	0.334	459	0.5	4.228	A
2	1045	234	1547	0.675	1058	2.2	7.781	A
3	706	720	1224	0.577	718	1.5	7.604	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.53	0.00	0.00	0.53	0.53			N/A	N/A
2	2.09	0.28	1.27	3.66	4.56			N/A	N/A
3	1.37	0.37	1.27	1.92	2.23			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.11	0.90	1.47	1.54			N/A	N/A
2	4.42	0.06	1.18	12.36	19.33			N/A	N/A
3	2.83	0.06	0.72	7.77	12.29			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.18	0.03	0.28	1.18	1.18			N/A	N/A
2	27.73	2.44	21.06	58.10	73.17			N/A	N/A
3	14.70	0.28	7.76	36.88	50.57			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.20	0.03	0.29	1.20	1.91			N/A	N/A
2	44.30	4.72	34.47	91.72	114.77			N/A	N/A
3	21.84	0.28	10.76	56.66	78.91			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.79	0.26	1.01	1.49	1.55			N/A	N/A
2	5.53	0.05	0.47	15.60	28.48			N/A	N/A
3	4.50	0.06	0.95	12.74	20.54			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.54	0.05	0.50	1.38	1.49			N/A	N/A
2	2.20	0.03	0.30	2.20	9.35			N/A	N/A
3	1.45	0.03	0.30	1.45	5.82			N/A	N/A

2031 LP - mitigation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	32.67	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1166	100.000
2		✓	978	100.000
3		✓	878	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	787	379
	2	458	0	520
	3	394	484	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	1.00	69.12	24.5	69.1	F
2	0.75	10.34	3.0	10.5	B
3	0.70	9.15	2.4	5.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	878	363	1401	0.626	871	1.7	6.885	A
2	736	283	1514	0.486	732	1.0	4.672	A
3	661	343	1485	0.445	658	0.8	4.488	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1048	434	1353	0.775	1042	3.3	11.615	B
2	879	339	1477	0.595	877	1.5	6.096	A
3	789	411	1438	0.549	788	1.2	5.717	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	1284	530	1289	0.996	1227	17.5	41.591	E
2	1077	399	1437	0.750	1071	2.9	9.881	A
3	967	502	1375	0.703	962	2.4	8.932	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1284	533	1287	0.998	1255	24.5	69.121	F
2	1077	408	1430	0.753	1076	3.0	10.337	B
3	967	504	1373	0.704	967	2.4	9.155	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1048	438	1351	0.776	1131	3.8	22.360	C
2	879	368	1458	0.603	885	1.6	6.471	A
3	789	414	1436	0.550	794	1.3	5.850	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	878	365	1400	0.627	886	1.8	7.308	A
2	736	288	1511	0.487	739	1.0	4.765	A
3	661	346	1483	0.446	663	0.8	4.556	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.69	0.44	1.51	2.59	3.02			N/A	N/A
2	0.96	0.56	1.02	1.43	1.48			N/A	N/A
3	0.82	0.57	1.04	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.34	0.06	0.80	9.30	14.86			N/A	N/A
2	1.47	0.06	0.69	3.57	5.26			N/A	N/A
3	1.24	0.06	0.80	2.70	3.81			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	17.46	0.38	9.87	43.00	58.27			N/A	N/A
2	2.93	0.03	0.29	2.93	10.47			N/A	N/A
3	2.37	0.03	0.29	2.37	5.82			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	24.54	0.29	12.06	63.89	89.08			N/A	N/A
2	3.02	0.03	0.28	3.02	4.07			N/A	N/A
3	2.42	0.03	0.28	2.42	2.42			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.82	0.04	0.42	10.31	19.99			N/A	N/A
2	1.58	0.07	0.98	3.57	5.00			N/A	N/A
3	1.28	0.08	1.00	2.52	3.37			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.76	0.03	0.30	1.76	7.76			N/A	N/A
2	0.98	0.04	0.42	2.36	3.82			N/A	N/A
3	0.84	0.05	0.47	1.80	2.68			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Bognor Bridge Rd_PB_no EMP_With Dev.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA03 Modelling\ATA03A
Report generation date: 17/03/2017 10:51:40

»A27 Bognor RBT - 2031 LP + mitigation, AM
»A27 Bognor RBT - 2031 LP + mitigation, PM
»A27 Bognor RBT - 2031 LP - mitigation, AM
»A27 Bognor RBT - 2031 LP - mitigation, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS
	A27 Bognor RBT - 2031 LP + mitigation									
1 - A27 North	1.2	2.63	0.52	A	A	0.7	2.28	0.39	A	A
2 - A259 Bognor Rd East	2.3	5.71	0.67	A		0.9	3.01	0.45	A	
4 - A27 South	1.0	3.13	0.48	A		1.0	2.55	0.48	A	
5 - A259 Bognor Road West	0.8	4.79	0.43	A		1.2	6.00	0.52	A	
	A27 Bognor RBT - 2031 LP - mitigation									
1 - A27 North	1.1	2.54	0.50	A	A	0.5	2.07	0.32	A	A
2 - A259 Bognor Rd East	1.2	4.08	0.53	A		0.8	2.86	0.43	A	
4 - A27 South	0.7	2.44	0.40	A		1.0	2.52	0.47	A	
5 - A259 Bognor Road West	0.6	3.83	0.36	A		0.8	5.09	0.42	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

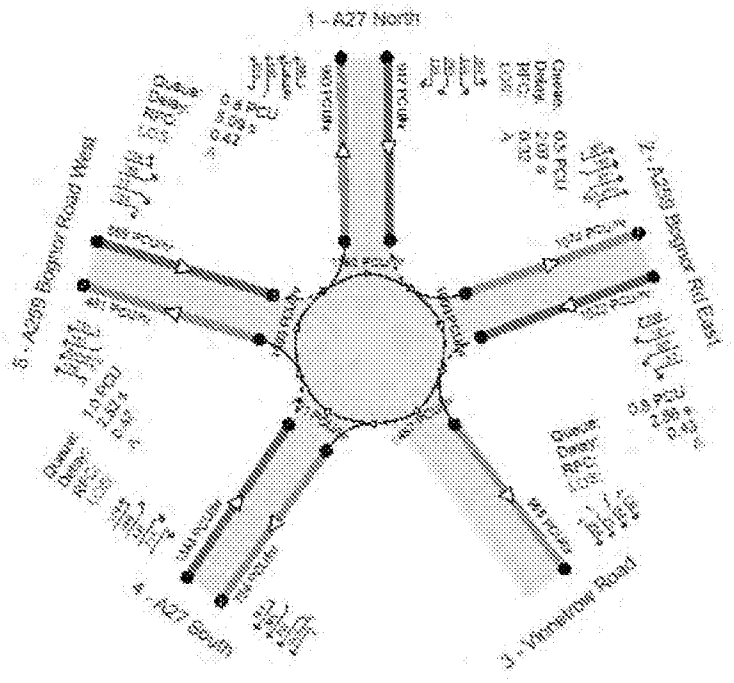
File summary

File Description

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

Units

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



Flows show modelled flow through junction (PCU/hr).
Time Segment: 16:00-16:15

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 LP + mitigation	AM	FLAT	08:00	09:00	60	15	✓
D2	2031 LP + mitigation	PM	FLAT	16:00	17:00	60	15	✓
D3	2031 LP - mitigation	AM	FLAT	08:00	09:00	60	15	✓
D4	2031 LP - mitigation	PM	FLAT	16:00	17:00	60	15	✓

Analysis Set Details

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

A27 Bognor RBT - 2031 LP + mitigation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Roundabout Geometry

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

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 LP + mitigation	AM	FLAT	08:00	09:00	60	15	✓

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

✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1652	100.000
2 - A259 Bognor Rd East		FLAT	✓	1428	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1190	100.000
5 - A259 Bognor Road West		FLAT	✓	620	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	470	44	668	470
	2 - A259 Bognor Rd East	543	0	33	500	352
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	506	327	30	0	327
	5 - A259 Bognor Road West	236	153	14	217	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.52	2.63	1.2	A	1652	1652
2 - A259 Bognor Rd East	0.67	5.71	2.3	A	1428	1428
3 - Vinnetrow Road						
4 - A27 South	0.48	3.13	1.0	A	1190	1190
5 - A259 Bognor Road West	0.43	4.79	0.8	A	620	620

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1652	413	738	3159	0.523	1647	1279	0.0	1.2	2.610	A
2 - A259 Bognor Rd East	1428	357	1438	2124	0.672	1419	947	0.0	2.2	5.550	A
3 - Vinnetrow Road			2737				120				
4 - A27 South	1190	298	1358	2461	0.484	1186	1379	0.0	1.0	3.094	A
5 - A259 Bognor Road West	620	155	1400	1450	0.427	617	1144	0.0	0.8	4.732	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1652	413	741	3157	0.523	1652	1285	1.2	1.2	2.631	A
2 - A259 Bognor Rd East	1428	357	1443	2121	0.673	1428	950	2.2	2.2	5.711	A
3 - Vinnetrow Road			2750				121				
4 - A27 South	1190	298	1365	2456	0.484	1190	1385	1.0	1.0	3.126	A

5 - A259 Bognor Road West	620	155	1406	1447	0.428	620	1149	0.8	0.8	4.787	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1652	413	741	3157	0.523	1652	1285	1.2	1.2	2.631	A
2 - A259 Bognor Rd East	1428	357	1443	2121	0.673	1428	950	2.2	2.3	5.713	A
3 - Vinnetrow Road			2750				121				
4 - A27 South	1190	298	1365	2456	0.484	1190	1385	1.0	1.0	3.126	A
5 - A259 Bognor Road West	620	155	1406	1447	0.428	620	1149	0.8	0.8	4.787	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1652	413	741	3157	0.523	1652	1285	1.2	1.2	2.631	A
2 - A259 Bognor Rd East	1428	357	1443	2121	0.673	1428	950	2.3	2.3	5.713	A
3 - Vinnetrow Road			2750				121				
4 - A27 South	1190	298	1365	2456	0.484	1190	1385	1.0	1.0	3.126	A
5 - A259 Bognor Road West	620	155	1406	1447	0.428	620	1149	0.8	0.8	4.787	A

A27 Bognor RBT - 2031 LP + mitigation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 LP + mitigation	PM	FLAT	16:00	17:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1086	100.000
2 - A259 Bognor Rd East		FLAT	✓	1057	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1422	100.000
5 - A259 Bognor Road West		FLAT	✓	705	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	397	47	497	145
	2 - A259 Bognor Rd East	358	0	48	504	147
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	533	599	71	0	219
	5 - A259 Bognor Road West	192	216	26	271	0

Vehicle Mix

Heavy Vehicle Percentages

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

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.39	2.28	0.7	A	1086	1086
2 - A259 Bognor Rd East	0.45	3.01	0.9	A	1057	1057
3 - Vinnetrow Road						
4 - A27 South	0.48	2.55	1.0	A	1422	1422
5 - A259 Bognor Road West	0.52	6.00	1.2	A	705	705

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1086	272	1178	2825	0.384	1083	1079	0.0	0.7	2.267	A
2 - A259 Bognor Rd East	1057	264	1053	2376	0.445	1053	1208	0.0	0.9	2.987	A
3 - Vinnetrow Road			1915				191				
4 - A27 South	1422	356	648	2977	0.478	1418	1267	0.0	1.0	2.534	A
5 - A259 Bognor Road West	705	176	1556	1367	0.516	700	510	0.0	1.2	5.903	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1086	272	1183	2821	0.385	1086	1083	0.7	0.7	2.282	A
2 - A259 Bognor Rd East	1057	264	1057	2374	0.445	1057	1212	0.9	0.9	3.007	A
3 - Vinnetrow Road			1922				192				
4 - A27 South	1422	356	650	2975	0.478	1422	1272	1.0	1.0	2.548	A
5 - A259 Bognor Road West	705	176	1561	1364	0.517	705	511	1.2	1.2	6.005	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1086	272	1183	2821	0.385	1086	1083	0.7	0.7	2.282	A
2 - A259 Bognor Rd East	1057	264	1057	2374	0.445	1057	1212	0.9	0.9	3.007	A
3 - Vinnetrow Road			1922				192				
4 - A27 South	1422	356	650	2975	0.478	1422	1272	1.0	1.0	2.548	A
5 - A259 Bognor Road West	705	176	1561	1364	0.517	705	511	1.2	1.2	6.005	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1086	272	1183	2821	0.385	1086	1083	0.7	0.7	2.282	A
2 - A259 Bognor Rd East	1057	264	1057	2374	0.445	1057	1212	0.9	0.9	3.007	A
3 - Vinnetrow Road			1922				192				
4 - A27 South	1422	356	650	2975	0.478	1422	1272	1.0	1.0	2.548	A
5 - A259 Bognor Road West	705	176	1561	1364	0.517	705	511	1.2	1.2	6.005	A

A27 Bognor RBT - 2031 LP - mitigation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 LP - mitigation	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1531	100.000
2 - A259 Bognor Rd East		FLAT	✓	1085	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1070	100.000
5 - A259 Bognor Road West		FLAT	✓	573	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	375	131	630	395
	2 - A259 Bognor Rd East	357	0	69	369	290
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	341	303	106	0	320
	5 - A259 Bognor Road West	155	138	48	232	0

Vehicle Mix

Heavy Vehicle Percentages

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

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.50	2.54	1.1	A	1531	1531
2 - A259 Bognor Rd East	0.53	4.08	1.2	A	1085	1085
3 - Vinnetrow Road						
4 - A27 South	0.40	2.44	0.7	A	1070	1070
5 - A259 Bognor Road West	0.36	3.83	0.6	A	573	573

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1531	383	824	3093	0.495	1527	850	0.0	1.1	2.522	A
2 - A259 Bognor Rd East	1085	271	1537	2059	0.527	1080	814	0.0	1.2	4.024	A
3 - Vinnetrow Road			2265				353				
4 - A27 South	1070	268	1038	2694	0.397	1067	1227	0.0	0.7	2.430	A
5 - A259 Bognor Road West	573	143	1103	1609	0.356	571	1002	0.0	0.6	3.808	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1531	383	827	3091	0.495	1531	853	1.1	1.1	2.537	A
2 - A259 Bognor Rd East	1085	271	1542	2056	0.528	1085	816	1.2	1.2	4.076	A
3 - Vinnetrow Road			2273				354				
4 - A27 South	1070	268	1042	2691	0.398	1070	1231	0.7	0.7	2.442	A
5 - A259 Bognor Road West	573	143	1107	1607	0.357	573	1005	0.6	0.6	3.830	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1531	383	827	3091	0.495	1531	853	1.1	1.1	2.537	A
2 - A259 Bognor Rd East	1085	271	1542	2056	0.528	1085	816	1.2	1.2	4.076	A
3 - Vinnetrow Road			2273				354				
4 - A27 South	1070	268	1042	2691	0.398	1070	1231	0.7	0.7	2.442	A
5 - A259 Bognor Road West	573	143	1107	1607	0.357	573	1005	0.6	0.6	3.830	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1531	383	827	3091	0.495	1531	853	1.1	1.1	2.537	A
2 - A259 Bognor Rd East	1085	271	1542	2056	0.528	1085	816	1.2	1.2	4.076	A
3 - Vinnetrow Road			2273				354				
4 - A27 South	1070	268	1042	2691	0.398	1070	1231	0.7	0.7	2.442	A
5 - A259 Bognor Road West	573	143	1107	1607	0.357	573	1005	0.6	0.6	3.830	A

A27 Bognor RBT - 2031 LP - mitigation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	2.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 LP - mitigation	PM	FLAT	16:00	17:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	919	100.000
2 - A259 Bognor Rd East		FLAT	✓	1023	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1367	100.000
5 - A259 Bognor Road West		FLAT	✓	572	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	358	144	296	121
	2 - A259 Bognor Rd East	400	0	133	308	182
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	441	532	215	0	179
	5 - A259 Bognor Road West	155	187	75	155	0

Vehicle Mix

Heavy Vehicle Percentages

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

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.32	2.07	0.5	A	919	919
2 - A259 Bognor Rd East	0.43	2.86	0.8	A	1023	1023
3 - Vinnetrow Road						
4 - A27 South	0.47	2.52	1.0	A	1367	1367
5 - A259 Bognor Road West	0.42	5.09	0.8	A	572	572

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	919	230	1160	2839	0.324	917	993	0.0	0.5	2.059	A
2 - A259 Bognor Rd East	1023	256	1003	2409	0.425	1020	1074	0.0	0.8	2.845	A
3 - Vinnetrow Road			1457				565				
4 - A27 South	1367	342	701	2938	0.465	1363	756	0.0	1.0	2.507	A
5 - A259 Bognor Road West	572	143	1583	1352	0.423	569	481	0.0	0.8	5.034	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	919	230	1164	2835	0.324	919	996	0.5	0.5	2.066	A
2 - A259 Bognor Rd East	1023	256	1006	2407	0.425	1023	1077	0.8	0.8	2.860	A
3 - Vinnetrow Road			1462				567				
4 - A27 South	1367	342	703	2937	0.465	1367	759	1.0	1.0	2.521	A
5 - A259 Bognor Road West	572	143	1588	1350	0.424	572	482	0.8	0.8	5.089	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	919	230	1164	2835	0.324	919	996	0.5	0.5	2.066	A
2 - A259 Bognor Rd East	1023	256	1006	2407	0.425	1023	1077	0.8	0.8	2.860	A
3 - Vinnetrow Road			1462				567				
4 - A27 South	1367	342	703	2937	0.465	1367	759	1.0	1.0	2.521	A
5 - A259 Bognor Road West	572	143	1588	1350	0.424	572	482	0.8	0.8	5.089	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	919	230	1164	2835	0.324	919	996	0.5	0.5	2.066	A
2 - A259 Bognor Rd East	1023	256	1006	2407	0.425	1023	1077	0.8	0.8	2.860	A
3 - Vinnetrow Road			1462				567				
4 - A27 South	1367	342	703	2937	0.465	1367	759	1.0	1.0	2.521	A
5 - A259 Bognor Road West	572	143	1588	1350	0.424	572	482	0.8	0.8	5.089	A

Appendix 47

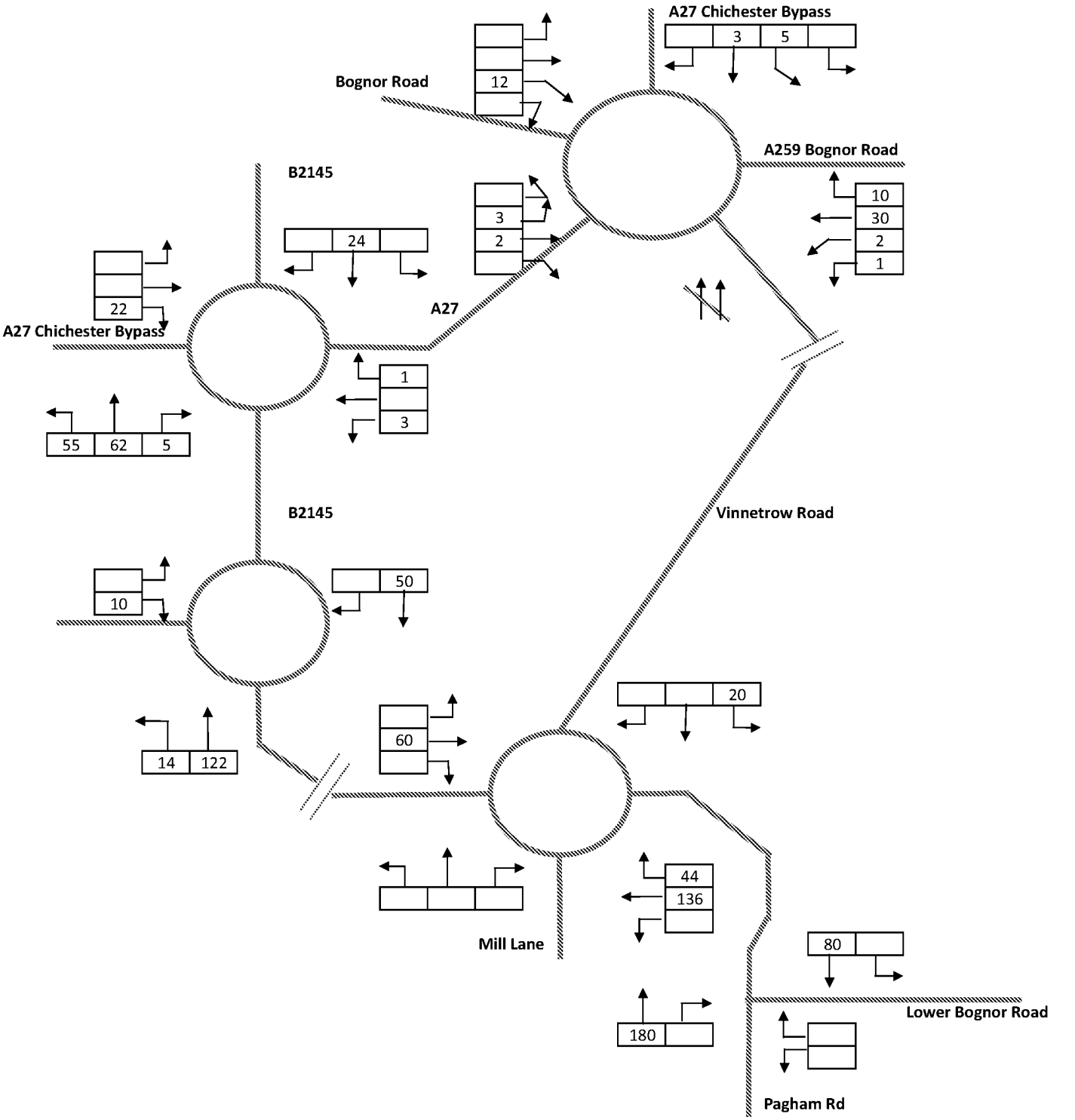
Cumulative Development Turning Movement Diagrams

ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2031 Cumulative Development Flows

AM Peak Hour 0800-0900

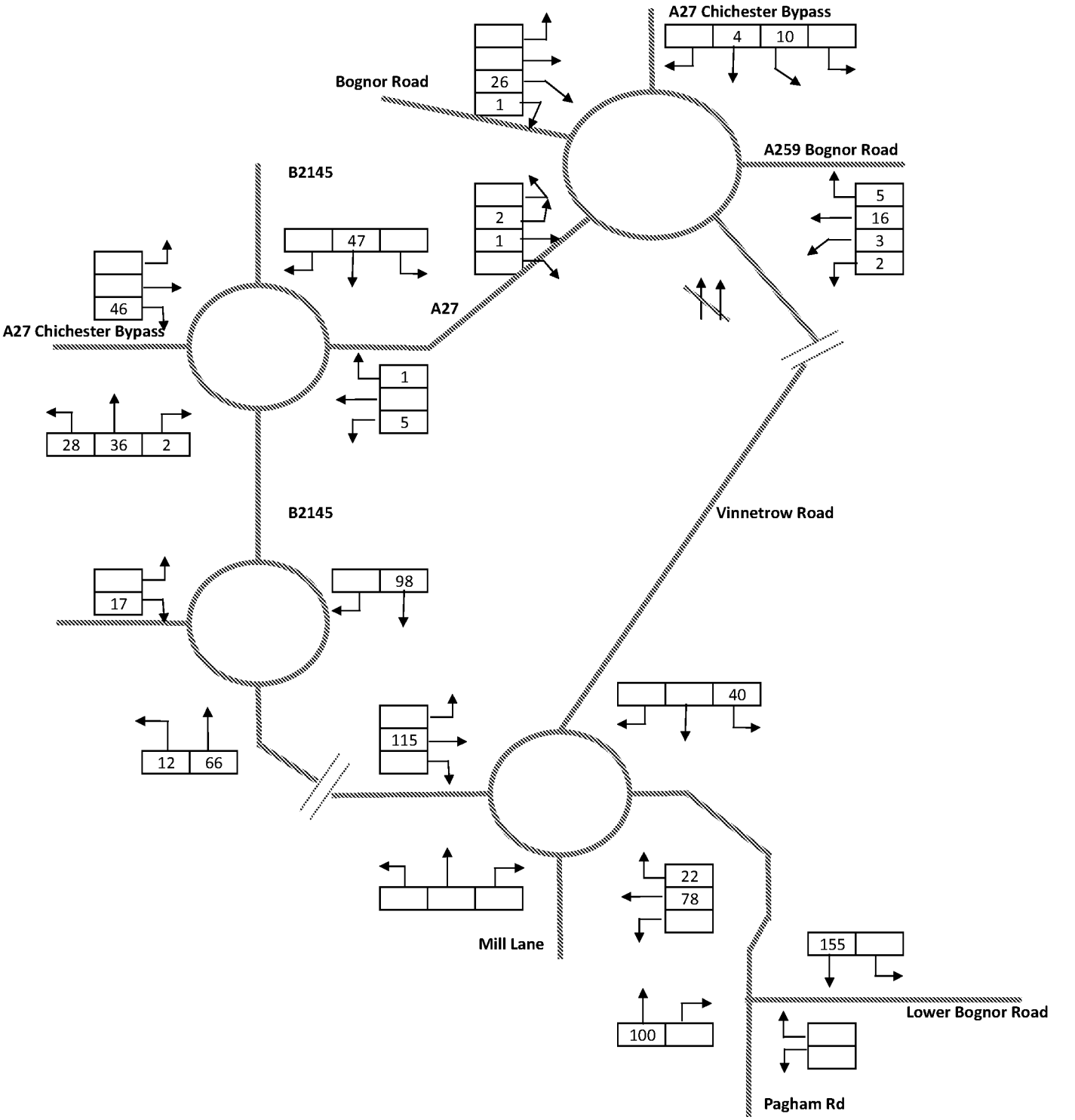


HighgateTransportation

Pagham South

2031 Cumulative Development Flows

PM Peak Hour 1700-1800



HighgateTransportation

Appendix 48

2031 Wider Highway Network Turning Movement Diagrams Without Cumulative Development

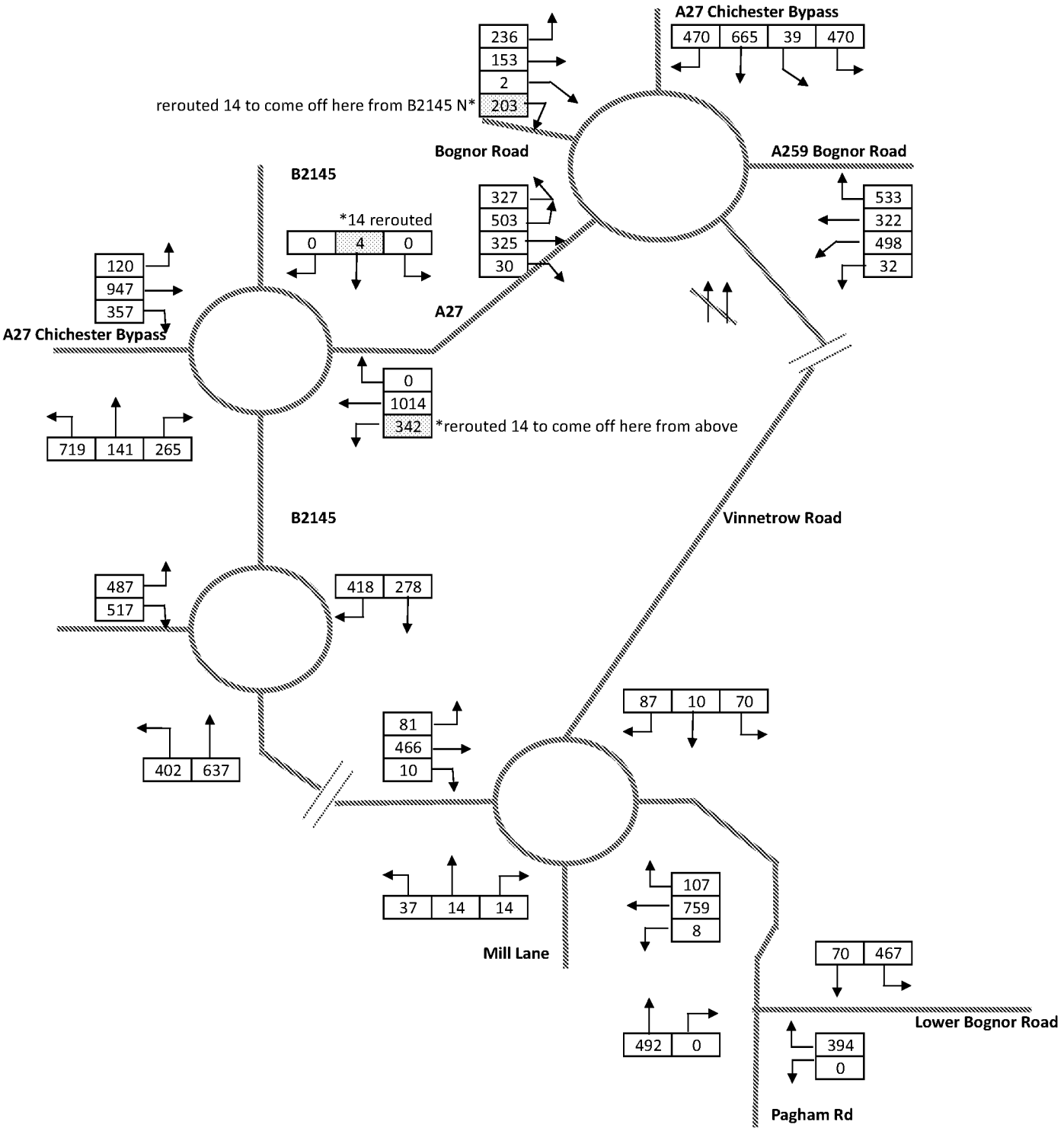
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2031 SATURN Flows, Mitigation, Reduction for Cumulative Impact

AM Peak Hour 0800-0900

PCUs



*Rerouting development flows to account for changes in SATURN flows

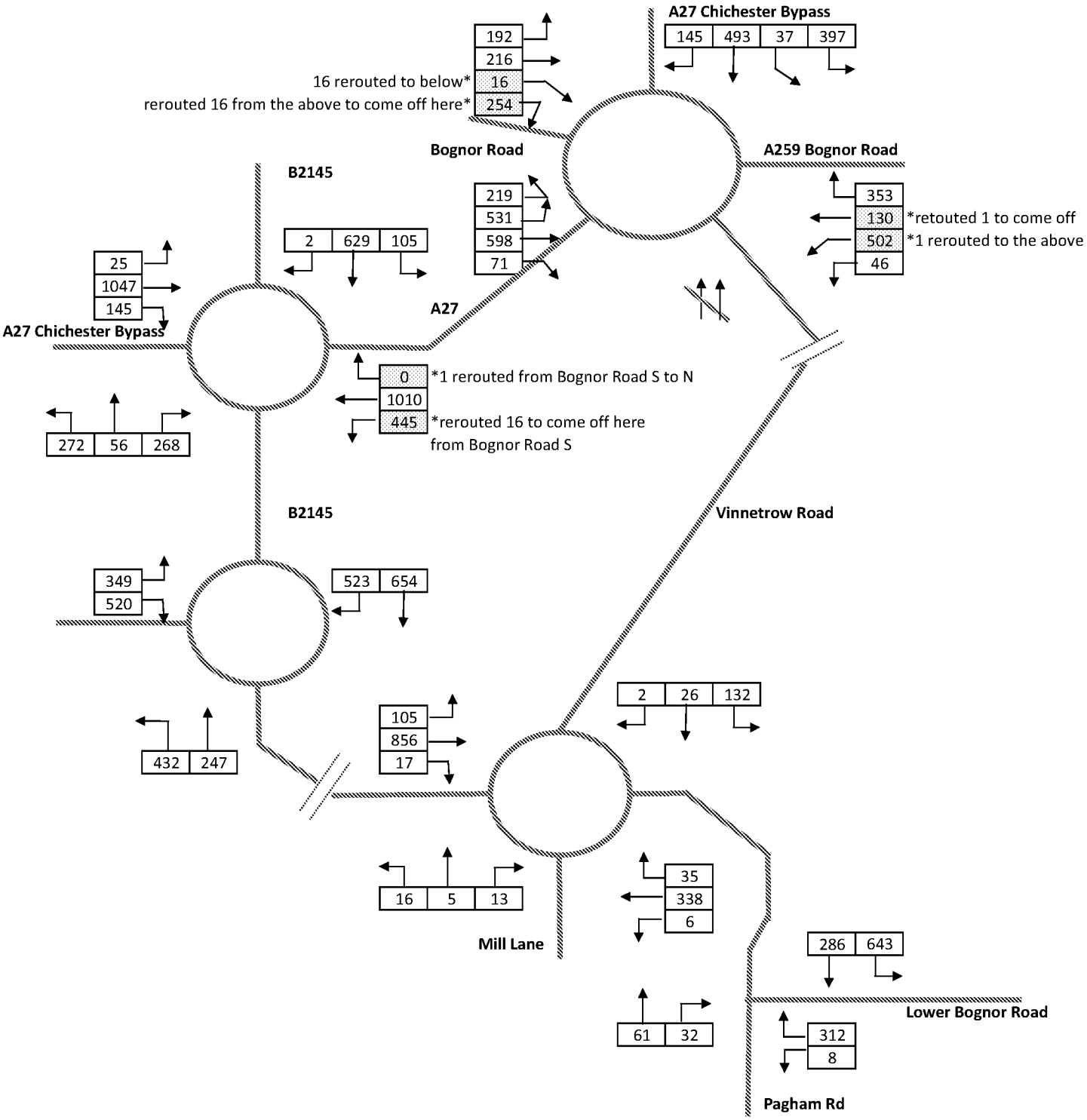
HighgateTransportation

Pagham South

2031 SATURN Flows, Mitigation, Reduction for Cumulative Impact

PM Peak Hour 1700-1800

PCUs



*Rerouting development flows to account for changes in SATURN flows

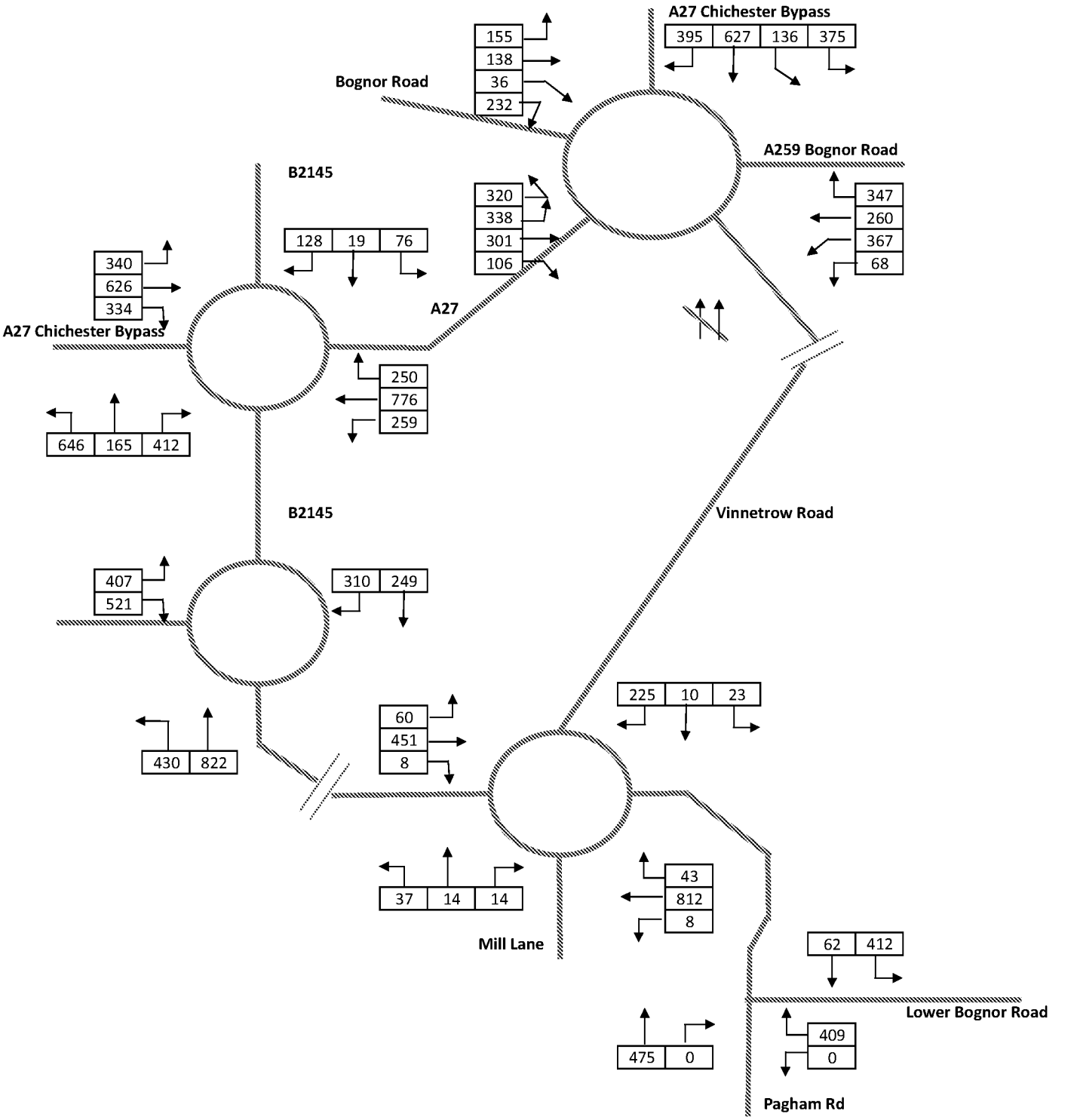
HighgateTransportation

Pagham South

2031 SATURN Flows, No Mitigation (adjusted), Reduction for Cumulative Impact

AM Peak Hour 0800-0900

PCUs



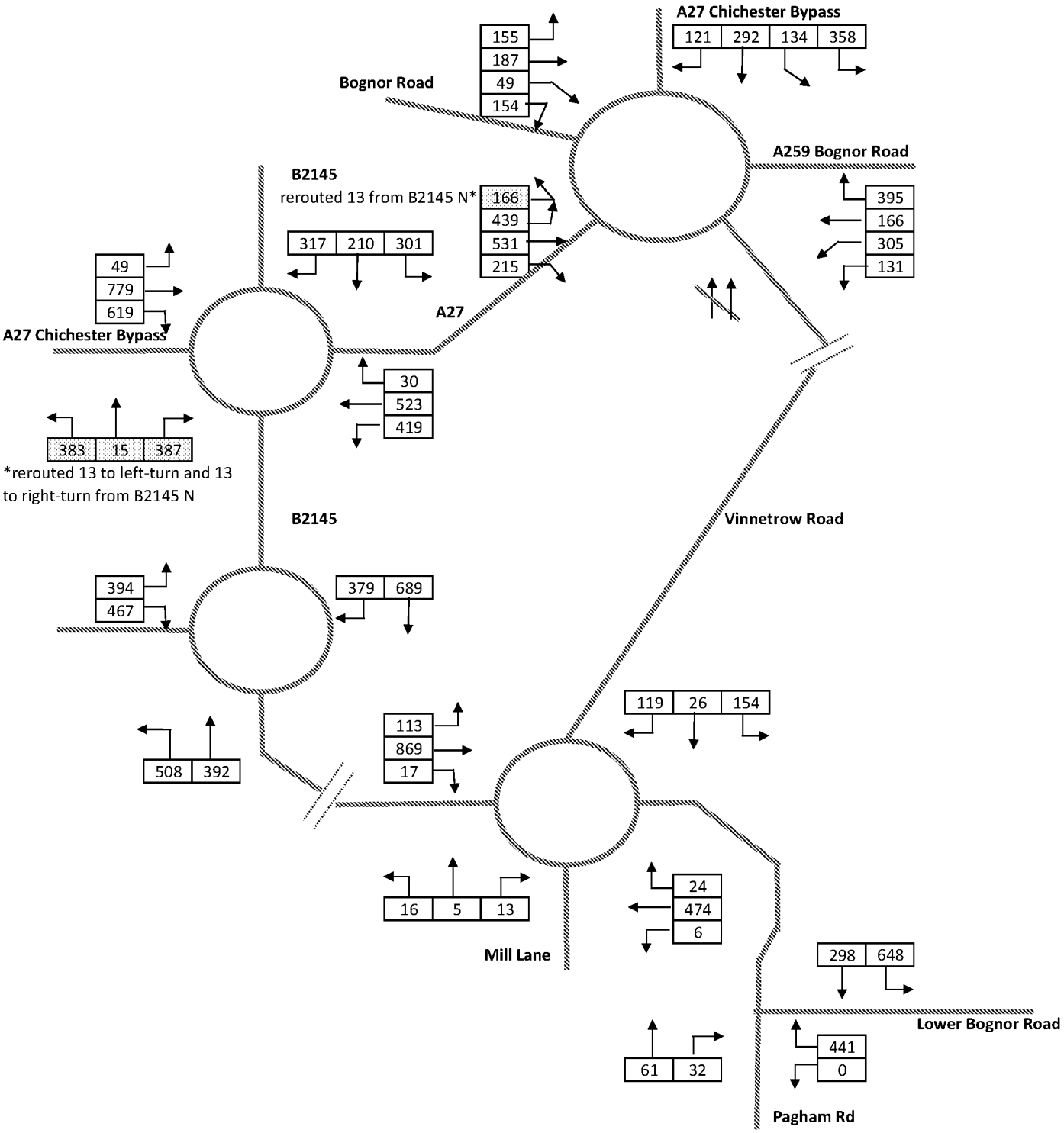
HighgateTransportation

Pagham South

2031 SATURN Flows, No Mitigation (adjusted), Reduction for Cumulative Impact

PM Peak Hour 1700-1800

PCUs



*Rerouting development flows to account for changes in SATURN flows

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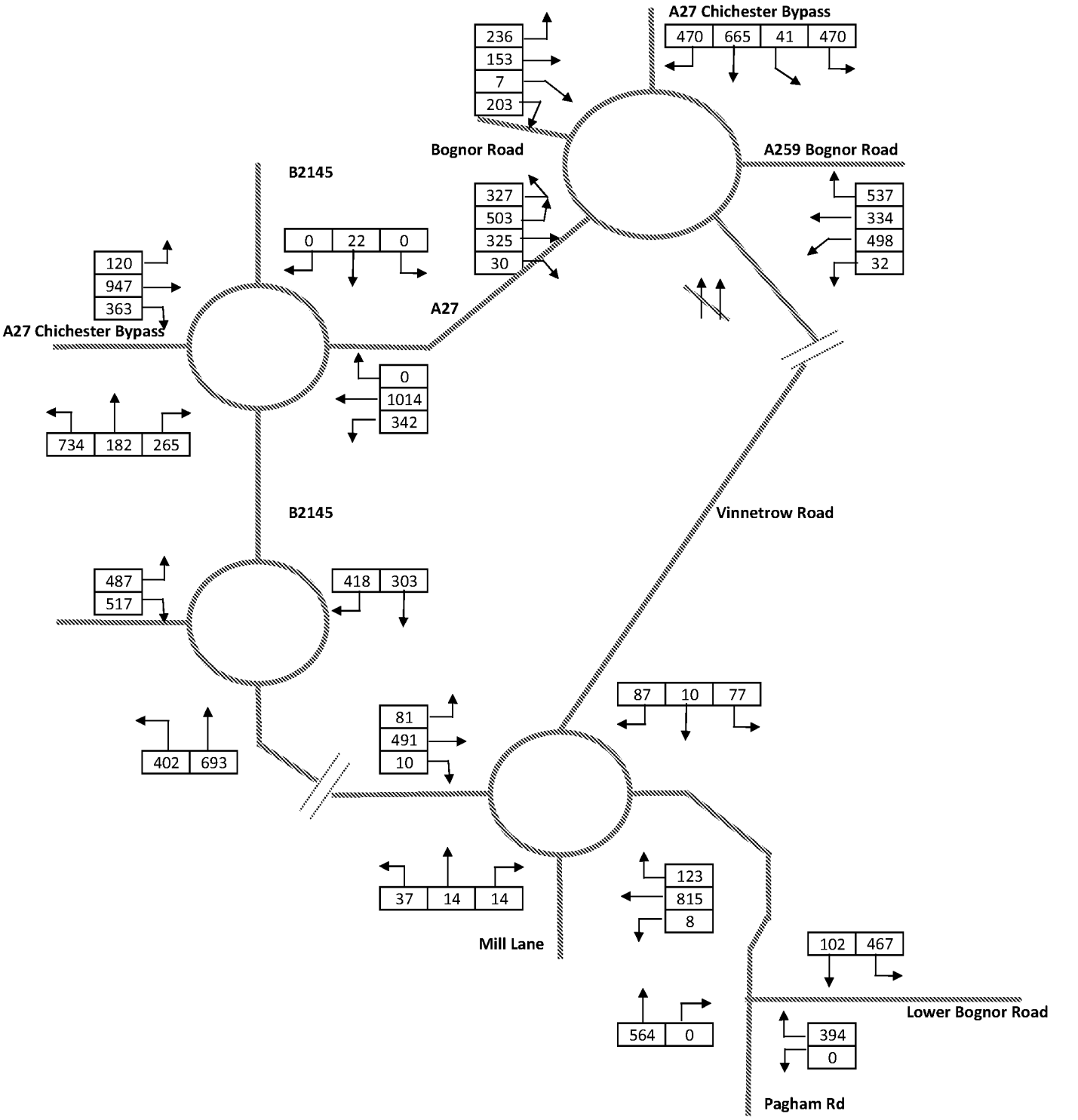
Pagham South

2031 SATURN Flows, Mitigation, Reduction for Cumulative Impact

Plus Pagham South

AM Peak Hour 0800-0900

PCUs



HighgateTransportation

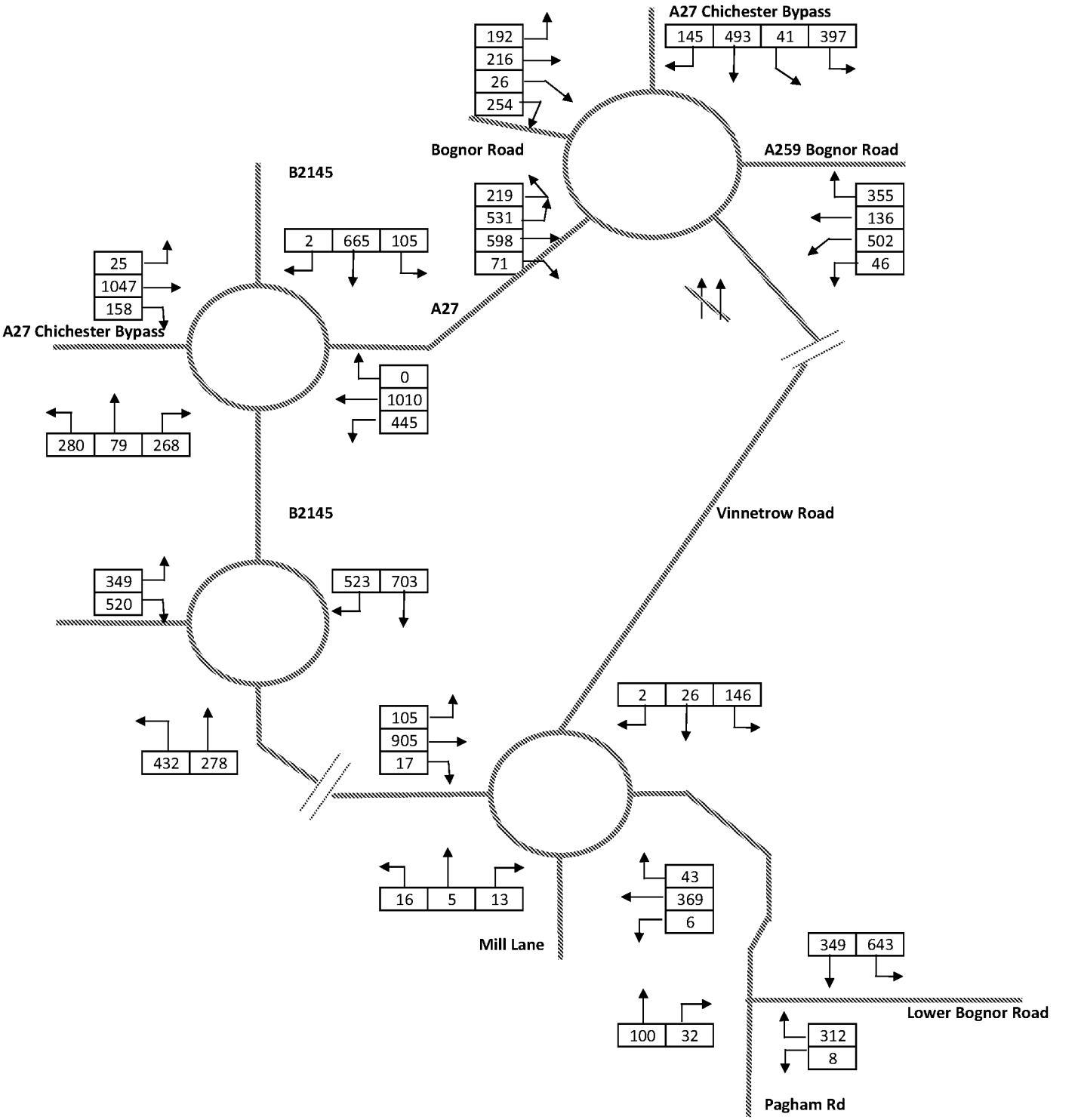
Pagham South

2031 SATURN Flows, Mitigation, Reduction for Cumulative Impact

Plus Pagham South

PM Peak Hour 1700-1800

PCUs



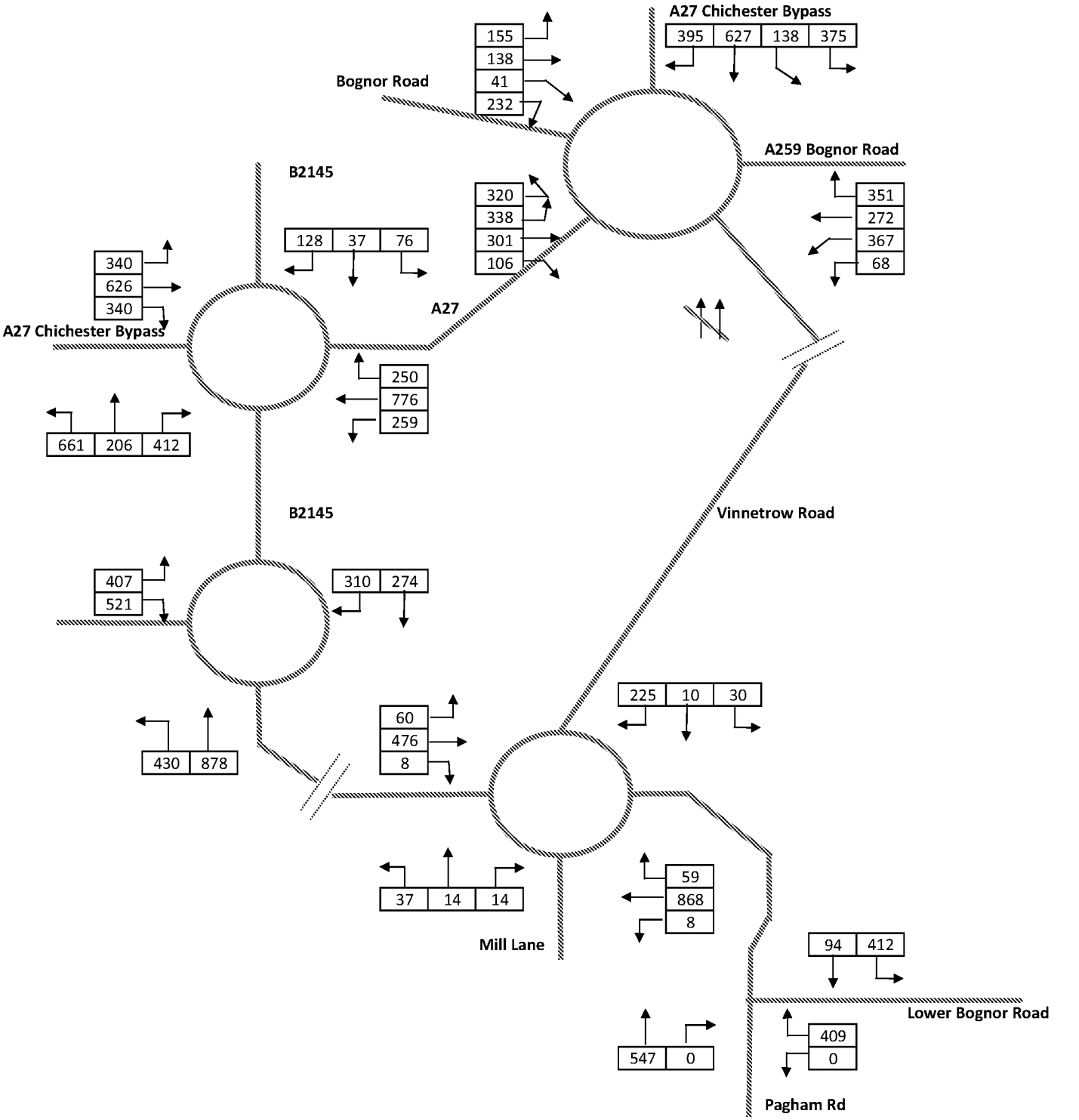
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Pagham South

2031 SATURN Flows, No Mitigation (adjusted), Reduction for Cumulative Impact Plus Pagham South

AM Peak Hour 0800-0900

PCUs



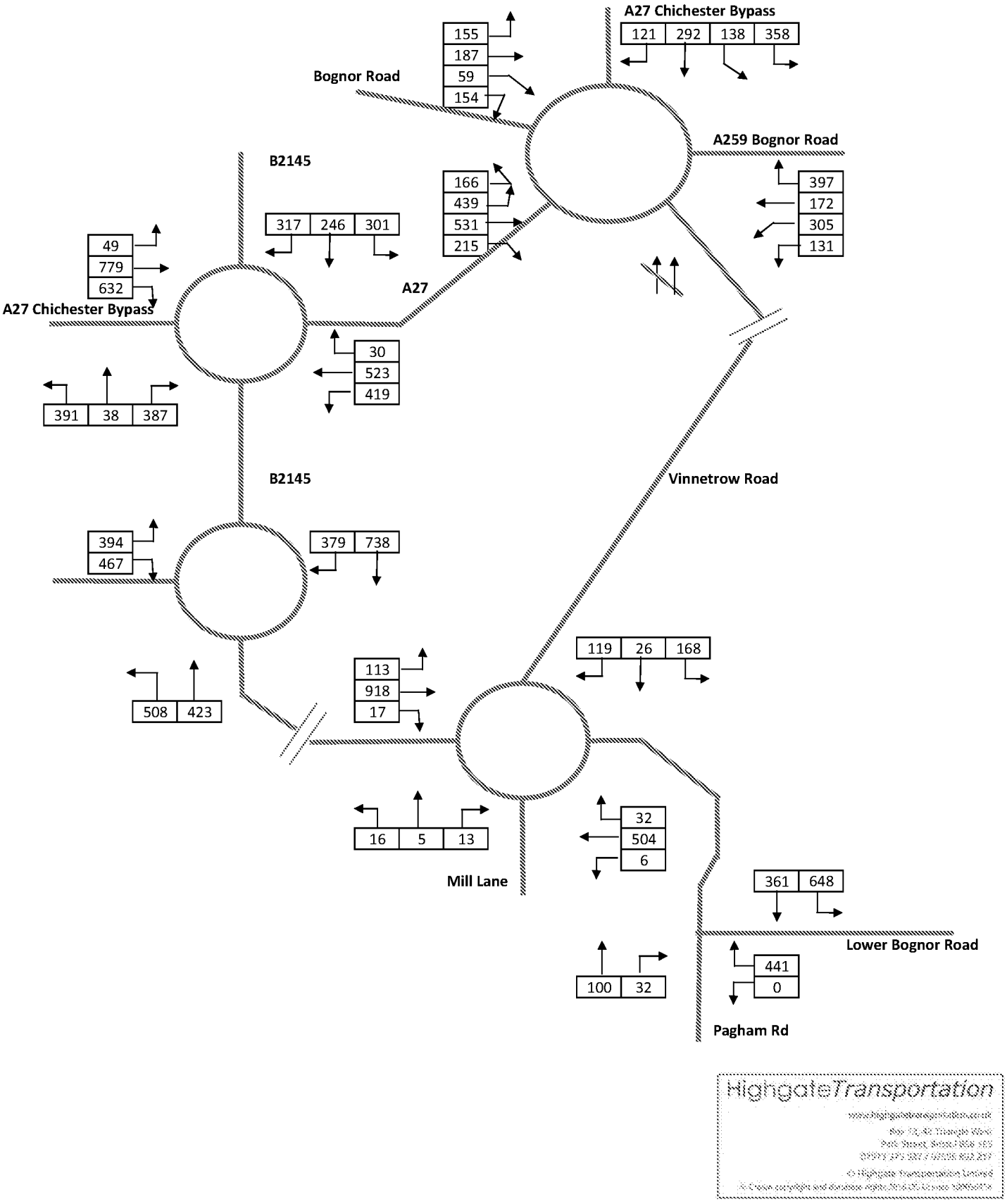
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Pagham South

2031 SATURN Flows, No Mitigation (adjusted), Reduction for Cumulative Impact Plus Pagham South

PM Peak Hour 1700-1800

PCUs



HighgateTransportation

Appendix 49

2031 Wider Highway Network Modelling Outputs Without Cumulative Development

Enterprise Bognor Regis + Local Plan with Mitigation

Enterprise Bognor Regis + Local Plan without Mitigation

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Lower Bognor Rd 2031 Without Dev.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA03 Modelling\ATA03A
Report generation date: 18/03/2017 18:37:02

»2031 LP + mitigation - Cumulative, AM
»2031 LP + mitigation - Cumulative, PM
»2031 LP - mitigation - Cumulative, AM
»2031 LP - mitigation - Cumulative, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 LP + mitigation - Cumulative													
Stream B-AC	18.4	152.77	1.03	F	42.30	E	-19 % [Stream B-AC]	5.3	57.94	0.87	F	14.07	B	-9 % [Stream B-AC]
Stream C-AB	0.0	0.00	0.00	A				0.1	9.25	0.10	A			
	2031 LP - mitigation - Cumulative													
Stream B-AC	20.4	162.13	1.04	F	46.63	E	-20 % [Stream B-AC]	59.7	397.67	1.21	F	118.73	F	-28 % [Stream B-AC]
Stream C-AB	0.0	0.00	0.00	A				0.1	9.35	0.10	A			

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
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	PCU	PCU	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)
D5	2031 LP + mitigation - Cumulative	AM	ONE HOUR	07:45	09:15	15
D6	2031 LP + mitigation - Cumulative	PM	ONE HOUR	16:45	18:15	15
D7	2031 LP - mitigation - Cumulative	AM	ONE HOUR	07:45	09:15	15
D8	2031 LP - mitigation - Cumulative	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 LP + mitigation - Cumulative, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	42.36	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-19	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road North		Major
B	Lower Bognor 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	7.30			60.0	✓	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	4.50	35	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	576	0.099	0.250	0.158	0.358
1	B-C	736	0.106	0.269	-	-
1	C-B	609	0.223	0.223	-	-

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)
D5	2031 LP + mitigation - 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 (PCU/hr)	Scaling Factor (%)
A		✓	537	100.000
B		✓	394	100.000
C		✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	467	70
	B	394	0	0
	C	492	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.53	152.77	18.4	53.2	F
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	297	470	0.631	290	1.6	19.565	C
C-AB	0	519	0.000	0	0.0	0.000	A
C-A	370			370			
A-B	352			352			
A-C	53			53			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	354	449	0.788	348	3.2	33.716	D
C-AB	0	501	0.000	0	0.0	0.000	A
C-A	442			442			
A-B	420			420			
A-C	63			63			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	434	421	1.031	397	12.4	92.173	F
C-AB	0	477	0.000	0	0.0	0.000	A
C-A	542			542			
A-B	514			514			
A-C	77			77			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	434	421	1.031	410	18.4	152.774	F
C-AB	0	477	0.000	0	0.0	0.000	A
C-A	542			542			
A-B	514			514			
A-C	77			77			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	354	449	0.788	408	4.8	37.376	F
C-AB	0	501	0.000	0	0.0	0.000	A
C-A	442			442			
A-B	420			420			
A-C	63			63			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	297	470	0.631	309	1.8	23.940	C
C-AB	0	519	0.000	0	0.0	0.000	A
C-A	370			370			
A-B	352			352			
A-C	53			53			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.63	0.58	1.03	2.09	2.63			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.23	0.12	1.44	7.58	10.42			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	12.41	0.99	8.76	26.71	34.19			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	18.39	1.15	12.66	41.06	53.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.82	0.05	0.52	13.77	23.47			N/A	N/A

C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.83	0.03	0.31	2.55	8.98			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2031 LP + mitigation - Cumulative, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	14.07	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	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 LP + mitigation - 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 (PCU/hr)	Scaling Factor (%)
A		✓	929	100.000
B		✓	320	100.000
C		✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	643	286
	B	312	0	8
	C	61	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.67	57.94	5.3	28.1	F
C-AB	0.10	9.25	0.1	0.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	241	462	0.522	237	1.1	15.715	C
C-AB	27	487	0.055	26	0.1	7.838	A
C-A	43			43			
A-B	484			484			
A-C	215			215			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	288	439	0.655	285	1.8	22.907	C
C-AB	33	465	0.070	33	0.1	8.371	A
C-A	51			51			
A-B	578			578			
A-C	257			257			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	352	407	0.865	341	4.6	47.549	E
C-AB	42	434	0.096	42	0.1	9.233	A
C-A	61			61			
A-B	708			708			
A-C	315			315			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	352	407	0.865	350	5.3	57.936	F
C-AB	42	434	0.096	42	0.1	9.249	A
C-A	61			61			
A-B	708			708			
A-C	315			315			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	288	439	0.656	301	2.0	28.040	D
C-AB	33	465	0.070	33	0.1	8.395	A
C-A	51			51			
A-B	578			578			
A-C	257			257			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	241	462	0.522	245	1.1	16.842	C
C-AB	27	487	0.055	27	0.1	7.858	A
C-A	43			43			

A-B	484			484			
A-C	215			215			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.05	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.78	0.09	1.25	3.74	5.01			N/A	N/A
C-AB	0.09	0.03	0.26	0.46	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	4.64	0.06	0.98	13.21	21.26			N/A	N/A
C-AB	0.13	0.03	0.27	0.48	0.57			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.26	0.04	0.41	14.25	28.12			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.04	0.04	0.40	5.52	9.97			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.13	0.03	0.32	2.25	5.75			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

2031 LP - mitigation - Cumulative, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	48.85	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-20	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)
D7	2031 LP - mitigation - 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 (PCU/hr)	Scaling Factor (%)
A		✓	474	100.000
B		✓	409	100.000
C		✓	475	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	412	62
	B	409	0	0
	C	475	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.04	182.13	20.4	55.8	F
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	308	478	0.645	301	1.7	19.885	C
C-AB	0	529	0.000	0	0.0	0.000	A
C-A	358			358			
A-B	310			310			
A-C	47			47			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	368	459	0.802	361	3.5	34.794	D
C-AB	0	514	0.000	0	0.0	0.000	A
C-A	427			427			
A-B	370			370			
A-C	56			56			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	450	432	1.042	410	13.5	98.781	F
C-AB	0	493	0.000	0	0.0	0.000	A
C-A	523			523			
A-B	454			454			
A-C	68			68			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	450	432	1.042	423	20.4	182.128	F
C-AB	0	493	0.000	0	0.0	0.000	A
C-A	523			523			
A-B	454			454			
A-C	68			68			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	368	459	0.802	427	5.5	111.293	F
C-AB	0	514	0.000	0	0.0	0.000	A
C-A	427			427			
A-B	370			370			
A-C	56			56			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	308	478	0.645	322	2.0	25.212	D
C-AB	0	529	0.000	0	0.0	0.000	A
C-A	358			358			

A-B	310			310			
A-C	47			47			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.72	0.58	1.13	2.43	2.84			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.46	0.12	1.59	8.12	11.13			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	13.51	1.34	9.91	28.31	35.85			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	20.44	1.29	14.93	43.86	55.84			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	5.54	0.06	0.94	15.93	26.20			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.95	0.03	0.31	2.77	9.65			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2031 LP - mitigation - Cumulative, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way	118.73	F

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)
D8	2031 LP - mitigation - 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 (PCU/hr)	Scaling Factor (%)
A		✓	946	100.000
B		✓	441	100.000
C		✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	648	298
	B	441	0	0
	C	61	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	1.21	397.67	50.7	86.6	F
C-AB	0.10	9.35	0.1	0.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	332	456	0.728	322	2.4	25.379	D
C-AB	27	485	0.055	26	0.1	7.886	A
C-A	43			43			
A-B	488			488			
A-C	224			224			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	396	433	0.916	381	6.3	58.710	F
C-AB	33	462	0.071	33	0.1	8.436	A
C-A	51			51			
A-B	583			583			
A-C	268			268			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	486	400	1.213	395	28.1	183.646	F
C-AB	42	430	0.097	42	0.1	9.332	A
C-A	61			61			
A-B	713			713			
A-C	328			328			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	486	400	1.213	399	50.7	369.429	F
C-AB	42	430	0.097	42	0.1	9.345	A
C-A	61			61			
A-B	713			713			
A-C	328			328			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	396	433	0.916	424	43.7	397.679	F
C-AB	33	462	0.071	33	0.1	8.459	A
C-A	51			51			
A-B	583			583			
A-C	268			268			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	332	456	0.728	446	15.3	245.314	F
C-AB	27	485	0.055	27	0.1	7.906	A
C-A	43			43			

A-B	488			488			
A-C	224			224			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.41	0.11	1.03	5.38	7.32			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	6.32	0.23	3.53	14.82	19.89			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	29.08	10.30	26.48	46.85	54.01			N/A	N/A
C-AB	0.13	0.03	0.27	0.48	0.57			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	50.68	22.56	47.64	76.65	86.56			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	43.74	15.22	39.92	71.50	82.71			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	15.29	1.39	11.11	32.49	41.28			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: B2145 B2166 2031 Without Dev.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 13/07/2017 00:04:34

»2031 LP + mitigation no cumulative developments, AM
»2031 LP + mitigation no cumulative developments, PM
»2031 LP - mitigation no cumulative developments, AM
»2031 LP - mitigation no cumulative developments, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 LP + mitigation no cumulative developments													
Arm 1	1.6	7.75	0.61	A	17.30	C	2 % [Arm 3]	36.0	85.16	1.03	F	44.71	E	-8 % [Arm 1]
Arm 2	4.5	14.59	0.82	B				1.3	6.25	0.56	A			
Arm 3	7.7	26.71	0.89	D				1.7	6.43	0.62	A			
	2031 LP - mitigation no cumulative developments													
Arm 1	1.0	5.96	0.49	A	29.46	D	-1 % [Arm 3]	8.5	27.58	0.90	D	15.47	C	2 % [Arm 1]
Arm 2	11.7	32.51	0.93	D				2.3	8.43	0.70	A			
Arm 3	10.5	39.50	0.93	E				2.0	7.80	0.66	A			

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

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

File summary

File Description

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

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	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 LP + mitigation no cumulative developments	AM	ONE HOUR	07:45	09:15	15
D2	2031 LP + mitigation no cumulative developments	PM	ONE HOUR	16:45	18:15	15
D3	2031 LP - mitigation no cumulative developments	AM	ONE HOUR	07:45	09:15	15
D4	2031 LP - mitigation no cumulative developments	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 LP + mitigation no cumulative developments, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	17.30	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	Arm 3

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.10	7.15	11.6	46.0	30.0	14.0	
2	2.80	7.86	17.5	24.0	30.0	22.0	
3	3.60	6.70	10.0	65.0	30.0	10.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.672	1645
2	0.670	1704
3	0.695	1724

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 LP + mitigation no cumulative developments	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	696	100.000
2		✓	1039	100.000
3		✓	1004	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	278	418
	2	637	0	402
	3	487	517	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.61	7.75	1.6	1.9	A
2	0.82	14.59	4.5	22.3	B
3	0.89	26.71	7.7	42.1	D

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	524	387	1385	0.378	521	0.6	4.454	A
2	782	313	1494	0.524	778	1.1	5.145	A
3	756	477	1392	0.543	751	1.2	5.818	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	626	463	1334	0.469	625	0.9	5.430	A
2	934	375	1453	0.643	931	1.8	7.074	A
3	903	571	1327	0.680	899	2.2	8.703	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	766	559	1269	0.604	764	1.6	7.596	A
2	1144	459	1397	0.819	1134	4.3	13.623	B
3	1105	695	1241	0.891	1086	6.9	22.061	C

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	766	568	1263	0.607	766	1.6	7.755	A
2	1144	460	1396	0.820	1143	4.5	14.590	B
3	1105	701	1237	0.894	1102	7.7	26.713	D

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	626	476	1325	0.472	628	1.0	5.560	A
2	934	377	1451	0.644	944	1.9	7.460	A
3	903	579	1321	0.683	924	2.3	9.949	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	524	391	1382	0.379	525	0.7	4.510	A
2	782	315	1493	0.524	785	1.1	5.266	A
3	756	481	1389	0.544	760	1.3	6.017	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.65	0.59	1.07	1.50	1.55			N/A	N/A
2	1.12	0.57	1.03	1.44	1.49			N/A	N/A
3	1.22	0.58	1.12	1.32	1.71			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.94	0.09	0.91	1.41	1.86			N/A	N/A
2	1.82	0.05	0.55	4.73	7.32			N/A	N/A
3	2.16	0.05	0.52	5.79	9.21			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.60	0.03	0.28	1.60	1.60			N/A	N/A
2	4.31	0.03	0.33	7.10	22.29			N/A	N/A
3	6.95	0.05	0.47	19.47	36.27			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.63	0.03	0.29	1.63	1.70			N/A	N/A
2	4.48	0.03	0.30	4.48	14.46			N/A	N/A
3	7.72	0.04	0.37	16.02	42.08			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.97	0.13	1.00	1.20	1.71			N/A	N/A
2	1.90	0.05	0.51	5.00	7.90			N/A	N/A
3	2.32	0.04	0.44	6.32	11.16			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.66	0.06	0.58	1.48	1.60			N/A	N/A
2	1.15	0.04	0.36	2.81	5.51			N/A	N/A

3	1.26	0.03	0.33	2.27	6.44			N/A	N/A

2031 LP + mitigation no cumulative developments, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	44.71	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-8	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 LP + mitigation no cumulative developments	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1177	100.000
2		✓	679	100.000
3		✓	869	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	654	523
	2	247	0	432
	3	349	520	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	1.03	95.16	38.0	100.4	F
2	0.56	6.25	1.3	1.5	A
3	0.62	6.43	1.7	2.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	886	390	1383	0.641	879	1.8	7.224	A
2	511	391	1442	0.354	509	0.6	3.914	A
3	654	185	1595	0.410	651	0.7	3.930	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1058	467	1331	0.795	1050	3.7	12.793	B
2	610	467	1391	0.439	609	0.8	4.678	A
3	781	222	1570	0.498	780	1.0	4.704	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	1296	571	1261	1.027	1218	23.1	51.489	F
2	748	541	1341	0.557	746	1.3	6.129	A
3	957	271	1535	0.623	954	1.7	6.372	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1296	572	1260	1.028	1245	38.0	95.167	F
2	748	553	1333	0.561	748	1.3	6.247	A
3	957	272	1535	0.623	957	1.7	6.432	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1058	469	1330	0.796	1184	4.4	39.675	E
2	610	526	1351	0.452	612	0.8	4.966	A
3	781	223	1569	0.498	784	1.0	4.753	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	886	392	1381	0.641	896	1.9	7.767	A
2	511	398	1437	0.356	512	0.6	3.964	A
3	654	186	1594	0.410	655	0.7	3.969	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.79	0.28	1.54	2.92	3.67			N/A	N/A
2	0.55	0.55	1.02	1.42	1.47			N/A	N/A
3	0.71	0.57	1.03	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.72	0.06	0.95	10.38	16.41			N/A	N/A
2	0.79	0.09	0.85	1.12	1.12			N/A	N/A
3	1.01	0.07	0.87	1.80	2.35			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	23.12	1.33	16.69	50.25	64.27			N/A	N/A
2	1.26	0.03	0.26	1.26	1.26			N/A	N/A
3	1.68	0.03	0.27	1.68	1.68			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	35.96	2.33	26.19	78.54	100.40			N/A	N/A
2	1.29	0.03	0.27	1.29	1.29			N/A	N/A
3	1.69	0.03	0.27	1.69	1.69			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.45	0.04	0.43	12.14	23.34			N/A	N/A
2	0.85	0.30	0.98	1.43	1.49			N/A	N/A
3	1.04	0.15	1.03	1.49	1.83			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.88	0.03	0.30	1.88	7.57			N/A	N/A
2	0.57	0.05	0.58	1.34	1.43			N/A	N/A
3	0.72	0.06	0.69	1.39	1.39			N/A	N/A

2031 LP - mitigation no cumulative developments, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	29.46	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	Arm 3

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 LP - mitigation no cumulative developments	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	559	100.000
2		✓	1252	100.000
3		✓	928	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	249	310
	2	822	0	430
	3	407	521	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.49	5.96	1.0	2.4	A
2	0.93	32.51	11.7	63.4	D
3	0.93	39.50	10.5	55.7	E

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	421	390	1383	0.304	419	0.5	3.991	A
2	943	232	1548	0.609	936	1.6	6.000	A
3	699	615	1297	0.539	694	1.2	6.182	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	503	466	1332	0.377	502	0.6	4.641	A
2	1126	278	1517	0.742	1120	2.8	9.221	A
3	834	736	1213	0.688	830	2.2	9.714	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	615	559	1269	0.485	614	1.0	5.872	A
2	1378	341	1476	0.934	1349	10.1	25.014	D
3	1022	886	1108	0.922	996	8.6	28.684	D

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	615	569	1262	0.488	615	1.0	5.959	A
2	1378	341	1475	0.934	1372	11.7	32.510	D
3	1022	901	1098	0.931	1014	10.5	39.499	E

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	503	486	1318	0.381	504	0.7	4.744	A
2	1126	279	1517	0.742	1160	3.1	11.313	B
3	834	761	1195	0.698	866	2.5	12.468	B

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	421	395	1380	0.305	422	0.5	4.029	A
2	943	234	1547	0.609	948	1.6	6.252	A
3	699	623	1291	0.541	704	1.2	6.445	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.47	0.00	0.00	0.47	0.47			N/A	N/A
2	1.58	0.59	1.48	1.98	2.39			N/A	N/A
3	1.20	0.57	1.14	1.44	1.77			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.64	0.10	0.88	1.46	1.53			N/A	N/A
2	2.85	0.05	0.56	7.89	12.77			N/A	N/A
3	2.22	0.05	0.52	6.00	9.57			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.00	0.03	0.27	1.00	1.00			N/A	N/A
2	10.13	0.07	1.06	29.58	48.35			N/A	N/A
3	8.61	0.07	1.47	24.99	40.55			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.01	0.03	0.29	1.01	2.44			N/A	N/A
2	11.66	0.05	0.46	31.93	63.43			N/A	N/A
3	10.50	0.05	0.49	29.59	55.73			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.67	0.21	0.99	1.48	1.55			N/A	N/A
2	3.09	0.04	0.43	8.48	15.60			N/A	N/A
3	2.51	0.04	0.43	6.85	12.42			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.47	0.04	0.36	1.20	1.41			N/A	N/A
2	1.63	0.03	0.32	2.66	8.27			N/A	N/A
3	1.25	0.03	0.31	1.65	6.00			N/A	N/A

2031 LP - mitigation no cumulative developments, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	15.47	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 LP - mitigation no cumulative developments	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1068	100.000
2		✓	900	100.000
3		✓	859	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	689	379
	2	392	0	508
	3	392	467	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.90	27.58	8.5	46.6	D
2	0.70	8.43	2.3	4.4	A
3	0.66	7.80	2.0	3.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	804	350	1410	0.570	799	1.3	5.995	A
2	678	283	1514	0.448	674	0.8	4.351	A
3	647	294	1520	0.426	644	0.8	4.246	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	960	419	1363	0.704	956	2.4	8.979	A
2	809	339	1477	0.548	807	1.2	5.467	A
3	772	352	1479	0.522	771	1.1	5.256	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	1176	512	1301	0.904	1155	7.6	22.647	C
2	991	410	1429	0.693	987	2.2	8.212	A
3	946	430	1425	0.664	942	2.0	7.673	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1176	514	1299	0.905	1173	8.5	27.576	D
2	991	416	1425	0.695	991	2.3	8.433	A
3	946	432	1424	0.664	946	2.0	7.798	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	960	422	1362	0.705	984	2.5	10.352	B
2	809	349	1470	0.550	813	1.3	5.616	A
3	772	354	1478	0.523	776	1.1	5.342	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	804	352	1408	0.571	809	1.4	6.208	A
2	678	287	1512	0.448	679	0.8	4.414	A
3	647	296	1518	0.426	648	0.8	4.296	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.34	0.58	1.23	1.70	1.89			N/A	N/A
2	0.82	0.56	1.02	1.43	1.48			N/A	N/A
3	0.76	0.57	1.04	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.37	0.05	0.53	6.42	10.25			N/A	N/A
2	1.22	0.06	0.80	2.63	3.70			N/A	N/A
3	1.12	0.07	0.85	2.11	2.97			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	7.63	0.05	0.50	21.88	39.30			N/A	N/A
2	2.24	0.03	0.28	2.24	4.36			N/A	N/A
3	2.00	0.03	0.28	2.00	2.46			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	8.46	0.04	0.38	19.00	46.60			N/A	N/A
2	2.29	0.03	0.27	2.29	2.29			N/A	N/A
3	2.02	0.03	0.28	2.02	2.02			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.54	0.04	0.43	6.97	12.49			N/A	N/A
2	1.26	0.09	1.03	2.36	3.05			N/A	N/A
3	1.15	0.10	1.03	1.90	2.47			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.39	0.03	0.32	2.50	7.10			N/A	N/A
2	0.83	0.05	0.49	1.73	2.49			N/A	N/A
3	0.78	0.05	0.55	1.41	1.93			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Vinnetrow Road B2166 Without Dev.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA03 Modelling\ATA03A
Report generation date: 18/03/2017 18:31:53

»2031 LP + mitigation - Cumulative, AM
»2031 LP + mitigation - Cumulative, PM
»2031 LP - mitigation - Cumulative, AM
»2031 LP - mitigation - Cumulative, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 LP + mitigation - Cumulative													
Arm 1	0.3	5.15	0.20	A	5.85	A	49 % [Arm 2]	0.4	7.41	0.26	A	10.05	B	17 % [Arm 4]
Arm 2	1.7	6.25	0.62	A				0.4	3.13	0.26	A			
Arm 3	0.1	5.27	0.09	A				0.0	3.29	0.03	A			
Arm 4	0.9	5.49	0.47	A				3.9	13.39	0.80	B			
	2031 LP - mitigation - Cumulative													
Arm 1	0.4	5.75	0.29	A	6.28	A	37 % [Arm 2]	1.0	10.85	0.49	B	10.62	B	15 % [Arm 4]
Arm 2	1.9	7.28	0.65	A				0.6	3.85	0.37	A			
Arm 3	0.1	6.00	0.11	A				0.0	3.85	0.04	A			
Arm 4	0.8	4.90	0.43	A				4.2	14.20	0.81	B			

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

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

File summary

File Description

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

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	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)
D5	2031 LP + mitigation - Cumulative	AM	ONE HOUR	07:45	09:15	15
D6	2031 LP + mitigation - Cumulative	PM	ONE HOUR	16:45	18:15	15
D7	2031 LP - mitigation - Cumulative	AM	ONE HOUR	07:45	09:15	15
D8	2031 LP - mitigation - Cumulative	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 LP + mitigation - Cumulative, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	5.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	49	Arm 2

Arms

Arms

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

Roundabout Geometry

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

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 LP + mitigation - 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 (PCU/hr)	Scaling Factor (%)
1		✓	167	100.000
2		✓	874	100.000
3		✓	65	100.000
4		✓	557	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	70	10	87
	2	107	0	8	759
	3	14	14	0	37
	4	81	466	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.20	5.15	0.3	1.1	A
2	0.62	6.25	1.7	2.3	A
3	0.09	5.27	0.1	0.5	A
4	0.47	5.49	0.9	2.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	126	367	1014	0.124	125	0.1	4.248	A
2	658	80	1581	0.416	655	0.7	4.011	A
3	49	714	953	0.051	49	0.1	3.981	A
4	419	101	1325	0.316	417	0.5	4.129	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	150	440	973	0.154	150	0.2	4.587	A
2	786	96	1571	0.500	785	1.0	4.717	A
3	58	855	869	0.067	58	0.1	4.439	A
4	501	121	1313	0.381	500	0.6	4.613	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	184	538	918	0.200	184	0.3	5.143	A
2	962	118	1557	0.618	960	1.6	6.195	A
3	72	1047	756	0.095	71	0.1	5.258	A
4	613	148	1297	0.473	612	0.9	5.473	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	184	539	917	0.200	184	0.3	5.148	A
2	962	118	1557	0.618	962	1.7	6.247	A
3	72	1049	755	0.095	72	0.1	5.269	A
4	613	149	1297	0.473	613	0.9	5.491	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	150	441	972	0.154	150	0.2	4.599	A
2	786	96	1571	0.500	788	1.0	4.761	A
3	58	859	867	0.067	59	0.1	4.455	A
4	501	122	1313	0.381	502	0.6	4.635	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	126	369	1012	0.124	126	0.1	4.260	A
2	658	81	1581	0.416	659	0.7	4.037	A
3	49	719	950	0.052	49	0.1	3.995	A
4	419	102	1325	0.317	420	0.5	4.154	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2	0.73	0.57	1.03	1.44	1.50			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.48	0.00	0.00	0.48	0.48			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.19	0.00	0.00	0.19	0.19			N/A	N/A
2	1.02	0.08	0.89	1.80	2.33			N/A	N/A
3	0.07	0.03	0.25	0.45	0.48			N/A	N/A
4	0.64	0.12	0.89	1.43	1.50			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.26	0.03	0.27	0.48	0.51			N/A	N/A
2	1.64	0.03	0.27	1.64	1.64			N/A	N/A
3	0.10	0.03	0.26	0.47	0.49			N/A	N/A
4	0.92	0.03	0.27	0.92	0.92			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.26	0.03	0.30	0.66	1.12			N/A	N/A
2	1.66	0.03	0.27	1.66	1.66			N/A	N/A

3	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4	0.93	0.03	0.28	0.93	1.98			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.19	0.00	0.00	0.19	0.19			N/A	N/A
2	1.04	0.16	1.04	1.49	1.83			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.65	0.57	1.04	1.46	1.51			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.15	0.00	0.00	0.15	0.15			N/A	N/A
2	0.74	0.07	0.73	1.38	1.38			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.49	0.04	0.39	1.25	1.41			N/A	N/A

2031 LP + mitigation - Cumulative, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	10.05	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	17	Arm 4

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 LP + mitigation - 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 (PCU/hr)	Scaling Factor (%)
1		✓	160	100.000
2		✓	379	100.000
3		✓	34	100.000
4		✓	978	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	132	26	2
	2	35	0	6	338
	3	5	13	0	16
	4	105	856	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.26	7.41	0.4	1.5	A
2	0.26	3.13	0.4	1.5	A
3	0.03	3.29	0.0	0.5	A
4	0.80	13.39	3.9	18.2	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	120	663	848	0.142	120	0.2	5.058	A
2	285	34	1612	0.177	284	0.2	2.794	A
3	26	281	1209	0.021	26	0.0	3.042	A
4	736	40	1362	0.541	732	1.2	5.814	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	144	794	775	0.186	144	0.2	5.839	A
2	341	40	1607	0.212	340	0.3	2.928	A
3	31	337	1176	0.026	31	0.0	3.142	A
4	879	48	1357	0.648	877	1.8	7.638	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	176	969	677	0.260	176	0.4	7.343	A
2	417	49	1601	0.261	417	0.4	3.132	A
3	37	413	1131	0.033	37	0.0	3.290	A
4	1077	58	1351	0.797	1069	3.8	12.762	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	176	975	674	0.261	176	0.4	7.411	A
2	417	50	1601	0.261	417	0.4	3.132	A
3	37	413	1131	0.033	37	0.0	3.291	A
4	1077	58	1351	0.797	1076	3.9	13.390	B

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	144	804	770	0.187	144	0.2	5.904	A
2	341	41	1607	0.212	341	0.3	2.930	A
3	31	337	1176	0.026	31	0.0	3.145	A
4	879	48	1357	0.648	887	1.9	7.980	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	120	670	845	0.143	121	0.2	5.098	A
2	285	34	1611	0.177	286	0.2	2.797	A
3	26	283	1208	0.021	26	0.0	3.043	A
4	736	40	1361	0.541	739	1.2	5.956	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.19	0.56	1.02	1.43	1.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.84	0.06	0.77	4.67	7.01			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.36	0.03	0.26	0.47	0.50			N/A	N/A
2	0.36	0.03	0.26	0.47	0.49			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	3.78	0.03	0.32	4.84	18.25			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.36	0.03	0.33	1.22	1.50			N/A	N/A
2	0.36	0.03	0.33	1.22	1.49			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	3.89	0.03	0.29	3.89	9.75			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2	0.28	0.00	0.00	0.28	0.28			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.93	0.05	0.63	5.01	7.76			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2	0.22	0.00	0.00	0.22	0.22			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.22	0.04	0.39	3.08	5.63			N/A	N/A

2031 LP - mitigation - Cumulative, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	6.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	37	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 LP - mitigation - 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 (PCU/hr)	Scaling Factor (%)
1		✓	245	100.000
2		✓	863	100.000
3		✓	65	100.000
4		✓	519	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	10	10	225
	2	43	0	8	812
	3	14	14	0	37
	4	60	451	8	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.29	5.75	0.4	1.7	A
2	0.65	7.28	1.9	2.9	A
3	0.11	6.00	0.1	0.5	A
4	0.43	4.90	0.8	2.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	184	355	1021	0.181	184	0.2	4.518	A
2	650	182	1515	0.429	647	0.8	4.258	A
3	49	809	897	0.055	49	0.1	4.245	A
4	391	53	1354	0.289	389	0.4	3.892	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	220	425	982	0.224	220	0.3	4.971	A
2	776	218	1492	0.520	774	1.1	5.164	A
3	58	969	802	0.073	58	0.1	4.841	A
4	467	64	1347	0.346	466	0.5	4.263	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	270	520	928	0.291	269	0.4	5.743	A
2	950	267	1460	0.651	947	1.9	7.191	A
3	72	1186	674	0.106	71	0.1	5.972	A
4	571	78	1339	0.427	571	0.8	4.889	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	270	521	928	0.291	270	0.4	5.753	A
2	950	268	1460	0.651	950	1.9	7.278	A
3	72	1189	672	0.107	72	0.1	5.995	A
4	571	78	1339	0.427	571	0.8	4.899	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	220	426	981	0.225	221	0.3	4.985	A
2	776	219	1491	0.520	779	1.1	5.232	A
3	58	974	799	0.073	59	0.1	4.865	A
4	467	64	1347	0.346	467	0.6	4.278	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	184	357	1020	0.181	185	0.2	4.538	A
2	650	183	1514	0.429	651	0.8	4.304	A
3	49	815	893	0.055	49	0.1	4.264	A
4	391	54	1353	0.289	391	0.4	3.909	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	0.77	0.57	1.03	1.44	1.49			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.42	0.00	0.00	0.42	0.42			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2	1.10	0.07	0.87	2.03	2.86			N/A	N/A
3	0.08	0.03	0.26	0.47	0.49			N/A	N/A
4	0.55	0.55	1.04	1.46	1.51			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.43	0.03	0.27	0.48	0.51			N/A	N/A
2	1.88	0.03	0.28	1.88	1.88			N/A	N/A
3	0.12	0.03	0.26	0.47	0.49			N/A	N/A
4	0.77	0.03	0.27	0.77	0.77			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.43	0.03	0.33	1.39	1.68			N/A	N/A
2	1.90	0.03	0.27	1.90	1.90			N/A	N/A
3	0.12	0.00	0.00	0.12	0.12			N/A	N/A
4	0.77	0.03	0.29	0.77	2.53			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2	1.13	0.11	1.05	1.82	2.22			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.56	0.56	1.04	1.46	1.51			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	0.78	0.06	0.63	1.32	1.84			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.43	0.00	0.00	0.43	0.43			N/A	N/A

2031 LP - mitigation - Cumulative, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	10.62	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 LP - mitigation - 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 (PCU/hr)	Scaling Factor (%)
1		✓	299	100.000
2		✓	504	100.000
3		✓	34	100.000
4		✓	999	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	154	26	119
	2	24	0	6	474
	3	5	13	0	16
	4	113	869	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.49	10.85	1.0	3.9	B
2	0.37	3.85	0.6	2.7	A
3	0.04	3.85	0.0	0.5	A
4	0.81	14.20	4.2	20.5	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	225	672	843	0.267	224	0.4	5.891	A
2	379	121	1555	0.244	378	0.3	3.149	A
3	26	463	1102	0.023	26	0.0	3.345	A
4	752	32	1366	0.550	747	1.2	5.904	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	269	806	769	0.350	268	0.5	7.292	A
2	453	145	1539	0.294	453	0.4	3.413	A
3	31	554	1047	0.029	31	0.0	3.539	A
4	898	38	1363	0.659	895	1.9	7.846	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	329	982	670	0.492	328	1.0	10.625	B
2	555	177	1518	0.366	554	0.6	3.844	A
3	37	678	974	0.038	37	0.0	3.842	A
4	1100	46	1358	0.810	1091	4.1	13.435	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	329	989	666	0.494	329	1.0	10.849	B
2	555	178	1518	0.366	555	0.6	3.851	A
3	37	679	973	0.038	37	0.0	3.846	A
4	1100	46	1358	0.810	1099	4.2	14.199	B

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	269	816	763	0.352	270	0.6	7.450	A
2	453	147	1538	0.295	454	0.4	3.420	A
3	31	556	1046	0.029	31	0.0	3.546	A
4	898	38	1363	0.659	907	2.0	8.241	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	225	680	839	0.268	226	0.4	5.968	A
2	379	122	1554	0.244	380	0.3	3.161	A
3	26	465	1100	0.023	26	0.0	3.349	A
4	752	32	1366	0.550	755	1.3	6.066	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.37	0.00	0.00	0.37	0.37			N/A	N/A
2	0.33	0.00	0.00	0.33	0.33			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.24	0.56	1.03	1.44	1.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.54	0.54	1.02	1.42	1.47			N/A	N/A
2	0.43	0.00	0.00	0.43	0.43			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.93	0.06	0.75	4.95	7.51			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.96	0.03	0.27	0.96	0.96			N/A	N/A
2	0.59	0.03	0.26	0.59	0.59			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	4.06	0.03	0.33	6.13	20.54			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.98	0.03	0.29	1.07	3.86			N/A	N/A
2	0.59	0.03	0.30	1.29	2.73			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	4.21	0.03	0.29	4.21	12.09			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.56	0.06	0.65	1.35	1.44			N/A	N/A
2	0.43	0.00	0.00	0.43	0.43			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	2.03	0.05	0.55	5.39	8.47			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.38	0.03	0.31	0.97	1.25			N/A	N/A
2	0.33	0.00	0.00	0.33	0.33			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.27	0.04	0.38	3.23	6.03			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Report generation date: 17/03/2017 15:20:28

»A27 Bognor RBT - 2031 LP + mitigation no cumulative developments, AM
»A27 Bognor RBT - 2031 LP + mitigation no cumulative developements, PM
»A27 Bognor RBT - 2031 LP - mitigation no cumulative developments, AM
»A27 Bognor RBT - 2031 LP - mitigation no cumulative developments, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS
	A27 Bognor RBT - 2031 LP + mitigation no cumulative developments									
1 - A27 North	1.2	2.58	0.52	A	A					
2 - A259 Bognor Rd East	2.0	5.22	0.65	A						
4 - A27 South	1.0	3.04	0.48	A						
5 - A259 Bognor Road West	0.8	4.60	0.41	A						
	A27 Bognor RBT - 2031 LP + mitigation no cumulative developements									
1 - A27 North						0.7	2.24	0.38	A	A
2 - A259 Bognor Rd East						0.8	2.89	0.43	A	
4 - A27 South						1.0	2.52	0.47	A	
5 - A259 Bognor Road West						1.1	5.73	0.50	A	
	A27 Bognor RBT - 2031 LP - mitigation no cumulative developments									
1 - A27 North	1.1	2.52	0.49	A	A	0.5	2.03	0.32	A	A
2 - A259 Bognor Rd East	1.1	3.88	0.51	A		0.8	2.76	0.41	A	
4 - A27 South	0.7	2.39	0.39	A		0.9	2.47	0.46	A	
5 - A259 Bognor Road West	0.6	3.76	0.35	A		0.7	4.89	0.40	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

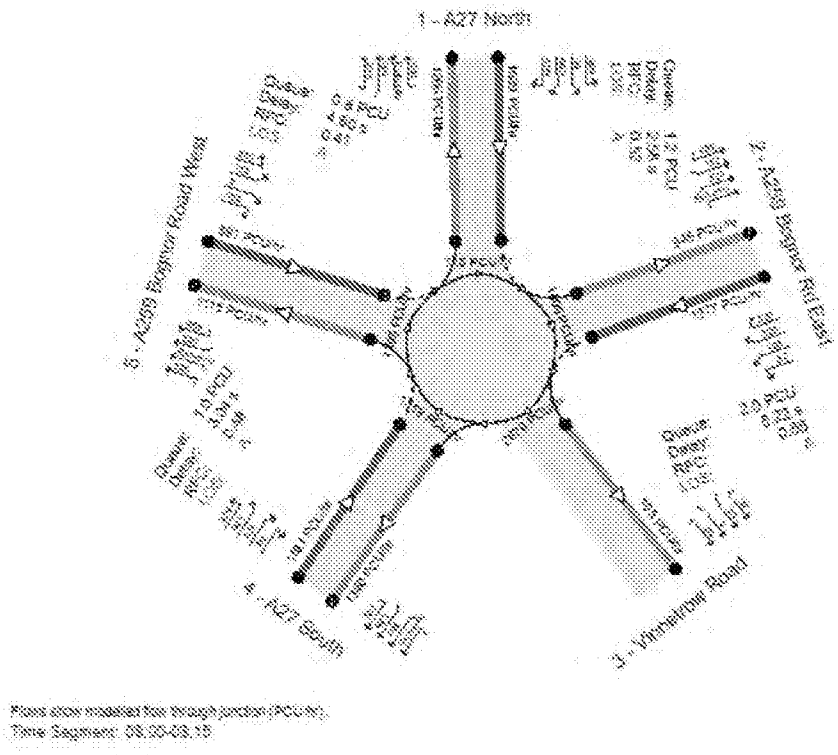
File summary

File Description

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

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 LP + mitigation no cumulative developments	AM	FLAT	08:00	09:00	60	15	✓
D2	2031 LP + mitigation no cumulative developements	PM	FLAT	16:00	17:00	60	15	✓
D3	2031 LP - mitigation no cumulative developments	AM	FLAT	08:00	09:00	60	15	✓
D4	2031 LP - mitigation no cumulative developments	PM	FLAT	16:00	17:00	60	15	✓

Analysis Set Details

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

A27 Bognor RBT - 2031 LP + mitigation no cumulative developments, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Roundabout Geometry

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

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 LP + mitigation no cumulative developments	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1644	100.000
2 - A259 Bognor Rd East		FLAT	✓	1385	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1185	100.000
5 - A259 Bognor Road West		FLAT	✓	594	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	470	39	665	470
	2 - A259 Bognor Rd East	533	0	32	498	322
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	503	325	30	0	327
	5 - A259 Bognor Road West	236	153	2	203	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.52	2.58	1.2	A	1644	1644
2 - A259 Bognor Rd East	0.65	5.22	2.0	A	1385	1385
3 - Vinnetrow Road						
4 - A27 South	0.48	3.04	1.0	A	1185	1185
5 - A259 Bognor Road West	0.41	4.60	0.8	A	594	594

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1644	411	710	3180	0.517	1639	1266	0.0	1.2	2.563	A
2 - A259 Bognor Rd East	1385	346	1405	2146	0.645	1377	945	0.0	2.0	5.098	A
3 - Vinnetrow Road			2679				103				
4 - A27 South	1185	296	1319	2490	0.476	1181	1360	0.0	1.0	3.017	A
5 - A259 Bognor Road West	594	149	1385	1458	0.407	591	1115	0.0	0.7	4.551	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1644	411	713	3178	0.517	1644	1272	1.2	1.2	2.581	A
2 - A259 Bognor Rd East	1385	346	1409	2143	0.646	1385	948	2.0	2.0	5.219	A

3 - Vinnetrow Road			2691				103				
4 - A27 South	1185	296	1325	2485	0.477	1185	1366	1.0	1.0	3.044	A
5 - A259 Bognor Road West	594	149	1391	1455	0.408	594	1119	0.7	0.8	4.598	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1644	411	713	3178	0.517	1644	1272	1.2	1.2	2.581	A
2 - A259 Bognor Rd East	1385	346	1409	2143	0.646	1385	948	2.0	2.0	5.221	A
3 - Vinnetrow Road			2691				103				
4 - A27 South	1185	296	1325	2485	0.477	1185	1366	1.0	1.0	3.044	A
5 - A259 Bognor Road West	594	149	1391	1455	0.408	594	1119	0.8	0.8	4.598	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1644	411	713	3178	0.517	1644	1272	1.2	1.2	2.581	A
2 - A259 Bognor Rd East	1385	346	1409	2143	0.646	1385	948	2.0	2.0	5.221	A
3 - Vinnetrow Road			2691				103				
4 - A27 South	1185	296	1325	2485	0.477	1185	1366	1.0	1.0	3.044	A
5 - A259 Bognor Road West	594	149	1391	1455	0.408	594	1119	0.8	0.8	4.598	A

A27 Bognor RBT - 2031 LP + mitigation no cumulative developements, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	3.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 LP + mitigation no cumulative developements	PM	FLAT	16:00	17:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1072	100.000
2 - A259 Bognor Rd East		FLAT	✓	1031	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1419	100.000
5 - A259 Bognor Road West		FLAT	✓	678	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	397	37	493	145
	2 - A259 Bognor Rd East	353	0	46	502	130
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	531	598	71	0	219
	5 - A259 Bognor Road West	192	216	16	254	0

Vehicle Mix

Heavy Vehicle Percentages

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

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.38	2.24	0.7	A	1072	1072
2 - A259 Bognor Rd East	0.43	2.89	0.8	A	1031	1031
3 - Vinnetrow Road						
4 - A27 South	0.47	2.52	1.0	A	1419	1419
5 - A259 Bognor Road West	0.50	5.73	1.1	A	678	678

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1072	268	1150	2846	0.377	1069	1072	0.0	0.7	2.226	A
2 - A259 Bognor Rd East	1031	258	1012	2403	0.429	1028	1207	0.0	0.8	2.872	A
3 - Vinnetrow Road			1871				169				
4 - A27 South	1419	355	626	2993	0.474	1415	1245	0.0	1.0	2.504	A
5 - A259 Bognor Road West	678	170	1549	1371	0.495	674	493	0.0	1.1	5.646	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1072	268	1155	2842	0.377	1072	1076	0.7	0.7	2.236	A
2 - A259 Bognor Rd East	1031	258	1016	2400	0.430	1031	1211	0.8	0.8	2.891	A
3 - Vinnetrow Road			1877				170				
4 - A27 South	1419	355	628	2991	0.474	1419	1249	1.0	1.0	2.518	A
5 - A259 Bognor Road West	678	170	1553	1369	0.495	678	494	1.1	1.1	5.733	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1072	268	1155	2842	0.377	1072	1076	0.7	0.7	2.236	A
2 - A259 Bognor Rd East	1031	258	1016	2400	0.430	1031	1211	0.8	0.8	2.891	A
3 - Vinnetrow Road			1877				170				
4 - A27 South	1419	355	628	2991	0.474	1419	1249	1.0	1.0	2.518	A
5 - A259 Bognor Road West	678	170	1553	1369	0.495	678	494	1.1	1.1	5.733	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1072	268	1155	2842	0.377	1072	1076	0.7	0.7	2.236	A
2 - A259 Bognor Rd East	1031	258	1016	2400	0.430	1031	1211	0.8	0.8	2.891	A
3 - Vinnetrow Road			1877				170				
4 - A27 South	1419	355	628	2991	0.474	1419	1249	1.0	1.0	2.518	A
5 - A259 Bognor Road West	678	170	1553	1369	0.495	678	494	1.1	1.1	5.733	A

A27 Bognor RBT - 2031 LP - mitigation no cumulative developments, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	2.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 LP - mitigation no cumulative developments	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	1533	100.000
2 - A259 Bognor Rd East		FLAT	✓	1042	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1065	100.000
5 - A259 Bognor Road West		FLAT	✓	561	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	375	136	627	395
	2 - A259 Bognor Rd East	347	0	68	367	260
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	338	301	106	0	320
	5 - A259 Bognor Road West	155	138	36	232	0

Vehicle Mix

Heavy Vehicle Percentages

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

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.49	2.52	1.1	A	1533	1533
2 - A259 Bognor Rd East	0.51	3.88	1.1	A	1042	1042
3 - Vinnetrow Road						
4 - A27 South	0.39	2.39	0.7	A	1065	1065
5 - A259 Bognor Road West	0.35	3.76	0.6	A	561	561

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1533	383	810	3104	0.494	1529	837	0.0	1.1	2.508	A
2 - A259 Bognor Rd East	1042	261	1527	2066	0.504	1038	812	0.0	1.1	3.835	A
3 - Vinnetrow Road			2220				345				
4 - A27 South	1065	266	998	2722	0.391	1062	1222	0.0	0.7	2.381	A
5 - A259 Bognor Road West	561	140	1089	1616	0.347	559	972	0.0	0.6	3.736	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1533	383	813	3102	0.494	1533	840	1.1	1.1	2.523	A
2 - A259 Bognor Rd East	1042	261	1532	2063	0.505	1042	814	1.1	1.1	3.879	A
3 - Vinnetrow Road			2228				346				
4 - A27 South	1065	266	1002	2720	0.392	1065	1226	0.7	0.7	2.392	A
5 - A259 Bognor Road West	561	140	1092	1615	0.347	561	975	0.6	0.6	3.757	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1533	383	813	3102	0.494	1533	840	1.1	1.1	2.523	A
2 - A259 Bognor Rd East	1042	261	1532	2063	0.505	1042	814	1.1	1.1	3.879	A
3 - Vinnetrow Road			2228				346				
4 - A27 South	1065	266	1002	2720	0.392	1065	1226	0.7	0.7	2.392	A
5 - A259 Bognor Road West	561	140	1092	1615	0.347	561	975	0.6	0.6	3.757	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	1533	383	813	3102	0.494	1533	840	1.1	1.1	2.523	A
2 - A259 Bognor Rd East	1042	261	1532	2063	0.505	1042	814	1.1	1.1	3.879	A
3 - Vinnetrow Road			2228				346				
4 - A27 South	1065	266	1002	2720	0.392	1065	1226	0.7	0.7	2.392	A
5 - A259 Bognor Road West	561	140	1092	1615	0.347	561	975	0.6	0.6	3.757	A

A27 Bognor RBT - 2031 LP - mitigation no cumulative developments, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Bognor Bridge Road - WSP Mitigation	Standard Roundabout	1,2,3,4,5	2.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 LP - mitigation no cumulative developments	PM	FLAT	16:00	17:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A27 North		FLAT	✓	905	100.000
2 - A259 Bognor Rd East		FLAT	✓	997	100.000
3 - Vinnetrow Road					
4 - A27 South		FLAT	✓	1351	100.000
5 - A259 Bognor Road West		FLAT	✓	545	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A27 North	2 - A259 Bognor Rd East	3 - Vinnetrow Road	4 - A27 South	5 - A259 Bognor Road West
From	1 - A27 North	0	358	134	292	121
	2 - A259 Bognor Rd East	395	0	131	305	166
	3 - Vinnetrow Road	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	4 - A27 South	439	531	215	0	166
	5 - A259 Bognor Road West	155	187	49	154	0

Vehicle Mix

Heavy Vehicle Percentages

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

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A27 North	0.32	2.03	0.5	A	905	905
2 - A259 Bognor Rd East	0.41	2.76	0.8	A	997	997
3 - Vinnetrow Road						
4 - A27 South	0.46	2.47	0.9	A	1351	1351
5 - A259 Bognor Road West	0.40	4.89	0.7	A	545	545

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	905	226	1132	2860	0.316	903	986	0.0	0.5	2.022	A
2 - A259 Bognor Rd East	997	249	962	2436	0.409	994	1073	0.0	0.8	2.741	A
3 - Vinnetrow Road			1429				527				
4 - A27 South	1351	338	680	2954	0.457	1347	749	0.0	0.9	2.460	A
5 - A259 Bognor Road West	545	136	1576	1357	0.402	542	452	0.0	0.7	4.844	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	905	226	1136	2856	0.317	905	989	0.5	0.5	2.028	A
2 - A259 Bognor Rd East	997	249	965	2434	0.410	997	1076	0.8	0.8	2.755	A
3 - Vinnetrow Road			1433				529				
4 - A27 South	1351	338	682	2952	0.458	1351	751	0.9	0.9	2.472	A
5 - A259 Bognor Road West	545	136	1580	1354	0.402	545	453	0.7	0.7	4.893	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	905	226	1136	2856	0.317	905	989	0.5	0.5	2.028	A
2 - A259 Bognor Rd East	997	249	965	2434	0.410	997	1076	0.8	0.8	2.755	A
3 - Vinnetrow Road			1433				529				
4 - A27 South	1351	338	682	2952	0.458	1351	751	0.9	0.9	2.472	A
5 - A259 Bognor Road West	545	136	1580	1354	0.402	545	453	0.7	0.7	4.893	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A27 North	905	226	1136	2856	0.317	905	989	0.5	0.5	2.028	A
2 - A259 Bognor Rd East	997	249	965	2434	0.410	997	1076	0.8	0.8	2.755	A
3 - Vinnetrow Road			1433				529				
4 - A27 South	1351	338	682	2952	0.458	1351	751	0.9	0.9	2.472	A
5 - A259 Bognor Road West	545	136	1580	1354	0.402	545	453	0.7	0.7	4.893	A

Appendix 50

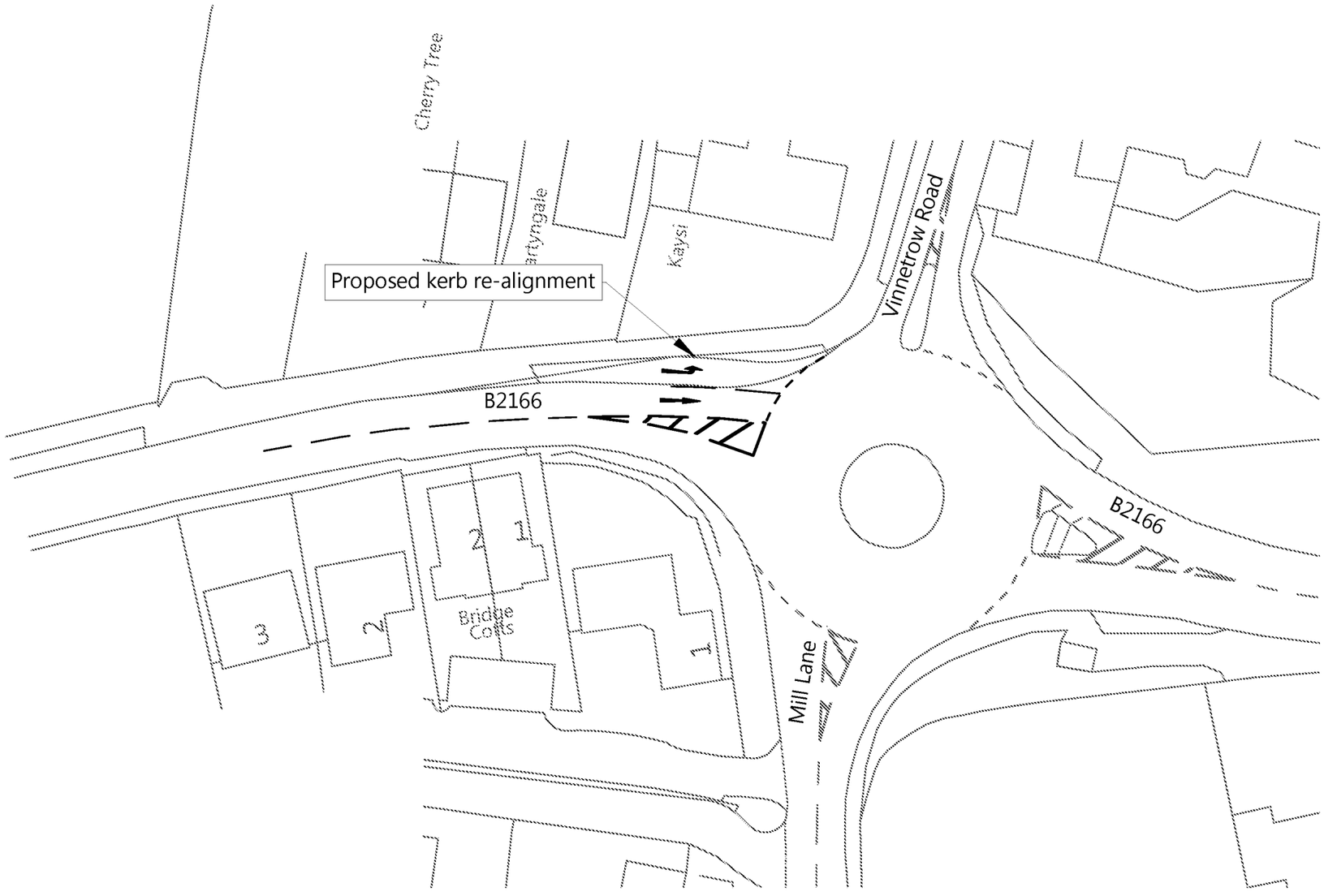
Wider Highway Network Mitigation Proposals

Proposed Layouts

Design Audits

RSA Stage 1 Reports and Designer's Responses

ARUN DISTRICT COUNCIL P/140/16/OUT



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ISSUE	REASON FOR REVISION	DATE
A	Updated in line with PEA1	17/08/17

PROJECT:
PAGHAM SOUTH, PAGHAM

CLIENT:
HANBURY PM Ltd

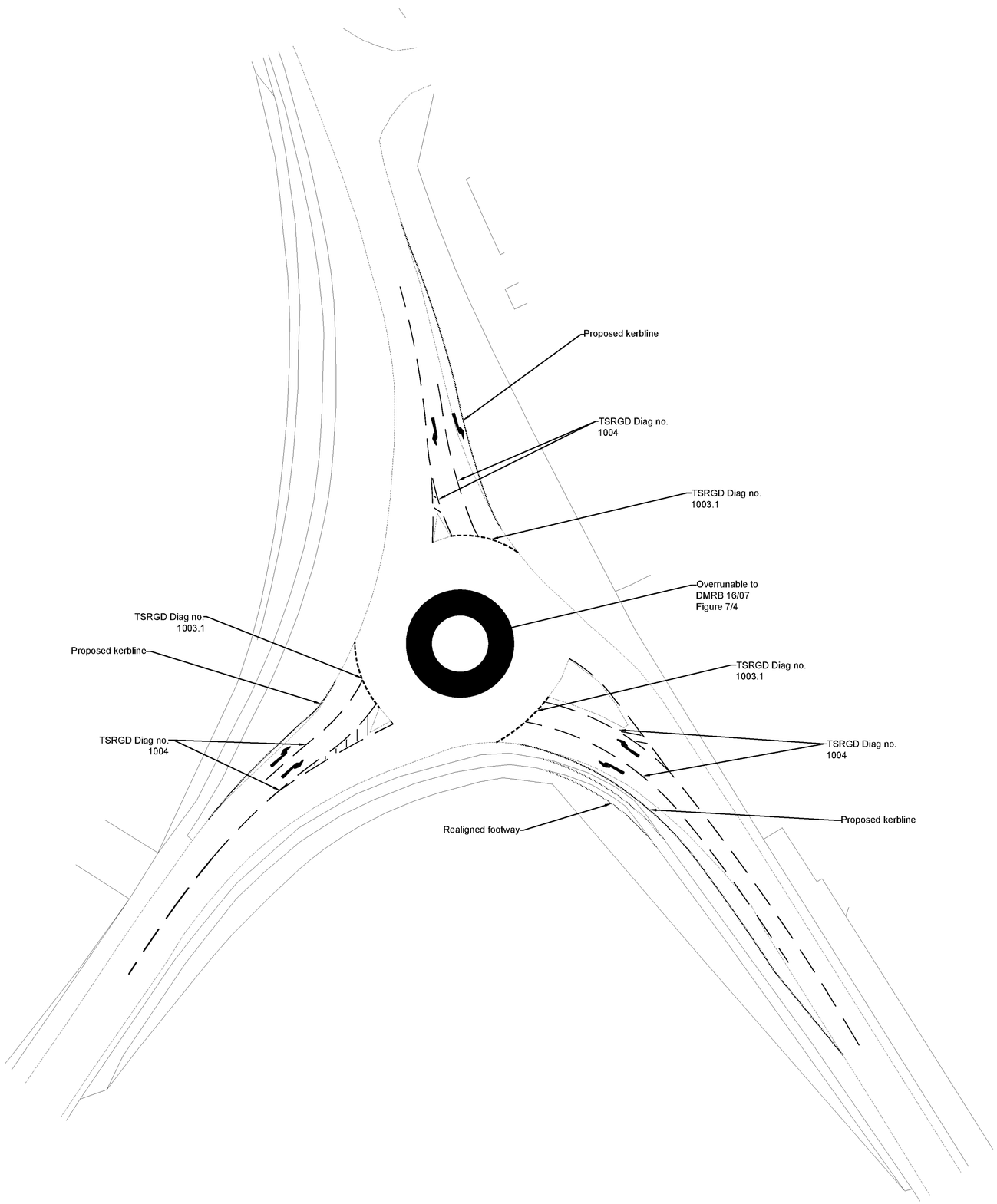
PROJECT REFERENCE:	DRAWING NUMBER:	SCALE:
1616	14	1:500 @ A3

Highgate Transportation
www.highgatetransportation.co.uk
Box 13, 42 Triangle West
Park Street, Bristol BS8 1ES
07973 375 937 / 07595 892 217
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TITLE:
PROPOSED MITIGATION WORKS - B2166 VINNETROW ROAD

DATE:	DRAWN BY	CHECKED
17/03/17	FB	DT





NOTES

Rev	Amendments	Drn	Chk	App	Date
B	Minor amendments.	PL	TMS	GAC	Aug 17
A	Line markings corrected.	PL	TMS	GAC	Jul 17

G&A Consulting Engineers Ltd

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Job Title

Land at Sefter Road
Bognor Regis

Drawing Title

Proposed Junction 8
B2166 / B2145 Modification

Client

Taylor Wimpey
Strategic Land

Scale	Date	Designed
1:500@A2	Aug 17	PL
Drawn	**Checked**	**Approved**
PL	TMS	GAC

Job No	Drawing No	Rev
12-018	12-018-045	B

Vinnetrow Road - B2166 RBT improvements

Please Note that the items below relate to the Proposed improvement only the existing roundabout has not examined in any detail

DMRB **Vol 6 Sec 2 Part 3 TD 16/07**

Chapter Reference	Design Criteria	General Provision	B2166 (W)	Compliance to Design Criteria Y/N
Chapter 7 Geometric Design				
7.1-7.6	Normal from 36m to 100m Dependant upon the achievement of other geometric requirements	NA	NA	NA
7.8	width of circulating carriageway between 1 to 1.2x maximum entry width	NA	NA	NA
7.9	circulating carriageway not to exceed 15m at normal RBT	NA	NA	NA
7.1	reverse curvature should be avoided except on a three arm RBT see fig 7/3	NA	NA	NA
7.15	design vehicle 15.5m articulated with single rear axle	NA	NA	NA
7.18	over run areas must comply with Highway TCR 1999 and TAL 12/13	NA	NA	NA
7.23	one or two additional lanes should be added at the approach at normal RBT		1 added	Yes
7.24	**lane widths min 3m max 4.5m, 4.5m is appropriate at single lane entry and 3-3.5m is appropriate at multi lane entry**		2 @ 3m	Yes
7.25	**single carriageway approach entry width not to exceed 10.5m dual carriageway approach not to exceed 15m**		6m	Yes
7.26	where flaring is provided tapered lanes have minimum width of 2.5m		Yes	Yes
7.3	splitter island arc to intercept central island tangentially		Yes	Yes
7.47	Entry Angle to be between 20 and 60 degrees		30 deg	Yes
7.49	Entry Kerb Radius minimum 10m or 20m with regular HGV use		15	Yes
7.56	**Entry Path Radius for normal RBT not to exceed 100m for a (25m long) best fit curve in proximity to the give way line**		75m	Yes
7.66	Exit Kerb Radii should exceed the largest entry kerb radius	NA	NA	NA
7.68	Exit kerb radius in the range of 20m - 100m for normal RBT 40m is desirable	NA	NA	NA

B2166 / B2145 RBT improvements

DMRB **Vol 6 Sec 2 Part 3 TD 16/07**

Chapter Reference	Design Criteria	General Provision	B2145 (N)	B2145(SW)	B2166 (SE)	Compliance to Design Criteria Y/N
Chapter 7 Geometric Design						
7.1-7.6	Normal from 28m to 100m Dependant upon the achievement of other geometric requirements	28-100m	29.8m	29.8m	29.8m	Yes
7.8	width of circulating carriageway between 1 to 1.2x maximum entry width	7m Max entry width, carriageway width = 7-8.4m	8.17m	7.39m	7.44m	Yes
7.9	circulating carriageway not to exceed 15m at normal RBT	<9.15m	9.15m	9.15m	9.15m	Yes
7.10	reverse curvature should be avoided except on a three arm RBT see fig 7/3	Three arm RBT	NA	NA	NA	Yes
7.15	Tracking for design vehicle 15.5m articulated with single rear axle	ICD = 29.8m	Yes	Yes	Yes	Yes
7.18	over run areas must comply with Highway TCR 1999 and TAL 12/13 subjec to detailed design	NA	NA	NA	NA	NA
7.23	one or two additional lanes should be added at the approach at normal RBT	Yes	Yes	Yes	Yes	Yes
7.24	**Lane widths min 3m max 4.5m, 4.5m is appropriate at single lane entry and 3-3.5m is appropriate at multi lane entry**	**3-3.5m**	**3.5m**	**3.5m**	**3.5m**	**Yes**
7.25	**Single carriageway approach entry width not to exceed 10.5m dual carriageway approach not to exceed 15m**	<10.5	7m	7m	7m	Yes
7.26	Where flaring is provided tapered lanes have minimum width of 2.5m	>2.5m	2.5m	2.5m	2.51m	Yes
7.30	Splitter island arc to intercept central island tangentially	Tangential	Yes	Yes	Yes	Yes
7.47	Entry Angle to be between 20 and 60 degrees	20-60 degrees	35.5 deg	21.2 deg	33.5 deg	Yes
7.49	Entry Kerb Radius minimum 10m or 20m with regular HGV use upto 100m	10-100 m	36.44m	32.94m	24.4m	Yes
7.56	**Entry Path Radius for normal RBT not to exceed 100m for a (25m long) best fit curve in proximity to the give way line**	<100m	88.32m	83.80m	75.66m	Yes
7.66	Exit Kerb Radii should exceed the largest entry kerb radius	-	Yes	Yes	Yes	Yes
7.68	Exit kerb radius in the range of 20m - 100m for normal RBT 40m is desirable	20-100m	67.54m	62.88m	69m Existing inverted radius	Yes

GM
TRAFFIC CONSULTANTS

LAND NORTH OF SEFTER ROAD

PAGHAM

BOGNOR REGIS

OFF-SITE HIGHWAY IMPROVEMENTS

STAGE 1 ROAD SAFETY AUDIT

JANUARY 2017

GM
Traffic Consultants Ltd
Registered in England No. 07100121.
Registered Office: 7 Bournemouth Rd, Chandlers Ford Eastleigh, Hants, SO53 3DA

ARUN DISTRICT COUNCIL P/140/16/OUT

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Mark Barrett	Ian Medd	[redacted]	18 January 2017
Designer's Response	Tom Martindale-Sheldon			18 January 2017
Authority's Response				
Audit Response				

Client:
C & A
Consulting Engineers

Engineer:
GM
Traffic Consultants Ltd
33 Riverside Gardens
Romsey
SO51 8HN

Date: 18 January 2017

ARUN DISTRICT COUNCIL P/140/16/OUT

TABLE OF CONTENTS

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2.0 ITEMS CONSIDERED 5
3.0 MATTERS ARISING FROM THIS STAGE 1 RSA 6
4.0 AUDITOR STATEMENT 7

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APPENDIX B Designers Response

APPENDIX C Local Highway Authority Response

ARUN DISTRICT COUNCIL P/140/16/OUT

1.0 INTRODUCTION

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the off-site highway improvements associated with a proposed residential development of up to 250 dwellings on land to the north of Sefter Road in Pagham, Bognor Regis. Additional facilities to be provided include land for a replacement scout hut, Ambulance Community Response Post and a primary school.

1.1.2 The off-site works are proposed at the following locations:

- Pagham Road/Sefter Road – widening of Sefter Road on nearside
- B2166/Vinnetrow Road Roundabout – widening of B2166 western arm on nearside
- Grosvenor Gardens/Rose Green Road – widening on both sides of Rose Green Road and provision of pedestrian refuge on Rose Green Road

1.1.3 The RSA was carried out at the request of C & A Consulting Engineers.

1.1.4 GM Traffic Consultants Ltd carried out the Audit between 15th January and 18th January 2017. The Auditors were:

Mark Barrett Highways England Cert. of Comp

Ian Medd FSoRSA

1.1.5 The Audit Team are independent of the project design team has also undertaken a RSA 1 on the site access for the development. They have had no other involvement with the project.

1.1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.

1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

1.1.8 The Audit consisted of a desk top study and a site visit, which was carried out on Tuesday 17th January 2017 at 12:30. Traffic flows were low to moderate and weather dry and sunny.

1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.1.10 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.

1.1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
12-018	Final	Transport Assessment
12-018 Figure 1	-	Site Location Plan
12-018-018	-	Access 1 Track Plots
12-018-019	-	Access 1 Track Plots
12-018-020	A	Access 2 Initial Junction Layout
12-018-024	A	Proposed Access Arrangements
12-018-039	-	Local Highway Network
Appendix I	-	Visibility Calculations

2.2 The reported personal injury collision record for the five year period ending 30 June 2016 has also been provided for the areas around Rose Green and Sefter Road as well as the Pagham to Chichester route. A total of 173 collisions were recorded in the time period. Of the 173 collisions one was classed as fatal, 29 serious with the remainder slight.

2.3 The Audit Team have not been informed of any Departure from Standards.

3.0 MATTERS ARISING FROM THIS STAGE 1 RSA

3.1 Rose Green Road/Grosvenor Gardens

3.1.1 No issues have been raised.

3.2 Pagham Road/Sefter Road

3.2.1 No issues have been raised.

3.3 B2166/Vinnetrow Road Roundabout

3.3.1 PROBLEM

LOCATION: B2166 western arm

SUMMARY: No guidance arrows

The widening of the B2166 western arm of the roundabout may lead to vehicles in lane one and lane two attempting to go ahead to the B2166 eastern exit which could result in collisions either at the entry or on the roundabout circulatory carriageway due to the limited carriageway width.

RECOMMENDATION

Provide appropriate lane destination arrows to stop both lanes attempting to go ahead.

4.0 AUDITOR STATEMENT

4.1 I certify that this audit has been carried out in compliance with HD 19/15.

AUDIT TEAM LEADER
Mark Barrett
GM Traffic Consultants Ltd



Signed: .....

TEL: 07787 158 834

AUDIT TEAM MEMBER

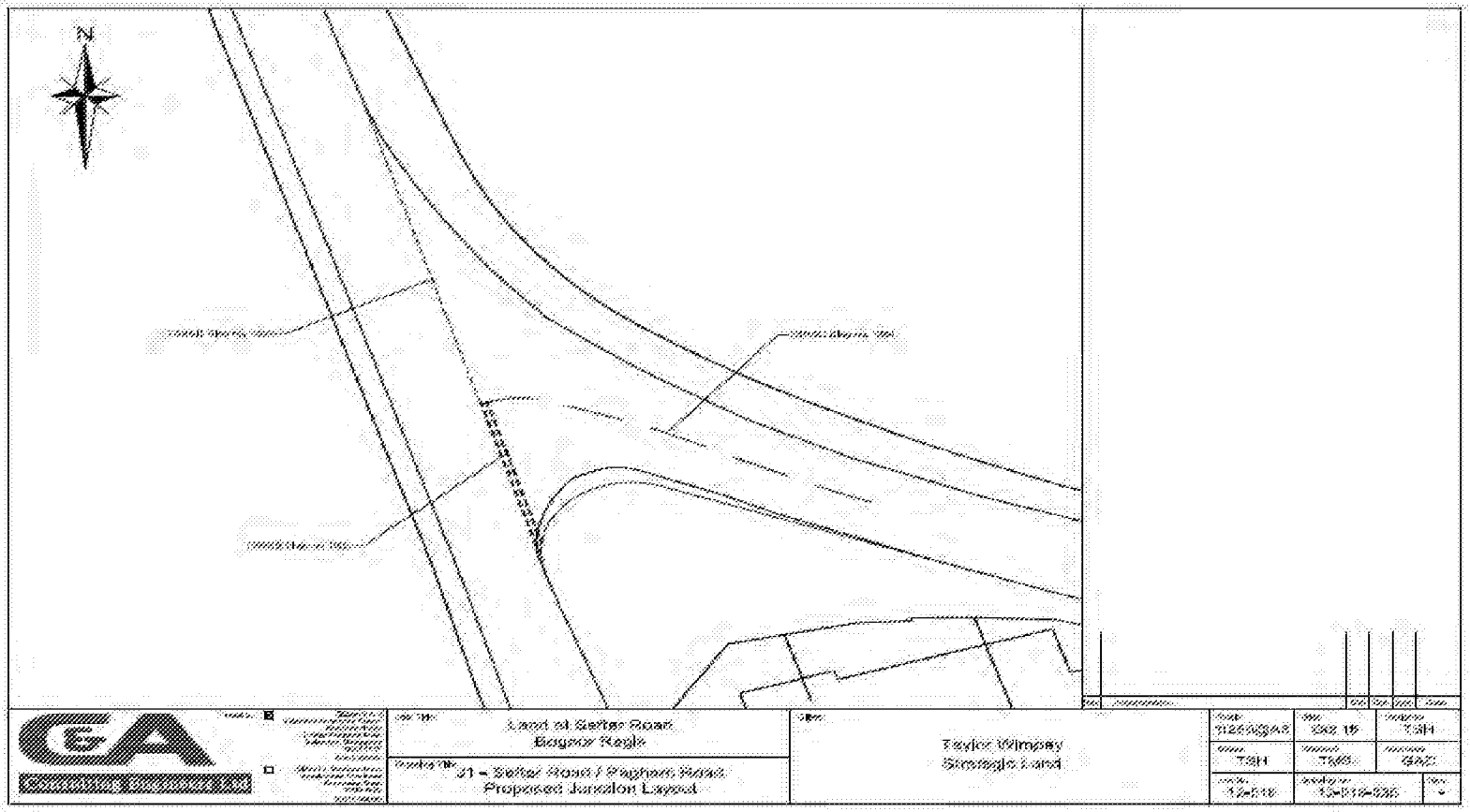
Ian Medd

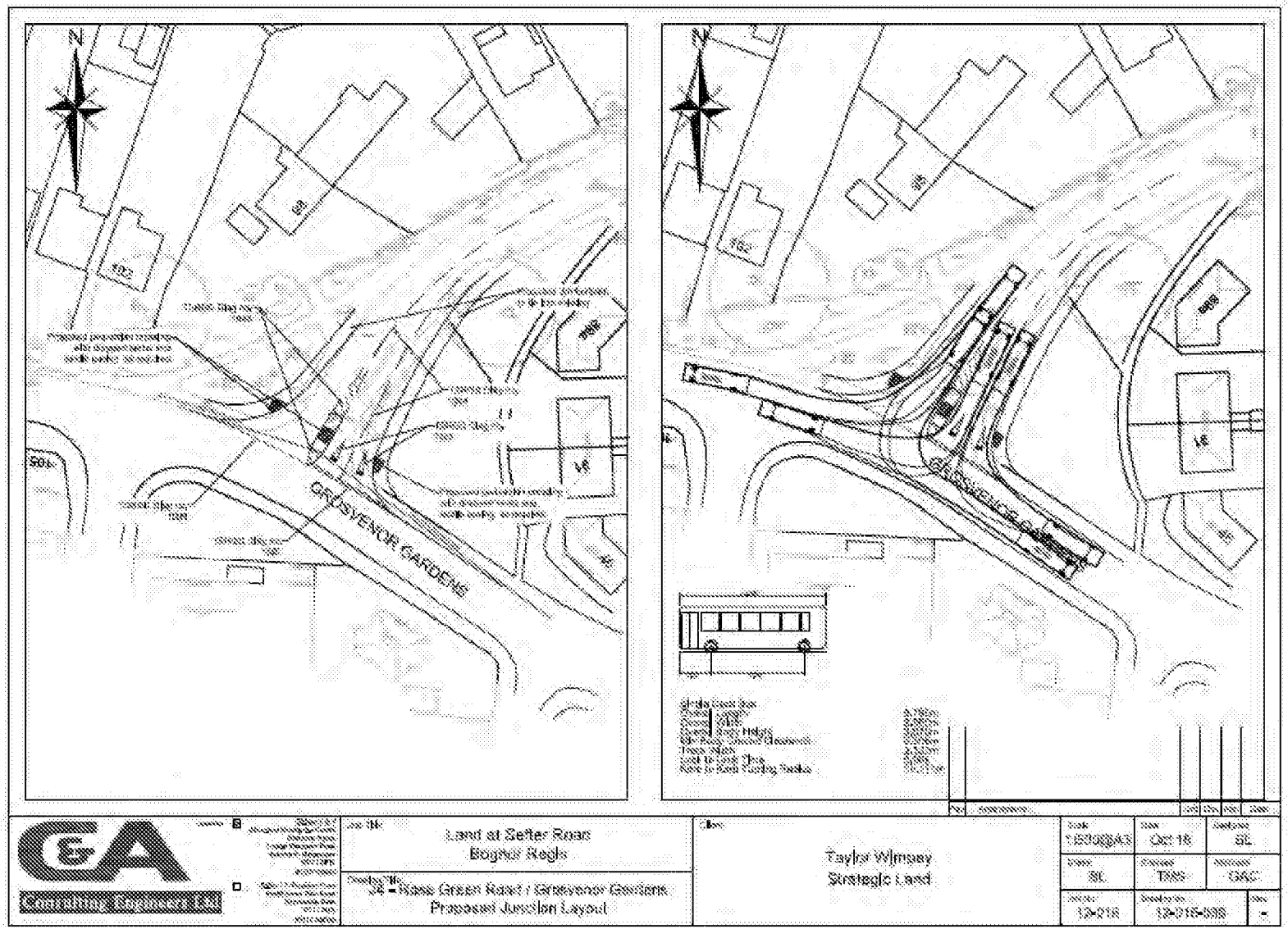
Signed: ... 

Date: 18 January 2017

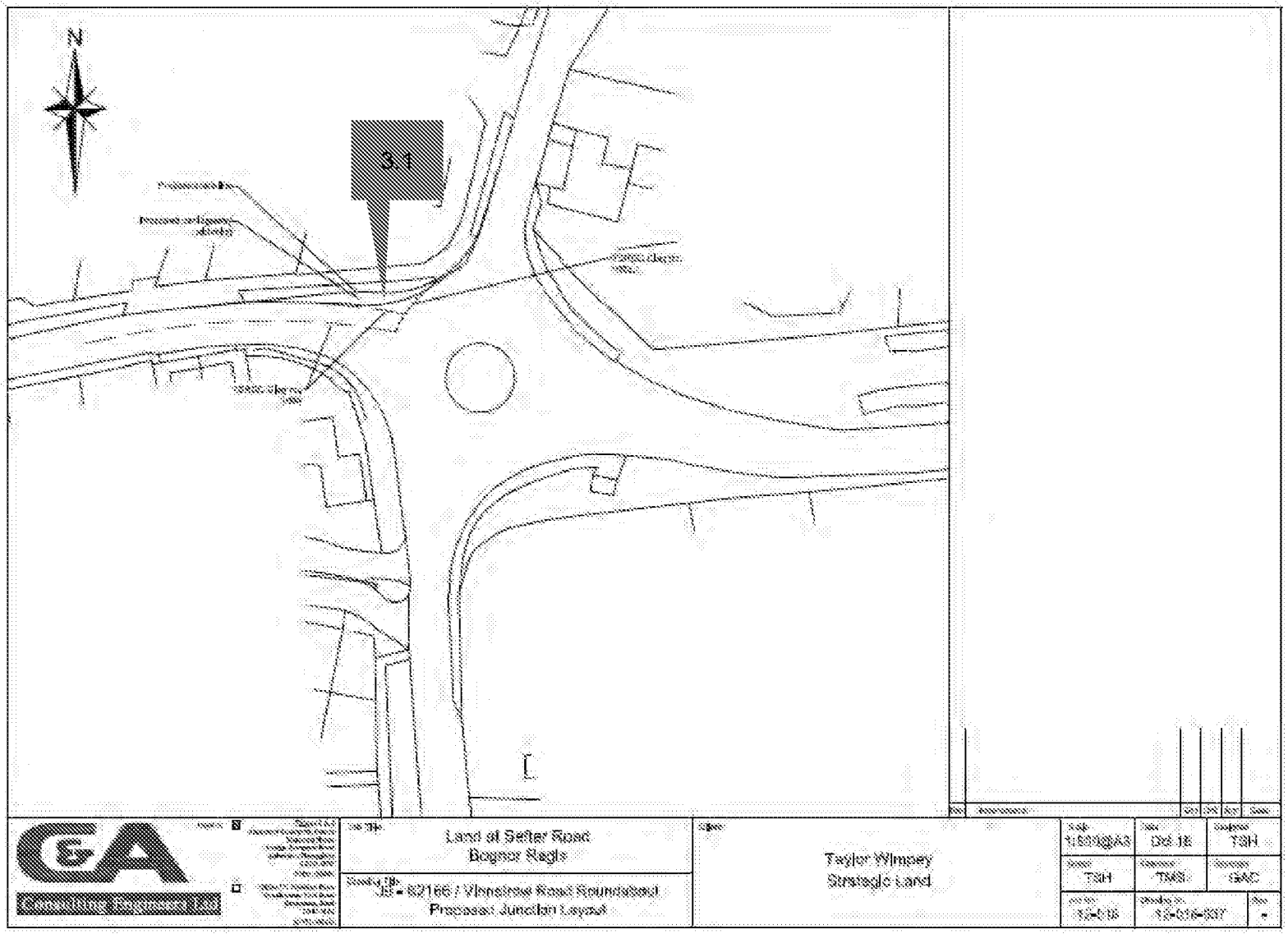
ARUN DISTRICT COUNCIL P/140/16/OUT

APPENDIX A: LOCATION PLAN





Road Safety Audit – Stage 1
Land North of Sefter Road
Pagham, Bognor Regis
Off-Site Highway Improvements



Road Safety Audit – Stage 1
Land North of Sefter Road
Pagham, Bognor Regis
Off-Site Highway Improvements

ARUN DISTRICT COUNCIL P/140/16/OUT

APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member).

Scheme: Land North of Selter Road, Pagham, Bognor Regis - Off-Site Highway Improvements

Date Audit Completed: 18 January 2017

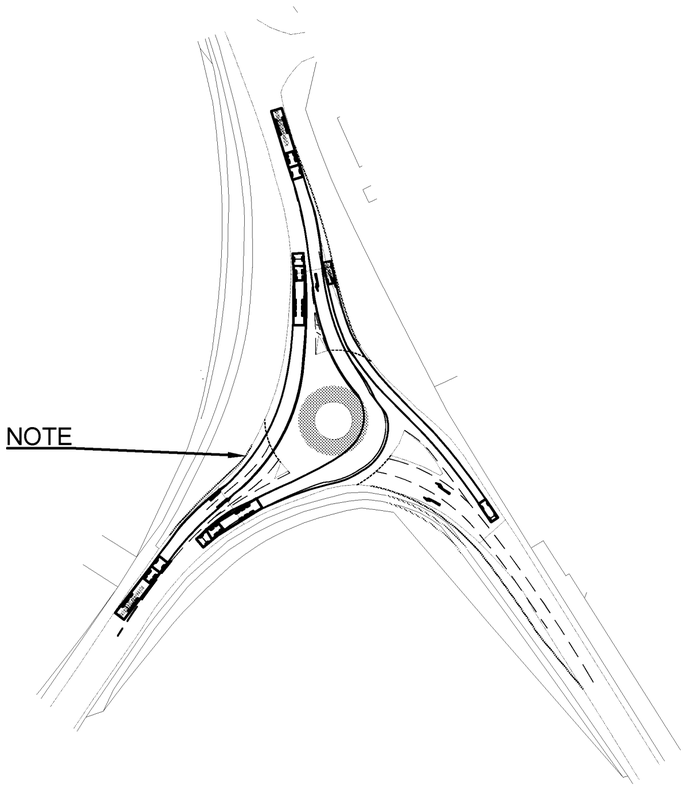
This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	YES	YES	

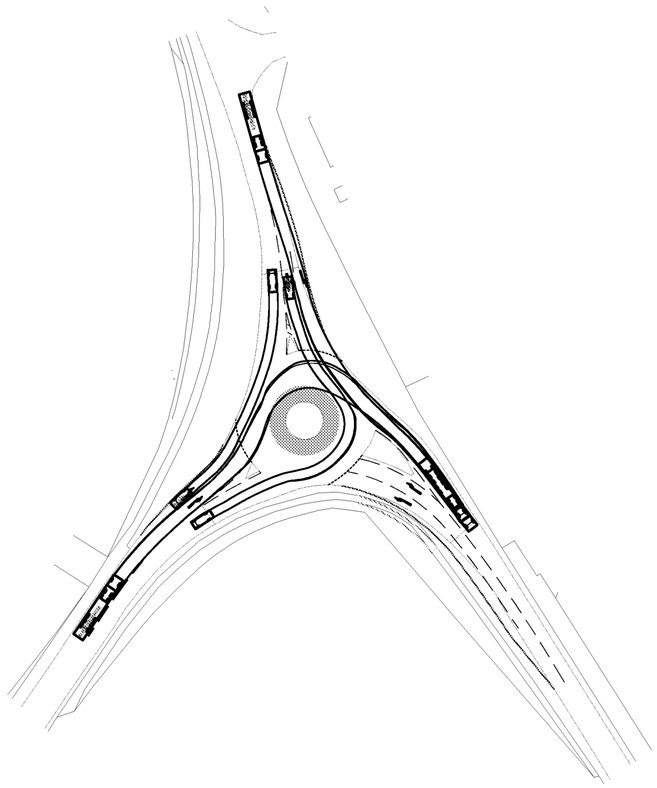
T. Medd-Sluh 30/03/2017

Designer

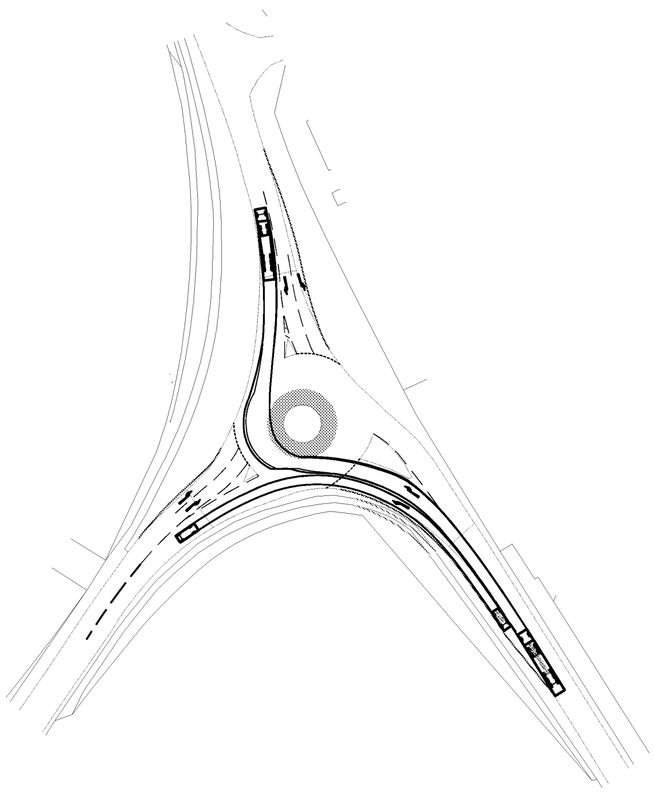
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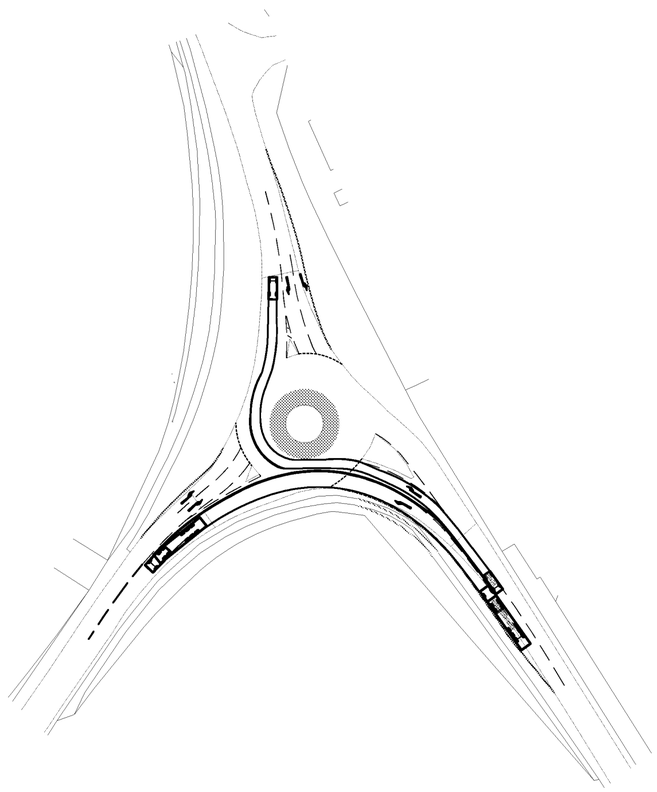
B



C

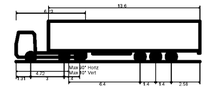


D



NOTES

Note: For B, C and D, large car and max legal length Articulated Vehicle can enter together. For A, SW entry, max articulated vehicle uses both lanes just as it does currently.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.832m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.870m



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Amendments	Drn	Chk	App	Date

Consulting Engineers Ltd

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ME20 6SN
01732 448120

enquiries@c-a.uk.com
www.c-a.uk.com

Job Title

Land at Sefter Road
Bognor Regis

Drawing Title

Proposed Junction 8
B2166 / B2145 Tracking

Client

Taylor Wimpey
Strategic Land

Scale	Date	Designed
1:1000@A2	Aug 17	PL
Drawn	**Checked**	**Approved**
PL	TMS	GAC
Job No	**Drawing No**	**Rev**
12-018	12-018-049	-

ARUN DISTRICT COUNCIL P/140/16/OUT

GM
TRAFFIC CONSULTANTS

LAND AT SEFTER ROAD

BOGNOR REGIS

J 8

B2166/B2145 ROUNDABOUT

PROPOSED JUNCTION LAYOUT

STAGE 1 ROAD SAFETY AUDIT

AUGUST 2017

GM
Traffic Consultants Ltd
Registered in England No. 07100121.
Registered Office: 7 Bournemouth Rd, Chandlers Ford Eastleigh, Hants, SO53 3DA

ARUN DISTRICT COUNCIL P/140/16/OUT

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	**Mark Barrett**	**Ian Medd**	[redacted]	**14 August 2017**
Designer's Response	**Tom Martindale - Sheldon**	**Tom Martindale – Sheldon of C&A Consulting Engineers**		**15 August 2017**
Authority's Response				
Audit Response				

Client:
C & A Consulting Engineers

Engineer:
GM
Traffic Consultants

Date: 14 August 2017

ARUN DISTRICT COUNCIL P/140/16/OUT

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APPENDIX B Local Highway Authority Response

1.0 INTRODUCTION

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed junction layout at B2166 / B2145 roundabout in Bognor Regis. The works are associated with a residential development on land at Sefter Road in Bognor Regis.

1.1.2 Minor widening to increase the length of the two lane approaches is proposed on all three arms. An over-runnable apron is also proposed around the central island.

1.1.3 The RSA was carried out at the request of C & A Consulting Engineers.

1.1.4 GM Traffic Consultants Ltd carried out the Audit between 11th August and 14th August 2017. The Auditors were:

Mark Barrett Highways England Cert. of Comp

Ian Medd MCIHT FSoRSA

1.1.5 The Audit Team are independent of the project design team and has had no other involvement with the design of this project.

1.1.6 The report has been prepared in compliance with Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.

1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Audit Team have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Audit Team accept no responsibility for the design or construction of the scheme.

1.1.8 This Stage 1 RSA report consisted of a site visit. The site visit was carried out on Monday 14th August 2017 at 16:00. Traffic was moderate and weather cloudy with sunny intervals and dry.

1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.1.10 The Audit Team would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.

1.1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

ARUN DISTRICT COUNCIL P/140/16/OUT

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
12-018-045	B	Proposed Junction 8 B2166/B2145 Modification
12-018-049	-	Proposed Junction 8 B2166/B2145 Tracking
-	B	WSCC - MFS - DMRB Compliant Design Checklist B2166 B2145

2.2 The personal injury accident record for the five year period ending 30 June 2016. The records have identified one collision at the roundabout involving a southbound motorcycle failing to stop for a stationary vehicle waiting to enter the roundabout. This resulted in serious injuries to the rider.

2.3 The Audit Team have not been informed of any Departure from Standards.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT

3.1 No issues have been raised.

4.0 AUDITOR STATEMENT

4.1 We certify that this audit has been carried out in compliance with HD 19/15.

AUDIT TEAM LEADER

Mark Barrett

GM Traffic Consultants Ltd



Signed: .....

TEL: 07787 158 834

AUDIT TEAM MEMBER

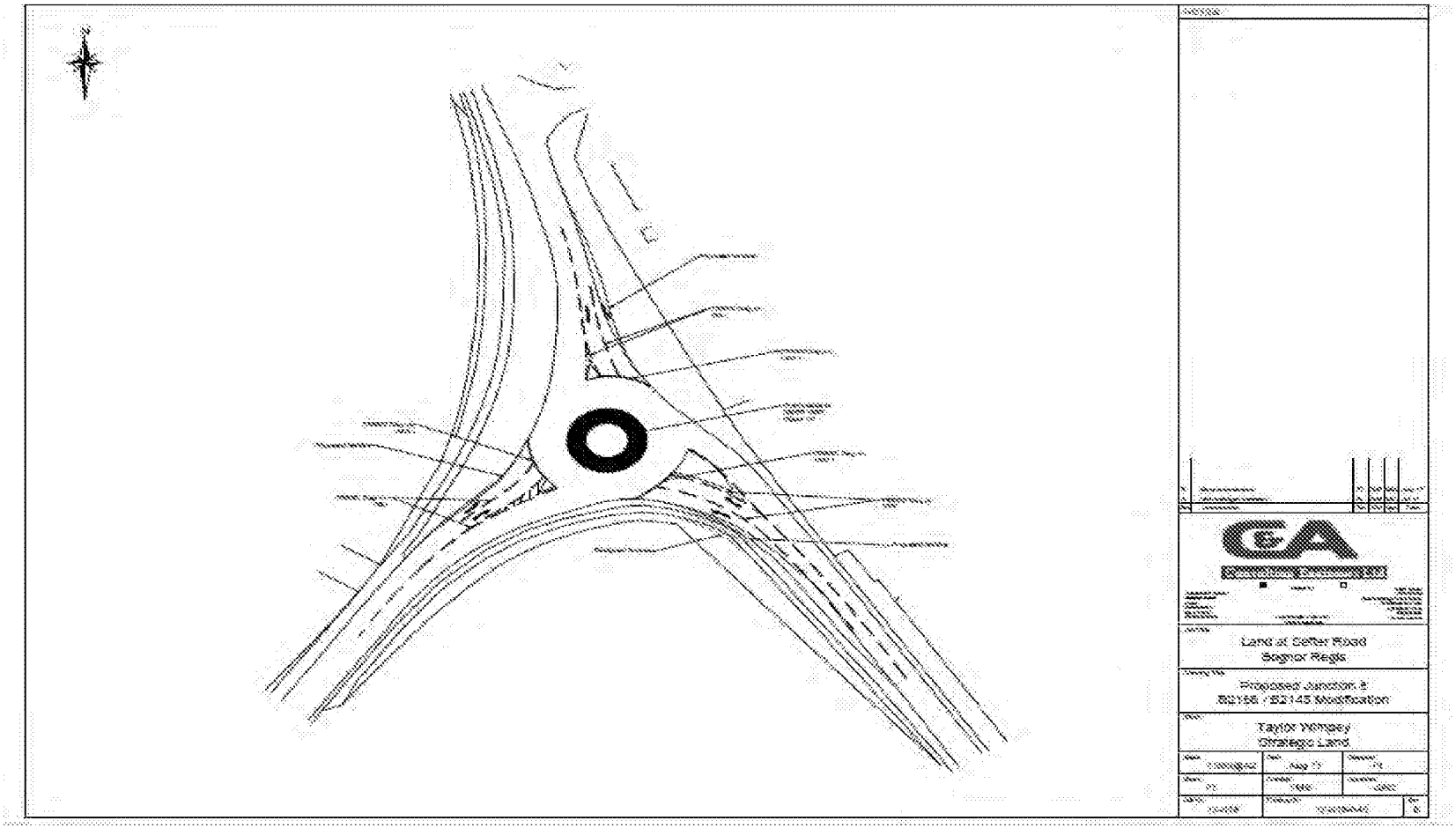
Ian Medd



Signed: ...

Date: 14 August 2017

APPENDIX A: LOCATION PLAN



APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member)

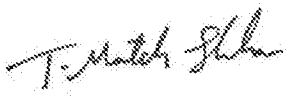
Project: Land at Sefter Road, Bognor Regis - J 8 - B2166 / B2145 Roundabout - Proposed Junction Layout

Date Audit Completed: 14 August 2017

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
NO ISSUES HAVE BEEN RAISED			

Designer



15/08/2017

Tom Martindale-Sheldon

Principal Transport Planner / C&A Consulting Engineers

APPENDIX C: LOCAL HIGHWAY AUTHORITY RESPONSE

Principal Engineer's Statement:

Road Safety Audit for Land at Sefter Road, Bognor Regis

J 8 - B2166 / B2145 Roundabout - Proposed Junction Layout

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

Appendix 51

Wider Highway Network Modelling Outputs – Mitigation

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Mitigation Scheme Vinnetrow Road With Dev.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\ATA03 Modelling\ATA03A
Report generation date: 20/03/2017 10:00:57

»2031 LP + mitigation, AM
»2031 LP + mitigation, PM
»2031 LP - mitigation, AM
»2031 LP - mitigation, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 LP + mitigation													
Arm 1	0.3	5.59	0.23	A	7.35	A	25 % [Arm 2]	0.6	9.65	0.37	A	8.01	A	23 % [Arm 4]
Arm 2	3.0	9.36	0.75	A				0.5	3.45	0.33	A			
Arm 3	0.1	6.36	0.11	A				0.0	3.50	0.04	A			
Arm 4	0.9	4.57	0.45	A				3.2	9.85	0.76	A			
	2031 LP - mitigation													
Arm 1	0.5	6.47	0.34	A	8.68	A	17 % [Arm 2]	1.7	16.46	0.63	C	9.46	A	12 % [Arm 1]
Arm 2	3.7	11.87	0.79	B				0.8	4.35	0.44	A			
Arm 3	0.1	7.45	0.13	A				0.0	4.13	0.04	A			
Arm 4	0.7	4.13	0.41	A				3.4	10.27	0.77	B			

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

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

File summary

File Description

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

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15
D2	2031 LP + mitigation	PM	ONE HOUR	16:45	18:15	15
D3	2031 LP - mitigation	AM	ONE HOUR	07:45	09:15	15
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 LP + mitigation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	7.35	A

Junction Network Options

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

Arms

Arms

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

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	6.00	5.0	30.0	30.0	35.0	
2	4.00	6.00	12.0	30.0	30.0	30.0	
3	3.00	7.00	8.0	20.0	30.0	30.0	
4	3.50	6.00	18.0	15.0	30.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.559	1219
2	0.649	1633
3	0.591	1375
4	0.653	1631

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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	187	100.000
2		✓	1054	100.000
3		✓	65	100.000
4		✓	617	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	90	10	87
	2	151	0	8	895
	3	14	14	0	37
	4	81	526	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.23	5.59	0.3	1.4	A
2	0.75	9.36	3.0	9.3	A
3	0.11	6.36	0.1	0.5	A
4	0.45	4.57	0.9	2.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	141	412	988	0.142	140	0.2	4.444	A
2	794	80	1581	0.502	789	1.0	4.669	A
3	49	849	873	0.056	49	0.1	4.364	A
4	465	134	1543	0.301	463	0.4	3.471	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	168	494	943	0.178	168	0.2	4.868	A
2	948	96	1571	0.603	945	1.5	5.921	A
3	58	1016	774	0.075	58	0.1	5.030	A
4	555	161	1526	0.364	554	0.6	3.864	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	206	605	881	0.234	206	0.3	5.584	A
2	1160	118	1557	0.745	1155	2.9	9.122	A
3	72	1242	641	0.112	71	0.1	6.322	A
4	679	196	1503	0.452	678	0.9	4.553	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	206	606	880	0.234	206	0.3	5.593	A
2	1160	118	1557	0.745	1160	3.0	9.357	A
3	72	1247	638	0.112	72	0.1	6.360	A
4	679	197	1502	0.452	679	0.9	4.567	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	168	495	942	0.178	168	0.2	4.879	A
2	948	96	1571	0.603	953	1.6	6.070	A
3	58	1024	769	0.076	59	0.1	5.065	A
4	555	162	1525	0.364	556	0.6	3.880	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	141	415	987	0.143	141	0.2	4.460	A
2	794	81	1581	0.502	796	1.1	4.745	A
3	49	855	869	0.056	49	0.1	4.388	A
4	465	135	1542	0.301	465	0.5	3.488	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2	1.03	0.57	1.03	1.45	1.50			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.45	0.00	0.00	0.45	0.45			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	1.54	0.06	0.71	3.76	5.59			N/A	N/A
3	0.08	0.03	0.26	0.46	0.49			N/A	N/A
4	0.59	0.09	0.83	1.42	1.49			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.32	0.03	0.27	0.48	0.51			N/A	N/A
2	2.91	0.03	0.29	2.91	9.32			N/A	N/A
3	0.12	0.03	0.26	0.47	0.49			N/A	N/A
4	0.85	0.03	0.27	0.85	0.85			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.32	0.03	0.33	1.10	1.38			N/A	N/A
2	2.96	0.03	0.28	2.96	2.96			N/A	N/A

3	0.13	0.03	0.25	0.45	0.48			N/A	N/A
4	0.86	0.03	0.29	0.86	2.16			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	1.60	0.07	0.98	3.62	5.07			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.60	0.57	1.04	1.46	1.51			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.18	0.00	0.00	0.18	0.18			N/A	N/A
2	1.05	0.04	0.45	2.53	3.95			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.45	0.00	0.00	0.45	0.45			N/A	N/A

2031 LP + mitigation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	23	Arm 4

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 LP + mitigation	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	200	100.000
2		✓	479	100.000
3		✓	34	100.000
4		✓	1093	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	172	26	2
	2	57	0	6	416
	3	5	13	0	16
	4	105	971	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.37	9.65	0.6	2.7	A
2	0.33	3.45	0.5	2.3	A
3	0.04	3.50	0.0	0.5	A
4	0.76	9.85	3.2	11.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	151	750	800	0.188	150	0.2	5.670	A
2	361	34	1612	0.224	359	0.3	2.961	A
3	26	356	1164	0.022	26	0.0	3.160	A
4	823	56	1594	0.516	819	1.1	4.729	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	180	898	717	0.251	179	0.3	6.858	A
2	431	40	1607	0.268	430	0.4	3.153	A
3	31	427	1123	0.027	31	0.0	3.295	A
4	983	67	1587	0.619	980	1.6	6.058	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	220	1097	606	0.363	219	0.6	9.527	A
2	527	49	1601	0.329	527	0.5	3.451	A
3	37	522	1066	0.035	37	0.0	3.498	A
4	1203	82	1577	0.763	1197	3.2	9.564	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	220	1102	603	0.365	220	0.6	9.646	A
2	527	50	1601	0.329	527	0.5	3.454	A
3	37	523	1066	0.035	37	0.0	3.499	A
4	1203	83	1577	0.763	1203	3.2	9.852	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	180	905	713	0.252	181	0.3	6.954	A
2	431	41	1607	0.268	431	0.4	3.158	A
3	31	428	1122	0.027	31	0.0	3.299	A
4	983	68	1587	0.619	989	1.7	6.229	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	151	756	796	0.189	151	0.2	5.726	A
2	361	34	1611	0.224	361	0.3	2.967	A
3	26	358	1163	0.022	26	0.0	3.163	A
4	823	57	1594	0.516	825	1.1	4.814	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.08	0.56	1.02	1.43	1.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.34	0.00	0.00	0.34	0.34			N/A	N/A
2	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.64	0.05	0.65	4.07	6.17			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.58	0.03	0.26	0.58	0.58			N/A	N/A
2	0.50	0.03	0.26	0.50	0.50			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.16	0.03	0.30	3.16	11.57			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.58	0.03	0.31	1.53	2.73			N/A	N/A
2	0.50	0.03	0.31	1.42	2.26			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.23	0.03	0.28	3.23	3.67			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.70	0.06	0.92	4.00	5.83			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.11	0.04	0.43	2.74	4.45			N/A	N/A

2031 LP - mitigation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.68	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 LP - mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	278	100.000
2		✓	1043	100.000
3		✓	65	100.000
4		✓	579	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	43	10	225
	2	87	0	8	948
	3	14	14	0	37
	4	60	511	8	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.34	6.47	0.5	2.5	A
2	0.79	11.87	3.7	16.1	B
3	0.13	7.45	0.1	0.5	A
4	0.41	4.13	0.7	2.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	209	400	995	0.210	208	0.3	4.796	A
2	785	182	1515	0.518	781	1.1	5.026	A
3	49	943	817	0.060	49	0.1	4.683	A
4	436	86	1574	0.277	434	0.4	3.295	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	250	479	951	0.263	250	0.4	5.386	A
2	938	218	1492	0.629	935	1.7	6.642	A
3	58	1130	707	0.083	58	0.1	5.551	A
4	521	103	1563	0.333	520	0.5	3.603	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	306	586	891	0.343	305	0.5	6.445	A
2	1148	267	1460	0.787	1141	3.6	11.366	B
3	72	1379	559	0.128	71	0.1	7.372	A
4	637	126	1548	0.412	637	0.7	4.123	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	306	587	891	0.344	306	0.5	6.465	A
2	1148	268	1460	0.787	1148	3.7	11.869	B
3	72	1387	555	0.129	72	0.1	7.446	A
4	637	127	1548	0.412	637	0.7	4.131	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	250	480	951	0.263	251	0.4	5.406	A
2	938	219	1491	0.629	945	1.8	6.895	A
3	58	1141	700	0.083	59	0.1	5.612	A
4	521	104	1563	0.333	521	0.5	3.617	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	209	402	994	0.210	210	0.3	4.823	A
2	785	183	1514	0.519	788	1.1	5.130	A
3	49	952	812	0.060	49	0.1	4.716	A
4	436	87	1574	0.277	436	0.4	3.307	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2	1.10	0.57	1.03	1.44	1.50			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.40	0.00	0.00	0.40	0.40			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.37	0.00	0.00	0.37	0.37			N/A	N/A
2	1.71	0.05	0.64	4.33	6.62			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.52	0.00	0.00	0.52	0.52			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.54	0.03	0.27	0.54	0.54			N/A	N/A
2	3.59	0.03	0.31	3.59	16.15			N/A	N/A
3	0.15	0.03	0.26	0.47	0.49			N/A	N/A
4	0.73	0.03	0.26	0.73	0.73			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.55	0.03	0.32	1.45	2.51			N/A	N/A
2	3.69	0.03	0.29	3.69	7.42			N/A	N/A
3	0.15	0.03	0.25	0.45	0.48			N/A	N/A
4	0.73	0.03	0.29	0.73	2.67			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.38	0.00	0.00	0.38	0.38			N/A	N/A
2	1.78	0.06	0.75	4.48	6.74			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.53	0.53	1.04	1.46	1.52			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2	1.12	0.04	0.39	2.84	4.97			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.40	0.00	0.00	0.40	0.40			N/A	N/A

2031 LP - mitigation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	9.46	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	12	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	339	100.000
2		✓	604	100.000
3		✓	34	100.000
4		✓	1114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	194	26	119
	2	46	0	6	552
	3	5	13	0	16
	4	113	984	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.63	16.46	1.7	6.3	C
2	0.44	4.35	0.8	2.3	A
3	0.04	4.13	0.0	0.5	A
4	0.77	10.27	3.4	13.2	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	255	759	794	0.321	253	0.5	6.743	A
2	455	121	1555	0.292	453	0.4	3.363	A
3	26	537	1057	0.024	25	0.0	3.488	A
4	839	48	1599	0.524	834	1.1	4.794	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	305	909	711	0.429	304	0.8	8.974	A
2	543	145	1539	0.353	542	0.6	3.719	A
3	31	644	994	0.031	31	0.0	3.733	A
4	1001	57	1593	0.629	999	1.7	6.185	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	373	1111	598	0.624	370	1.6	15.800	C
2	665	177	1519	0.438	664	0.8	4.336	A
3	37	787	910	0.041	37	0.0	4.127	A
4	1227	70	1585	0.774	1220	3.3	9.934	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	373	1116	595	0.627	373	1.7	16.463	C
2	665	178	1518	0.438	665	0.8	4.350	A
3	37	789	908	0.041	37	0.0	4.133	A
4	1227	70	1585	0.774	1226	3.4	10.268	B

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	305	918	706	0.432	308	0.8	9.285	A
2	543	147	1538	0.353	544	0.6	3.737	A
3	31	647	993	0.031	31	0.0	3.741	A
4	1001	58	1593	0.629	1008	1.8	6.377	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	255	766	791	0.323	256	0.5	6.863	A
2	455	123	1554	0.293	455	0.4	3.380	A
3	26	541	1055	0.024	26	0.0	3.498	A
4	839	48	1599	0.524	841	1.1	4.881	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.48	0.00	0.00	0.48	0.48			N/A	N/A
2	0.42	0.00	0.00	0.42	0.42			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.12	0.56	1.02	1.43	1.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.09	0.83	1.43	1.51			N/A	N/A
2	0.56	0.56	1.03	1.44	1.49			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.70	0.05	0.63	4.32	6.61			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.61	0.03	0.29	1.61	5.27			N/A	N/A
2	0.80	0.03	0.26	0.80	0.80			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	3.35	0.03	0.30	3.35	13.19			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.67	0.03	0.29	1.67	6.27			N/A	N/A
2	0.80	0.03	0.28	0.80	2.34			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.43	0.03	0.28	3.43	4.55			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.79	0.06	0.69	1.25	1.76			N/A	N/A
2	0.57	0.57	1.03	1.44	1.49			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.77	0.06	0.88	4.30	6.31			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.49	0.04	0.38	1.26	1.26			N/A	N/A
2	0.43	0.00	0.00	0.43	0.43			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.14	0.04	0.42	2.87	4.79			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Mitigation Scheme B2145 B2166 With Dev AUG17.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 21/08/2017 16:32:21

»2031 LP + mitigation, AM
»2031 LP + mitigation, PM
»2031 LP - mitigation, AM
»2031 LP - mitigation, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 LP + mitigation													
Arm 1	1.8	7.85	0.63	A	20.98	C	-1 % [Arm 3]	62.6	145.21	1.08	F	88.90	F	-11 % [Arm 1]
Arm 2	5.0	14.49	0.84	B				1.3	5.52	0.56	A			
Arm 3	11.1	38.16	0.93	E				1.8	6.65	0.64	A			
	2031 LP - mitigation													
Arm 1	1.1	5.99	0.51	A	35.13	E	-4 % [Arm 3]	14.9	44.18	0.96	E	21.78	C	-2 % [Arm 1]
Arm 2	12.4	31.14	0.94	D				2.2	7.30	0.68	A			
Arm 3	16.7	59.95	0.96	F				2.2	8.14	0.68	A			

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

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

File summary

File Description

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

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15
D2	2031 LP + mitigation	PM	ONE HOUR	16:45	18:15	15
D3	2031 LP - mitigation	AM	ONE HOUR	07:45	09:15	15
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 LP + mitigation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	20.98	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	Arm 3

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.13	7.00	21.0	36.4	29.8	35.5	
2	2.90	7.00	52.0	24.4	29.8	33.5	
3	3.58	7.00	15.2	32.9	29.8	21.2	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.657	1691
2	0.691	1864
3	0.688	1771

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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	746	100.000
2		✓	1175	100.000
3		✓	1014	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	328	418
	2	759	0	416
	3	487	527	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.63	7.85	1.8	2.1	A
2	0.84	14.49	5.0	25.4	B
3	0.93	38.18	11.1	56.9	E

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	562	394	1432	0.392	559	0.7	4.404	A
2	885	313	1648	0.537	880	1.2	4.798	A
3	763	568	1380	0.553	758	1.3	5.997	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	671	472	1381	0.486	669	1.0	5.407	A
2	1056	375	1605	0.658	1053	1.9	6.678	A
3	912	680	1303	0.700	907	2.4	9.397	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	821	566	1319	0.623	818	1.7	7.655	A
2	1294	459	1548	0.836	1282	4.8	13.415	B
3	1116	828	1201	0.929	1089	9.3	28.258	D

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	821	577	1312	0.626	821	1.8	7.850	A
2	1294	460	1547	0.836	1293	5.0	14.486	B
3	1116	835	1196	0.933	1109	11.1	38.162	E

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	671	491	1368	0.490	674	1.0	5.576	A
2	1056	377	1604	0.659	1068	2.0	7.071	A
3	912	690	1296	0.703	946	2.6	11.696	B

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	562	399	1429	0.393	563	0.7	4.463	A
2	885	315	1647	0.537	888	1.2	4.909	A
3	763	574	1376	0.555	768	1.3	6.233	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.69	0.59	1.07	1.50	1.55			N/A	N/A
2	1.18	0.57	1.03	1.44	1.49			N/A	N/A
3	1.27	0.57	1.19	1.65	1.89			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.00	0.08	0.92	1.68	2.07			N/A	N/A
2	1.94	0.05	0.49	5.14	8.26			N/A	N/A
3	2.35	0.05	0.51	6.40	10.36			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.73	0.03	0.29	1.73	1.73			N/A	N/A
2	4.81	0.03	0.34	8.61	25.40			N/A	N/A
3	9.33	0.07	1.23	27.08	43.46			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.77	0.03	0.29	1.77	1.77			N/A	N/A
2	5.02	0.03	0.30	5.02	17.18			N/A	N/A
3	11.08	0.05	0.50	31.24	58.87			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.04	0.13	1.03	1.54	1.91			N/A	N/A
2	2.03	0.05	0.50	5.42	8.66			N/A	N/A
3	2.57	0.04	0.42	6.93	12.91			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.70	0.06	0.58	1.44	1.44			N/A	N/A
2	1.21	0.04	0.36	2.92	5.96			N/A	N/A

3	1.32	0.03	0.31	1.72	6.32			N/A	N/A

2031 LP + mitigation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	88.90	F

Junction Network Options

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1275	100.000
2		✓	757	100.000
3		✓	886	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	752	523
	2	313	0	444
	3	349	537	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	1.08	145.21	62.6	127.8	F
2	0.56	5.52	1.3	1.5	A
3	0.64	6.65	1.8	2.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	960	403	1426	0.673	952	2.1	7.652	A
2	570	390	1595	0.357	568	0.6	3.561	A
3	667	235	1610	0.414	664	0.7	3.921	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1146	482	1374	0.834	1136	4.7	14.849	B
2	681	466	1543	0.441	680	0.8	4.242	A
3	796	281	1578	0.505	795	1.0	4.743	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	1404	589	1304	1.077	1279	38.0	88.913	F
2	833	524	1502	0.555	832	1.3	5.453	A
3	976	344	1534	0.636	973	1.8	6.583	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1404	591	1302	1.078	1297	62.6	145.214	F
2	833	532	1497	0.557	833	1.3	5.524	A
3	976	345	1534	0.636	975	1.8	6.654	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1146	484	1373	0.835	1350	11.6	104.306	F
2	681	554	1482	0.459	682	0.9	4.593	A
3	796	282	1577	0.505	799	1.1	4.800	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	960	405	1425	0.674	997	2.2	9.376	A
2	570	409	1582	0.360	571	0.6	3.629	A
3	667	236	1609	0.415	668	0.7	3.961	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.06	0.17	1.10	3.89	4.99			N/A	N/A
2	0.56	0.56	1.02	1.43	1.48			N/A	N/A
3	0.73	0.57	1.03	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.70	0.07	1.34	13.12	20.27			N/A	N/A
2	0.80	0.09	0.85	1.27	1.27			N/A	N/A
3	1.04	0.07	0.86	1.90	2.59			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	36.00	7.90	30.91	65.69	78.73			N/A	N/A
2	1.25	0.03	0.26	1.25	1.25			N/A	N/A
3	1.77	0.03	0.27	1.77	1.77			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	62.63	17.90	55.90	108.57	127.81			N/A	N/A
2	1.27	0.03	0.27	1.27	1.40			N/A	N/A
3	1.79	0.03	0.27	1.79	1.79			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	11.56	0.19	5.35	29.93	41.91			N/A	N/A
2	0.87	0.51	1.00	1.43	1.48			N/A	N/A
3	1.06	0.14	1.04	1.61	1.92			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.18	0.03	0.29	2.18	7.75			N/A	N/A
2	0.58	0.06	0.64	1.35	1.44			N/A	N/A
3	0.74	0.06	0.66	1.53	1.57			N/A	N/A

2031 LP - mitigation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	35.13	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Arm 3

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 LP - mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	609	100.000
2		✓	1388	100.000
3		✓	938	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	299	310
	2	944	0	444
	3	407	531	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.51	5.99	1.1	2.0	A
2	0.94	31.14	12.4	67.4	D
3	0.98	59.65	16.7	71.6	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	458	397	1430	0.321	456	0.5	3.948	A
2	1045	232	1704	0.613	1039	1.6	5.520	A
3	706	706	1285	0.550	701	1.3	6.377	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	547	475	1379	0.397	547	0.7	4.624	A
2	1248	278	1672	0.746	1243	2.9	8.523	A
3	843	845	1190	0.709	838	2.4	10.547	B

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	671	563	1321	0.508	669	1.1	5.892	A
2	1528	341	1629	0.938	1497	10.7	23.818	C
3	1033	1018	1071	0.965	994	12.1	37.688	E

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	671	574	1313	0.510	670	1.1	5.990	A
2	1528	341	1629	0.938	1522	12.4	31.142	D
3	1033	1035	1059	0.975	1015	16.7	59.945	F

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	547	509	1357	0.404	549	0.7	4.779	A
2	1248	279	1671	0.747	1285	3.2	10.443	B
3	843	874	1170	0.721	899	2.8	16.474	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	458	403	1426	0.322	459	0.5	3.988	A
2	1045	234	1703	0.614	1051	1.7	5.736	A
3	706	715	1279	0.552	712	1.3	6.691	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.50	0.00	0.00	0.50	0.50			N/A	N/A
2	1.61	0.58	1.50	2.04	2.60			N/A	N/A
3	1.25	0.52	1.19	1.71	1.94			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.70	0.11	0.90	1.46	1.54			N/A	N/A
2	2.92	0.05	0.50	8.13	13.44			N/A	N/A
3	2.44	0.05	0.51	6.68	10.83			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.09	0.03	0.28	1.09	1.09			N/A	N/A
2	10.74	0.07	1.16	31.43	51.39			N/A	N/A
3	12.13	0.14	4.65	32.76	47.24			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.11	0.03	0.29	1.11	2.03			N/A	N/A
2	12.39	0.05	0.47	34.00	67.44			N/A	N/A
3	16.65	0.11	4.50	47.40	71.62			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.73	0.28	1.01	1.49	1.55			N/A	N/A
2	3.15	0.04	0.43	8.68	15.94			N/A	N/A
3	2.83	0.04	0.41	7.58	14.44			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.51	0.04	0.44	1.34	1.47			N/A	N/A
2	1.66	0.03	0.32	2.66	8.40			N/A	N/A
3	1.31	0.03	0.30	1.48	5.54			N/A	N/A

2031 LP - mitigation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	21.78	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1166	100.000
2		✓	978	100.000
3		✓	878	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	787	379
	2	458	0	520
	3	394	484	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.96	44.16	14.9	73.1	E
2	0.68	7.30	2.2	3.6	A
3	0.68	8.14	2.2	3.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	878	363	1453	0.604	872	1.5	6.298	A
2	736	283	1669	0.441	733	0.8	3.908	A
3	661	343	1535	0.431	658	0.8	4.239	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1048	434	1406	0.746	1043	2.9	10.039	B
2	879	339	1630	0.539	878	1.2	4.865	A
3	789	411	1488	0.530	788	1.2	5.312	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	1284	531	1342	0.956	1247	12.1	30.956	D
2	1077	405	1585	0.680	1073	2.1	7.121	A
3	967	503	1425	0.678	963	2.1	7.997	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1284	533	1341	0.957	1273	14.9	44.162	E
2	1077	414	1579	0.682	1077	2.2	7.303	A
3	967	504	1424	0.679	967	2.2	8.144	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1048	437	1404	0.747	1095	3.2	13.650	B
2	879	356	1619	0.543	883	1.2	5.013	A
3	789	413	1487	0.531	793	1.2	5.408	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	878	365	1451	0.605	884	1.6	6.593	A
2	736	287	1666	0.442	738	0.8	3.962	A
3	661	346	1533	0.431	663	0.8	4.292	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.54	0.56	1.43	2.00	2.51			N/A	N/A
2	0.80	0.56	1.02	1.43	1.48			N/A	N/A
3	0.78	0.57	1.04	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.89	0.05	0.59	8.00	12.93			N/A	N/A
2	1.18	0.06	0.77	2.53	3.56			N/A	N/A
3	1.16	0.06	0.82	2.35	3.24			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	12.10	0.10	3.38	34.09	51.17			N/A	N/A
2	2.11	0.03	0.28	2.11	2.53			N/A	N/A
3	2.13	0.03	0.28	2.13	3.41			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	14.87	0.07	1.41	43.83	73.06			N/A	N/A
2	2.15	0.03	0.27	2.15	2.15			N/A	N/A
3	2.16	0.03	0.28	2.16	2.16			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.17	0.04	0.41	8.59	16.29			N/A	N/A
2	1.23	0.11	1.08	2.01	2.73			N/A	N/A
3	1.19	0.09	1.03	2.01	2.75			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.60	0.03	0.31	1.97	7.64			N/A	N/A
2	0.81	0.05	0.56	1.56	2.03			N/A	N/A
3	0.79	0.05	0.51	1.54	2.06			N/A	N/A

Appendix 52

Wider Highway Network Mitigation Cost Estimates

ARUN DISTRICT COUNCIL P/140/16/OUT

ARUN DISTRICT COUNCIL P/140/16/OUT

HighgateTransportation

HIGHWAY INFRASTRUCTURE WORKS – COST ESTIMATE

Client: Hanbury PM Ltd

Job Ref.: HTp/1616

Scheme Location: Vinnetrow Road junction with B2166, Chichester

Project: Pagham South

Ref. Drawings: HTp/1616/14/A

Estimate Construction Costs

Item	Quantity	Rate	Unit	Total
Site clearance	1	£1,000.00	item	£1,000.00
Carriageway construction	60	£110.00	m^2	£6,600.00
Carriageway resurfacing	230	£32.00	m^2	£7,360.00
Kerbs Remove	45	£9.00	m	£405.00
Kerbing works Replace	44	£36.00	m	£1,584.00
Road markings	1	£500.00	½ day	£500.00
Relocation of lighting column	1	£550.00	each	£550.00
Relocation of road sign	1	£250.00	each	£250.00
		Estimated Construction Costs		**£18,249.00**
		Preliminaries	15%	£2,737.35
		Overheads	10%	£1,824.90
		Total Estimated Cost of Works		**£22,811.25**

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

ARUN DISTRICT COUNCIL P/140/16/OUT

HighgateTransportation

HIGHWAY INFRASTRUCTURE WORKS – COST ESTIMATE

Client: Hanbury PM Ltd

Job Ref.: HTp/1616

Scheme Location: B2145 junction with B2166, Chichester

Project: Pagham South

Ref. Drawings: C&A plan 12-018-045/B

Estimate Construction Costs

Item	Quantity	Rate	Unit	Total
Site clearance	1	£2,500.00	item	£2,500.00
Carriageway construction	85	£110.00	m^2	£9,350.00
Carriageway resurfacing	710	£32.00	m^2	£22,720.00
Kerbs Remove	135	£9.00	m	£1,215.00
Kerbing works Replace	135	£36.00	m	£4,860.00
Road markings	4	£500.00	½ day	£2,000.00
Gullies	6	£500.00	each	£3,000.00
Gully pipework	15	£195.00	m	£2,925.00
Verge	15	£16.00	m^2	£240.00
Footway construction	34	£160.00	m^2	£5,440.00
		Estimated Construction Costs		**£54,250.00**
		Preliminaries	15%	£8,137.50
		Overheads	10%	£5,425.00
		Total Estimated Cost of Works		**£67,812.50**

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

Appendix 53

Wider Highway Network Mitigation Sensitivity Test –

Taylor Wimpey 280 Dwellings, 2031 Wider Highway Network Traffic Flow Diagrams With Development

ARUN DISTRICT COUNCIL P/140/16/OUT

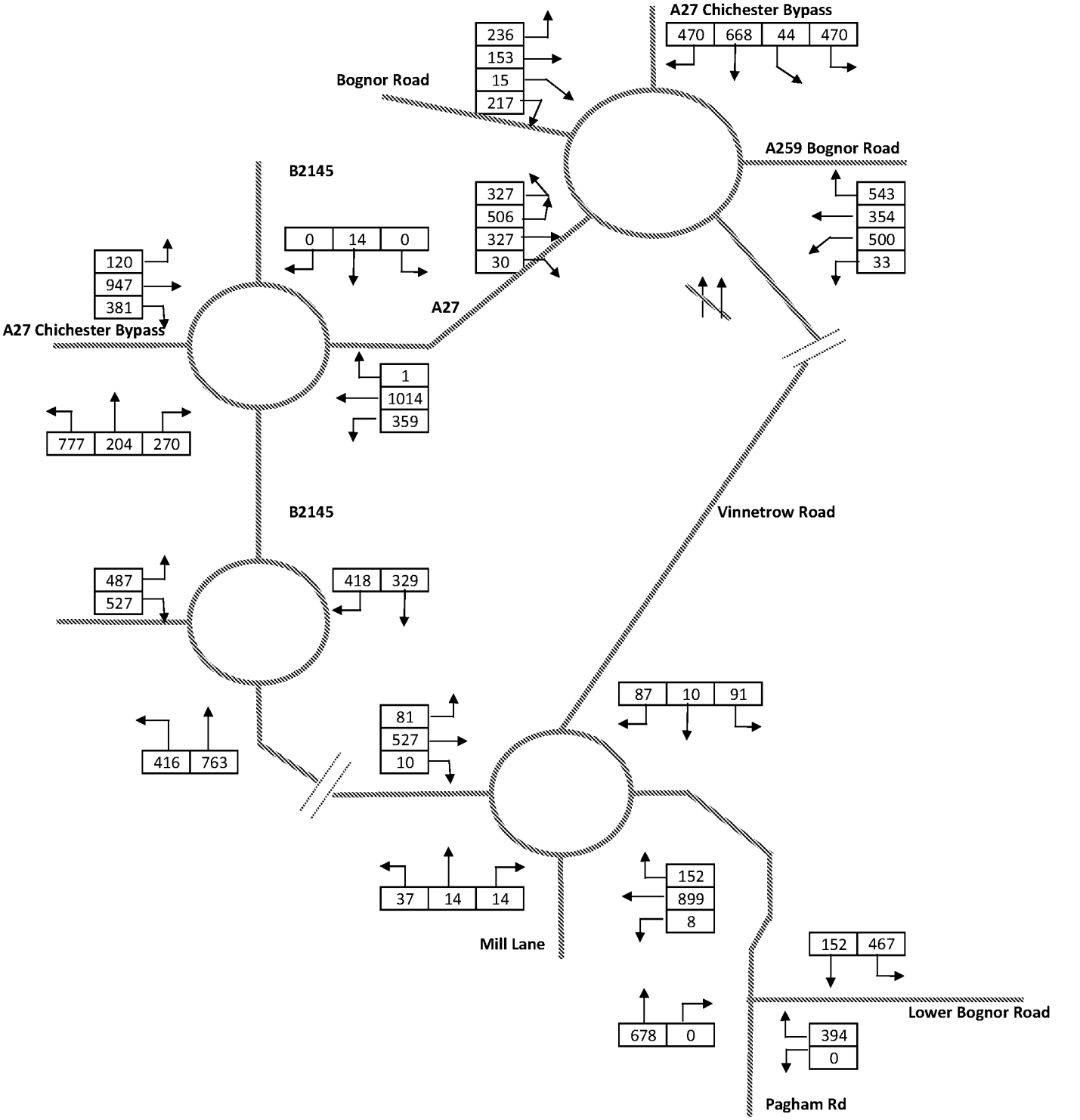
Pagham South

2031 SATURN Flows, Mitigation - A27 & Surrounding Network

400 + 300 + 280 Dwellings

AM Peak Hour 0800-0900

PCUs



HighgateTransportation

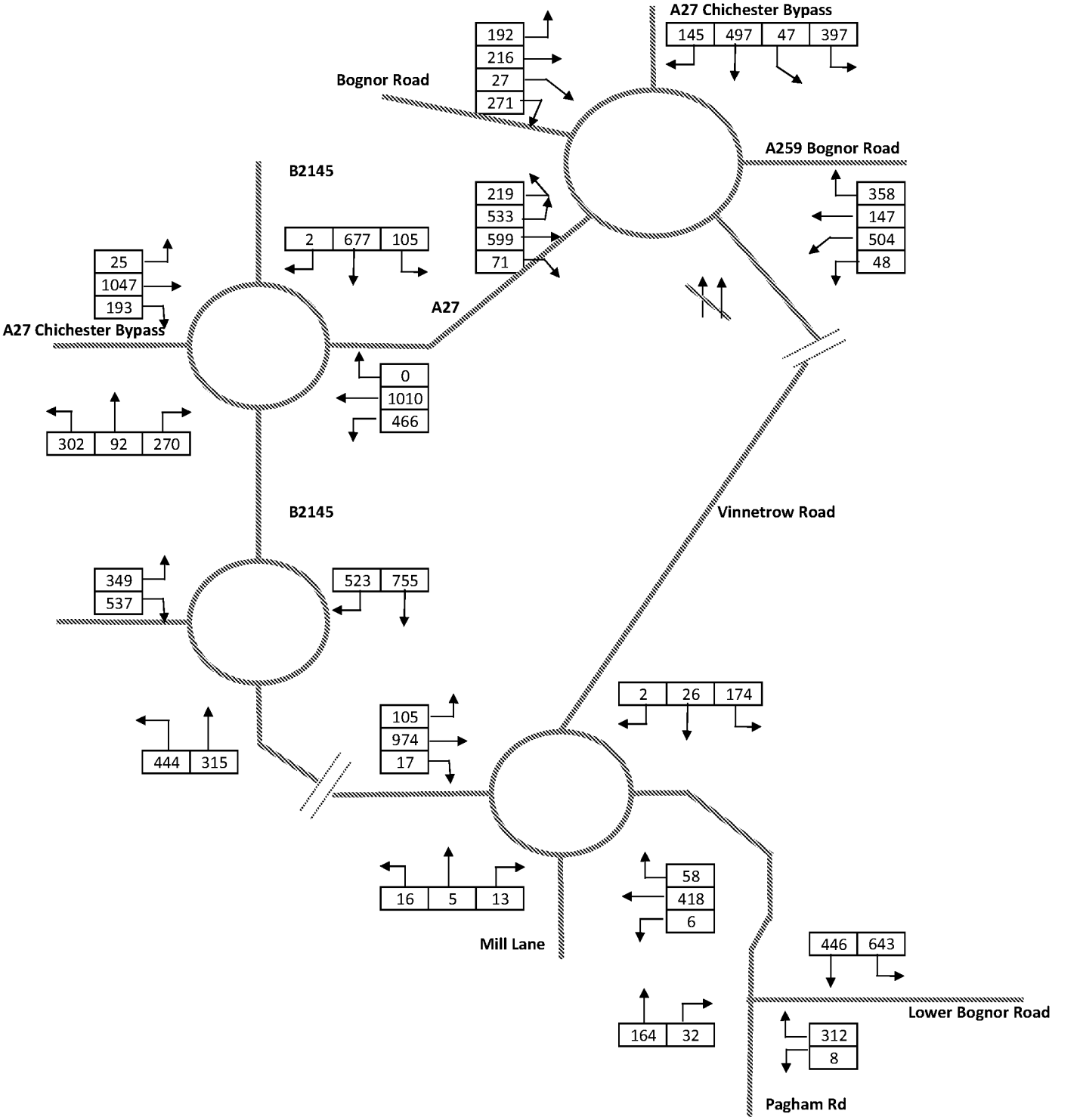
Pagham South

2031 SATURN Flows, Mitigation - A27 & Surrounding Network

400 + 300 + 280 Dwellings

PM Peak Hour 1700-1800

PCUs



HighgateTransportation

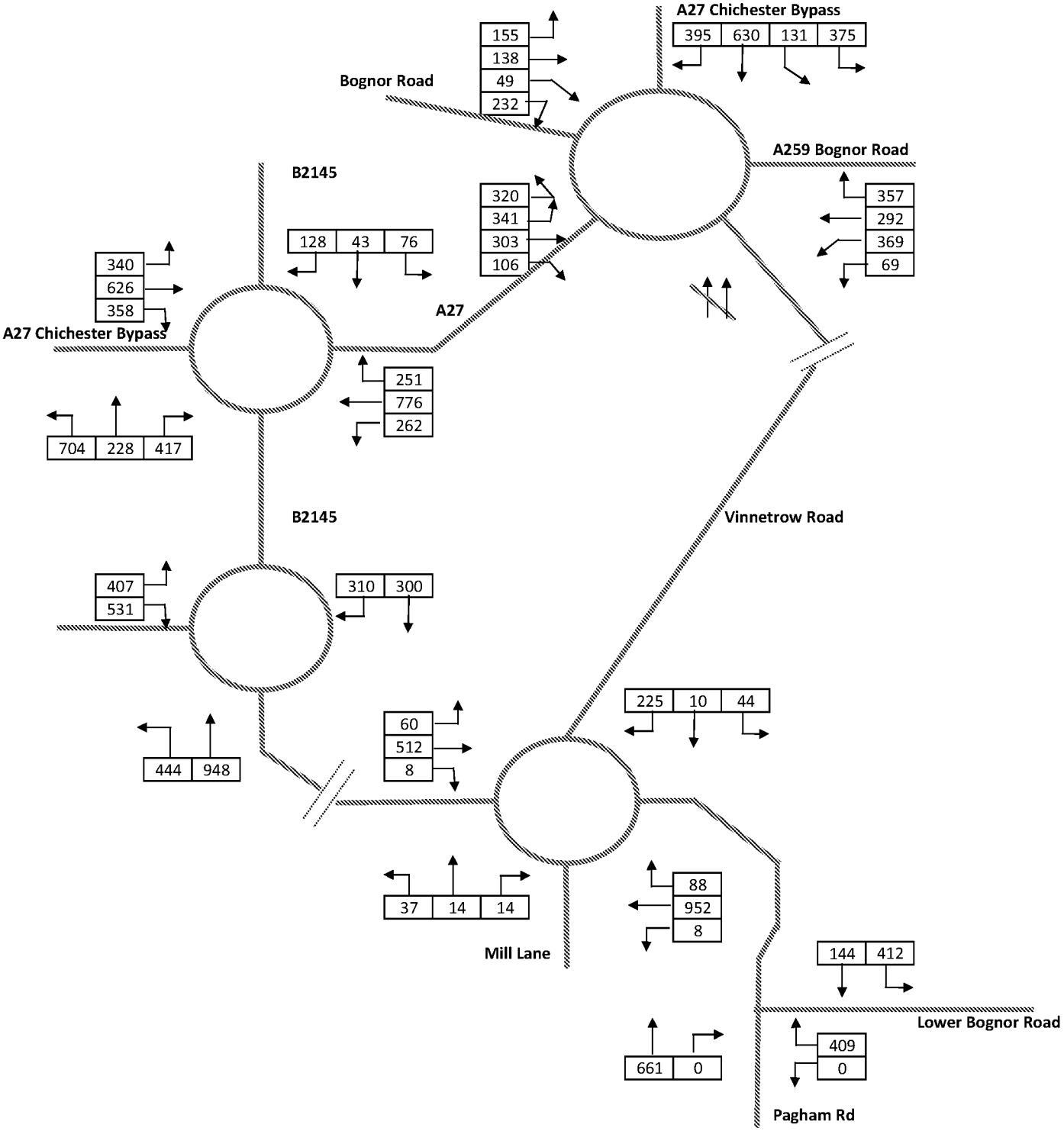
Pagham South

2031 SATURN Flows, No Mitigation (adjusted) - A27 & Surrounding Network

400 + 300 + 280 Dwellings

AM Peak Hour 0800-0900

PCUs



HighgateTransportation

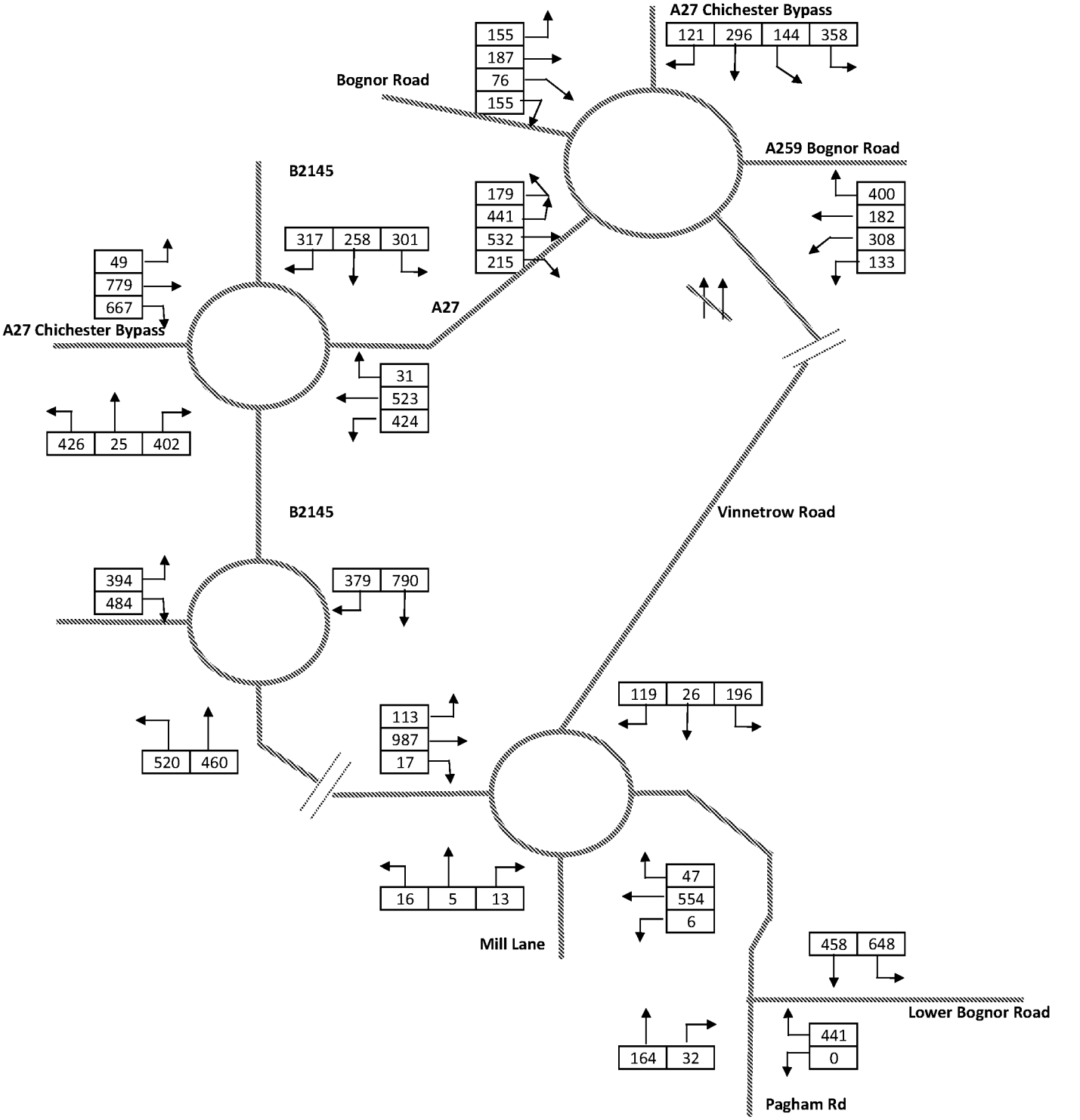
Pagham South

2031 SATURN Flows, No Mitigation (adjusted) - A27 & Surrounding Network

400 + 300 + 280 Dwellings

PM Peak Hour 1700-1800

PCUs



HighgateTransportation

Appendix 54

Wider Highway Network Mitigation Sensitivity Test –

Modelling Outputs (400 + 300 + 280 dwellings)

ARUN DISTRICT COUNCIL P/140/16/OUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Mit Scheme Vinnetrow Rd +400+300+280.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 22/08/2017 11:03:08

»2031 LP + mitigation +400+300+280, AM
»2031 LP + mitigation +400+300+280, PM
»2031 LP - mitigation +400+300+280, AM
»2031 LP - mitigation +400+300+280, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 LP + mitigation +400+300+280													
Arm 1	0.3	5.61	0.24	A	7.43	A	24 % [Arm 2]	0.6	9.75	0.37	A	8.09	A	22 % [Arm 4]
Arm 2	3.0	9.49	0.75	A				0.5	3.46	0.33	A			
Arm 3	0.1	6.40	0.11	A				0.0	3.51	0.04	A			
Arm 4	0.9	4.58	0.45	A				3.3	9.96	0.77	A			
	2031 LP - mitigation +400+300+280													
Arm 1	0.6	6.48	0.35	A	8.80	A	16 % [Arm 2]	1.7	16.77	0.63	C	9.58	A	12 % [Arm 1]
Arm 2	3.8	12.08	0.79	B				0.8	4.37	0.44	A			
Arm 3	0.1	7.50	0.13	A				0.0	4.14	0.04	A			
Arm 4	0.7	4.14	0.41	A				3.5	10.38	0.78	B			

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

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

File summary

File Description

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

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	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 LP + mitigation +400+300+280	AM	ONE HOUR	07:45	09:15	15
D2	2031 LP + mitigation +400+300+280	PM	ONE HOUR	16:45	18:15	15
D3	2031 LP - mitigation +400+300+280	AM	ONE HOUR	07:45	09:15	15
D4	2031 LP - mitigation +400+300+280	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 LP + mitigation +400+300+280, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	7.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	24	Arm 2

Arms

Arms

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

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	6.00	5.0	30.0	30.0	35.0	
2	4.00	6.00	12.0	30.0	30.0	30.0	
3	3.00	7.00	8.0	20.0	30.0	30.0	
4	3.50	6.00	18.0	15.0	30.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.559	1219
2	0.649	1633
3	0.591	1375
4	0.653	1631

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 LP + mitigation +400+300+280	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	188	100.000
2		✓	1059	100.000
3		✓	65	100.000
4		✓	618	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	91	10	87
	2	152	0	8	899
	3	14	14	0	37
	4	81	527	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.24	5.61	0.3	1.4	A
2	0.75	9.49	3.0	9.8	A
3	0.11	6.40	0.1	0.5	A
4	0.45	4.58	0.9	2.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	142	413	988	0.143	141	0.2	4.450	A
2	797	80	1581	0.504	793	1.0	4.692	A
3	49	852	871	0.056	49	0.1	4.376	A
4	465	135	1543	0.302	463	0.4	3.475	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	169	495	942	0.179	169	0.2	4.876	A
2	952	96	1571	0.606	950	1.6	5.964	A
3	58	1021	771	0.076	58	0.1	5.048	A
4	556	161	1525	0.364	555	0.6	3.870	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	207	606	880	0.235	207	0.3	5.598	A
2	1166	118	1557	0.749	1160	3.0	9.241	A
3	72	1247	638	0.112	71	0.1	6.357	A
4	680	197	1502	0.453	679	0.9	4.563	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	207	607	880	0.235	207	0.3	5.607	A
2	1166	118	1557	0.749	1166	3.0	9.487	A
3	72	1253	634	0.113	72	0.1	6.397	A
4	680	198	1501	0.453	680	0.9	4.577	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	169	496	942	0.180	169	0.2	4.888	A
2	952	96	1571	0.606	958	1.6	6.118	A
3	58	1029	767	0.076	59	0.1	5.084	A
4	556	163	1524	0.364	557	0.6	3.887	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	142	415	987	0.143	142	0.2	4.467	A
2	797	81	1581	0.504	799	1.1	4.769	A
3	49	859	867	0.056	49	0.1	4.400	A
4	465	136	1542	0.302	466	0.5	3.495	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2	1.04	0.57	1.03	1.45	1.50			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.45	0.00	0.00	0.45	0.45			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	1.56	0.06	0.70	3.82	5.70			N/A	N/A
3	0.08	0.03	0.25	0.46	0.48			N/A	N/A
4	0.59	0.09	0.84	1.42	1.49			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.32	0.03	0.27	0.48	0.51			N/A	N/A
2	2.96	0.03	0.29	2.96	9.81			N/A	N/A
3	0.13	0.03	0.26	0.47	0.49			N/A	N/A
4	0.86	0.03	0.27	0.86	0.86			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.32	0.03	0.33	1.11	1.39			N/A	N/A
2	3.02	0.03	0.28	3.02	3.02			N/A	N/A

3	0.13	0.03	0.25	0.45	0.48			N/A	N/A
4	0.86	0.03	0.29	0.86	2.14			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.23	0.00	0.00	0.23	0.23			N/A	N/A
2	1.61	0.07	0.97	3.71	5.22			N/A	N/A
3	0.08	0.00	0.00	0.08	0.08			N/A	N/A
4	0.60	0.57	1.04	1.46	1.51			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.18	0.00	0.00	0.18	0.18			N/A	N/A
2	1.06	0.04	0.44	2.57	4.03			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.45	0.00	0.00	0.45	0.45			N/A	N/A

2031 LP + mitigation +400+300+280, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	22	Arm 4

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 LP + mitigation +400+300+280	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	202	100.000
2		✓	482	100.000
3		✓	34	100.000
4		✓	1096	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	174	26	2
	2	58	0	6	418
	3	5	13	0	16
	4	105	974	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.37	9.75	0.6	2.8	A
2	0.33	3.46	0.5	2.3	A
3	0.04	3.51	0.0	0.5	A
4	0.77	9.96	3.3	11.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	152	752	799	0.190	151	0.2	5.695	A
2	363	34	1612	0.225	362	0.3	2.966	A
3	26	359	1163	0.022	26	0.0	3.164	A
4	825	57	1593	0.518	821	1.1	4.746	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	182	901	715	0.254	181	0.3	6.904	A
2	433	40	1607	0.270	433	0.4	3.160	A
3	31	429	1121	0.027	31	0.0	3.300	A
4	985	68	1586	0.621	983	1.7	6.091	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	222	1100	604	0.368	221	0.6	9.624	A
2	531	49	1601	0.331	530	0.5	3.462	A
3	37	526	1064	0.035	37	0.0	3.505	A
4	1207	84	1576	0.766	1201	3.2	9.660	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	222	1105	601	0.370	222	0.6	9.749	A
2	531	50	1601	0.331	531	0.5	3.465	A
3	37	526	1064	0.035	37	0.0	3.506	A
4	1207	84	1576	0.766	1206	3.3	9.958	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	182	908	711	0.255	183	0.4	6.997	A
2	433	41	1607	0.270	434	0.4	3.166	A
3	31	430	1121	0.027	31	0.0	3.304	A
4	985	68	1586	0.621	992	1.7	6.266	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	152	758	795	0.191	153	0.2	5.751	A
2	363	34	1611	0.225	363	0.3	2.973	A
3	26	360	1162	0.022	26	0.0	3.166	A
4	825	57	1593	0.518	828	1.1	4.830	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.09	0.56	1.02	1.43	1.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.35	0.00	0.00	0.35	0.35			N/A	N/A
2	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.65	0.05	0.65	4.10	6.25			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.59	0.03	0.26	0.59	0.59			N/A	N/A
2	0.51	0.03	0.26	0.51	0.51			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.20	0.03	0.30	3.20	11.94			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.60	0.03	0.31	1.53	2.79			N/A	N/A
2	0.51	0.03	0.31	1.42	2.30			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.27	0.03	0.28	3.27	3.86			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.36	0.00	0.00	0.36	0.36			N/A	N/A
2	0.38	0.00	0.00	0.38	0.38			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.71	0.06	0.91	4.06	5.93			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2	0.30	0.00	0.00	0.30	0.30			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.11	0.04	0.43	2.77	4.53			N/A	N/A

2031 LP - mitigation +400+300+280, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	8.80	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 LP - mitigation +400+300+280	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	279	100.000
2		✓	1048	100.000
3		✓	65	100.000
4		✓	580	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	44	10	225
	2	88	0	8	952
	3	14	14	0	37
	4	60	512	8	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.35	6.48	0.6	2.5	A
2	0.79	12.08	3.8	16.8	B
3	0.13	7.50	0.1	0.5	A
4	0.41	4.14	0.7	2.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	210	401	995	0.211	209	0.3	4.803	A
2	789	182	1515	0.521	785	1.1	5.052	A
3	49	947	815	0.060	49	0.1	4.696	A
4	437	87	1574	0.277	435	0.4	3.299	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	251	480	951	0.264	250	0.4	5.397	A
2	942	218	1492	0.632	940	1.7	6.693	A
3	58	1134	704	0.083	58	0.1	5.573	A
4	521	104	1563	0.334	521	0.5	3.609	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	307	587	891	0.345	306	0.5	6.464	A
2	1154	267	1460	0.790	1146	3.7	11.547	B
3	72	1385	556	0.129	71	0.1	7.419	A
4	639	127	1548	0.413	638	0.7	4.131	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	307	588	890	0.345	307	0.6	6.484	A
2	1154	268	1460	0.790	1153	3.8	12.078	B
3	72	1392	552	0.130	72	0.1	7.497	A
4	639	128	1547	0.413	639	0.7	4.139	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	251	481	950	0.264	251	0.4	5.417	A
2	942	219	1491	0.632	950	1.8	6.956	A
3	58	1146	698	0.084	59	0.1	5.635	A
4	521	105	1562	0.334	522	0.5	3.619	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	210	402	994	0.211	210	0.3	4.830	A
2	789	183	1514	0.521	792	1.1	5.157	A
3	49	955	810	0.060	49	0.1	4.732	A
4	437	88	1573	0.278	437	0.4	3.311	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2	1.11	0.57	1.03	1.44	1.50			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.40	0.00	0.00	0.40	0.40			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.37	0.00	0.00	0.37	0.37			N/A	N/A
2	1.73	0.05	0.63	4.41	6.75			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.52	0.00	0.00	0.52	0.52			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.55	0.03	0.27	0.55	0.55			N/A	N/A
2	3.67	0.03	0.31	3.78	16.77			N/A	N/A
3	0.15	0.03	0.26	0.47	0.49			N/A	N/A
4	0.73	0.03	0.26	0.73	0.73			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.55	0.03	0.32	1.45	2.54			N/A	N/A
2	3.77	0.03	0.29	3.77	7.96			N/A	N/A
3	0.15	0.03	0.25	0.45	0.48			N/A	N/A
4	0.73	0.03	0.29	0.73	2.66			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.38	0.00	0.00	0.38	0.38			N/A	N/A
2	1.80	0.06	0.73	4.57	6.90			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.53	0.53	1.05	1.46	1.52			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.28	0.00	0.00	0.28	0.28			N/A	N/A
2	1.13	0.04	0.39	2.87	5.06			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.40	0.00	0.00	0.40	0.40			N/A	N/A

2031 LP - mitigation +400+300+280, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	9.58	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	12	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 LP - mitigation +400+300+280	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	341	100.000
2		✓	607	100.000
3		✓	34	100.000
4		✓	1117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	196	26	119
	2	47	0	6	554
	3	5	13	0	16
	4	113	987	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.63	16.77	1.7	6.5	C
2	0.44	4.37	0.8	2.3	A
3	0.04	4.14	0.0	0.5	A
4	0.78	10.38	3.5	13.6	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	257	762	793	0.324	255	0.5	6.776	A
2	457	121	1555	0.294	455	0.4	3.370	A
3	26	540	1056	0.024	25	0.0	3.493	A
4	841	49	1599	0.526	836	1.1	4.811	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	307	912	709	0.432	305	0.8	9.047	A
2	546	145	1539	0.355	545	0.6	3.730	A
3	31	646	993	0.031	31	0.0	3.739	A
4	1004	58	1592	0.631	1002	1.7	6.219	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	375	1114	596	0.630	372	1.7	16.064	C
2	668	177	1519	0.440	667	0.8	4.353	A
3	37	791	908	0.041	37	0.0	4.136	A
4	1230	71	1584	0.776	1223	3.4	10.037	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	375	1119	593	0.633	375	1.7	16.765	C
2	668	178	1518	0.440	668	0.8	4.367	A
3	37	793	906	0.041	37	0.0	4.142	A
4	1230	72	1584	0.776	1230	3.5	10.382	B

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	307	920	704	0.435	310	0.8	9.370	A
2	546	147	1538	0.355	547	0.6	3.748	A
3	31	649	991	0.031	31	0.0	3.750	A
4	1004	59	1592	0.631	1011	1.8	6.416	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	257	768	790	0.325	258	0.5	6.903	A
2	457	123	1554	0.294	458	0.4	3.387	A
3	26	543	1054	0.024	26	0.0	3.499	A
4	841	49	1599	0.526	843	1.1	4.900	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.48	0.00	0.00	0.48	0.48			N/A	N/A
2	0.43	0.00	0.00	0.43	0.43			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.12	0.56	1.02	1.43	1.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.76	0.09	0.83	1.44	1.52			N/A	N/A
2	0.56	0.56	1.03	1.44	1.49			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	1.72	0.05	0.62	4.37	6.69			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.65	0.03	0.29	1.65	5.65			N/A	N/A
2	0.80	0.03	0.26	0.80	0.80			N/A	N/A
3	0.04	0.03	0.25	0.45	0.48			N/A	N/A
4	3.39	0.03	0.30	3.39	13.60			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.71	0.03	0.29	1.71	6.47			N/A	N/A
2	0.81	0.03	0.28	0.81	2.31			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	3.47	0.03	0.28	3.47	4.79			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.80	0.06	0.68	1.32	1.81			N/A	N/A
2	0.57	0.57	1.03	1.44	1.49			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	1.78	0.06	0.86	4.37	6.44			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.50	0.04	0.38	1.34	1.34			N/A	N/A
2	0.43	0.00	0.00	0.43	0.43			N/A	N/A
3	0.02	0.00	0.00	0.02	0.02			N/A	N/A
4	1.15	0.04	0.41	2.89	4.86			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Mitigation Scheme B2145 B2166 With Dev AUG17 280+300+400.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 21/08/2017 17:22:46

»2031 LP + mitigation, AM
»2031 LP + mitigation, PM
»2031 LP - mitigation, AM
»2031 LP - mitigation, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 LP + mitigation													
Arm 1	1.8	7.87	0.63	A	21.38	C	-1 % [Arm 3]	84.1	148.11	1.08	F	88.22	F	-11 % [Arm 1]
Arm 2	5.1	14.73	0.84	B				1.3	5.54	0.56	A			
Arm 3	11.3	39.08	0.94	E				1.8	6.67	0.64	A			
	2031 LP - mitigation													
Arm 1	1.1	6.00	0.51	A	38.02	E	-4 % [Arm 3]	15.3	45.34	0.96	E	22.25	C	-2 % [Arm 1]
Arm 2	12.8	32.05	0.94	D				2.2	7.33	0.68	A			
Arm 3	17.1	61.43	0.96	F				2.2	8.17	0.68	A			

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

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

File summary

File Description

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

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15
D2	2031 LP + mitigation	PM	ONE HOUR	16:45	18:15	15
D3	2031 LP - mitigation	AM	ONE HOUR	07:45	09:15	15
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 LP + mitigation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	21.38	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	Arm 3

Arms

Arms

Arm	Name	Description
1	B2145 North	
2	B2166	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.13	7.00	21.0	36.4	29.8	35.5	
2	2.90	7.00	52.0	24.4	29.8	33.5	
3	3.58	7.00	15.2	32.9	29.8	21.2	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.657	1691
2	0.691	1864
3	0.688	1771

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 LP + mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	747	100.000
2		✓	1179	100.000
3		✓	1014	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	329	418
	2	763	0	416
	3	487	527	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.63	7.87	1.8	2.1	A
2	0.84	14.73	5.1	6.0	B
3	0.94	39.08	11.3	59.7	E

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	562	394	1432	0.393	560	0.7	4.407	A
2	888	313	1648	0.539	883	1.2	4.815	A
3	763	571	1378	0.554	758	1.3	6.017	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	672	471	1381	0.486	670	1.0	5.414	A
2	1060	375	1605	0.660	1057	2.0	6.722	A
3	912	684	1301	0.701	907	2.4	9.453	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	822	565	1319	0.623	820	1.7	7.668	A
2	1298	459	1548	0.839	1286	4.9	13.610	B
3	1116	832	1198	0.932	1088	9.5	28.696	D

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	822	576	1312	0.627	822	1.8	7.865	A
2	1298	460	1547	0.839	1297	5.1	14.731	B
3	1116	840	1193	0.935	1109	11.3	39.050	E

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	672	492	1368	0.491	674	1.0	5.584	A
2	1060	377	1604	0.661	1072	2.1	7.131	A
3	912	694	1294	0.705	947	2.6	11.856	B

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	562	399	1429	0.394	564	0.7	4.465	A
2	888	315	1647	0.539	891	1.2	4.928	A
3	763	577	1374	0.555	768	1.3	6.256	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.69	0.59	1.07	1.50	1.55			N/A	N/A
2	1.19	0.57	1.06	1.19	1.19			N/A	N/A
3	1.28	0.57	1.20	1.67	1.89			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.00	0.08	0.92	1.69	2.07			N/A	N/A
2	1.96	0.05	0.49	5.21	8.38			N/A	N/A
3	2.37	0.05	0.51	6.44	10.42			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.73	0.03	0.29	1.73	1.73			N/A	N/A
2	4.90	0.03	0.34	9.04	26.05			N/A	N/A
3	9.50	0.07	1.40	27.56	43.90			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.77	0.03	0.29	1.77	1.77			N/A	N/A
2	5.12	0.03	0.30	5.12	18.04			N/A	N/A
3	11.34	0.05	0.51	32.19	59.68			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.05	0.13	1.03	1.56	1.92			N/A	N/A
2	2.05	0.05	0.50	5.50	8.82			N/A	N/A
3	2.59	0.04	0.42	6.98	13.03			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.70	0.06	0.58	1.46	1.46			N/A	N/A
2	1.22	0.04	0.36	2.92	6.04			N/A	N/A

3	1.32	0.03	0.31	1.69	6.31			N/A	N/A

2031 LP + mitigation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	68.22	F

Junction Network Options

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1278	100.000
2		✓	759	100.000
3		✓	886	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	755	523
	2	315	0	444
	3	349	537	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	1.08	148.11	84.1	129.2	F
2	0.56	5.54	1.3	1.5	A
3	0.64	6.67	1.8	2.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	962	403	1426	0.675	954	2.1	7.686	A
2	571	390	1595	0.358	569	0.6	3.566	A
3	667	236	1609	0.415	664	0.7	3.925	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1149	482	1374	0.836	1138	4.8	14.991	B
2	682	466	1543	0.442	681	0.8	4.251	A
3	796	283	1577	0.505	795	1.0	4.751	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	1407	589	1304	1.079	1279	36.7	89.943	F
2	836	524	1503	0.556	834	1.3	5.463	A
3	976	346	1533	0.636	973	1.8	6.601	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1407	591	1302	1.080	1298	84.1	148.109	F
2	836	531	1498	0.558	836	1.3	5.536	A
3	976	347	1532	0.637	975	1.8	6.672	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1149	485	1373	0.837	1351	13.6	108.579	F
2	682	553	1483	0.460	684	0.9	4.600	A
3	796	284	1576	0.505	799	1.1	4.808	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	962	405	1425	0.675	1008	2.2	9.803	A
2	571	412	1580	0.362	573	0.6	3.646	A
3	667	238	1608	0.415	668	0.7	3.963	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.07	0.17	1.11	3.93	5.04			N/A	N/A
2	0.57	0.56	1.02	1.43	1.48			N/A	N/A
3	0.73	0.57	1.03	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	4.76	0.07	1.36	13.27	20.47			N/A	N/A
2	0.80	0.09	0.85	1.30	1.30			N/A	N/A
3	1.04	0.07	0.86	1.90	2.61			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	36.71	8.36	31.69	66.52	79.54			N/A	N/A
2	1.26	0.03	0.26	1.26	1.26			N/A	N/A
3	1.77	0.03	0.27	1.77	1.77			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	64.10	18.99	57.48	110.12	129.24			N/A	N/A
2	1.27	0.03	0.27	1.27	1.39			N/A	N/A
3	1.79	0.03	0.27	1.79	1.79			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	13.58	0.36	7.83	32.89	44.29			N/A	N/A
2	0.88	0.51	1.00	1.43	1.49			N/A	N/A
3	1.07	0.14	1.04	1.62	1.93			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.20	0.03	0.29	2.20	7.77			N/A	N/A
2	0.58	0.06	0.65	1.35	1.44			N/A	N/A
3	0.74	0.06	0.66	1.53	1.58			N/A	N/A

2031 LP - mitigation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	38.02	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-4	Arm 3

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 LP - mitigation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	610	100.000
2		✓	1392	100.000
3		✓	938	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	300	310
	2	948	0	444
	3	407	531	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.51	6.00	1.1	2.0	A
2	0.94	32.05	12.8	69.1	D
3	0.98	61.43	17.1	72.5	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	459	397	1430	0.321	457	0.5	3.951	A
2	1048	232	1704	0.615	1041	1.6	5.545	A
3	706	709	1283	0.550	701	1.3	6.397	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	548	475	1379	0.398	548	0.7	4.629	A
2	1251	278	1672	0.748	1246	3.0	8.591	A
3	843	849	1187	0.710	838	2.5	10.617	B

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	672	562	1322	0.508	670	1.1	5.899	A
2	1533	341	1629	0.941	1500	11.0	24.283	C
3	1033	1022	1068	0.967	993	12.4	38.268	E

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	672	574	1314	0.511	672	1.1	5.997	A
2	1533	341	1629	0.941	1526	12.8	32.050	D
3	1033	1039	1056	0.978	1014	17.1	61.429	F

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	548	510	1356	0.404	550	0.7	4.786	A
2	1251	279	1671	0.749	1290	3.2	10.626	B
3	843	878	1167	0.723	900	2.9	16.910	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	459	403	1426	0.322	460	0.5	3.991	A
2	1048	234	1703	0.615	1054	1.7	5.765	A
3	706	718	1277	0.553	712	1.3	6.719	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.50	0.00	0.00	0.50	0.50			N/A	N/A
2	1.62	0.58	1.51	2.06	2.65			N/A	N/A
3	1.26	0.51	1.19	1.72	1.95			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.70	0.11	0.90	1.46	1.54			N/A	N/A
2	2.95	0.05	0.50	8.21	13.60			N/A	N/A
3	2.46	0.05	0.51	6.73	10.91			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.09	0.03	0.28	1.09	1.09			N/A	N/A
2	11.03	0.07	1.40	32.15	51.98			N/A	N/A
3	12.36	0.15	4.92	33.17	47.58			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.11	0.03	0.29	1.11	2.01			N/A	N/A
2	12.79	0.05	0.48	35.64	69.10			N/A	N/A
3	17.12	0.12	5.03	48.43	72.53			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.73	0.29	1.01	1.49	1.55			N/A	N/A
2	3.19	0.04	0.43	8.78	16.17			N/A	N/A
3	2.86	0.04	0.41	7.67	14.60			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.51	0.04	0.45	1.34	1.47			N/A	N/A
2	1.67	0.03	0.32	2.63	8.43			N/A	N/A
3	1.31	0.03	0.30	1.46	5.52			N/A	N/A

2031 LP - mitigation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2145 jw B2166	Standard Roundabout	22.25	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-2	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 LP - mitigation	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1169	100.000
2		✓	980	100.000
3		✓	878	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	790	379
	2	460	0	520
	3	394	484	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.96	45.34	15.3	74.3	E
2	0.68	7.33	2.2	3.6	A
3	0.68	8.17	2.2	3.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	880	363	1453	0.606	874	1.6	6.321	A
2	738	283	1669	0.442	735	0.8	3.914	A
3	661	345	1534	0.431	658	0.8	4.245	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1051	434	1406	0.748	1045	2.9	10.109	B
2	881	339	1630	0.540	879	1.2	4.877	A
3	789	413	1487	0.531	788	1.2	5.322	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	1287	531	1342	0.959	1249	12.4	31.475	D
2	1079	405	1585	0.681	1075	2.1	7.149	A
3	967	505	1424	0.679	963	2.1	8.022	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1287	533	1341	0.960	1275	15.3	45.337	E
2	1079	413	1579	0.683	1079	2.2	7.331	A
3	967	506	1423	0.680	967	2.2	8.171	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1051	437	1404	0.749	1099	3.2	13.928	B
2	881	356	1618	0.544	885	1.2	5.027	A
3	789	415	1485	0.531	793	1.2	5.418	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	880	365	1451	0.607	886	1.6	6.619	A
2	738	287	1666	0.443	739	0.8	3.967	A
3	661	347	1532	0.431	663	0.8	4.296	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.55	0.55	1.43	2.02	2.56			N/A	N/A
2	0.80	0.56	1.02	1.43	1.48			N/A	N/A
3	0.78	0.57	1.04	1.45	1.50			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.92	0.05	0.60	8.08	13.05			N/A	N/A
2	1.18	0.06	0.77	2.55	3.59			N/A	N/A
3	1.16	0.06	0.82	2.36	3.25			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	12.38	0.11	3.69	34.71	51.74			N/A	N/A
2	2.12	0.03	0.28	2.12	2.61			N/A	N/A
3	2.13	0.03	0.28	2.13	3.47			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	15.33	0.07	1.74	45.17	74.29			N/A	N/A
2	2.17	0.03	0.27	2.17	2.17			N/A	N/A
3	2.17	0.03	0.28	2.17	2.17			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.21	0.04	0.41	8.68	16.50			N/A	N/A
2	1.23	0.11	1.08	2.02	2.76			N/A	N/A
3	1.19	0.09	1.03	2.02	2.76			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.61	0.03	0.31	1.95	7.65			N/A	N/A
2	0.82	0.05	0.55	1.58	2.06			N/A	N/A
3	0.79	0.05	0.50	1.55	2.06			N/A	N/A

Appendix 55

CATM Sensitivity Test

2031 CATM Flows

20314 CATM Highway Network Traffic Flow Diagrams Without Cumulative Development

Cumulative Development Flows (400 + 300 + 280 dwellings)

20314 CATM Highway Network Traffic Flow Diagrams With Cumulative Development (400 + 300 + 280 dwellings)

CATM Modelling Outputs

ARUN DISTRICT COUNCIL P/140/16/OUT

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Forecast Turning Movements

2031

Chichester Local Plan Max SE with Link Road Scenario with mitigation

B2166 / Vinnetrow Road Runcton Roundabout

* Note: Mill Lane arm is not modelled
* In this scenario no access to A27 from Vinnetrow Road, so link is effectively one way southbound, as frontage devt is not modelled

AM peak

From/to	Vinnetrow Road	B2166 Lagness Road	B2166 North Mundham
Vinnetrow Road	0	73	0
B2166 Lagness Road	0	0	1218
B2166 North Mundham	0	344	0

PM peak

From/to	Vinnetrow Road	B2166 Lagness Road	B2166 North Mundham
Vinnetrow Road	0	606	0
B2166 Lagness Road	0	0	763
B2166 North Mundham	0	301	0

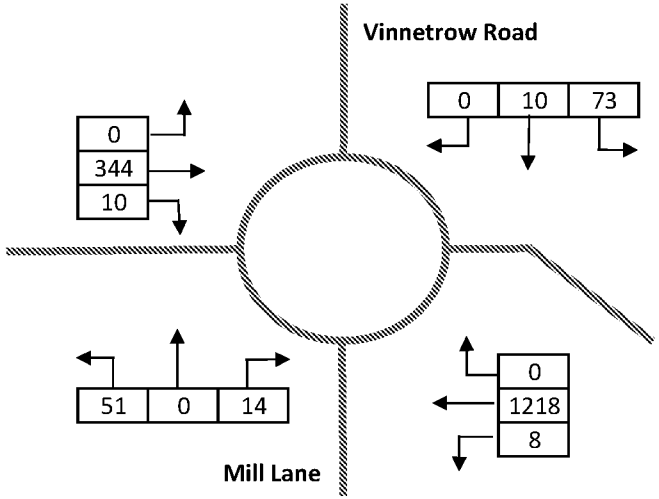
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Pagham South

2031 CATM Flows, B2166/Vinnetrow Road

AM Peak Hour 0800-0900

PCUs



Vinnetrow Road closed for northbound traffic access to A27, therefore Mill Lane flows also diverted

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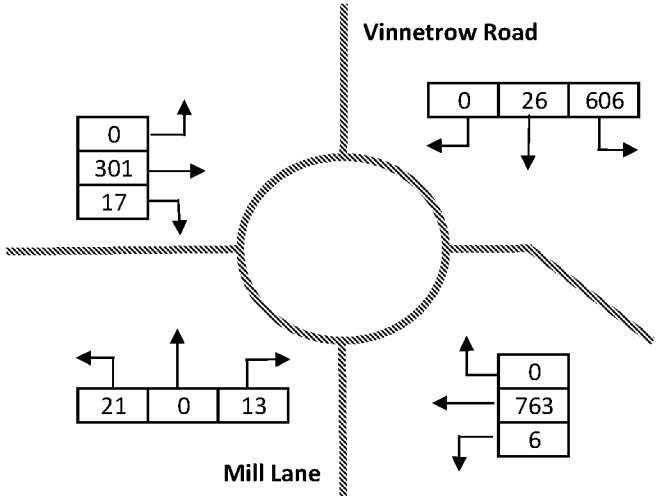
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Pagham South

2031 CATM Flows, B2166/Vinnetrow Road

PM Peak Hour 1700-1800

PCUs



Vinnetrow Road closed for northbound traffic access to A27, therefore Mill Lane flows also diverted

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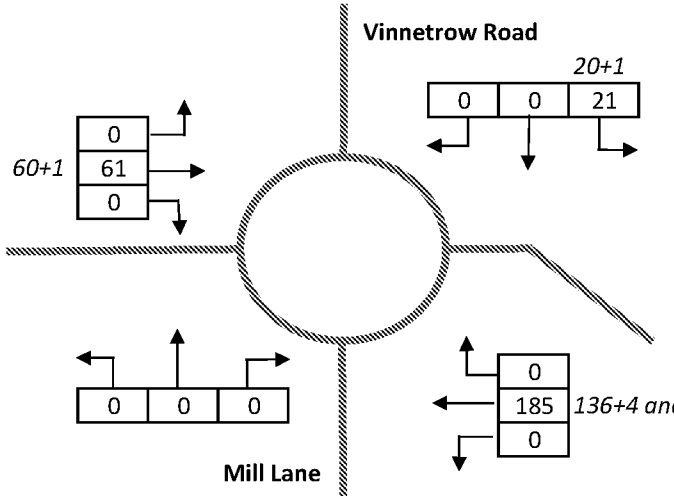
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Pagham South

Cumulative Development Flows (400 + 300 + 280 dwellings)

AM Peak Hour 0800-0900

PCUs



Vinnetrow Road closed for northbound traffic access to A27, therefore B2166 westbound flows diverted from 'rightturn' to 'ahead', additional traffic movements associated with +30 dwellings on Land North of Sefter Road indicated.

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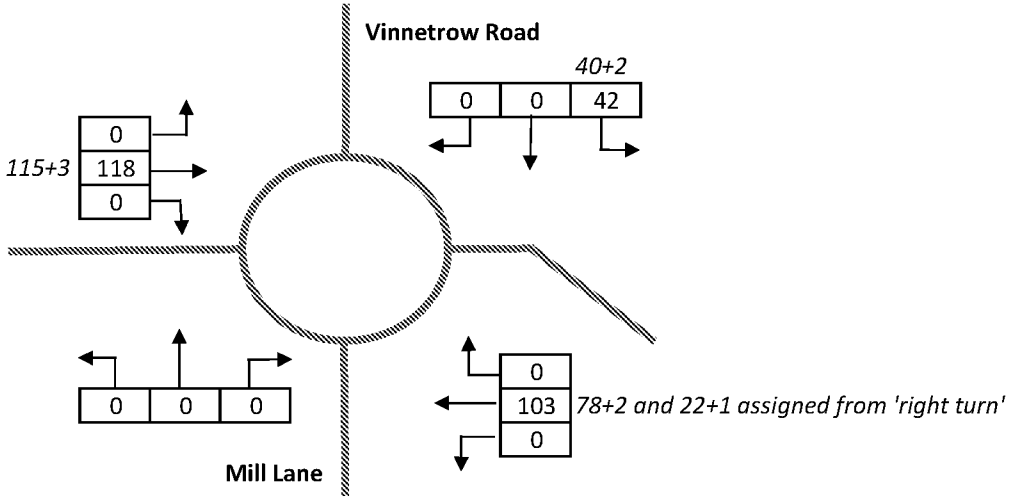
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Pagham South

Cumulative Development Flows (400 + 300 + 280 dwellings)

PM Peak Hour 1700-1800

PCUs



Vinnetrow Road closed for northbound traffic access to A27, therefore B2166 westbound flows diverted from 'rightturn' to 'ahead', additional traffic movements associated with +30 dwellings on Land North of Sefter Road indicated.

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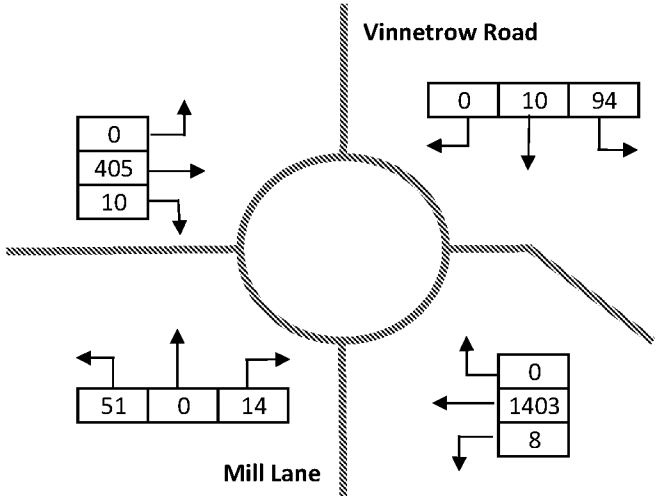
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2031 CATM Flows, B2166/Vinnetrow Road plus Cumulative Development Flows

AM Peak Hour 0800-0900

PCUs



Vinnetrow Road closed for northbound traffic access to A27, therefore Mill Lane flows also diverted

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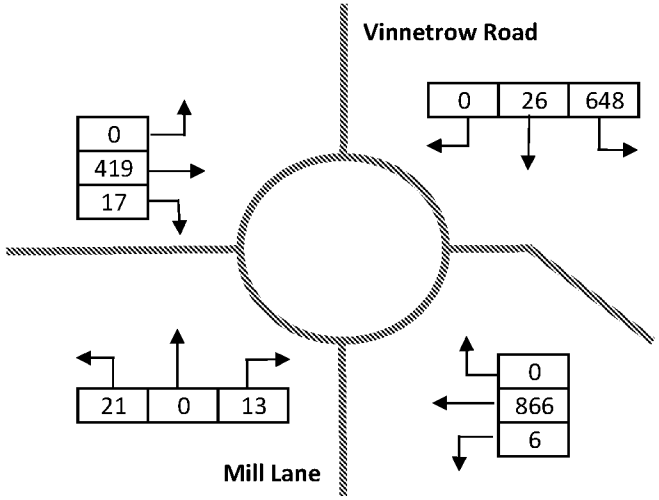
ARUN DISTRICT COUNCIL P/140/16/OUT

Pagham South

2031 CATM Flows, B2166/Vinnetrow Road plus Cumulative Development Flows

PM Peak Hour 1700-1800

PCUs



Vinnetrow Road closed for northbound traffic access to A27, therefore Mill Lane flows also diverted

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Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Mit Scheme Vin Rd CATM Without Dev.j9
Path: C:\Users\Fiona\OneDrive - Highgate Transportation\1600 - Projects\1616 - Summer Lane, Pagham\Modelling\PICADY\JULY17
Report generation date: 22/08/2017 11:50:19

»2031 CATM, AM
»2031 CATM, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 CATM													
Arm 1	0.1	4.19	0.09	A	10.77	B	13 % [Arm 2]	2.2	11.57	0.69	B	6.93	A	25 % [Arm 1]
Arm 2	4.9	13.63	0.83	B				1.1	4.90	0.53	A			
Arm 3	0.1	7.05	0.12	A				0.0	4.28	0.04	A			
Arm 4	0.3	3.07	0.24	A				0.3	2.88	0.22	A			

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

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

File summary

File Description

Title	B2166 jw Vinnetrow Road
Location	
Site number	
Date	22/08/2017
Version	
Status	(new file)
Identifier	CATM
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	PCU	PCU	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 CATM	AM	ONE HOUR	07:45	09:15	15
D2	2031 CATM	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 CATM, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	10.77	B

Junction Network Options

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

Arms

Arms

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

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	6.00	5.0	30.0	30.0	35.0	
2	4.00	6.00	12.0	30.0	30.0	30.0	
3	3.00	7.00	8.0	20.0	30.0	30.0	
4	3.50	6.00	18.0	15.0	30.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.559	1219
2	0.649	1633
3	0.591	1375
4	0.653	1631

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 CATM	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	83	100.000
2		✓	1226	100.000
3		✓	65	100.000
4		✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	73	10	0
	2	0	0	8	1218
	3	0	14	0	51
	4	0	344	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.09	4.19	0.1	0.5	A
2	0.83	13.63	4.9	24.7	B
3	0.12	7.05	0.1	0.5	A
4	0.24	3.07	0.3	1.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	62	276	1065	0.059	62	0.1	3.763	A
2	923	15	1624	0.568	918	1.3	5.211	A
3	49	912	836	0.059	49	0.1	4.571	A
4	267	10	1624	0.164	266	0.2	2.778	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	75	331	1034	0.072	75	0.1	3.931	A
2	1102	18	1622	0.680	1099	2.1	7.047	A
3	58	1092	729	0.080	58	0.1	5.364	A
4	318	13	1622	0.196	318	0.3	2.893	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	91	405	993	0.092	91	0.1	4.185	A
2	1350	22	1619	0.834	1339	4.8	12.785	B
3	72	1331	588	0.122	71	0.1	6.960	A
4	390	15	1621	0.241	389	0.3	3.066	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	91	405	992	0.092	91	0.1	4.186	A
2	1350	22	1619	0.834	1349	4.9	13.632	B
3	72	1340	582	0.123	72	0.1	7.045	A
4	390	15	1621	0.241	390	0.3	3.066	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	75	331	1034	0.072	75	0.1	3.935	A
2	1102	18	1622	0.680	1113	2.2	7.437	A
3	58	1106	721	0.081	59	0.1	5.434	A
4	318	13	1622	0.196	319	0.3	2.897	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	62	277	1064	0.059	63	0.1	3.769	A
2	923	15	1624	0.568	926	1.4	5.345	A
3	49	920	831	0.059	49	0.1	4.605	A
4	267	11	1624	0.164	267	0.2	2.783	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.07	0.00	0.00	0.07	0.07			N/A	N/A
2	1.34	0.58	1.15	1.51	1.79			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.21	0.00	0.00	0.21	0.21			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.08	0.03	0.26	0.48	0.50			N/A	N/A
2	2.13	0.05	0.53	5.71	9.02			N/A	N/A
3	0.09	0.03	0.25	0.45	0.48			N/A	N/A
4	0.25	0.00	0.00	0.25	0.25			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.11	0.03	0.27	0.49	0.52			N/A	N/A
2	4.77	0.03	0.34	7.87	24.67			N/A	N/A
3	0.14	0.03	0.26	0.47	0.49			N/A	N/A
4	0.33	0.03	0.26	0.48	0.50			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.11	0.00	0.00	0.11	0.11			N/A	N/A
2	4.95	0.03	0.30	4.95	15.07			N/A	N/A

3	0.14	0.03	0.25	0.45	0.48			N/A	N/A
4	0.33	0.03	0.33	1.11	1.38			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2	2.24	0.05	0.51	6.02	9.62			N/A	N/A
3	0.09	0.00	0.00	0.09	0.09			N/A	N/A
4	0.26	0.00	0.00	0.26	0.26			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.07	0.00	0.00	0.07	0.07			N/A	N/A
2	1.37	0.04	0.37	3.45	6.71			N/A	N/A
3	0.06	0.00	0.00	0.06	0.06			N/A	N/A
4	0.21	0.00	0.00	0.21	0.21			N/A	N/A

2031 CATM, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	6.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	25	Arm 1

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	632	100.000
2		✓	769	100.000
3		✓	34	100.000
4		✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	606	26	0
	2	0	0	6	763
	3	0	13	0	21
	4	0	301	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.69	11.57	2.2	6.8	B
2	0.53	4.90	1.1	1.5	A
3	0.04	4.28	0.0	0.5	A
4	0.22	2.88	0.3	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	476	248	1080	0.441	473	0.8	6.065	A
2	579	32	1613	0.359	577	0.6	3.571	A
3	26	572	1037	0.025	25	0.0	3.559	A
4	239	10	1624	0.147	239	0.2	2.646	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	568	297	1053	0.540	567	1.2	7.593	A
2	691	39	1608	0.430	691	0.8	4.035	A
3	31	685	970	0.032	31	0.0	3.831	A
4	286	12	1623	0.176	286	0.2	2.742	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	696	364	1015	0.685	692	2.2	11.312	B
2	847	47	1603	0.528	845	1.1	4.883	A
3	37	839	879	0.043	37	0.0	4.276	A
4	350	14	1621	0.216	350	0.3	2.885	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	696	364	1015	0.685	696	2.2	11.575	B
2	847	47	1603	0.528	847	1.1	4.903	A
3	37	840	878	0.043	37	0.0	4.280	A
4	350	14	1621	0.216	350	0.3	2.885	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	568	298	1052	0.540	572	1.2	7.768	A
2	691	39	1608	0.430	693	0.8	4.055	A
3	31	687	969	0.032	31	0.0	3.840	A
4	286	12	1623	0.176	286	0.2	2.743	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	476	249	1080	0.441	477	0.8	6.168	A

2	579	32	1612	0.359	580	0.6	3.594	A
3	26	575	1035	0.025	26	0.0	3.568	A
4	239	10	1624	0.147	240	0.2	2.651	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.80	0.57	1.03	1.44	1.49			N/A	N/A
2	0.57	0.57	1.03	1.44	1.49			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.19	0.08	0.95	2.19	2.98			N/A	N/A
2	0.77	0.10	0.87	1.45	1.52			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.16	0.03	0.29	2.16	6.75			N/A	N/A
2	1.14	0.03	0.26	1.14	1.14			N/A	N/A
3	0.04	0.03	0.25	0.46	0.48			N/A	N/A
4	0.28	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.20	0.03	0.28	2.20	3.57			N/A	N/A
2	1.15	0.03	0.27	1.15	1.32			N/A	N/A
3	0.04	0.00	0.00	0.04	0.04			N/A	N/A
4	0.28	0.03	0.30	0.79	1.17			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.23	0.07	0.91	2.49	3.40			N/A	N/A
2	0.78	0.51	1.00	1.44	1.49			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	0.22	0.00	0.00	0.22	0.22			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.82	0.05	0.45	1.78	2.67			N/A	N/A
2	0.58	0.07	0.72	1.38	1.46			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	0.18	0.00	0.00	0.18	0.18			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Report generation date: 22/08/2017 11:54:12

»2031 CATM 400+300+280, AM
»2031 CATM 400+300+280, PM

Summary of junction performance

	AM							PM						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 CATM 400+300+280													
Arm 1	0.1	4.48	0.12	A	29.23	D	-1 % [Arm 2]	3.6	18.28	0.79	C	9.38	A	10 % [Arm 1]
Arm 2	16.1	39.53	0.95	E				1.5	5.77	0.60	A			
Arm 3	0.2	9.07	0.15	A				0.0	4.65	0.05	A			
Arm 4	0.4	3.24	0.28	A				0.4	3.21	0.30	A			

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

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

File summary

File Description

Title	B2166 jw Vinnetrow Road
Location	
Site number	
Date	22/08/2017
Version	
Status	(new file)
Identifier	CATM
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	PCU	PCU	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 CATM 400+300+280	AM	ONE HOUR	07:45	09:15	15
D2	2031 CATM 400+300+280	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 CATM 400+300+280, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	29.23	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-1	Arm 2

Arms

Arms

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

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	6.00	5.0	30.0	30.0	35.0	
2	4.00	6.00	12.0	30.0	30.0	30.0	
3	3.00	7.00	8.0	20.0	30.0	30.0	
4	3.50	6.00	18.0	15.0	30.0	17.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.559	1219
2	0.649	1633
3	0.591	1375
4	0.653	1631

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 CATM 400+300+280	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	104	100.000
2		✓	1411	100.000
3		✓	65	100.000
4		✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	94	10	0
	2	0	0	8	1403
	3	0	14	0	51
	4	0	405	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.12	4.48	0.1	0.5	A
2	0.96	39.63	16.1	80.4	E
3	0.15	9.07	0.2	0.5	A
4	0.28	3.24	0.4	1.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	78	322	1039	0.075	78	0.1	3.919	A
2	1062	15	1624	0.654	1055	1.9	6.432	A
3	49	1049	755	0.065	49	0.1	5.097	A
4	312	10	1624	0.192	311	0.2	2.876	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	93	385	1004	0.093	93	0.1	4.138	A
2	1268	18	1622	0.782	1262	3.5	10.122	B
3	58	1255	633	0.092	58	0.1	6.262	A
4	373	13	1622	0.230	373	0.3	3.021	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	115	472	955	0.120	114	0.1	4.480	A
2	1554	22	1619	0.959	1514	13.3	28.301	D
3	72	1506	485	0.148	71	0.2	8.704	A
4	457	15	1621	0.282	457	0.4	3.243	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	115	472	955	0.120	115	0.1	4.481	A
2	1554	22	1619	0.960	1542	16.1	38.629	E
3	72	1533	468	0.153	72	0.2	9.074	A
4	457	15	1621	0.282	457	0.4	3.243	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	93	386	1003	0.093	94	0.1	4.143	A
2	1268	18	1622	0.782	1317	3.9	13.932	B
3	58	1310	600	0.097	59	0.1	6.650	A
4	373	13	1622	0.230	373	0.3	3.025	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	78	323	1038	0.075	78	0.1	3.925	A
2	1062	15	1624	0.654	1070	2.0	6.784	A
3	49	1064	746	0.066	49	0.1	5.166	A
4	312	11	1624	0.192	313	0.3	2.879	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2	1.91	0.59	1.30	2.78	3.17			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.25	0.00	0.00	0.25	0.25			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.11	0.00	0.00	0.11	0.11			N/A	N/A
2	3.52	0.06	0.82	9.85	15.73			N/A	N/A
3	0.10	0.00	0.00	0.10	0.10			N/A	N/A
4	0.31	0.00	0.00	0.31	0.31			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.14	0.03	0.27	0.48	0.51			N/A	N/A
2	13.30	0.10	3.49	37.75	57.11			N/A	N/A
3	0.17	0.03	0.26	0.47	0.49			N/A	N/A
4	0.41	0.03	0.26	0.48	0.50			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.14	0.03	0.26	0.47	0.50			N/A	N/A
2	16.14	0.07	1.24	47.48	80.38			N/A	N/A

3	0.18	0.03	0.25	0.45	0.48			N/A	N/A
4	0.41	0.03	0.34	1.35	1.45			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.11	0.00	0.00	0.11	0.11			N/A	N/A
2	3.90	0.04	0.44	10.81	19.99			N/A	N/A
3	0.11	0.00	0.00	0.11	0.11			N/A	N/A
4	0.31	0.00	0.00	0.31	0.31			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.09	0.00	0.00	0.09	0.09			N/A	N/A
2	1.99	0.03	0.32	3.17	10.11			N/A	N/A
3	0.07	0.00	0.00	0.07	0.07			N/A	N/A
4	0.25	0.00	0.00	0.25	0.25			N/A	N/A

2031 CATM 400+300+280, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	B2166 jw Vinnetrow Road	Standard Roundabout	9.38	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 CATM 400+300+280	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	674	100.000
2		✓	872	100.000
3		✓	34	100.000
4		✓	436	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	648	26	0
	2	0	0	6	866
	3	0	13	0	21
	4	0	419	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

	4	7	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
1	0.79	18.28	3.6	18.4	C
2	0.60	5.77	1.5	2.0	A
3	0.05	4.65	0.0	0.5	A
4	0.30	3.21	0.4	1.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	507	337	1031	0.492	503	1.0	6.975	A
2	656	32	1613	0.407	654	0.7	3.856	A
3	26	649	991	0.026	25	0.0	3.727	A
4	328	10	1624	0.202	327	0.3	2.825	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	606	403	993	0.610	604	1.6	9.442	A
2	784	39	1608	0.487	783	1.0	4.485	A
3	31	777	915	0.033	31	0.0	4.068	A
4	392	12	1623	0.242	392	0.3	2.979	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	742	494	943	0.787	734	3.5	17.153	C
2	960	47	1603	0.599	958	1.5	5.728	A
3	37	951	813	0.046	37	0.0	4.644	A
4	480	14	1621	0.296	480	0.4	3.214	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	742	494	943	0.787	742	3.6	18.283	C
2	960	47	1603	0.599	960	1.5	5.768	A
3	37	953	811	0.046	37	0.0	4.651	A
4	480	14	1621	0.296	480	0.4	3.214	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	606	404	993	0.610	614	1.7	9.960	A
2	784	39	1608	0.487	786	1.0	4.522	A
3	31	781	913	0.033	31	0.0	4.077	A
4	392	12	1623	0.242	392	0.3	2.984	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS

1	507	338	1030	0.493	510	1.0	7.157	A
2	656	32	1612	0.407	658	0.7	3.888	A
3	26	653	989	0.026	26	0.0	3.739	A
4	328	10	1624	0.202	329	0.3	2.834	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.98	0.57	1.03	1.44	1.49			N/A	N/A
2	0.70	0.57	1.03	1.44	1.49			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	0.26	0.00	0.00	0.26	0.26			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.57	0.06	0.91	3.64	5.16			N/A	N/A
2	0.97	0.08	0.89	1.64	2.00			N/A	N/A
3	0.03	0.03	0.25	0.45	0.48			N/A	N/A
4	0.32	0.00	0.00	0.32	0.32			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.50	0.03	0.34	6.29	18.41			N/A	N/A
2	1.51	0.03	0.27	1.51	1.51			N/A	N/A
3	0.05	0.03	0.25	0.46	0.48			N/A	N/A
4	0.43	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	3.64	0.03	0.30	3.64	13.50			N/A	N/A
2	1.53	0.03	0.27	1.53	1.53			N/A	N/A
3	0.05	0.00	0.00	0.05	0.05			N/A	N/A
4	0.43	0.03	0.32	1.37	1.67			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.65	0.05	0.50	4.26	6.72			N/A	N/A
2	0.99	0.21	1.02	1.13	1.61			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	0.33	0.00	0.00	0.33	0.33			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.01	0.04	0.36	2.49	4.74			N/A	N/A
2	0.71	0.07	0.76	1.44	1.53			N/A	N/A
3	0.03	0.00	0.00	0.03	0.03			N/A	N/A
4	0.26	0.00	0.00	0.26	0.26			N/A	N/A

Fiona Bennett

From: Ian Gledhill [redacted]
Sent: 21 August 2017 13:55
To: Tom Martindale-Sheldon; Tim Townsend; David Innes [redacted]
Cc: Prabin Limbu; Melanie A'Lee; Fiona Bennett; 'dave.tighe'; Glenn Charles
Subject: RE: CATM Flows and Lower Bognor Road Improvement Contribution

Hello Tom, I've had a read through. Given the revised modelling makes use of the previously agreed CATM flows and model geometry, there's not much more I can add. Although some of the arms are approaching capacity, even with development and without the improvement to the western arm, the roundabout is forecast to work within capacity with those increases to queues and delays not severe.

Taking account also of the assessment as presented previously using the flow data from the Arun Local Plan Transport Model, it's accepted that a worst case situation has been submitted for which an appropriate improvement scheme has been included. On the basis of the modelling work submitted using both CATM and the ALPTM flows, the residual severe cumulative impacts of the Pagham developments can be appropriately mitigated in both scenarios.

Kind regards

Ian Gledhill

[redacted]

From: Tom Martindale-Sheldon [redacted]
Sent: 16 August 2017 16:29
To: Ian Gledhill; Tim Townsend; David Innes [redacted]
Cc: Prabin Limbu; Melanie A'Lee; Fiona Bennett; 'dave.tighe'; Glenn Charles
Subject: RE: CATM Flows and Lower Bognor Road Improvement Contribution

Dear Ian

We have updated your CATM traffic flows with the movements to and from mill lane from the SATURN model as the CATM model neglects to include these, please see attached

Subsequently we have added on the total Pagham development and the trips which were heading from Pagham north bound on Vinnetrow road have been redirected appropriately as set out in the Tables attached

The results of our SATURN and CATM modelling for the Existing and proposed junction with the (improvements to the western approach) are set out below the full modelling will be provided in our final report however I wanted to alleviate any concerns you may still have by providing this summary to you today.

From this I would have to conclude that the proposed improvements to the western arm necessary to accommodate the SATURN BASE + Total PAGHAM development