

LAND WEST OF PAGHAM ROAD PAGHAM

Transport Assessment

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1 INTRODUCTION

Report Brief

- 1.1 RPS has been instructed to undertake a Transport Assessment (TA) for a proposed residential development of up to 106 dwellings on land to the west of Pagham Road, Pagham, West Sussex. This TA considers the impact of 120 dwellings to provide a robust assessment. The development site is within Arun District Council and West Sussex County Council (WSCC) are the Highway Authority.

Background

- 1.2 The site is likely to accommodate up to 106 residential dwellings, formation of access onto Pagham Road, new pedestrian and cycle links, the layout out of open space, new strategic landscaping, habitat creation, drainage features and associated ground works.
- 1.3 The residential allocation identified in the Arun Local Plan for Pagham is a minimum of 1,200 dwellings of which 1,045 have been granted planning permission. The TA undertaken by RPS for the development of Land North of Hook Lane (Application Ref: P/30/19/OUT) assessed the cumulative impact of a total of 1,232 residential dwellings within Pagham which included for a potential future growth of 150 dwellings.
- 1.4 The TA for Land North of Hook Lane included assessments for a future year of 2031 (Local Plan Period) that contained a cumulative impact of all the Local Plan allocation sites in Pagham. The assessment work was agreed with WSCC and Highways England (HE) and approval was granted in September 2019.
- 1.5 Therefore, this TA draws on the future traffic flows, trip rates and distribution /assignment used in the TA for the development Land North of Hook Lane.
- 1.6 This TA describes the transport characteristics of the site, and the site's accessibility to facilities by sustainable modes of travel. It includes an assessment and analysis of the travel characteristics of the Pagham and Rose Green Ward obtained from the 2011 Census. This information has been used to predict the future travel demands of the proposed development site and the likely impact on the local highway network.
- 1.7 This TA has been prepared in accordance with the National Planning Policy Framework - Planning Guidance for Transport Assessments and Transport Statements and with reference to Manual for Streets. The scope of the TA was agreed with WSCC following pre-application discussions.

Report Format

- 2 Section 2 describes the transport characteristics of the site and its location. It also includes the details of existing traffic flows, collision analysis and future assessment years;
- 2 Section 3 describes the site's accessibility to facilities by sustainable modes of travel. This includes a description of walking and cycling facilities and access to public transport;

- z Section 4 provides a review of the relevant central government and local government land use and transport planning policies and guidance;
- z Section 5 provides details of the residential development including numbers of dwellings, access arrangements and vehicle and cycle parking provision;
- z Section 7 considers the impact of the development on the road network; and
- z Section 8 provides a summary of the transport assessment and conclusions.

2 EXISTING TRANSPORT CHARACTERISTICS

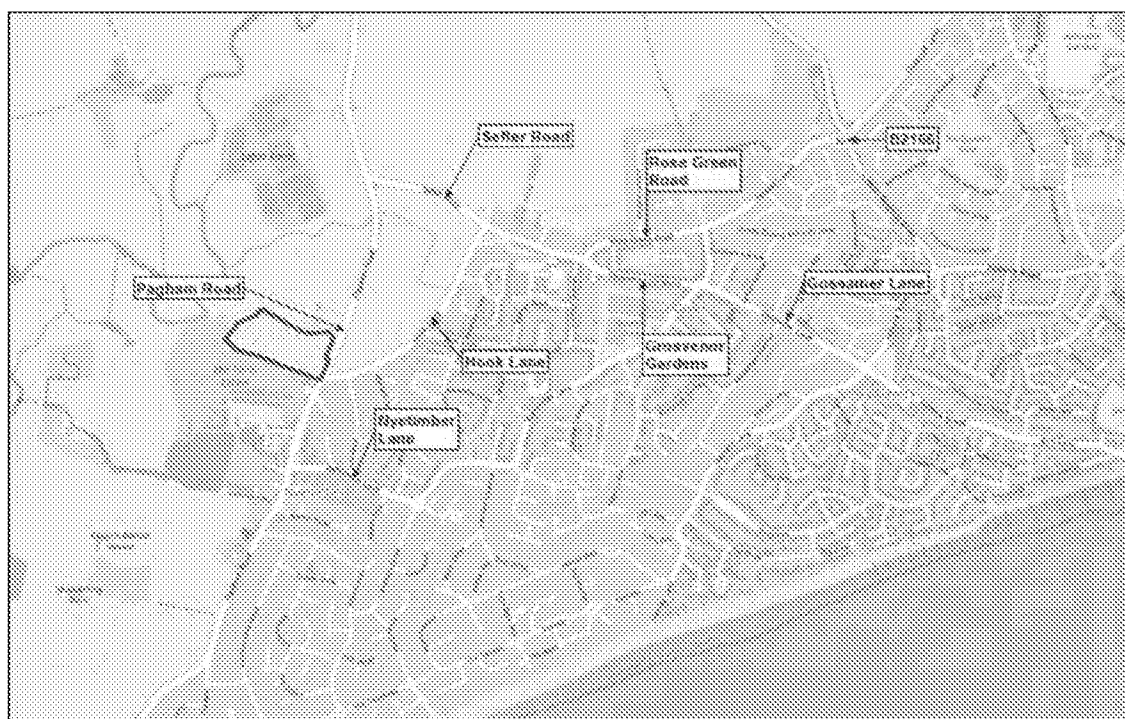
Introduction

- 2.1 This section describes the transport characteristics of the site and its location, including existing levels of car ownership in Pagham and Rose Green Ward, residents' mode of travel to work, and a review of the local highway network including road traffic collisions. It also includes details of the observed traffic flows and future assessment years.

Site Context

- 2.2 The site is located to the north of Pagham and to the north west of Bognor Regis, in West Sussex. The site is currently agricultural land with an existing vehicle access located on the eastern boundary with Pagham Road. The site measures approximately 4.8ha and the site location is detailed in Figure 1 below and a site context plan provided at Appendix 1.

Figure 1: Site Location



- 2.3 The site is bound to the north by existing residential dwellings / outbuildings and agricultural land, to the east by Pagham Road, to the south by residential dwellings and to the west by woodland.

Car Ownership

- 2.4 Table 2.1 below identifies the existing car ownership in the Pagham and Rose Green Ward. This information has been obtained from the 2011 census data and also provides details for Arun District as a whole.

Table 2.1: Car Ownership Levels in Pagham and Rose Green Ward and Arun District

Car Ownership	Pagham and Rose Green Ward	Arun District
None	15%	20%
One	49%	45%
Two	28%	27%

Source: Census Database

- 2.5 The above table shows that the level of car ownership within Pagham and Rose Green Ward is comparable to the car ownership level for the district of Arun.
- 2.6 From the 2011 Census data it is possible to ascertain the overall level of car ownership per household based on the population of the ward and the number of dwellings within the area. For the Pagham and Rose Green Ward the data is as follows:

Table 2.2: Car Ownership per Dwelling

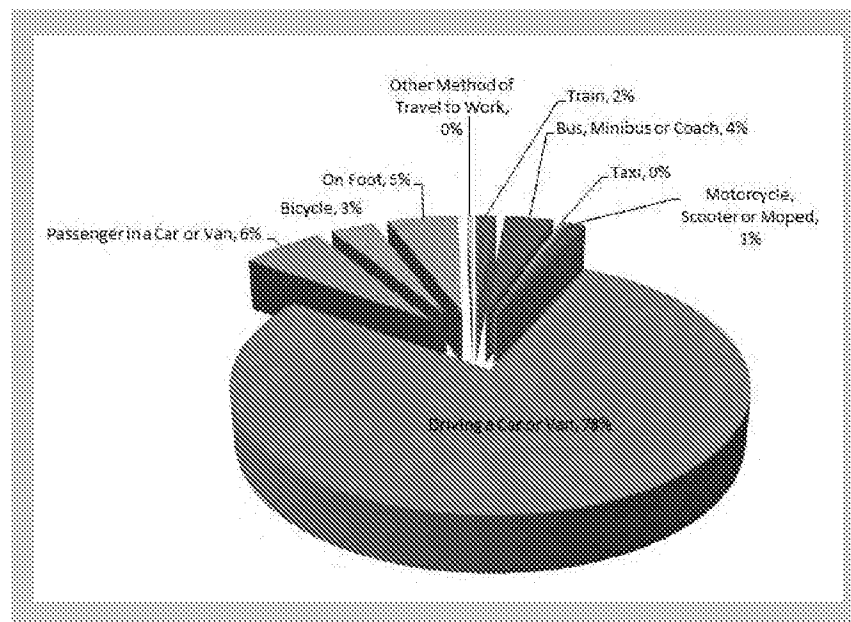
	2011 Census Data
Number of Households ~ Pagham and Rose Green Ward	3,558
Total number of cars owned	4,727
Car ownership per household	1.3

Source: Census Database

Travel to Work Characteristics

- 2.7 The Census data :Travel to Work~ for Pagham and Rose Green Ward identifies that 8% walk or cycle to work, 6% of residents use public transport as their main mode to work and 84% use the private car of which 6% car share. Figure 2 below shows the modal splits for the Pagham and Rose Green Ward.

Figure 2: Modal Split - Journey to Work - Pagham and Rose Green Ward



2.8 To assess why the modes of travel are used it is necessary to look at where people travel for their place of work. The table below identifies the key location of where people from Pagham and Rose Green Ward travel to work.

Table 2.3: Work Place Destinations of Residents within Pagham and Rose Green Ward

Destination	% Residents	Rail	Bus	Car	Walking / Cycling / Taxi / Motorcycle
Portsmouth	2%	0%	7%	86%	7%
Havant	1%	0%	0%	100%	0%
Arun District	61%	0%	4%	76%	20%
Pagham and Rose Green Ward included in Arun District	21%	0%	0%	73%	27%
Chichester	31%	2%	6%	88%	4%
Worthing	2%	0%	13%	80%	7%

Source: Census Database

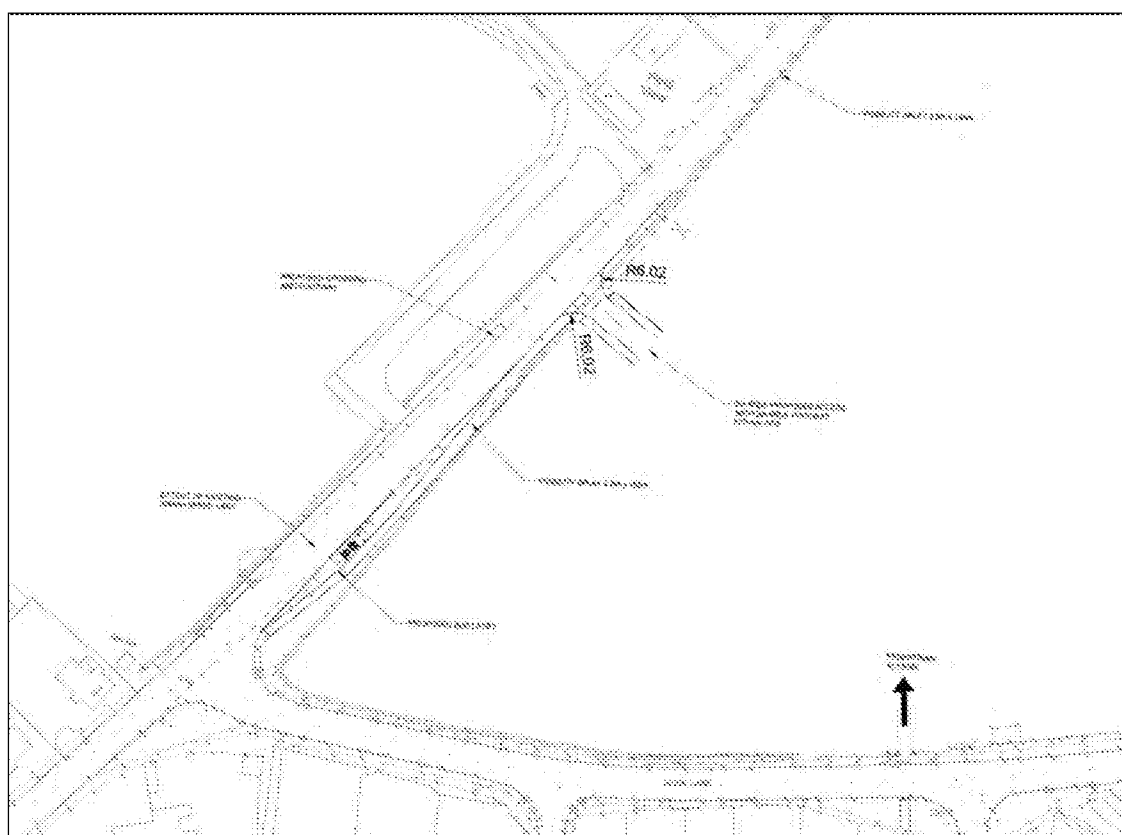
2.9 Table 2.3 above shows that of the residents that live in Pagham and Rose Green Ward 61% work within the Arun District. The data also indicates that those that work in the Arun District are more likely to use alternative modes to the private car, with a larger proportion cycling or walking compared to destinations further away.

Existing Highway Network

Pagham Road

- 2.10 Pagham Road runs to the east of the proposed residential site on a broadly north / south alignment between the junction with Sea Lane to the south and the junction with the B2166 Lower Bognor Road to the north.
- 2.11 Pagham Road is subject to the national speed limit to the east of the site and is a predominately rural road with no footway or street lighting provision. Pagham Road reverts to a 30mph speed limit just to the north of the priority junction with Hook Lane. The 30mph speed limit reflects the residential development on both sides of the carriageway to the south of the site. The section of Pagham Road to the south of the site is provided with footways on both sides of the carriageway and benefits from a system of street lighting. Bus stops are also provided on both sides of the carriageway in the vicinity of the junction with Hook Lane.
- 2.12 As part of the new residential development to the north of Hook Lane, a new priority junction arrangement and new bus layby will be provided on the eastern side of Pagham Road, north of the junction with Hook Lane together with new footway provision. The highway arrangements are detailed in Figure 3 below.

Figure 3: Land north of Hook Lane, Pagham Road Highway Arrangement



- 2.13 Pagham Road provides access to a parade of local shops and Pagham village to the south of the site. To the north Pagham Road connects to the B2166 that in turn leads to the B2145 and the A27 Chichester By-pass.

Hook Lane

- 2.14 Hook Lane runs on a south west to north east alignment to the east of the site, between the priority junction with Pagham Road to the south west and priority junction with Sefter Road to the north east.
- 2.15 Hook Lane is subject to a 30mph speed limit and benefits from the provision of a system of street lighting. Footways are provided on both sides of the carriageway to the south of the junction with Lodsworth Road. To the north of Lodsworth Road a footway is only provided on the eastern side of the carriageway which connects to Sefter Lane / Rose Green Road to the north.

Sefter Road

- 2.16 Sefter Road runs on an east - west alignment to the north east of the site, between the priority junction with Pagham Road to the west and the priority junction with Hook Lane to the east.
- 2.17 Sefter Road is subject to the national speed limit to the north of the site and is a rural road with no footways or street light provision and is bound by trees and vegetation on both sides of the carriageway. Sefter Road changes to a 30mph speed limit just to the west of the junction with Hook Lane and reflects the change to the urban environment. A footway is provided on the northern side of the carriageway between the junction with Hook Lane and Rossalyn Close.
- 2.18 Sefter Road joins Rose Green Road, Grosvenor Gardens and Gossamer Lane to the east of Rossalyn Close. Footways are provided on both sides of the carriageway to the east of Hook Close and benefits from a system of street lighting.
- 2.19 As part of the application to the north of Sefter Road (P/134/16/out), a new priority junction arrangement will be provided on the northern side of Sefter Road together with new footways to link with Hook Lane and the existing footways along Sefter Road/ Rose Green Road.

Collisions Analysis

- 2.20 A review has been undertaken of the personal injury collisions that have occurred on the local road network in the vicinity of the site and on the surrounding highway network over a five-year period. Collision data has been obtained from West Sussex County Council for the period September 2016 to August 2021. A copy of this data is provided at Appendix 2.
- 2.21 A total of 24 accidents were recorded on the local road network, of which nine were serious and 15 were slight.
- 2.22 Table 2.4 below provides the details of the serious collisions.

Table 2.4: Collision Data

Location	Date / Time	Severity	Conditions	Summary / Causation Factor
Nyetimber Lane at junction with Carlton Avenue	20 March 2017	Serious	Daylight / Wet	Front of a car at give way collided with nearside of another car causing loss of control and colliding with lamp post. Causation Factor: Inexperienced or learner driver / rider, junction overshoot, failed to look properly, swerved, failed to judge other persons path or speed.
Rode Green Road at junction of parking area to post office	29 April 2017	Serious	Daylight / Dry	Car reversing out of a parking space knocked over an elderly female outside the post office. Causation Factor: Failed to look properly.
B2166 Pagham Road at junction with Sefter Road	22 September 2017	Serious	Daylight / Wet	Motorcycle riding south along Pagham Road, a car pulled out and caused the motorcycle to swerve around. The motorcycle lost control and hit the ground. Causation Factor: Failed to look properly.
Gossamer Lane at junction with Sefton Avenue	10 December 2018	Serious	Daylight / Dry	Car travelling from northwest to southeast along Gossamer Lane, pedestrian stepped into the car path and was hit by the car. Causation Factor: Failed to look properly
Nyetimber Lane near Nyetimber Lane Roundabout	22 October 2019	Serious	Daylight / Dry	Car exiting the Nyetimber Lane roundabout onto Nyetimber Lane collided with a bicycle travelling in the same direction. Causation Factor: Vehicle blind spot, illness or disability, mental or physical.
Sefter Road	12 February 2020	Serious	Darkness / Wet	Car attempting to overtake another car hit the side bushes.

Location	Date / Time	Severity	Conditions	Summary / Causation Factor
				Causation Factor: Loss of control, Poor turn or manoeuvre.
Pagham Road at junction with Nyetimber Lane	26 February 2020	Serious	Daylight / Wet	Car travelling north on Pagham Road was tailgated by a vehicle. Car turned right into Nyetimber Lane while being distracted by the vehicle driving closely and hit a bicycle. Causation Factor: Distraction outside vehicle.
Nyetimber Lane at junction with Lion Road	01 March 2021	Serious	Darkness / Dry	Car travelling south along Nyetimber Lane hit a slight bend. The driver was distracted and hit the passenger side kerb, veered on to the other side of the road, mounted the pavement and collided with a wall where the car turned on its side. Causation Factor: Distraction in vehicle
Sefter Road at junction with Pagham Road	17 July 2021	Serious	Darkness / Dry	Car driving west on Sefter Road stopped at the junction with Pagham Road to turn right after seeing the lights of a vehicle south of the junction. The driver judged that they had time to pull out of the junction. As the car turned right and levelled up to travel north was hit on the nearside by the vehicle. Causation Factor: Unknown

Summary

- 2.23 The review of the collision data indicates no common pattern of collisions due in the vicinity of the development. The collision causation factors indicate carelessness on behalf of road users, rather than any highway deficiencies.

Existing Traffic Flows

- 2.24 As part of the TA scoping WSCC agreed the following study area:
- 2. Pagham Road / Sefter Road - priority junction;

- ℳ Sefter Road / Hook Lane ~ priority junction; and
 - ℳ Pagham Road / Hook Lane ~ priority junction.
- 2.25 Traffic surveys were undertaken at the above junctions on behalf of RPS by 360 TSL on Tuesday 5th October 2021. The turning count data was collected in 15-minute intervals for the morning and afternoon / evening peak periods (07:00-10:00 and 16:00-19:00).
- 2.26 A comparison review against the 2016 survey data used in the TA for Land North of Pagham indicates that the 2021 flows are comparable with no significant change, which would be expected at this location.
- 2.27 An Automated Traffic Count (ATC) including vehicle speeds has been undertaken on Pagham Road in the vicinity of the proposed access arrangement. The results of the ATC have been used to aid the design of the access arrangement.
- 2.28 The 2021 observed traffic counts have been used to determine the existing operation of the local highway network that comprises the study area.
- 2.29 A copy of the 2021 traffic count data is contained in Appendix 3.

Future Year Assessment

- 2.30 The now rescinded DfT Guidance on Transport Assessments indicated that the future assessment year should normally be five years after the date of the planning application. However, the current National Planning Policy Framework ~ Planning Guidance for Transport Assessments and Transport Statements simply states that the future year assessment should be agreed with the Local Highway Authority.
- 2.31 It has been agreed as part of the scoping discussions that the impact on the local highway will be tested five years after the planning application 2026 and also for a 2031 future year scenario.
- 2.32 To represent the 2026 future base assessment year the traffic flows associated with the total allocated residential developments in Pagham has been added to the 2021 observed traffic flows. The total allocated site development traffic flows have been extracted from the Land North of Hook Lane TA (RPS TA Dated 19 February 2019) and includes the traffic movements associated with the following three sites identified within Pagham:
 - ℳ 300 dwellings and 80 bed care home ~ Land North of Hook Lane;
 - ℳ 400 dwellings + 70 bed care home and primary school ~ Pagham Road South; and
 - ℳ 250 dwellings ~ Sefter Road (access west of Hook Lane).
- 2.33 The 2031 future year assessment flows have been extracted from the Land North of Hook Lane TA. The 2031 flows include for the above committed developments, the Church Barton Pagham North development for 65 dwellings and background growth that included for an additional 150 dwellings. The provision of the 150 dwellings as part of the 2031 scenario allowed for the potential further local growth in the Pagham Area which would include the proposed site off Pagham Road. Therefore, the development of up to 106 dwellings at Land West of Pagham is included in the 2031 traffic flows.
- 2.34 A copy of the site allocation traffic flows and 2031 future year flows extracted from the TA for the Land North of Hook development are provided at Appendix 4.

3 ACCESSIBILITY

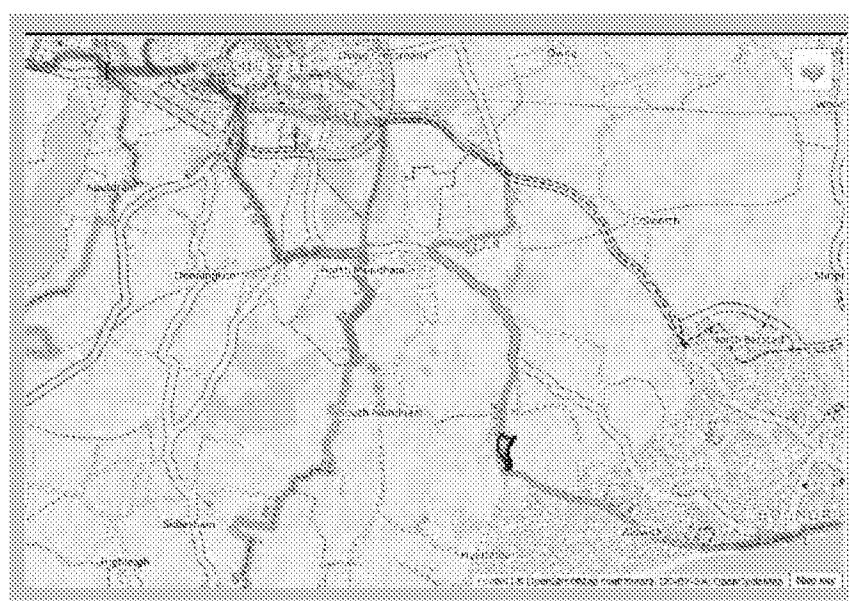
Introduction

- 3.1 This section of the report considers the accessibility of the site in terms of opportunities for travel by walking, cycling and public transport.

Walking and Cycling

- 3.2 The development site benefits from a good level of accessibility for pedestrians. The existing road network to the northeast, east and south of the site has footways with street lighting and provide connections to local facilities surrounding the site.
- 3.3 A plan showing the walking isochrones from the site is provided in Appendix 5, based on a walking speed of 80m per minute (circa 4.8Kph), up to a maximum walking distance of 2km from the edge of the site. The walking isochrones demonstrate that within a 5-minute walk of the site, individuals can reach bus stops on Pagham Road and Hook Lane.
- 3.4 There are no identified cycle paths or cycle facilities within the vicinity of the site although the local roads to the east and south of the site are relatively lightly trafficked and would be suitable to cycle on road enabling all local facilities to be within easy cycle distance of the proposed residential development.
- 3.5 The West Sussex County Council's web site does however identify a 'South Coast Cycle Route' which continues along Sefton Lane and then northwards onto Pagham Road towards Chichester as shown in Figure 4 below.

Figure 4: South Coast Cycle Route



- 3.6 The South Coast Cycle Route is a recreational route and is not identified as a commuter route.

- 3.7 A plan showing the cycle isochrones from the site is provided in Appendix 6; this is based on a cycling speed of 200m per minute (circa 12kph). The cycle isochrones indicate that individuals can reach Bognor Regis town centre and railway station within approximately a 25-minute cycle ride.
- 3.8 As part of the site allocations within Pagham namely Land North of Hook Lane (P/6/17/OUT), Pagham South (P/140/16/OUT) and Land North of Seftor Road (P/134/16/OUT), a Common Statement of Cumulative Assessments was produced which identified that the developers would contribute as part of their Section 106 agreements towards creating a cycle link from Pagham to the Pagham Harbour to Chichester Cycle Route which will include upgrading surfaces of footpaths 100, 106 and 104 converting these to bridleways to permit cycling.

Public Transport

Bus

- 3.9 The nearest bus stops to the site are located on Pagham Road, circa 200m (3 minutes' walk) metres to the southeast of the site and provide access to bus route 600.
- 3.10 An additional bus stop is located approximately 700m (10 minutes' walk) to the east of the site on Leonora Drive and provides access to bus route 62.
- 3.11 Table 3.1 summarises the route and frequency of the bus services.

Table 3.1: Bus Route and Frequency

Route No.	Route	Average Frequency (per hour)				
		Mon - Fri			Saturday	Sunday
		AM Peak	Off Peak	PM Peak		
Pagham Road						
600	Elmer - Bognor Regis - Chichester	3	2	2	2	1
Leonora Drive						
62	Rose Green - Bognor Regis, Retail Parks	0	1	0	1	No Service

Source: stagecoachbus.com

- 3.12 Bus service 600 provides a high frequency service 7 days a week and connects to Bognor Regis and Chichester town centres and provides the potential for interchange to Bognor Regis rail station. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.

Rail

- 3.13 Bognor Regis rail station is located approximately 5.2km to the east of the site. The station is operated by Southern and is a terminus at the end of a short branch of the West Coastway Line. The station provides 184 cycle parking spaces as well as 99 car parking spaces including four accessible spaces.
- 3.14 Bognor Regis Rail Station provides services to a range of locations including London Victoria, Barnham and Littlehampton. Table 3.2 outlines the frequency of services from Bognor Regis Rail Station.

Table 3.2: Bognor Regis Rail Station Services Frequency

Route	Average Frequency (per hour)				
	AM Peak	Mon - Fri Off Peak	PM Peak	Saturday	Sunday
London Victoria	3	2	2	2	1
Barnham	4	4	4	4	2
Littlehampton	1	1	1	1	1

Source: www.thetrainline.com (accessed October 2021)

- 3.15 Table 3.2 demonstrates that there is a regular service operating from Bognor Regis Rail Station throughout the day. This allows residents of the proposed development to be able to reach areas such as London, Barnham and Littlehampton.

Accessibility to Local Facilities

- 3.16 To enable an assessment of the viability of walking or cycling between the site and key destinations in the local area, it is appropriate to establish the maximum distance that people are generally prepared to walk or cycle and the destinations that exist within these distances.
- 3.17 Manual for Streets (Paragraph 4.4.1) states the following:
- “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”
- 3.18 In addition, it is recognised that walking offers the greatest potential to replace short car trips, particularly for trips less than 2km.
- 3.19 Cycling is a reasonable alternative to the car over short journeys. Local Transport Note 1/20 ‘Cycle Infrastructure Design’ set out that:
- “Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.”

- 3.20 Table 3.3 identifies the walking and cycle distance and time to local facilities and amenities measured from the centre of the proposed development. This table is not meant to provide an exhaustive list but rather an example of distances and travel time to local facilities and amenities.

Table 3.3: Walking / Cycling Distance to Local Facilities from the Centre of the Site

Facility	Distance from the Site Centre	Approximate Journey Time (Mins)	
		Walking	Cycling
Local Shops and Schools			
Local parade of shops to the south of the site on Pagham Road including Tesco Express	350m	4 mins	1
Co-op Convenience Store, The Southern Co-operative Rose Green Road	1400m	18 mins	7
Local parade of shops on Rose Green Road including Barclays Bank, Co-op, Post Office, restaurants and take-aways.	1600m	19 mins	8
Bognor Regis Town Centre	5200m	N/A	26
Rose Green Junior School	1000m	12 mins	5
Rose Green Infant School	1000m	12 mins	5
Healthcare Facilities			
Grove House Surgery, Pryors Lane	1500m	18 mins	7 X
Lloyds Pharmacy, Rose Green Road	1600m	20 mins	8
Bognor Regis War Memorial Hospital	5500m	N/A	27 X
Hook Lane Bus Stop	200m	3 mins	N/A
Leonora Drive Bus Stop	700m	10 mins	N/A
Bognor Regis Rail Station	5200m	N/A	26

*Based on a walking speed of 80m per minute (circa 4.8km/h).

*Based on a cycling speed of 200m per minute (circa 12km/h).

- 3.21 As can be seen local facilities including bus stops, schools, retail and health services are either within walking or easy cycle distance of the site.
- 3.22 A new primary school is to be constructed at Summer Lane as well as a new local centre. These will all be within a short walking distance from the site.

Residential Framework Travel Plan

- 3.23 The accessibility review demonstrates that the site is within an easy walk and cycle distance of many existing and proposed local facilities and public transport. Therefore, the location of the development will provide residents with the opportunity to travel by alternative modes to the private car.
- 3.24 To further encourage the use of alternative modes of transport to the private car a Framework Residential Travel Plan has been produced as a separate document. This Framework Travel Plan is based on that approved as part of the Land North of Hook Lane application.
- 3.25 The Framework Travel Plan aims to:
- ⌘ Encourage the use of sustainable modes of transport, such as walking, cycling and using public transport;
 - ⌘ Reduce unnecessary travel; and
 - ⌘ Encourage the use of sustainable travel by improving facilities and providing information.
- 3.26 The information within the Residential Travel Plan will help introduce residents to alternative modes and enable them to consider the trips to be made and the modes of transport they can use. It is intended that the Residential Travel Plan will encourage a change in perceptions and attitudes and therefore the desired change in travel behaviour, i.e., less unnecessary car use.

Summary

- 3.27 The site benefits from good accessibility to bus service 600 which operates 7 days a week at a high frequency and connects to Bognor Regis town centre, Bognor Regis rail station and Chichester. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.
- 3.28 The site is within a reasonable cycle distance of Bognor Regis rail station which provides access to London Victoria and Littlehampton. In addition, Bognor Regis station is also accessible via a short walk from bus service 600 that accesses the town centre bus stops.
- 3.29 The site will also benefit from the proposed cycle route linking the site to Pagham Harbour and north to Chichester.
- 3.30 The local parades of shops on Pagham and Rose Green Road and local schools are within a reasonable walking distance from the site as well as the new facilities proposed as part of the Pagham development sites. It is considered that future residents would be able to walk or cycle to access local facilities within Pagham.
- 3.31 In terms of accessibility, the location of the site is conducive to providing future residents with a realistic choice to the private car for many day-to-day journeys.

4 PLANNING POLICY

Introduction

4.1 This section of the report evaluates the development proposal against the appropriate national and local land use and transport planning policies:

- ┆ National Planning Policy Framework (NPPF);
- ┆ Planning Practice Guidance;
- ┆ West Sussex Local Transport Plans 2011 to 2026; and
- ┆ Arun Local Plan.

National Planning Policy Framework (NPPF, 2021)

4.2 The current National Planning Policy Framework (NPPF), updated in July 2021, replaces the previous Framework published in March 2012 as revised in July 2018 and updated in February 2019.

4.3 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel, in particular Section 9 'Promoting Sustainable Transport'.

4.4 Paragraph 110 states:

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

- ┆ appropriate opportunities to promote sustainable transport modes can be ‘ or have been ‘ taken up, given the type of development and its location;
- ┆ safe and suitable access to the site can be achieved for all users;
- ┆ the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- ┆ any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’

4.5 Paragraph 111 continues that:

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

4.6 In terms of planning applications NPPF states at paragraph 112(a) that development should:

‘Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second ‘ so far as possible ‘ to facilitating access to high quality public transport, with layouts that maximise the

catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

4.7 Paragraph 113 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

4.8 Regarding parking, Paragraph 107 of the NPPF states that:

‘In setting local parking standards for residential and non-residential development, policies should take into account:

- a. The accessibility of the development;
- b. The type, mix and use of development;
- c. The availability of and opportunities for Public Transport;
- d. Local car ownership levels; and
- e. The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.9 Paragraph 108 states that:

‘Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with Chapter 11 of this Framework)’

Planning Practice Guidance (NPPG) :Travel Plans, Transport Assessments and Statements in Decision-Taking (March 2014)

4.10 This Guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.

4.11 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.

4.12 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be ‘severe’, which may be a reason for refusal, in accordance with NPPF.

4.13 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.

West Sussex Local Transport Plan 2011 to 2026

- 4.14 The West Sussex Local Transport Plan provides a strategic direction for transport within West Sussex, but aligns itself with other major strategies, such as the County Strategy and Local Communities Strategies. The key objectives of the plan are:
- ⌄ Promoting economic growth;
 - ⌄ Tackling climate change;
 - ⌄ Providing access to services, employment and housing; and
 - ⌄ Improving safety, security and health.
- 4.15 In addition, the key measures that are identified that are applicable to residential developments include:
- ⌄ Ensure an appropriate amount of parking is provided at new residential development and that parking space is provided at non-residential development in line with our agreed parking standards;
 - ⌄ Ensuring that new employment and residential developments are accessible by sustainable modes of transport;
 - ⌄ Continuing to secure travel plans for new residential and employment developments; and
 - ⌄ Encouraging home working and the promotion of home delivery services through SIDD, to design new facilities and services which meet customer needs.

Arun Local Plan

- 4.16 The Arun Local Plan 2011 - 2031 adopted July 2018 sets out the vision for the future of Arun and guides development up to 2031. Arun Local Plan contains strategic and development management planning policies which will shape the future of the area and will be used in the consideration of planning applications.
- 4.17 The vision for the District is that by 2031, the Arun will be:
- ⌄ A safer, more inclusive, vibrant and attractive place to live, work and visit. Arun's residents will be healthier and better educated, with reduced inequalities between the most and least affluent.
- 4.18 The Local Plan has seven key strategic objectives. The strategic objective relating specifically to transport is:
- ⌄ To reduce the need to travel and promote sustainable forms of transport.
- 4.19 Section 15 of the Local Plan focuses on Transport. The strategic objectives for Transport are to:
- ⌄ Reduce the need to travel and promote sustainable forms of transport;
 - ⌄ Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity;
 - ⌄ Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which

are a focus for quality shopping, entertainment, leisure, tourism and cultural activities;

- ¿ Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population; and
- ¿ Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships..

4.20 The Coast to Capital Local Enterprise Partnership has signed a Growth Deal with central Government that will see the start of a six-year investment programme in jobs, infrastructure and transport from 2015. The programme of specific benefit to the development site is:

•Sustainable Transport Packages: A range of projects will tackle congestion and improve sustainable transport in local areas across the Coast to Capital region. This will enable improvements to be walking and cycling links; improvements to junctions and traffic management systems to ease traffic flow and reduce congestion and improvements to public transport, such as bus and taxi priority measures and better interchanges..

4.21 Policy TSP1: Transport and Development states that the Council will support development which:

- ¿ Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;
- ¿ Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;
- ¿ Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton to the A27, to ensure that they are delivered in line with strategic growth in the district;
- ¿ Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of the development upon on-street parking;
- ¿ Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and

strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable; and

- 2 Explains how the development has been designed to:
 - Accommodate the efficient delivery of goods and supplies;
 - Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
 - Create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;
 - Incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and
 - Consider the needs of people with disabilities by all modes of transport.

4.22 Policy TDM1: Sustainable Travel and Public Rights of Way states that proposals for all new development must:

- 2 Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;
- 2 Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;
- 2 Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;
- 2 Contribute towards the provision of a joined-up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and where appropriate, horse riders, both within the development and in the form of links between the development and;
 - Places of work, education, leisure and food retail;
 - The South Downs National Park;
 - Along the coast particularly between Bognor Regis and Littlehampton;
 - Along the coast to Chichester;
 - Bognor Regis to Arundel; and
 - Littlehampton to Goring.

Arun District Council – Parking Standards Supplementary Planning Document (January 2020)

4.23 Within the ADC Parking Standard, the following is written with respect to residential parking provision;

4.24 The following principles set out the District Council’s approach to parking in new residential developments and Commercial developments and should be used as a starting point in the design of new developments.

“In the preparation of the West Sussex County Council guidance on Parking at New Developments May 2019”, an iterative review of mapped census statistics across the whole of West Sussex was undertaken using iGIS. The county wide review identified 9 key statistical interest values that informed the identification of Parking Behaviour Zones. For Arun only three zones are identified;

- ⌚ Zone 1 – Rural (Village locations e.g., Walberton)
- ⌚ Zone 2 – Peri-rural (Large villages or small settlements close to towns e.g., Angmering, Barnham)
- ⌚ Zone 4 – Urban (Within towns but not in a central location).

4.25 The proposed development sits within Zone 2 (based on the plan provided in Appendix 1 of the Parking Standards SPD). On this basis the parking within the development will be based on the following:

Table 4.1: Expected Level of Provision for New Residential Developments (Table 3.1 of Parking SPD)

No. Bedrooms	Number of Habitable Rooms	Parking Behaviour Zone 2
1	1 to 3	2
2	4	2
3	5 to 6	2
4+	7 or more	3

4.26 In addition to the above, visitor parking will be required to be provided at a ratio of 20% of the total number of residential units.

Electric Parking

4.27 Within Appendix 1 of the SPD a table is provided which sets out the required provision of electric parking for new developments, the following is required in respect of residential use.

- a. Houses – One Charging point per house with a garage or driveway;
- b. Flats (<50 units) – One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling; and
- c. Flats (>50 units) – Further dedicated charging bays totalling 2% of the total provision.

West Sussex County Council ~ Guidance for New Developments ~ September 2020

- 4.28 Cycle Parking Standards provided in WSCC Guidance for New Development (Residential) are as follows:

Table 4.2: Minimum Provision of Cycle Parking

Type	Dwelling Size	Cycle Provision
Houses	Up to 4 rooms (1&2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise, same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Summary

- 4.29 Taken together, national and local transport planning policy requires new residential development to be located where a range of facilities and services can be accessed by a number of modes of transport including walking, cycling and public transport, so as to minimise the number and length of car journeys. Safe and suitable access to site should be achieved for all people.
- 4.30 The proposed residential development is well located in an existing residential area. In terms of sustainability, it is clear that the site benefits from reasonable accessibility to existing bus and rail services. Local facilities including shops, services and education are accessible by walking and cycling modes. The site will therefore provide residents with a realistic alternative choice to the private car.
- 4.31 This Transport Assessment also demonstrates that the impact of the development proposal together with the other site allocations with Pagham can be accommodated on the local highway network with appropriate mitigation measures identified, demonstrating that the developments will not have a severe impact on the local road network in accordance with Planning Policy TSP1 of the Arun Local Plan and NPPF.
- 4.32 The development plan is considered to accord to the relevant Local and Central Government Policy Guidelines in terms of access, accessibility and impact.

5 DEVELOPMENT PROPOSAL AND ACCESS

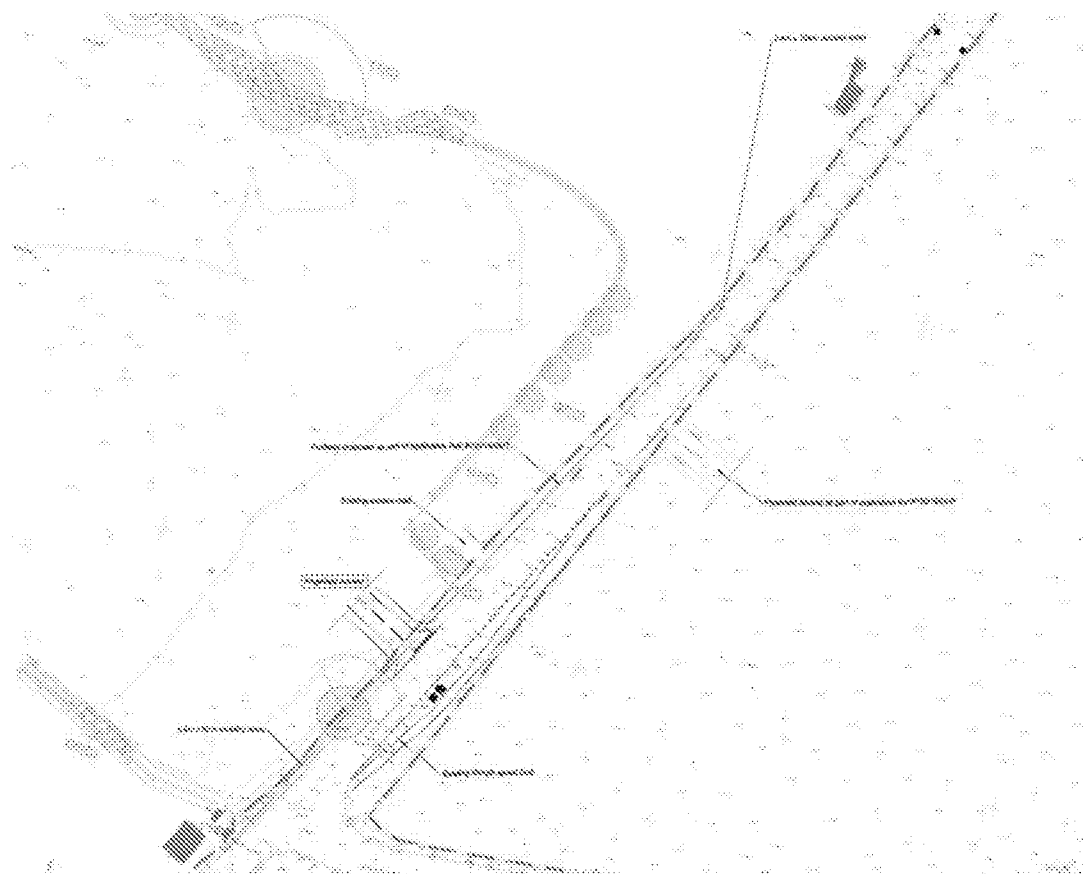
Development Proposal

- 5.1 A full description of the proposed residential development is contained in the supporting documents accompanying the planning application. The following description is pertinent in transport terms.
- 5.2 The planning application proposes a residential development for up to 106 residential dwellings, formation of access onto Pagham Road, new pedestrian and cycle links, the layout of open space, new strategic landscaping, habitat creation, drainage features and associated ground works.
- 5.3 Details of the masterplan are provided in the Design & Access Statement and a copy is included in Appendix 7.
- 5.4 The vehicle access arrangements, pedestrian and cycle access and parking provision are considered in greater detail below.

Proposed Vehicular Access Arrangement

- 5.5 The vehicular site access will be via a new priority junction onto the western side of Pagham Road located approximately 40m north of the junction with Hook Lane and approximately 70m south of the proposed access to the new development site as part of Land North of Hook Lane. This will provide appropriate separation between the access arrangements.
- 5.6 The vehicular access will be 6m wide reducing to 5.5m as it enters the site. The 6m width is sufficient to allow two large vehicles to pass and consistent with the advice contained within Manual for Streets (MfS). It is proposed that the junction radii are provided at 6m to accommodate the swept path of the largest design vehicle that accesses the site on a regular basis which will be a large refuse vehicle.
- 5.7 The design of the proposed priority junction is provided at Appendix 8 of this report, with an extract detailed at Figure 5.

Figure 5: Site Access Arrangement



Visibility

- 5.8 Visibility at the proposed vehicular access ensures there is adequate inter visibility between vehicles on the major and minor arms. The visibility at the vehicular access has been based on the following guidance provided in MfS.
- 5.9 The original Manual for Streets (MfS1) document was published in 2007 and introduced new guidance based on evidence and research and represented a move away from a prescriptive and rigid interpretation of design standards. It was stated in MfS 1 that the guidance focussed on lightly traffic residential streets, but the principles could be applied to wider circumstances. However, this was often interpreted as MfS1 only being applicable to lightly trafficked and residential streets.
- 5.10 MfS2, published in September 2010, expands on the guidance in MfS 1 to cover busy streets and non-trunk roads thus filling the gap between DMRB (standards developed for Trunk Roads) and the original MfS 1. Regarding its status and application MfS 2 states:

‘The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume.’

5.11 Furthermore, in para 1.3.2 MfS 2 states:

‘It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.’

5.12 To ensure that visibility at the proposed vehicular access accords to the relevant MfS design standard an ATC traffic survey has been placed on Pagham Road in the vicinity of the proposed access arrangements, to establish the 85th percentile speeds. A copy of the speed survey is provided at Appendix 3. The results of the speed survey are as follows:

2	Northeast bound	=	36.3 mph; and
2	Southeast bound	=	34.0 mph.

5.13 The recorded vehicle speeds are below 60kph (37mph). Therefore, the visibility splay requirement can be calculated using the best practice guidance contained in MfS. The visibility requirements are 2.4m x 51.4m to the left and 2.4m x 56.6m to the right. In addition, road users waiting to turn right into the proposed access from Pagham Road can see beyond the required stopping sight distance. The access arrangement plan provided at Appendix 8 demonstrates that a splay of 2.4m x 104m to the left and 2.4m x 62m to the right in excess of the MfS visibility standards can be achieved at the proposed vehicular access with Pagham Road.

5.14 The MfS stopping sight distance can be achieved to the left and right of the access arrangement based on a 2.4m X distance. The distance back along the access which visibility is measured is known as the X distance. It is generally measured back from the give-way line. An X distance of 2.4m should normally be used in most residential situations, as this represents a reasonable maximum distance between the front of the car and driver’s eye.

5.15 The Y-distance represents the distance that a driver who is about to exit from the minor arm can see to the left and right of the main alignment. For simplicity it is has been measured along the nearside kerb line of the main arm, although vehicles will normally be travelling at a distance from the edge of the kerb line.

5.16 The visibility splay exceeds the advice contained within MfS and can be achieved within land in the control of the client or the highway boundary.

Pedestrian / Cycle Access

5.17 The access roads will include 2m wide footways on both sides of the access allowing easy access for pedestrians. The internal footways will connect to the footway proposed as part of planning application Ref: P/30/19/OUT on the western side of Pagham Road. Cycle access to the site will be via the proposed vehicular access arrangement.

Servicing

5.18 The proposed access has been designed to accommodate refuse vehicles and fire tenders as shown by the swept path analysis attached at Appendix 9.

Stage 1 Road Safety Audit

- 5.19 As part of this application a Stage 1 Road Safety Audit (RSA1) has been commissioned for the proposed highway access arrangement and changes to the highway layout. The RSA1 was undertaken by Taylor Bowie Ltd on 10 December 2021.
- 5.20 The RSA1 and Designers Response will be submitted as separate documents to this TA.

Parking

- 5.21 Parking on the site will conform to Arun District Councils parking standards as set out Section 4 of this TA. Electric charging facilities will be provided at all properties that have a garage or driveway.
- 5.22 Cycle parking will accord with the standards provided in WSCC Guidance for New Development (Residential).

6 TRIP GENERATION AND DISTRIBUTION

Introduction

- 6.1 Although the development proposal is for 106 residential dwellings, the TA considers the likely traffic generation of the development of 120 residential dwellings to provide a robust assessment.

Residential Trip Generation

- 6.2 It is proposed that the trip generation for the proposed residential development is consistent with the trip rates used in the Land North of Hook Lane TA and the other strategic development sites within Pagham.
- 6.3 The trip generation for 120 dwellings is detailed in Table 6.1 below.

Table 6.1: Residential Trip Rates and Trips for 120 dwellings

Trip Rate / Trips	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicular Trip Rate (Extracted from Land North of Hook Lane TA)	0.144	0.359	0.503	0.299	0.179	0.478
120 residential dwellings	17	43	60	36	21	57

- 6.4 The proposed residential development of up to 120 residential dwellings has the potential to result in 60 two-way vehicular trips in the morning peak and 57 two-way vehicular trips during the evening peak.

Residential Trip Distribution and Assignment

- 6.5 The distribution / assignment of the residential trips has been based upon the 2011 Census database which provides details of where residents within Arun MSOA area 019 Pagham currently work. Whilst it is accepted that other trips will be made during the peak periods the primary trip purpose will be workplace trips, as such it is proposed that this trip distribution is used for all purposes.
- 6.6 Trips from the development and the likely route choice to the above destinations have been established using google maps. The trip assignment is shown in Table 6.2 below.

Table 6.2: Residential Trip Assignment

Route	%
Pagham Road North	58%
Pagham Road North - Sefton Road	23%
Pagham Road South - Hook Lane	19%

6.7 The base and proposed traffic flow diagrams are provided at Appendix 10.

7 TRAFFIC IMPACT

Introduction

- 7.1 Within section 6 the predicted level of trips (and their distribution / assignment) which the proposed development is likely to generate is calculated. This section of the TA considers the transport impact on the proposed development at key junctions on the local road network within the vicinity of the site.
- 7.2 Although the development proposal is for up to 106 residential dwellings, the TA considers the impact of 120 dwellings to provide a robust assessment.

Assessment Parameters

Study Area

- 7.3 In line with scoping discussions, it is proposed that the impact of the proposed residential development will be tested at the following local junctions:
- ⌘ Site Access / Pagham Road - priority junction;
 - ⌘ Pagham Road / Sefter Road - priority junction;
 - ⌘ Sefter Road / Hook Lane - priority junction; and
 - ⌘ Pagham Road / Hook Lane - priority junction.

Assessment Scenarios

- 7.4 The above junctions have been tested for the following scenarios during the morning and evening peak hours:
- ⌘ 2021 observed - weekday morning and evening peak hours;
 - ⌘ 2026 Base - weekday morning and evening peak hours;
 - ⌘ 2026 Base + Proposed Development - weekday morning and evening peak hours; and
 - ⌘ 2031 future year scenario - weekday morning and evening peak hours.

Assessment Methodology

- 7.5 The junction analysis has been undertaken using industry standard Junctions 9.
- 7.6 The results of the Junctions 9 assessment for the priority junctions provides a ratio of flow to capacity (RFC) figure and a Queue (Q) length (number of vehicles). The RFC determines how the particular arm of the junction is operating and if the RFC is 0.85 or less the relevant arm of the junctions is considered to be within its design capacity with minimal queues. An RFC greater than 0.85 and less than 1.0 shows that the junction is operating close to its design capacity and as such some queues and delays may start to occur. When an RFC is greater than 1.0 the arm of the junction is operating at or exceeding its design capacity and as a result longer delays / queues will start to form. On this basis a maximum RFC of 1 will be used as the absolute capacity

of a junction. Should the level of traffic at a junction exceed this threshold then mitigation may be required.

- 7.7 The copies of the Junctions 9 assessments are provided in Appendix 11. The following assessment has been undertaken.

Proposed site access / Pagham Road Priority Junction

- 7.8 Pagham Road will provide vehicular access to the site via priority junction and has been tested using junctions 9.
- 7.9 Table 7.1 provides the summary results of the capacity assessment undertaken for the 2026 Base + Proposed Scenario.

Table 7.1: 2026 Base + Proposed

Arm	2026 Base + Proposed AM Peak		2026 Base + Proposed PM Peak	
	RFC	Q	RFC	Q
Proposed Site Access	0.07	0.1	0.03	0.0
Pagham Road	0.03	0.0	0.05	0.1

- 7.10 The above results show that the proposed priority junction will operate within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the proposed residential development will not materially affect the operation of Pagham Road.

Pagham Road / Sefter Road ~ Priority Junction

- 7.11 The priority junction has been tested using Junctions 9.
- 7.12 The tables below provide the summary results of the capacity assessment undertaken for the 2021 Observed, 2026 Base, 2026 Base + Proposed and 2031 future year scenarios:

Table 7.2: 2021 Observed

Arm	2021 Observed AM Peak		2021 Observed PM Peak	
	RFC	Q	RFC	Q
Sefter Road	0.92	7.8	0.25	0.3
Pagham Road	0.00	0.0	0.00	0.0

Table 7.3: 2026 Base

Arm	2026 Base AM Peak		2026 Base PM Peak	
	RFC	Q	RFC	Q
Sefter Road	1.17	39.2	0.37	0.6
Pagham Road	0.01	0.0	0.01	0.0

Table 7.4: 2026 Base + Proposed

Arm	2026 Base + Proposed AM Peak		2026 Base + Proposed PM Peak	
	RFC	Q	RFC	Q
Sefter Road	1.21	46.1	0.40	0.6
Pagham Road	0.03	0.0	0.02	0.0

Table 7.5: 2031 Future Year Scenario

Arm	2031 Future AM Peak		2031 Future PM Peak	
	RFC	Q	RFC	Q
Sefter Road	1.31	65.9	0.54	1.1
Pagham Road	0.01	0.0	0.01	0.0

- 7.13 The model shows that this junction will exceed its design capacity without the development traffic with long queues on Sefter Road which will increase with the development traffic. The actual queue length should be treated with caution once the RFC exceed 1.0. The proposed development is only predicted to increase vehicle movements on the Sefter Road arm of the junction by 14 total trips in the morning peak hour and 13 total trips in the evening peak hour. This level of impact will result in one additional vehicle movement circa every 4 minutes and will be imperceptible to other road users.
- 7.14 Queues currently occur at this junction and vehicles tend to divert along Hook Lane and turn right at the Hook Lane / Pagham Road junction. The Hook Lane / Pagham Road junction operates with significant spare capacity and will accommodate any additional vehicles diverting from Sefter Road associated with the proposed development. In addition, the proposed development on land north of Hook Lane will provide another alternative route that may be used by vehicles accessing onto Pagham Road. The sensitivity test in the TA for the development on land north of Hook Lane assumed that a higher volume of traffic using the development to access Pagham Road and showed a reduction in delays at the Sefter Road / Pagham Road junction.

Sefter Road / Hook Lane ~ Priority Junction

- 7.15 The priority junction has been tested using Junctions 9.
- 7.16 The tables below provide the summary results of the capacity assessment undertaken for the 2021 Observed, 2026 Base, 2026 Base + Proposed and 2031 future year scenarios.

Table 7.6: 2021 Observed

Arm	2021 Observed AM Peak		2021 Observed PM Peak	
	RFC	Q	RFC	Q
Hook Lane	0.30	0.4	0.35	0.5
Sefter Road	0.03	0.0	0.03	0.0

Table 7.7: 2026 Base

Arm	2026 Base AM Peak		2026 Base PM Peak	
	RFC	Q	RFC	Q
Hook Lane	0.49	1.0	0.45	0.8
Sefter Road	0.04	0.0	0.03	0.0

Table 7.8: 2026 Base + Proposed

Arm	2026 Base + Proposed AM Peak		2026 Base + Proposed PM Peak	
	RFC	Q	RFC	Q
Hook Lane	0.50	1.0	0.45	0.8
Sefter Road	0.04	0.0	0.03	0.0

Table 7.9: 2031 Future Year Scenario

Arm	2031 Future AM Peak		2031 Future PM Peak	
	RFC	Q	RFC	Q
Hook Lane	0.58	1.4	0.46	0.8
Sefter Road	0.02	0.0	0.10	0.2

- 7.17 The above results show that the priority junction will operate within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the proposed residential development will not materially affect the operation of the priority junction.

Pagham Road / Hook Lane ~ Priority Junction

- 7.18 The priority junction has been tested using Junctions 9.
- 7.19 The tables below provide the summary results of the capacity assessment undertaken for the 2021 Observed, 2026 Base, 2026 Base + Proposed and 2031 future year scenarios.

Table 7.10: 2021 Observed

Arm	2021 Observed AM Peak		2021 Observed PM Peak	
	RFC	Q	RFC	Q
Hook Lane	0.31	0.4	0.29	0.4
Pagham Road	0.15	0.3	0.19	0.3

Table 7.11: 2026 Base

Arm	2026 Base AM Peak		2026 Base PM Peak	
	RFC	Q	RFC	Q
Hook Lane	0.35	0.5	0.36	0.6
Pagham Road	0.26	0.5	0.26	0.4

Table 7.12: 2026 Base + Proposed

Arm	2026 Base + Proposed AM Peak		2026 Base + Proposed PM Peak	
	RFC	Q	RFC	Q
Hook Lane	0.36	0.6	0.36	0.6
Pagham Road	0.26	0.5	0.26	0.4

Table 7.13: 2031 Future Year Scenario

Arm	2031 Future AM Peak		2031 Future PM Peak	
	RFC	Q	RFC	Q
Hook Lane	0.53	1.1	0.48	0.9
Pagham Road	0.34	0.8	0.29	0.5

- 7.20 The above results show that the priority junction will operate within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the proposed residential development will not materially affect the operation of the priority junction.

Summary

- 7.21 The traffic impact analysis undertaken as part of this TA calculates the proposed development trip generation and resultant vehicular movements in the future year against the base scenario.

7.22 The NPPF states in paragraph 111:

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

7.23 The analysis undertaken has demonstrated that the proposed development will not have a ‘severe’ impact on the road network, and that the means of access is safe for all road users.

8 SUMMARY AND CONCLUSION

- 8.1 This TA has been prepared in support of a planning application for a proposed residential development of up to 106 dwellings on land to the west of Pagham Road, Pagham, West Sussex. This TA considers the impact of 120 dwellings to provide a robust assessment. The development site is within Arun District Council and West Sussex County Council (WSCC) are the Highway Authority.
- 8.2 This TA has been prepared in accordance with national and local guidance and pre-application scoping discussions with West Sussex County Council the local highway authority. In addition, the TA demonstrates how the proposed development accords with the requirements of Arun Local Plan Policy TSP1 in relation to transport and development.
- 8.3 The site is located to the north of Pagham and to the north west of Bognor Regis, in West Sussex. The site is currently agricultural land with an existing vehicle access located on the eastern boundary with Pagham Road. The site bound to the north by existing residential dwellings / outbuildings and agricultural land, to the east by Pagham Road, to the south by residential dwellings and to the west by woodland.
- 8.4 It is proposed that the development will be served by a single vehicle access via Pagham Road to the east of the site. The access to Pagham Road will be via a new priority junction. The priority junction is located on the western side of Pagham Road approximately 40m north of the junction with Hook Lane.
- 8.5 Parking on the site will conform to Arun District Councils parking standards. Electric charging facilities will be provided at all properties that have a garage or driveway.
- 8.6 The access roads will include 2m wide footways on both sides of the access allowing easy access for pedestrians. The internal footways will connect to the footway proposed as part of planning application Ref: P/30/19/OUT on the western side of Pagham Road. Cycle access to the site will be via the proposed vehicular access arrangement.
- 8.7 The site location benefits from good accessibility to existing bus and rail services. Local facilities including shops, schools and places of employment are all accessible by walking and cycling. The development will therefore provide residents with realistic sustainable travel choices to the private car.
- 8.8 The impact of the new housing on the local road network has been assessed and shows that the proposed development will not cause any safety issues or have any significant impact on highway capacity.
- 8.9 In conclusion, the proposed development is sustainable with good accessibility to local facilities, offers a good choice of sustainable transport modes, and has no significant impact on the highway network. As such there are no transport reasons why the development should not be permitted.

Appendices

Appendix 1 ~ Site Context Plan



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Notes

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Legend

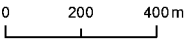
 Site boundary

Rev	Description	By	CB	Date
Figure Number				Rev
1				-
rpsgroup.com				

Client Hallam Land Managment

Project Land West of Pagham Rd

Title Site Location Plan



Status
FINAL

Drawn By
MS

PM/Checked By
LS

Project Number
JNY10700

Scale @ A3
1:20,000

Date Created
OCT 2021

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Appendix 2 ~ Collision Data

Sefter Road – Pagham – RPS

Collision report 01/09/2016 – 31/08/2021

Date produced
11 October 2021

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

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Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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

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

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

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

Details of Personal Injury Accidents for Period - 01/09/2016 to 31/08/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

1605648 Friday U ROSE GREEN ROAD BOGNOR Veh 1 Car Going ahead S to N Ped M 13 Slight
16/09/2016 REGIS AT JUNCTION OF U HEWARTS LANE
R1: U 1920hrs
R2: U Darkness: street lights present a
E 490,631 Dry
N 99,337 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

2nd: Crossed road masked by stationary veh

Casualty 1

Very Likely

VEHICLE 1 TRAVELLING NORTH. PEDESTRIAN MESSING ABOUT WITH FRIENDS ON THE ROADSIDE STEPS OUT INTO THE ROAD AND VEHICLE 1 RUNS OVER FOOT CAUSING MINOR INJURY.

1606214 Sunday U HEWARTS LANE BOGNOR AT Veh 1 Car Going ahead W to NE Dri M 26 Slight
16/10/2016 JUNCTION OF U BP SERVICE Veh 1 Car Going ahead W to NE FSP M 21 Slight
R1: U 1742hrs STATION Veh 2 Car Going ahead W to NE
R2: U Daylight:street lights present Veh 3 Car Turning right S to NE Dri F 19 Slight
E 490,652 Dry Veh 4 Car Going ahead NE to W
N 99,380 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Exceeding speed limit

Vehicle 1

Very Likely

2nd: Impaired by drugs (illicit or medicinal)

Vehicle 1

Very Likely

VEHICLE 1 FAILED TO STOP FOR POLICE, AS V1 PASSED THE JUNCTION OF ROSE GREEN ROAD V3 PULLED OUT FROM THE FORECOURT OF THE BP PETROL STATION IN THE PATH OF V1. V1 AND V3 COLLIDED, SUBSEQUENTLY V1 LOST CONTROL AND LEFT THE CARRIAGEWAY ON THE OFFSIDE AND ROLLED. V4 WAS STRUCK BY DEBRIS FROM THE COLLISION

1701557 Monday U NYETIMBER LANE BOGNOR REGIS Veh 1 Car Wait to turn right N to SW
20/03/2017 AT JUNCTION OF U CARLTON Veh 2 Car Going ahead SW to NE Dri F 73 Serious
R1: U 1353hrs AVENUE OUTSIDE AT JUNCTION
R2: U Daylight:street lights present
E 490,255 Wet/Damp
N 98,881 Raining without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Inexperienced or learner driver/rider

Vehicle 1

Possible

2nd: Junction overshoot

Vehicle 1

Possible

3rd: Failed to look properly

Vehicle 1

Possible

4th: Swerved

Vehicle 2

Possible

5th: Failed to judge other persons path or speed

Vehicle 2

Possible

FRONT OF V1 AT GIVE WAY JUNCTION HAS COLLIDED WITH NEARSIDE OF V2 PASSING INFRONT OF IT CAUSING LOSS OF CONTROL OF V2 INTO LAMP POST TO NEARSIDE VERGE

Details of Personal Injury Accidents for Period - 01/09/2016 to 31/08/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

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

1702387 Saturday U RODE GREEN ROAD BOGNOR Veh 1 Car Reversing W to S Ped F 90 Serious
29/04/2017 REGIS AT JUNCTION OF U PARKING
R1: U 0845hrs AREA TO POST OFFICE OUTSIDE O/S
R2: U Daylight:street lights present
E 490,620 Dry
N 99,192 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

AMBULANCE ATTENDED AN ELDERLY FEMALE ON THE FLOOR OUTSIDE THE POST OFFICE, WHO MAY HAVE BEEN KNOCKED OVER BY A VEHICLE THAT WAS REVERSING OUT OF A PARKING SPACE. POSSIBLE VEHICLE INVOLVED HAS BEEN IDENTIFIED BUT DRIVER STATES THEY DID NOT HIT ANYONE. NO CCTV OR WITNESSES TO THE INCIDENT ARE KNOWN OF AT THIS TIME.

1705351 Friday B2166 PAGHAM ROAD BOGNOR Veh 1 Car Turning left E to S
22/09/2017 REGIS AT JUNCTION OF U SEFTER Veh 2 M/C < 125 cc Going ahead N to S Dri M 24 Serious
0851hrs ROAD
R2: U Daylight:street lights present
E 489,452 Wet/Damp
N 99,537 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Inexperienced or learner driver/rider

Vehicle 2

Possible

VEH 2 RIDING HIS MOPED SOUTH ALONG PAGHAM ROAD. STATES A BLUE BMW PULLED OUT WHICH HE HAD TO SWERVE AROUND AND IN DOING SO LOST CONTROL AND CAME OFF OF THE MOPED. THIS CAUSED A BROKEN COLLAR BONE.

1702178 Thursday U DRIFT ROAD BOGNOR REGIS AT Veh 1 Pedal cycle Going ahead S to N Dri M 13 Slight
20/04/2017 JUNCTION OF U LEONORA DRIVE Veh 2 Car Going ahead E to W
1825hrs
R2: U Daylight:street lights present
E 489,765 Dry
N 98,959 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V2 WAS TRAVELLING WEST ON DRIFT ROAD, PAGHAM, BOGNOR REGIS. AS V2 APPROACHED THE JUNCTION OF LEONORA DRIVE ON THE NEAR SIDE A PERSON ON A PEDAL CYCLE V1CAME OUT OF THE JUNCTION INTO DRIFT ROAD IN FRONT OF V2 WITH OUT STOPPING, CAUSING V2 TO HIT THE PEDAL CYCLIST.

Details of Personal Injury Accidents for Period - 01/09/2016 to 31/08/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

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

1801249 Saturday B2166 LAGNESS ROAD BOGNOR REGIS AT JUNCTION OF U SEFTER ROAD
 R1: B 2166 03/03/2018 0924hrs
 R2: U Daylight:street lights present
 E 489,457 Wet/Damp
 N 99,541 Fine without high winds
 60 mph

Causation Factor:

1st: Junction restart

2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

V1 TURNED RIGHT OUT OF SEFTER ROAD ONTO LAGNESS ROAD. V2 WAS HEADING NORTHBOUND ON LAGNESS ROAD AND COLLIDED WITH V1 CAUSING V2 TO LOSE CONTROL INTO A DITCH.

1800731 Thursday U PAGHAM ROAD PAGHAM AT JUNCTION OF U HOOK LANE
 R1: U 08/02/2018 1007hrs
 R2: U Daylight:street lights present
 E 489,301 Frost/Ice
 N 98,848 Fine without high winds
 30 mph

Causation Factor:

1st: Slippery road (due to weather)

Participant:

Vehicle 1

Confidence:

Possible

VEHICLE ONE HEADING NORTH FOR UNKNOWN REASON LOST CONTROL AND SLID ALONG CARRIAGEWAY. MINOR INJURIES.

1802319 Monday U NYETIMBER LANE BOGNOR REGIS AT JUNCTION OF U CARLTON AVE
 R1: U 30/04/2018 1515hrs
 R2: U Daylight:street lights present
 E 490,247 Wet/Damp
 N 98,880 Raining without high winds
 30 mph

V1 SOUTH ON CARLTON AVE TOWARDS J/W NYETIMBER LANE CASUALTY WAS SOUTHBOUND ON WEST SIDE OF NYETIMBER LANE CROSSING THE J/W CARLTON AVE V1 WAS UNABLE TO TURN LEFT DUE TO TRAFFIC ON NYETIMBER LANE CASUALTY FELT THAT V1 HAD SEEN HER & WAS STOPPING SHORT TO ALLOW HER TO CROSS BUT HIT HER CAUSING HER TO FALL

Details of Personal Injury Accidents for Period - 01/09/2016 to 31/08/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

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

1802712 Thursday U NYETIMBER LANE ROSE GREEN Veh 1 Car U turn E to E
17/05/2018 AT JUNCTION OF U LEONORA DRIVE Veh 2 Pedal cycle Going ahead E to W Dri M 51 Slight
R1: U 2206hrs OUTSIDE AT JUNCTION
R2: U Darkness: street lights present a
E 489,810 Dry
N 98,551 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 1 Possible
V1 TRAVELLING WEST ALONG NYETIMBER LANE, PULLED OVER TO NEARSIDE. V2, PEDAL CYCLE, ALSO TRAVELLING WEST BEGINS TO OVERTAKE V1 ON OFFSIDE. V1 CONDUCTS 'U' TURN MANOEUVRE, COLLIDING WITH V2

1804479 Friday U GOSSAMER LANE BOGNOR REGIS. Veh 1 Pedal cycle Going ahead W to E Dri M 79 Slight
10/08/2018 AT JUNCTION OF U AIGBURTH Veh 2 Car Going ahead W to E
R1: U 1039hrs AVENUE OUTSIDE AT JUNCTION AS
R2: U Daylight: street lights present
E 490,672 Wet/Damp
N 99,144 Raining without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 1 Very Likely
V1 (PEDAL CYCLE) WAS RIDING ON PAVEMENT ON SOUTH SIDE OF GOSSAMER LANE HEADING EAST. V2 (CAR) WAS ALSO HEADING EAST IN GOSSAMER LANE. V1 ENTERED ROAD TO CONTINUE JOURNEY AND THIS WAS DONE INTO THE PATH OF V1 CAUSING COLLISION.

1804583 Thursday U PAGHAM ROAD CHICHESTER Veh 1 M/C > 500 cc O/take m/veh o/side N to S Dri M 28 Slight
16/08/2018 300M NORTH OF U SEFTER ROAD Veh 2 Car O/take m/veh o/side N to S
R1: U 2132hrs Veh 3 Car Going ahead N to S
Darkness: no street lighting
E 489,406 Dry
N 100,034 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 2 Very Likely
3rd: Failed to look properly Vehicle 2
APPARENTLY VEH'S 1 & 2 WENT FOR AN OVERTAKE ON VEH 3 AT THE SAME TIME WHICH CAUSED THE RIDER OF VEH 1 TO TAKE EVASIVE ACTION ONTO THE OFFSIDE GRASS VERGE. VEH 1 LOST CONTROL AND ITS RIDER FELL TO THE GROUND CAUSING THE DAMAGE AND INJURY SHOWN.

Details of Personal Injury Accidents for Period - 01/09/2016 to 31/08/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

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

1806852 Monday U GOSSAMER LANE BOGNOR REGIS Veh 1 Car Going ahead NW to SE Ped F 13 Serious
10/12/2018 AT JUNCTION OF U SEFTON AVENUE
R1: U 0755hrs
R2: U Daylight:street lights present
E 490,749 Dry
N 99,111 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

VEHICLE 1 TRAVELLING FROM NORTH WEST TO SOUTH EAST ON SINGLE LANE CARRIAGEWAY APPROACHING SEFTON AVENUE. FEMALE CHILD PEDESTRIAN WITHOUT LOOKING STEPS IN FRONT OF VEHICLE. VEHICLE STRIKES PEDESTRIAN CAUSING INJURY

1900322 Thursday U NYETIMBER LANE BOGNOR REGIS Veh 1 Car Going ahead LH bend E to SW FSP F 86 Slight
17/01/2019 77M WEST OF U LEONORA DRIVE Veh 2 Car Going ahead RH bend SW to E Dri F 53 Slight
R1: U 1533hrs
Daylight:street lights present
E 489,726 Dry
N 98,538 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Dazzling sun

Vehicle 1

Very Likely

VEHICLE 1 WAS TRAVELLING WEST ON NYETIMBER LANE. VEHICLE 2 WAS TRAVELLING EAST ON NYETIMBER LANE. VEHICLE 1 HAS GONE ONTO THE OPPOSITE CARRIAGEWAY COLLIDING WITH VEHICLE 2.

0888567 Monday NYETIMBER LANE - 55 METRES Veh 1 M/C < 125 cc Stopping E to W Dri M 47 Slight
14/10/2019 FROM JUNCTION WITH PAGHAM ROAD
R1: U 0830hrs
Daylight:street lights present
E 489,234 Wet/Damp
N 98,535 Raining without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Slippery road (due to weather)

Vehicle 1

Possible

ONE VEHICLE RTC, MOTORCYCLE WAS SLOWING DOWN IN TRAFFIC AND BIKE SLIPPED FROM UNDERNEATH RIDER.

Details of Personal Injury Accidents for Period - 01/09/2016 to 31/08/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

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

0890586 Tuesday NYETIMBER LANE NEAR JUNCTION WITH NYETIMBER LANE ROUNDABOUT
R1: U 22/10/2019 1110hrs
R2: U Daylight: street lights present
E 489,611 Dry
N 98,416 Fine without high winds 30 mph

Causation Factor:

1st: Vehicle blind spot

2nd: Illness or disability, mental or physical

Participant:

Vehicle 2

Vehicle 1

Confidence:

Possible

Possible

V2 WAS TRAVELLING EAST TO NORTH AT SLOW SPEED ONTO THE ROUNDABOUT. AS V2 EXITED THE ROUNDABOUT ONTO NYETIMBER LANE A V1 TRAVELLING IN THE SAME DIRECTION HAS COLLIDED WITH THE OFFSIDE DRIVER DOOR/WING MIRROR. BOTH DRIVER OF V2 AND WITNESS STATE THEY DID NOT SEE THE CYCLIST BEFORE THE ROUNDABOUT AND ARE UNSURE OF WHAT DIRECTION HE CAME FROM. RIDER OF V1 DOES NOT RECALL THE INCIDENT AT ALL.

20921067 Thursday PRYORS LANE AT JUNCTION WITH GROVE HOUSE
R1: U 16/01/2020 0637hrs
R2: U Darkness: street lights present a
E 490,413 Wet/Damp
N 98,827 Other 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

Participant:

Vehicle 1

Confidence:

Possible

V2 WAS CYCLING SOUTH CLOSE AND PARRELLEL KERB. V1 WAS STATIONARY WITH HIS LIGHTS ON AT THE JUNCTION WITH THE SERVICE ROAD FOR THE DOCTORS SURGERY. AS V2 PASSED THE JUNCTION V1 SUDDENLY REVVED AND DROVE INTO V2 PUSHING V2 AND THE CYCLIST ACROSS THE ROAD AND NORTH FOR ABOUT 50 FEET BEFORE V1 STOPPED. DAMAGE CAUSED TO THE PEDAL CYCLE AND INJURY CAUSED TO THE CYCLIST.

20929255 Wednesday SPEED LIMIT SIGN 50 METRES
R1: A 1 12/02/2020 0550hrs
E 489,695 Darkness: no street lighting
N 99,496 Wet/Damp
 Fine without high winds 60 mph

Causation Factor:

1st: Loss of control

2nd: Poor turn or manoeuvre

Participant:

Vehicle 1

Vehicle 1

Confidence:

Very Likely

Very Likely

CAR 1 ATTEMPTED TO OVERTAKE CAR TWO ON A BEND BEFORE FISHTAILING AND HIT THE SIDE BUSHES.

Details of Personal Injury Accidents for Period - 01/09/2016 to 31/08/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

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

20934957 Wednesday PAGHAM ROAD AT JUNCTION WITH NYETIMBER LANE
 26/02/2020
R1: U 1210hrs
R2: U Daylight:street lights present
E 489,178 Wet/Damp
N 98,537 Raining without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Distraction outside vehicle

Vehicle 1

Very Likely

V1 - WAS TRAVELLING NORTH ON PAGHAM ROAD AND HAD BEEN TAILGATED SOME OF THE WAY BY A YOUNG MAN DRIVING A BLACK CAR. AS V1 APPROACHED THE JUNCTION WITH NYETIMBER LANE THE BLACK VEHICLE CAME EVEN CLOSER WHICH DISTRACTED V1. VEHICLE 1 THEN TURNED RIGHT INTO NYETIMBER LANE INTO THE PATH OF V2 WHICH HAD BEEN TRAVELLING SOUTH ON PAGHAM ROAD. CAUSING DAMAGE AND INJURY TO THE V2 AND IT'S RIDER.

20982044 Thursday SEFTER ROAD AT JUNCTION WITH PAGHAM ROAD
 17/09/2020
R1: U 1650hrs
R2: U Daylight:street lights present
E 489,452 Dry
N 99,544 Fine without high winds
 60 mph

Causation Factor:

Participant:

Confidence:

1st: Junction overshoot

Vehicle 1

Very Likely

VEHICLE 1 WAS TRAVELLING SOUTHBOUND ON PAGHAM ROAD TURNING LEFT INTO SEFTER ROAD AT APPROXIMATELY 20 MPH. VEHICLE 2 WAS POSITIONED AT THE JUNCTION OF SEFTER ROAD WAITING TO TURN RIGHT ONTO PAGHAM ROAD. VEHICLE 1 HAS ENTERED THE JUNCTION WIDE AND HAS HIT THE OFFSIDE OF VEHICLE 2 WITH THE FRONT OFFSIDE OF THE VEHICLE. VEHICLE 1 HAS THEN DEFLECTED OFF VEHICLE 2 AND CONTINUES INTO THE TREES ON THE SIDE OF THE ROAD. DRIVER OF VEHICLE 1 NO INJURED BUT SHAKEN UP. DRIVER OF VEHICLE 2 HAD BACK PAIN AND BRUISING DOWN THE LEFT SIDE OF HIS BODY.

Details of Personal Injury Accidents for Period - 01/09/2016 to 31/08/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

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

20987338 Tuesday PAGHAM ROAD - 43 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD
06/10/2020
0755hrs
Daylight:street lights present
E 489,343 Dry
N 98,954 Fine without high winds
60 mph

Veh 1 Bus/coach O/take m/veh o/side SW to NE
Veh 2 Pedal cycle Going ahead SW to NE Dri M 18 Slight

Causation Factor:

Participant:

Confidence:

1st: Passing too close to cyclist, horse rider or pedestrian

Vehicle 1

Possible

THE BUS (V1) WAS OVERTAKING THE CYCLIST(V2) ON PAGHAM ROAD, PAGHAM HEADING NORTHBOUND TOWARDS RUNCTON. DRIVER OF V1 CLAIMED V2 WAS IN THE MIDDLE OF THE ROAD. AS V1 WAS OVERTAKING V2 HAS WOBBLLED NEARSIDE THE CURE AND COLLIDED WITH THE V1 CAUSING THE CYCLIST TO LOOSE CONTROL AND FALL OFF. FROM WITNESSES AT THE SCENE THE C1 HAD HIS HOODIE UP AND HAD HEADPHONES IN. DRIVER OF V1 PASSED BREATHLESS AND EYESIGHT TEST AT SCENE. C1 SUFFERED BRUISING TO PELVIS AREA. AND WAS TAKEN TO HOSPITAL AS A PRE AUTION.

211024859 Monday NYETIMBER LANE AT JUNCTION WITH LION ROAD
01/03/2021
2023hrs
R1: U
R2: U
E 489,384 Dry
N 98,506 Fine without high winds
30 mph

Veh 1 Car Going ahead RH bend W to SE FSP M 29 Serious
Veh 1 Car Going ahead RH bend W to SE RSP M 25 Slight
Veh 1 Car Going ahead RH bend W to SE Dri M 32 Serious

Causation Factor:

Participant:

Confidence:

1st: Distraction in vehicle

Vehicle 1

Very Likely

V1 DRIVING SOUTH DOWN NYETIMBER LANE WHEN IT HAS HIT A SLIGHT BEND JUST PAST SPRINGFIELD DRIVE AND THE DRIVER HAS BEEN DISTRACTED IN THE CAR. HIT THE PASSENGER SIDE KERB VEERED ON TO THE OTHER SIDE OF THE ROAD AND MOUNTED THE PAVEMENT AND HIT THE LOW WALL WHERE THE CAR APPEARS TO HAVE TURNED ON ITS SIDE AND SKIDDED ROLLED ON ITS ROOF AND CAME TO REST ON THE DRIVERS SIDE OF THE CAR. WINDSCREEN SMASHED ALL AIRBAGS DEPLOYED ON PASSENGER AND DRIVERS SIDE BUT NOT IN THE FRONT.

211067048 Friday PAGHAM ROAD AT JUNCTION WITH SEFTER ROAD
16/07/2021
0902hrs
R1: U
R2: U
E 489,449 Dry
N 99,546 Fine without high winds
60 mph

Veh 1 Car Turning right SE to N Dri F 23 Slight
Veh 2 Car Going ahead S to N

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1 TRAVELLING EAST TO WEST ON SEFTER ROAD. V2 TRAVELLING SOUTH TO NORTH OF PAGHAM ROAD. V1 FAILED TO NOTICE V2 AND TURNED RIGHT INTO IT'S PATH. FRONT OFFSIDE OF V2 COLLIDED WITH NEARSIDE OF V1. V2 ATTEMPTED TO TAKE AVOIDING ACTION BY SWERVING TO THE NEARSIDE AND MADE MINOR CONTACT WITH WOODEN FENCE POST.

Details of Personal Injury Accidents for Period - 01/09/2016 to 31/08/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

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

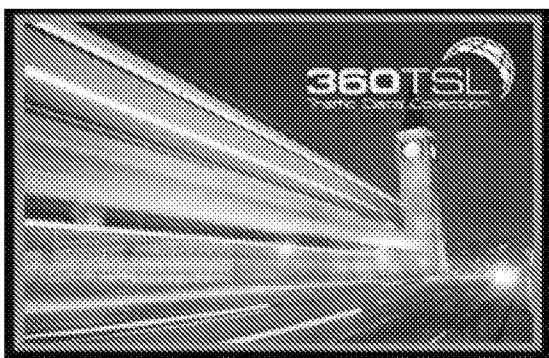
211068692 R1: U R2: U E 489,452 N 99,545	Saturday 17/07/2021 2140hrs Darkness: no street lighting Dry Unknown 60 mph	SEFTER ROAD AT JUNCTION WITH PAGHAM ROAD	Veh 1 Car Veh 2 Car	Going ahead Turning right	SE to NW E to NW Dri	F 33 Serious
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V2 WAS DRIVING WEST ON SEFTER RD, AND STOPPED AT THE JUNCTION WITH PAGHAM RD TO TURN RIGHT (NORTH) AFTER SEEING THE LIGHTS OF A CAR SOUTH OF THE JUNCTION TRAVELLING NORTH; SHE JUDGED THAT SHE HAD TIME TO PULL OUT OF THE JUNCTION. AS SHE TURNED RIGHT AND LEVELED UP TO TRAVELL NORTH SHE WAS HIT ON THE NEAR SIDE BY V1 WHICH HAD APPARENTLY BEEN TRAVELLING NORTH ON PAGHAM RD WITH HIS LIGHTS OFF. BOTH CARS STOPPED. V1 SPOKE NO ENGLISH BUT TYPED HIS DETAILS INTO V2'S PHONE BUT DID NOT UNDERSTAND THAT H NEED TO TAKE HER DETAILS. DAMAGE CAUSED TO BOTH VEHICLE AND INJURY CAUSED TO DRIVER OF VEHICLE 2.

Appendix 3 - Traffic Count Data

Pagham, Tuesday 5th October 2021

Junction: 1
Approach: Pagham Road Southbound



Queues Measured as Stationary Vehicles (Maximum Queue every 5 Minutes)

TIME	To Hook Lane					To Pagham Road (Southbound)					To Windmill Barn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	19	0	1	20	21.0	0	0	0	0	0.0
07:15 - 07:30	1	0	0	1	1.0	14	0	0	14	14.0	0	0	0	0	0.0
07:30 - 07:45	1	0	0	1	1.0	23	0	0	23	23.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	22	1	1	24	26.3	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	78	1	2	81	84.3	0	0	0	0	0.0
08:00 - 08:15	1	0	0	1	1.0	16	1	0	17	18.3	0	0	0	0	0.0
08:15 - 08:30	2	0	0	2	2.0	31	0	1	32	33.0	0	0	0	0	0.0
08:30 - 08:45	5	0	0	5	5.0	27	3	0	30	33.9	0	0	0	0	0.0
08:45 - 09:00	6	0	0	6	6.0	28	0	1	29	30.0	0	0	0	0	0.0
Hourly Total	14	0	0	14	14.0	102	4	2	108	115.2	0	0	0	0	0.0
09:00 - 09:15	3	0	0	3	3.0	21	1	1	23	25.3	0	0	0	0	0.0
09:15 - 09:30	2	0	0	2	2.0	20	0	0	20	20.0	0	0	0	0	0.0
09:30 - 09:45	4	0	0	4	4.0	22	1	0	23	24.3	0	0	0	0	0.0
09:45 - 10:00	1	0	0	1	1.0	23	0	1	24	25.0	0	0	0	0	0.0
Hourly Total	10	0	0	10	10.0	86	2	2	90	94.6	0	0	0	0	0.0
TOTAL	27	0	0	27	27.0	266	7	6	279	294.1	0	0	0	0	0.0
16:00 - 16:15	6	0	0	6	6.0	57	0	0	57	57.0	0	0	0	0	0.0
16:15 - 16:30	3	0	0	3	3.0	71	0	1	72	73.0	0	0	0	0	0.0
16:30 - 16:45	10	0	0	10	10.0	65	0	0	65	65.0	0	0	0	0	0.0
16:45 - 17:00	13	0	0	13	13.0	66	0	1	67	68.0	1	0	0	1	1.0
Hourly Total	32	0	0	32	32.0	259	0	2	261	263.0	1	0	0	1	1.0
17:00 - 17:15	9	0	0	9	9.0	70	0	0	70	70.0	0	0	0	0	0.0
17:15 - 17:30	5	0	0	5	5.0	73	0	1	74	75.0	0	0	0	0	0.0
17:30 - 17:45	6	0	0	6	6.0	60	0	1	61	62.0	0	0	0	0	0.0
17:45 - 18:00	7	0	0	7	7.0	55	0	0	55	55.0	0	0	0	0	0.0
Hourly Total	27	0	0	27	27.0	258	0	2	260	262.0	0	0	0	0	0.0
18:00 - 18:15	12	0	0	12	12.0	45	0	0	45	45.0	0	0	0	0	0.0
18:15 - 18:30	4	0	0	4	4.0	36	0	1	37	38.0	1	0	0	1	1.0
18:30 - 18:45	11	0	0	11	11.0	41	0	1	42	43.0	0	0	0	0	0.0
18:45 - 19:00	5	0	0	5	5.0	23	0	0	23	23.0	0	0	0	0	0.0
Hourly Total	32	0	0	32	32.0	145	0	2	147	149.0	1	0	0	1	1.0
TOTAL	91	0	0	91	91.0	662	0	6	668	674.0	2	0	0	2	2.0

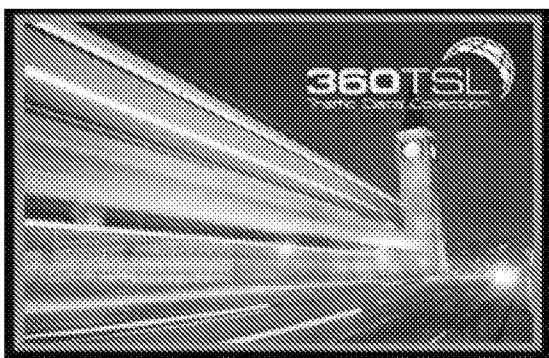
PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

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

Pagham, Tuesday 5th October 2021

Junction: 1
Approach: Hook Lane



Queues Measured as Stationary Vehicles (Maximum Queue every 5 Minutes)

TIME	To Pagham Road (Southbound)					To Windmill Barn					To Pagham Road (Northbound)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	13	1	0	14	15.3	0	0	0	0	0.0	11	0	0	11	11.0
07:15 - 07:30	10	0	0	10	10.0	0	0	0	0	0.0	21	0	0	21	21.0
07:30 - 07:45	14	0	0	14	14.0	0	0	0	0	0.0	36	0	0	36	36.0
07:45 - 08:00	20	0	0	20	20.0	0	0	0	0	0.0	52	0	0	52	52.0
Hourly Total	57	1	0	58	59.3	0	0	0	0	0.0	120	0	0	120	120.0
08:00 - 08:15	16	0	0	16	16.0	0	0	0	0	0.0	19	0	0	19	19.0
08:15 - 08:30	18	1	0	19	20.3	0	0	0	0	0.0	15	0	0	15	15.0
08:30 - 08:45	40	0	0	40	40.0	0	0	0	0	0.0	11	0	0	11	11.0
08:45 - 09:00	30	0	0	30	30.0	0	0	0	0	0.0	7	0	0	7	7.0
Hourly Total	104	1	0	105	106.3	0	0	0	0	0.0	52	0	0	52	52.0
09:00 - 09:15	39	0	0	39	39.0	0	0	0	0	0.0	7	0	0	7	7.0
09:15 - 09:30	26	0	0	26	26.0	0	0	0	0	0.0	6	0	0	6	6.0
09:30 - 09:45	21	0	0	21	21.0	0	0	0	0	0.0	10	0	0	10	10.0
09:45 - 10:00	25	0	0	25	25.0	0	0	0	0	0.0	8	0	0	8	8.0
Hourly Total	111	0	0	111	111.0	0	0	0	0	0.0	31	0	0	31	31.0
TOTAL	272	2	0	274	276.6	0	0	0	0	0.0	203	0	0	203	203.0
16:00 - 16:15	37	0	0	37	37.0	0	0	0	0	0.0	8	0	0	8	8.0
16:15 - 16:30	40	0	0	40	40.0	0	0	0	0	0.0	5	0	0	5	5.0
16:30 - 16:45	29	0	0	29	29.0	0	0	0	0	0.0	2	0	0	2	2.0
16:45 - 17:00	42	0	0	42	42.0	0	0	0	0	0.0	4	0	0	4	4.0
Hourly Total	148	0	0	148	148.0	0	0	0	0	0.0	19	0	0	19	19.0
17:00 - 17:15	43	0	0	43	43.0	0	0	0	0	0.0	3	0	0	3	3.0
17:15 - 17:30	43	0	0	43	43.0	0	0	0	0	0.0	2	0	0	2	2.0
17:30 - 17:45	39	0	0	39	39.0	0	0	0	0	0.0	3	0	0	3	3.0
17:45 - 18:00	40	0	0	40	40.0	0	0	0	0	0.0	4	0	0	4	4.0
Hourly Total	165	0	0	165	165.0	0	0	0	0	0.0	12	0	0	12	12.0
18:00 - 18:15	29	0	0	29	29.0	0	0	0	0	0.0	5	0	0	5	5.0
18:15 - 18:30	31	0	0	31	31.0	0	0	0	0	0.0	4	0	0	4	4.0
18:30 - 18:45	29	0	0	29	29.0	0	0	0	0	0.0	2	0	0	2	2.0
18:45 - 19:00	24	0	0	24	24.0	0	0	0	0	0.0	5	0	0	5	5.0
Hourly Total	113	0	0	113	113.0	0	0	0	0	0.0	16	0	0	16	16.0
TOTAL	426	0	0	426	426.0	0	0	0	0	0.0	47	0	0	47	47.0

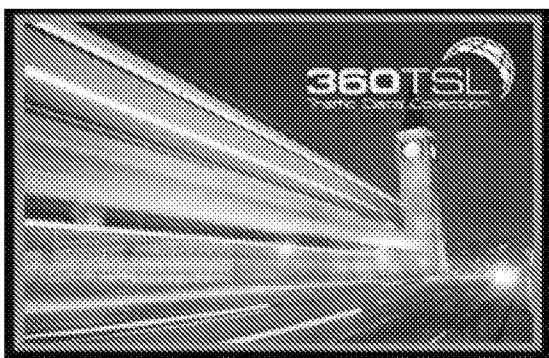
PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	2
720	0
725	2
730	3
735	2
740	3
745	3
750	3
755	5
800	3
805	2
810	4
815	4
820	4
825	5
830	7
835	5
840	5
845	6
850	3
855	5
900	7
905	4
910	5
915	3
920	5
925	3
930	2
935	3
940	2
945	2
950	3
955	2

TIME	Queue Lengths (Vehicles)
1600	2
1605	4
1610	2
1615	3
1620	3
1625	4
1630	2
1635	3
1640	2
1645	4
1650	4
1655	4
1700	2
1705	2
1710	4
1715	0
1720	3
1725	2
1730	2
1735	2
1740	2
1745	3
1750	0
1755	2
1800	2
1805	2
1810	2
1815	2
1820	0
1825	2
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0

Pagham, Tuesday 5th October 2021

Junction: 1
Approach: Pagham Road Northbound



Queues Measured as Stationary Vehicles (Maxiumum Queue every 5 Minutes)

TIME	To Windmill Barn					To Pagham Road (Northbound)					To Hook Lane				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	58	0	1	59	60.0	12	0	0	12	12.0
07:15 - 07:30	0	0	0	0	0.0	72	0	1	73	74.0	17	0	0	17	17.0
07:30 - 07:45	0	0	0	0	0.0	80	2	0	82	84.6	18	0	0	18	18.0
07:45 - 08:00	0	0	0	0	0.0	71	0	1	72	73.0	18	0	0	18	18.0
Hourly Total	0	0	0	0	0.0	281	2	3	286	291.6	65	0	0	65	65.0
08:00 - 08:15	0	0	0	0	0.0	48	0	1	49	50.0	24	0	0	24	24.0
08:15 - 08:30	0	0	0	0	0.0	47	0	1	48	49.0	36	0	0	36	36.0
08:30 - 08:45	0	0	0	0	0.0	27	0	0	27	27.0	32	0	0	32	32.0
08:45 - 09:00	0	0	0	0	0.0	41	0	1	42	43.0	18	0	0	18	18.0
Hourly Total	0	0	0	0	0.0	163	0	3	166	169.0	110	0	0	110	110.0
09:00 - 09:15	0	0	0	0	0.0	26	2	0	28	30.6	31	0	0	31	31.0
09:15 - 09:30	0	0	0	0	0.0	27	1	1	29	31.3	20	0	0	20	20.0
09:30 - 09:45	0	0	0	0	0.0	30	0	0	30	30.0	16	0	0	16	16.0
09:45 - 10:00	0	0	0	0	0.0	42	0	1	43	44.0	23	0	1	24	25.0
Hourly Total	0	0	0	0	0.0	125	3	2	130	135.9	90	0	1	91	92.0
TOTAL	0	0	0	0	0.0	569	5	8	582	596.5	265	0	1	266	267.0
16:00 - 16:15	0	0	0	0	0.0	30	1	0	31	32.3	26	0	0	26	26.0
16:15 - 16:30	0	0	0	0	0.0	26	0	1	27	28.0	18	0	0	18	18.0
16:30 - 16:45	0	0	0	0	0.0	40	0	0	40	40.0	27	0	0	27	27.0
16:45 - 17:00	0	0	0	0	0.0	30	0	1	31	32.0	21	0	0	21	21.0
Hourly Total	0	0	0	0	0.0	126	1	2	129	132.3	92	0	0	92	92.0
17:00 - 17:15	0	0	0	0	0.0	31	0	0	31	31.0	23	0	0	23	23.0
17:15 - 17:30	0	0	0	0	0.0	33	0	1	34	35.0	23	0	0	23	23.0
17:30 - 17:45	0	0	0	0	0.0	21	0	0	21	21.0	29	0	0	29	29.0
17:45 - 18:00	0	0	0	0	0.0	19	0	1	20	21.0	15	0	0	15	15.0
Hourly Total	0	0	0	0	0.0	104	0	2	106	108.0	90	0	0	90	90.0
18:00 - 18:15	0	0	0	0	0.0	20	0	0	20	20.0	19	0	0	19	19.0
18:15 - 18:30	0	0	0	0	0.0	16	0	1	17	18.0	12	0	0	12	12.0
18:30 - 18:45	0	0	0	0	0.0	14	0	0	14	14.0	21	0	0	21	21.0
18:45 - 19:00	0	0	0	0	0.0	17	0	0	17	17.0	15	0	0	15	15.0
Hourly Total	0	0	0	0	0.0	67	0	1	68	69.0	67	0	0	67	67.0
TOTAL	0	0	0	0	0.0	297	1	5	303	309.3	249	0	0	249	249.0

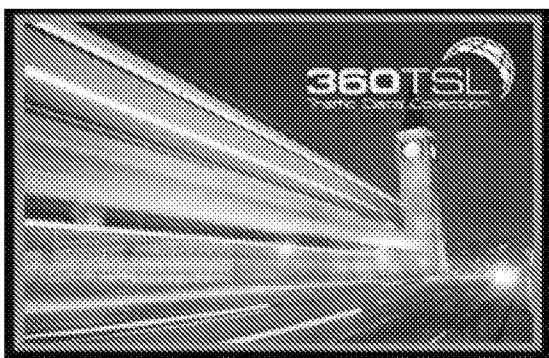
PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

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

Pagham, Tuesday 5th October 2021

Junction: 1
Approach: Windmill Barn



Queues Measured as Stationary Vehicles (Maximum Queue every 5 Minutes)

TIME	To Pagham Road (Northbound)					To Hook Lane					To Pagham Road (Southbound)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	0	0	0	0	0.0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	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
TOTAL	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	1	0	0	1	1.0
17:00 - 17:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	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
18:00 - 18:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:15 - 18:30	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
18:30 - 18:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
TOTAL	1	0	0	1	1.0	0	0	0	0	0.0	2	0	0	2	2.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

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

Pagham, Tuesday 5th October 2021

From:

1) 07:00

To:

1) 10:00

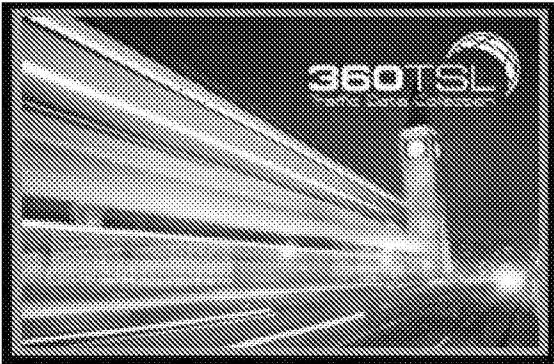
Class:

All Vehicles

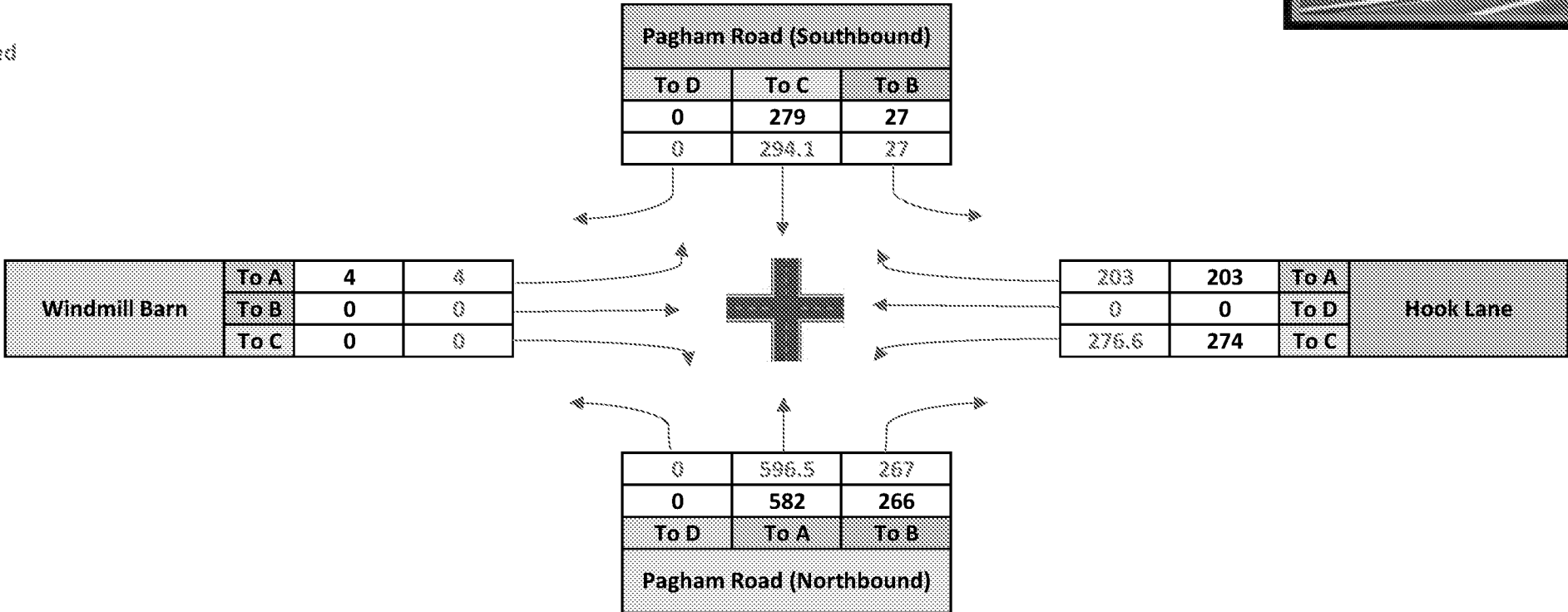
Show Peak Hour: ☐

Show PCUs: ☒

Show Session 2 ☐

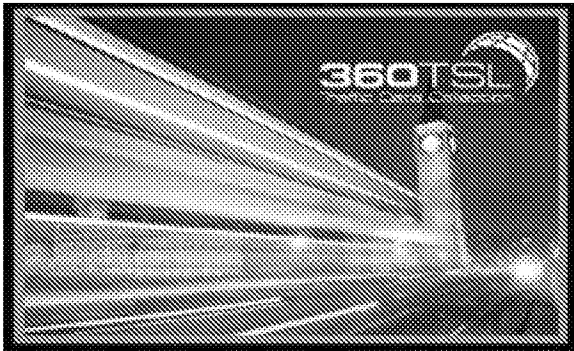


PCUs in red



Pagham, Tuesday 5th October 2021

Junction: 2
Approach: Pagham Road Southbound



Queues Measured as Stationary Vehicles (Maxiumum Queue every 5 Minutes)

To Sefter Road						To Pagham Road (Southbound)					
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	
07:00 - 07:15	17	0	0	17	17.0	20	0	1	21	22.0	
07:15 - 07:30	16	0	0	16	16.0	14	0	0	14	14.0	
07:30 - 07:45	23	0	0	23	23.0	22	0	1	23	24.0	
07:45 - 08:00	19	0	0	19	19.0	23	1	0	24	25.3	
Hourly Total	75	0	0	75	75.0	79	1	2	82	85.3	
08:00 - 08:15	16	0	0	16	16.0	16	1	0	17	18.3	
08:15 - 08:30	27	1	1	29	31.3	30	0	1	31	32.0	
08:30 - 08:45	27	0	0	27	27.0	31	1	1	33	35.3	
08:45 - 09:00	23	0	1	24	25.0	32	2	1	35	38.6	
Hourly Total	93	1	2	96	99.3	109	4	3	116	124.2	
09:00 - 09:15	29	0	0	29	29.0	23	1	0	24	25.3	
09:15 - 09:30	20	0	0	20	20.0	25	0	0	25	25.0	
09:30 - 09:45	14	0	0	14	14.0	25	1	0	26	27.3	
09:45 - 10:00	20	0	0	20	20.0	23	0	1	24	25.0	
Hourly Total	83	0	0	83	83.0	96	2	1	99	102.6	
TOTAL	251	1	2	254	257.3	284	7	6	297	312.1	

16:00 - 16:15	28	0	0	28	28.0	60	0	0	60	60.0	
16:15 - 16:30	26	0	0	26	26.0	77	0	1	78	79.0	
16:30 - 16:45	27	0	0	27	27.0	71	0	0	71	71.0	
16:45 - 17:00	31	0	1	32	33.0	85	0	1	86	87.0	
Hourly Total	112	0	1	113	114.0	293	0	2	295	297.0	
17:00 - 17:15	33	0	0	33	33.0	77	0	0	77	77.0	
17:15 - 17:30	52	0	0	52	52.0	81	0	1	82	83.0	
17:30 - 17:45	59	0	0	59	59.0	64	0	1	65	66.0	
17:45 - 18:00	64	0	0	64	64.0	61	0	0	61	61.0	
Hourly Total	208	0	0	208	208.0	283	0	2	285	287.0	
18:00 - 18:15	61	0	1	62	63.0	55	0	0	55	55.0	
18:15 - 18:30	77	0	0	77	77.0	44	0	1	45	46.0	
18:30 - 18:45	49	0	0	49	49.0	49	0	1	50	51.0	
18:45 - 19:00	32	0	0	32	32.0	30	0	0	30	30.0	
Hourly Total	219	0	1	220	221.0	178	0	2	180	182.0	
TOTAL	539	0	2	541	543.0	754	0	6	760	766.0	

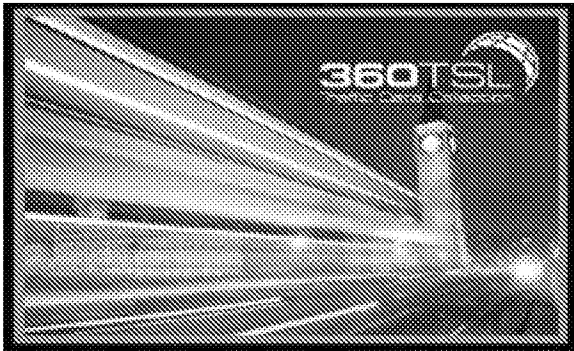
PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

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

Pagham, Tuesday 5th October 2021

Junction: 2
Approach: Sefter Road



Queues Measured as Stationary Vehicles (Maxiumum Queue every 5 Minutes)

To Pagham Road (Southbound)						To Pagham Road (Northbound)					
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	
07:00 - 07:15	0	0	0	0	0.0	51	0	0	51	51.0	
07:15 - 07:30	0	0	0	0	0.0	75	0	0	75	75.0	
07:30 - 07:45	0	0	0	0	0.0	94	0	0	94	94.0	
07:45 - 08:00	0	0	0	0	0.0	96	0	0	96	96.0	
Hourly Total	0	0	0	0	0.0	316	0	0	316	316.0	
08:00 - 08:15	0	0	0	0	0.0	81	0	0	81	81.0	
08:15 - 08:30	1	0	0	1	1.0	44	0	0	44	44.0	
08:30 - 08:45	2	0	0	2	2.0	62	0	0	62	62.0	
08:45 - 09:00	0	0	0	0	0.0	46	1	0	47	48.3	
Hourly Total	3	0	0	3	3.0	233	1	0	234	235.3	
09:00 - 09:15	0	0	0	0	0.0	37	0	0	37	37.0	
09:15 - 09:30	0	0	0	0	0.0	21	0	0	21	21.0	
09:30 - 09:45	0	0	0	0	0.0	35	0	0	35	35.0	
09:45 - 10:00	1	0	0	1	1.0	25	0	0	25	25.0	
Hourly Total	1	0	0	1	1.0	118	0	0	118	118.0	
TOTAL	4	0	0	4	4.0	667	1	0	668	669.3	

16:00 - 16:15	1	0	0	1	1.0	19	0	0	19	19.0	
16:15 - 16:30	0	0	0	0	0.0	22	0	0	22	22.0	
16:30 - 16:45	0	0	0	0	0.0	27	0	0	27	27.0	
16:45 - 17:00	0	0	0	0	0.0	21	0	0	21	21.0	
Hourly Total	1	0	0	1	1.0	89	0	0	89	89.0	
17:00 - 17:15	0	0	0	0	0.0	20	0	0	20	20.0	
17:15 - 17:30	1	0	0	1	1.0	19	0	0	19	19.0	
17:30 - 17:45	2	0	0	2	2.0	26	0	0	26	26.0	
17:45 - 18:00	1	0	0	1	1.0	31	0	0	31	31.0	
Hourly Total	4	0	0	4	4.0	96	0	0	96	96.0	
18:00 - 18:15	1	0	0	1	1.0	24	0	0	24	24.0	
18:15 - 18:30	0	0	0	0	0.0	22	0	0	22	22.0	
18:30 - 18:45	1	0	0	1	1.0	19	0	0	19	19.0	
18:45 - 19:00	0	0	0	0	0.0	21	0	0	21	21.0	
Hourly Total	2	0	0	2	2.0	86	0	0	86	86.0	
TOTAL	7	0	0	7	7.0	271	0	0	271	271.0	

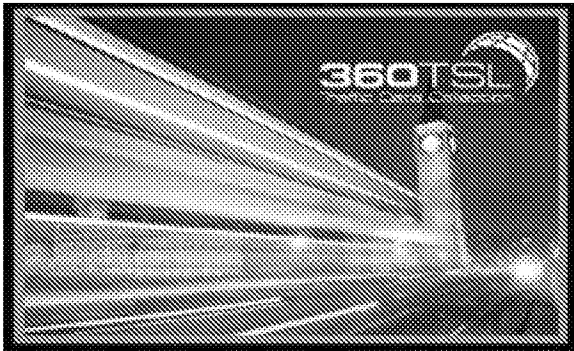
PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	12
705	9
710	10
715	10
720	12
725	12
730	15
735	18
740	22
745	21
750	20
755	17
800	20
805	20
810	22
815	15
820	10
825	17
830	20
835	12
840	15
845	7
850	9
855	6
900	6
905	8
910	5
915	7
920	7
925	5
930	7
935	8
940	6
945	7
950	7
955	7

TIME	Queue Lengths (Vehicles)
1600	2
1605	0
1610	3
1615	2
1620	3
1625	0
1630	4
1635	2
1640	3
1645	0
1650	3
1655	4
1700	2
1705	3
1710	3
1715	3
1720	6
1725	2
1730	5
1735	3
1740	3
1745	4
1750	2
1755	5
1800	3
1805	3
1810	5
1815	6
1820	3
1825	4
1830	3
1835	2
1840	3
1845	4
1850	3
1855	3

Pagham, Tuesday 5th October 2021

Junction: 2
Approach: Pagham Road Northbound



Queues Measured as Stationary Vehicles (Maxiumum Queue every 5 Minutes)

To Pagham Road (Northbound)						To Sefter Road				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	68	0	1	69	70.0	2	0	0	2	2.0
07:15 - 07:30	94	0	0	94	94.0	1	0	0	1	1.0
07:30 - 07:45	114	2	1	117	120.6	0	0	0	0	0.0
07:45 - 08:00	123	0	1	124	125.0	0	0	0	0	0.0
Hourly Total	399	2	3	404	409.6	3	0	0	3	3.0
08:00 - 08:15	68	0	1	69	70.0	1	0	0	1	1.0
08:15 - 08:30	61	0	0	61	61.0	0	0	0	0	0.0
08:30 - 08:45	40	0	1	41	42.0	1	0	0	1	1.0
08:45 - 09:00	44	0	0	44	44.0	0	0	0	0	0.0
Hourly Total	213	0	2	215	217.0	2	0	0	2	2.0
09:00 - 09:15	36	1	1	38	40.3	0	0	0	0	0.0
09:15 - 09:30	33	2	0	35	37.6	0	0	0	0	0.0
09:30 - 09:45	38	0	1	39	40.0	1	0	0	1	1.0
09:45 - 10:00	48	0	1	49	50.0	0	0	0	0	0.0
Hourly Total	155	3	3	161	167.9	1	0	0	1	1.0
TOTAL	767	5	8	780	794.5	6	0	0	6	6.0

16:00 - 16:15	37	1	0	38	39.3	1	0	0	1	1.0
16:15 - 16:30	30	0	1	31	32.0	0	0	0	0	0.0
16:30 - 16:45	40	0	0	40	40.0	1	0	0	1	1.0
16:45 - 17:00	36	0	1	37	38.0	0	0	0	0	0.0
Hourly Total	143	1	2	146	149.3	2	0	0	2	2.0
17:00 - 17:15	31	0	0	31	31.0	1	0	0	1	1.0
17:15 - 17:30	35	0	1	36	37.0	1	0	0	1	1.0
17:30 - 17:45	25	0	0	25	25.0	0	0	0	0	0.0
17:45 - 18:00	22	0	0	22	22.0	1	0	0	1	1.0
Hourly Total	113	0	1	114	115.0	3	0	0	3	3.0
18:00 - 18:15	26	0	1	27	28.0	1	0	0	1	1.0
18:15 - 18:30	21	0	1	22	23.0	1	0	0	1	1.0
18:30 - 18:45	15	0	0	15	15.0	0	0	0	0	0.0
18:45 - 19:00	21	0	0	21	21.0	0	0	0	0	0.0
Hourly Total	83	0	2	85	87.0	2	0	0	2	2.0
TOTAL	339	1	5	345	351.3	7	0	0	7	7.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

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

Pagham, Tuesday 5th October 2021

From:

1) 07:00

To:

1) 10:00

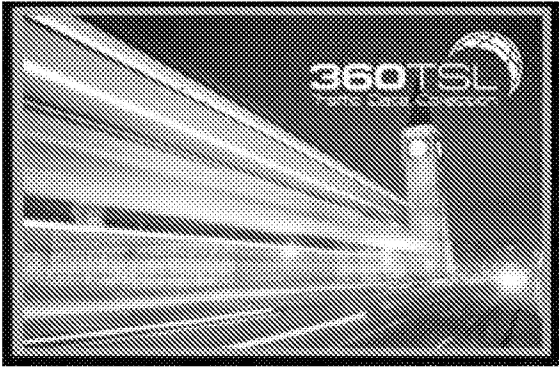
Class:

All Vehicles

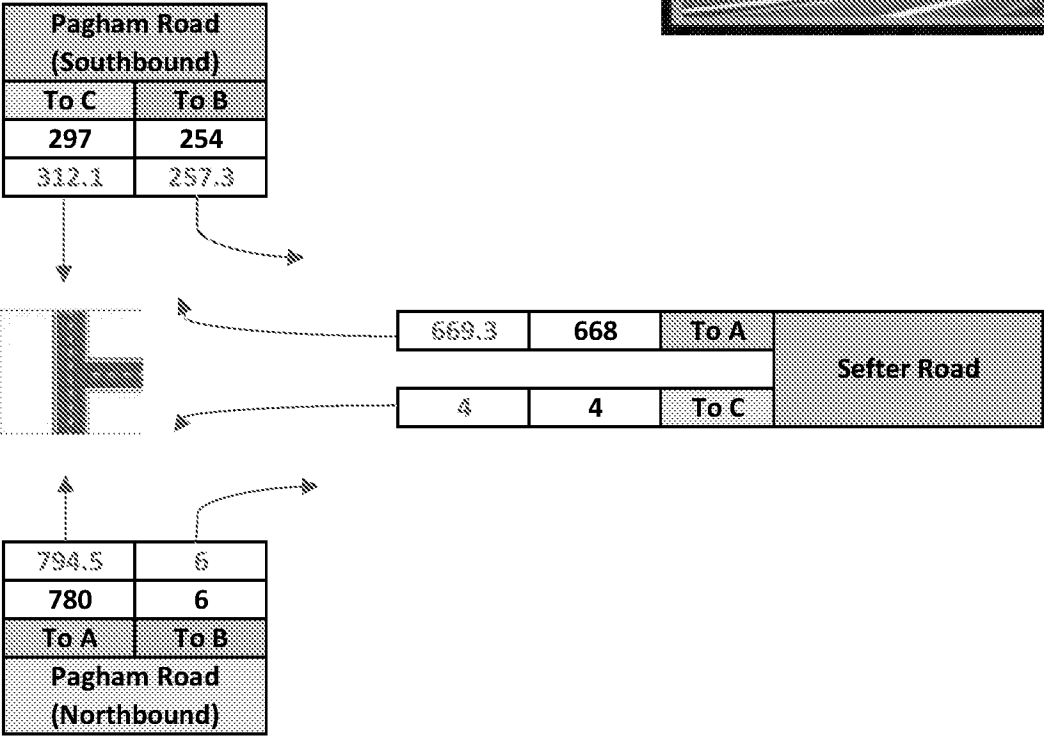
Show Peak Hour: ☐

Show PCUs: ☒

Show Session 2

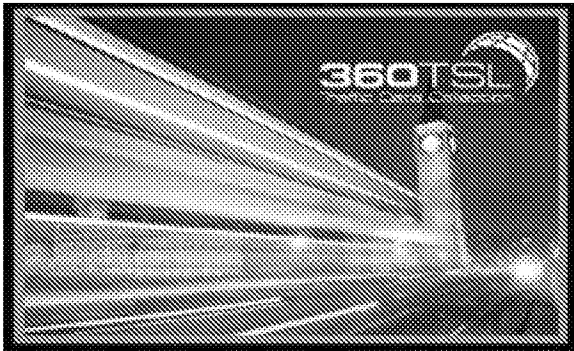


PCUs in red



Pagham, Tuesday 5th October 2021

Junction: 3
Approach: Sefter Road Westbound



Queues Measured as Stationary Vehicles (Maxiumum Queue every 5 Minutes)

To Hook Lane						To Sefter Road (Westbound)					
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	
07:00 - 07:15	25	1	0	26	27.3	51	0	0	51	51.0	
07:15 - 07:30	29	0	0	29	29.0	71	0	0	71	71.0	
07:30 - 07:45	39	0	0	39	39.0	95	0	0	95	95.0	
07:45 - 08:00	36	0	0	36	36.0	91	0	0	91	91.0	
Hourly Total	129	1	0	130	131.3	308	0	0	308	308.0	
08:00 - 08:15	25	0	0	25	25.0	74	0	0	74	74.0	
08:15 - 08:30	31	1	0	32	33.3	40	0	0	40	40.0	
08:30 - 08:45	38	0	0	38	38.0	49	0	0	49	49.0	
08:45 - 09:00	36	0	0	36	36.0	39	1	0	40	41.3	
Hourly Total	130	1	0	131	132.3	202	1	0	203	204.3	
09:00 - 09:15	43	0	1	44	45.0	29	0	0	29	29.0	
09:15 - 09:30	37	0	0	37	37.0	21	0	0	21	21.0	
09:30 - 09:45	30	0	0	30	30.0	32	0	0	32	32.0	
09:45 - 10:00	34	0	0	34	34.0	24	0	0	24	24.0	
Hourly Total	144	0	1	145	146.0	106	0	0	106	106.0	

TOTAL	403	2	1	406	409.6	616	1	0	617	618.3	
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16:00 - 16:15	26	0	0	26	26.0	16	0	0	16	16.0	
16:15 - 16:30	24	0	0	24	24.0	17	0	0	17	17.0	
16:30 - 16:45	31	0	0	31	31.0	22	0	0	22	22.0	
16:45 - 17:00	40	0	0	40	40.0	17	0	0	17	17.0	
Hourly Total	121	0	0	121	121.0	72	0	0	72	72.0	
17:00 - 17:15	35	0	0	35	35.0	15	0	0	15	15.0	
17:15 - 17:30	35	0	0	35	35.0	19	0	0	19	19.0	
17:30 - 17:45	41	0	0	41	41.0	20	0	0	20	20.0	
17:45 - 18:00	33	0	0	33	33.0	24	0	0	24	24.0	
Hourly Total	144	0	0	144	144.0	78	0	0	78	78.0	
18:00 - 18:15	34	0	0	34	34.0	23	0	0	23	23.0	
18:15 - 18:30	31	0	0	31	31.0	15	0	0	15	15.0	
18:30 - 18:45	27	0	0	27	27.0	17	0	0	17	17.0	
18:45 - 19:00	29	0	0	29	29.0	18	0	0	18	18.0	
Hourly Total	121	0	0	121	121.0	73	0	0	73	73.0	

TOTAL	386	0	0	386	386.0	223	0	0	223	223.0	
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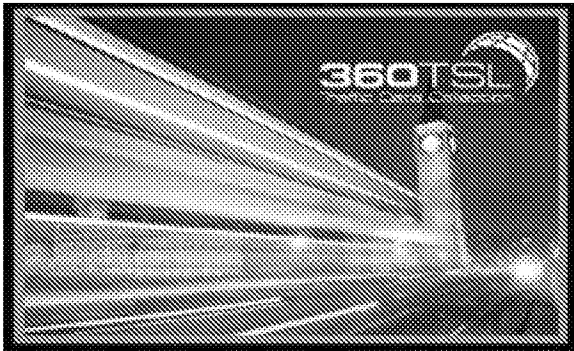
PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

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

Pagham, Tuesday 5th October 2021

Junction: 3
Approach: Hook Lane



Queues Measured as Stationary Vehicles (Maxiumum Queue every 5 Minutes)

To Sefter Road (Westbound)						To Sefter Road (Eastbound)					
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	
07:00 - 07:15	3	0	0	3	3.0	27	0	0	27	27.0	
07:15 - 07:30	1	0	0	1	1.0	25	0	0	25	25.0	
07:30 - 07:45	2	0	0	2	2.0	29	0	0	29	29.0	
07:45 - 08:00	3	0	0	3	3.0	35	0	0	35	35.0	
Hourly Total	9	0	0	9	9.0	116	0	0	116	116.0	
08:00 - 08:15	5	0	0	5	5.0	35	0	0	35	35.0	
08:15 - 08:30	3	0	0	3	3.0	33	0	0	33	33.0	
08:30 - 08:45	4	0	0	4	4.0	34	0	0	34	34.0	
08:45 - 09:00	3	0	0	3	3.0	30	0	0	30	30.0	
Hourly Total	15	0	0	15	15.0	132	0	0	132	132.0	
09:00 - 09:15	5	0	0	5	5.0	37	0	0	37	37.0	
09:15 - 09:30	4	0	0	4	4.0	34	0	0	34	34.0	
09:30 - 09:45	3	0	0	3	3.0	33	0	0	33	33.0	
09:45 - 10:00	3	0	0	3	3.0	33	0	0	33	33.0	
Hourly Total	15	0	0	15	15.0	137	0	0	137	137.0	
TOTAL	39	0	0	39	39.0	385	0	0	385	385.0	

16:00 - 16:15	3	0	0	3	3.0	30	0	0	30	30.0	
16:15 - 16:30	6	0	0	6	6.0	36	0	0	36	36.0	
16:30 - 16:45	2	0	0	2	2.0	31	0	0	31	31.0	
16:45 - 17:00	4	0	0	4	4.0	39	0	0	39	39.0	
Hourly Total	15	0	0	15	15.0	136	0	0	136	136.0	
17:00 - 17:15	5	0	0	5	5.0	44	0	0	44	44.0	
17:15 - 17:30	1	0	0	1	1.0	41	0	0	41	41.0	
17:30 - 17:45	6	0	0	6	6.0	36	0	0	36	36.0	
17:45 - 18:00	4	0	0	4	4.0	33	0	0	33	33.0	
Hourly Total	16	0	0	16	16.0	154	0	0	154	154.0	
18:00 - 18:15	3	0	0	3	3.0	31	0	0	31	31.0	
18:15 - 18:30	5	0	0	5	5.0	29	0	0	29	29.0	
18:30 - 18:45	3	0	0	3	3.0	28	0	0	28	28.0	
18:45 - 19:00	3	0	0	3	3.0	24	0	0	24	24.0	
Hourly Total	14	0	0	14	14.0	112	0	0	112	112.0	
TOTAL	45	0	0	45	45.0	402	0	0	402	402.0	

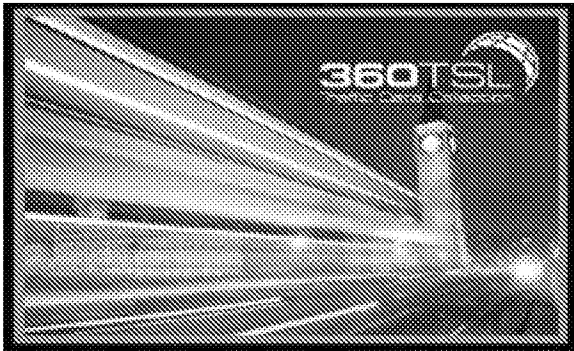
PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	2
725	0
730	2
735	2
740	4
745	3
750	2
755	5
800	2
805	0
810	5
815	4
820	2
825	3
830	5
835	5
840	2
845	2
850	3
855	3
900	4
905	0
910	5
915	3
920	3
925	4
930	2
935	3
940	2
945	3
950	0
955	3

TIME	Queue Lengths (Vehicles)
1600	0
1605	2
1610	0
1615	3
1620	2
1625	0
1630	2
1635	2
1640	5
1645	2
1650	0
1655	3
1700	3
1705	2
1710	3
1715	4
1720	2
1725	0
1730	3
1735	3
1740	2
1745	0
1750	4
1755	2
1800	0
1805	3
1810	0
1815	0
1820	3
1825	2
1830	3
1835	0
1840	3
1845	2
1850	4
1855	2

Pagham, Tuesday 5th October 2021

Junction: 3
Approach: Sefter Road Eastbound



Queues Measured as Stationary Vehicles (Maxiumum Queue every 5 Minutes)

TIME	To Sefter Road (Eastbound)					To Hook Lane				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	16	0	0	16	16.0	4	0	0	4	4.0
07:15 - 07:30	16	0	0	16	16.0	1	0	0	1	1.0
07:30 - 07:45	17	0	0	17	17.0	6	0	0	6	6.0
07:45 - 08:00	21	0	0	21	21.0	1	0	0	1	1.0
Hourly Total	70	0	0	70	70.0	12	0	0	12	12.0
08:00 - 08:15	11	0	0	11	11.0	6	0	0	6	6.0
08:15 - 08:30	23	1	1	25	27.3	5	0	0	5	5.0
08:30 - 08:45	22	0	0	22	22.0	5	0	0	5	5.0
08:45 - 09:00	21	0	1	22	23.0	3	0	0	3	3.0
Hourly Total	77	1	2	80	83.3	19	0	0	19	19.0
09:00 - 09:15	26	0	0	26	26.0	2	0	0	2	2.0
09:15 - 09:30	15	0	0	15	15.0	5	0	0	5	5.0
09:30 - 09:45	10	0	0	10	10.0	5	0	0	5	5.0
09:45 - 10:00	16	0	0	16	16.0	2	0	0	2	2.0
Hourly Total	67	0	0	67	67.0	14	0	0	14	14.0
TOTAL	214	1	2	217	220.3	45	0	0	45	45.0

16:00 - 16:15	24	0	0	24	24.0	4	0	0	4	4.0
16:15 - 16:30	16	0	0	16	16.0	9	0	0	9	9.0
16:30 - 16:45	26	0	0	26	26.0	5	0	0	5	5.0
16:45 - 17:00	33	0	1	34	35.0	1	0	0	1	1.0
Hourly Total	99	0	1	100	101.0	19	0	0	19	19.0
17:00 - 17:15	33	0	0	33	33.0	6	0	0	6	6.0
17:15 - 17:30	48	0	0	48	48.0	3	0	0	3	3.0
17:30 - 17:45	61	0	0	61	61.0	4	0	0	4	4.0
17:45 - 18:00	60	0	0	60	60.0	3	0	0	3	3.0
Hourly Total	202	0	0	202	202.0	16	0	0	16	16.0
18:00 - 18:15	62	0	1	63	64.0	5	0	0	5	5.0
18:15 - 18:30	72	0	0	72	72.0	2	0	0	2	2.0
18:30 - 18:45	52	0	0	52	52.0	2	0	0	2	2.0
18:45 - 19:00	30	0	0	30	30.0	3	0	0	3	3.0
Hourly Total	216	0	1	217	218.0	12	0	0	12	12.0
TOTAL	517	0	2	519	521.0	47	0	0	47	47.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

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

Pagham, Tuesday 5th October 2021

From:

1) 07:00

To:

1) 10:00

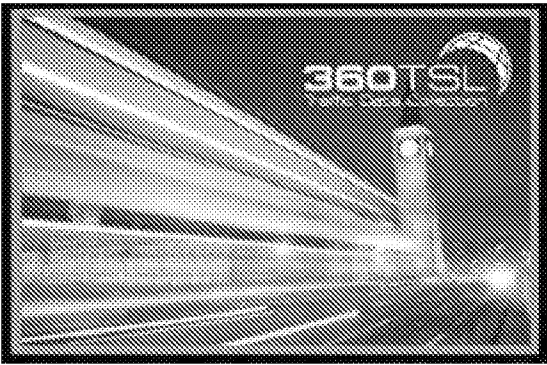
Class:

All Vehicles

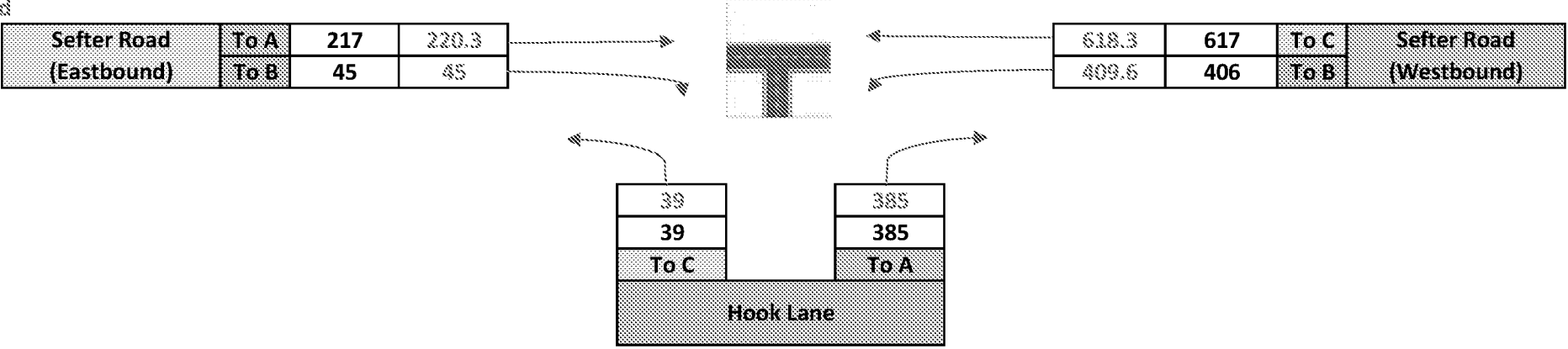
Show Peak Hour:

Show PCUs:

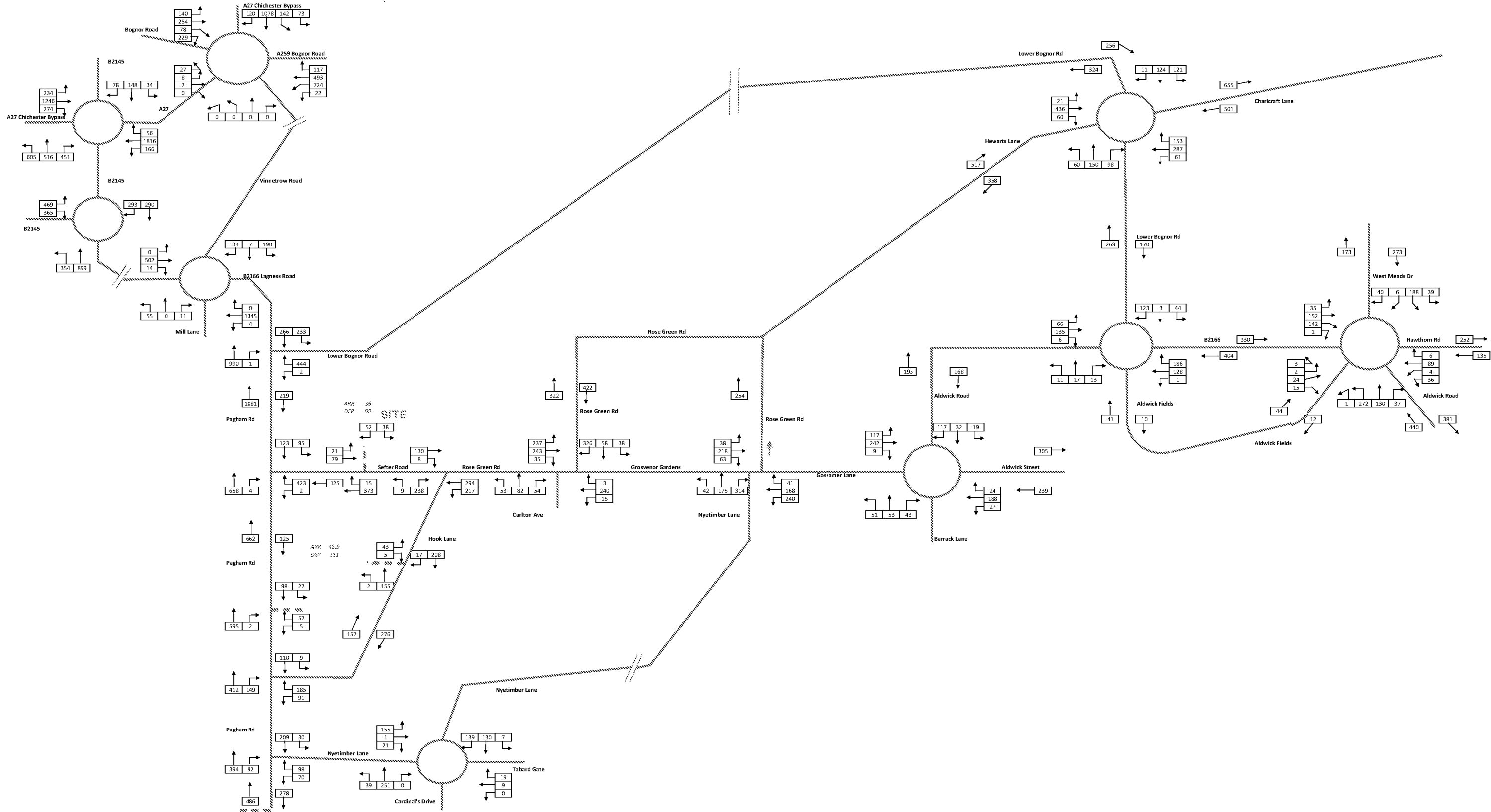
Show Session 2



PCUs in red



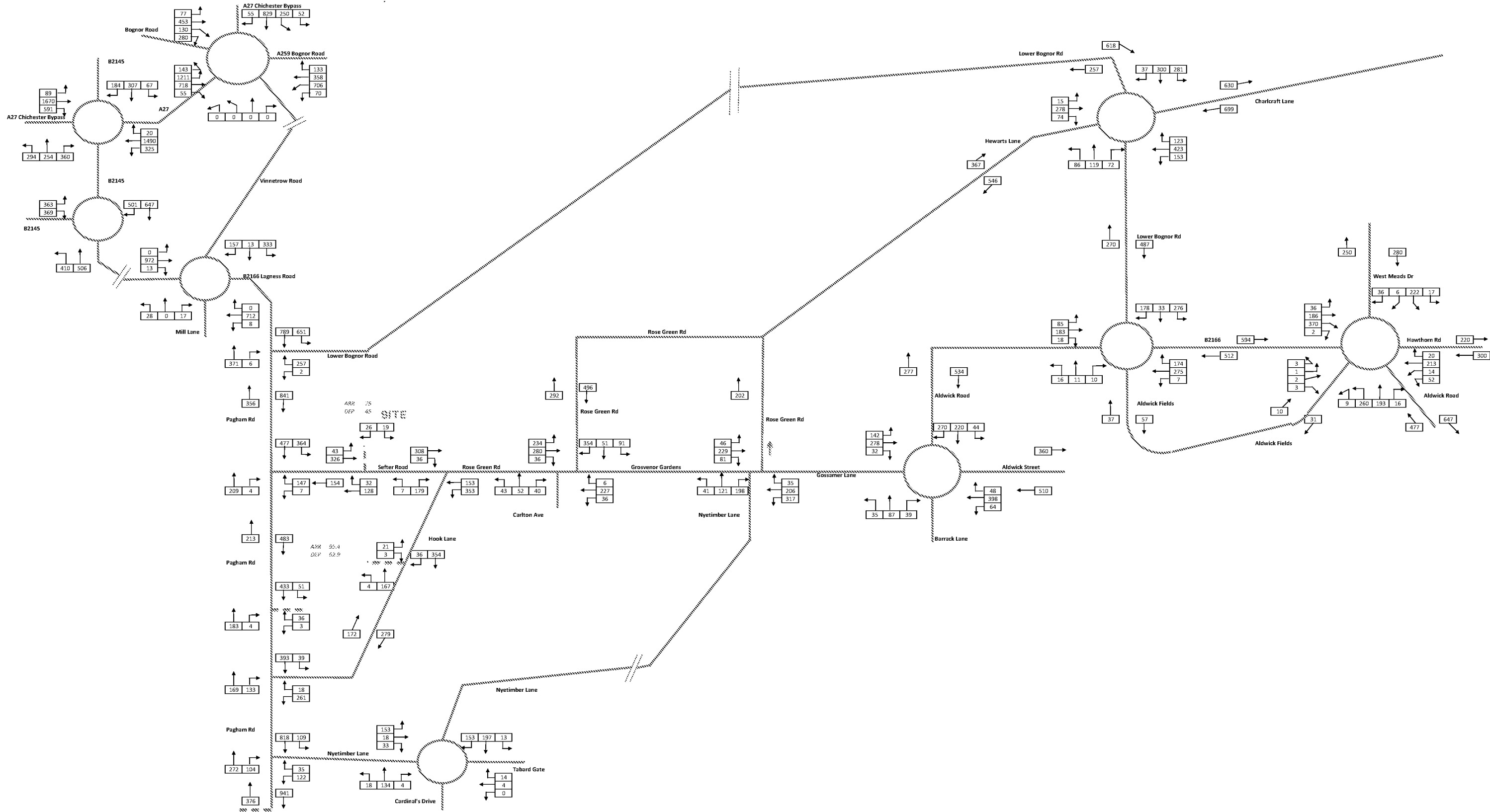
Appendix 4 ~ Site Allocation and 2031 Traffic Flows



Includes:
Pagham Road Site - residential (400 Dwellings), Care Home & Local Centre & school
Hook Lane Site - 300 Dwellings & Care Home
Sefton Lane -Total 250 dwellings

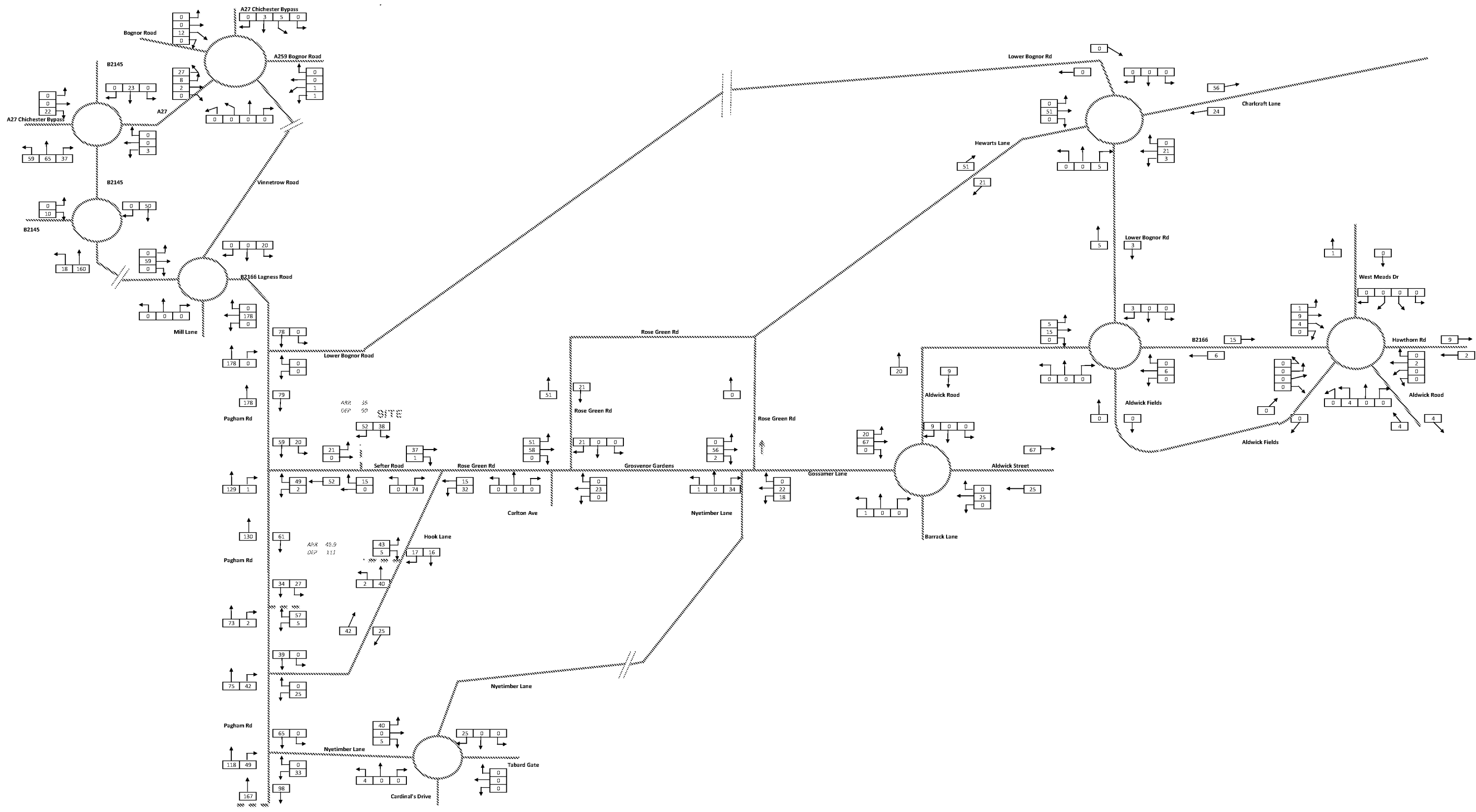
Vinnetrow Road changed to one-way as per HE proposals

Hook Lane, Pagham
JNY 8840
2031 Base + Committed + ALL Development Traffic Flows
AM Peak
All Vehicles



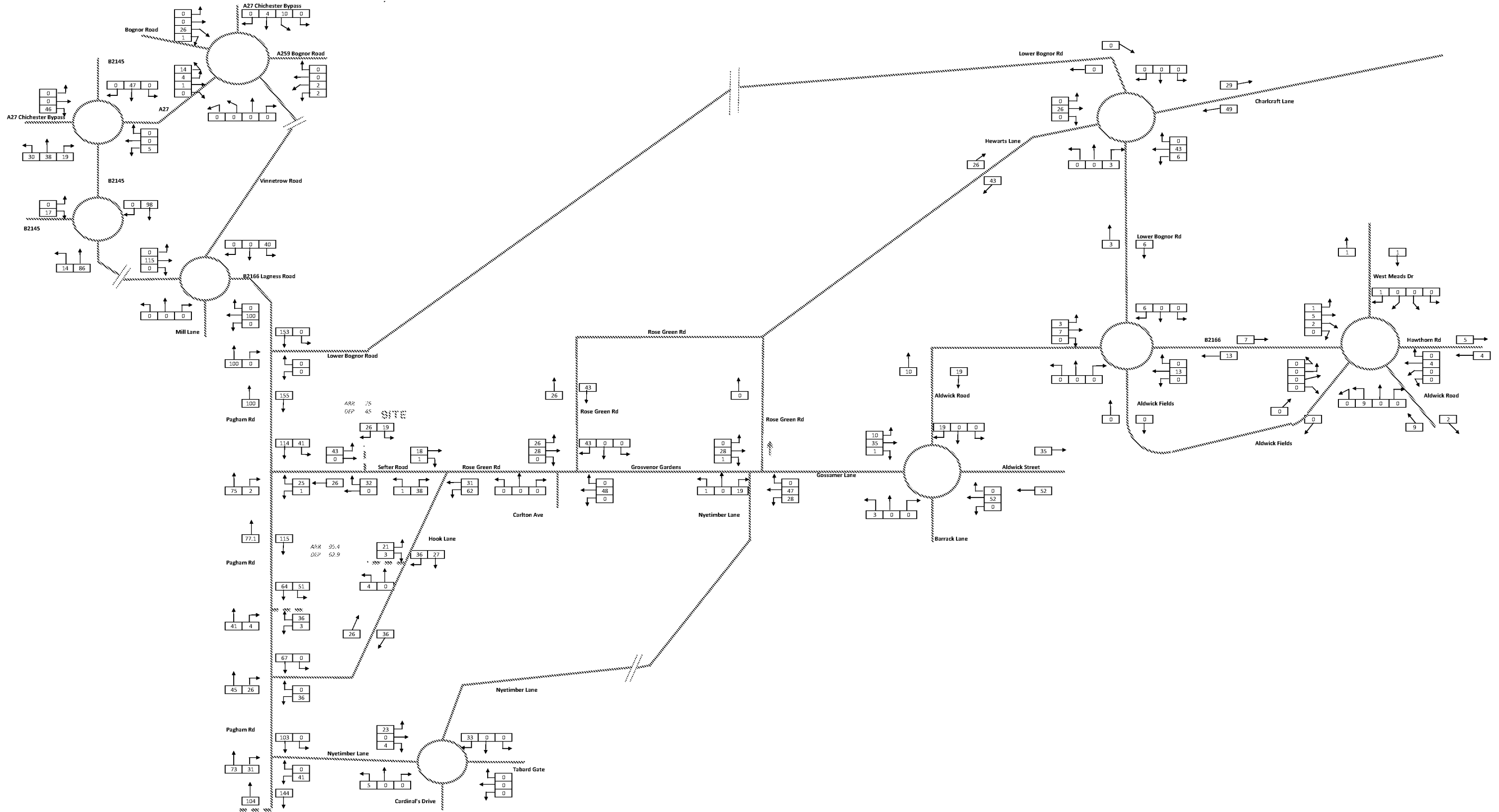
Includes:
Pagham Road Site - residential (400 Dwellings), Care Home & Local Centre & school
Hook Lane Site - 300 Dwellings & Care Home
Sefton Lane - Total 250 dwellings
Vinnetrow Road changed to one-way as per HE proposals

Hook Lane, Pagham
JNY 8840
2031 Base + Committed + ALL Development Traffic Flows
PM Peak
All Vehicles



Total Developments
300 Dwellings & 80 Bed Care Home - Hook Lane
400 Dwellings, 70 Bed Care Home, local centre & single form entry school - Pagham Road
250 Dwellings - Sefton Road

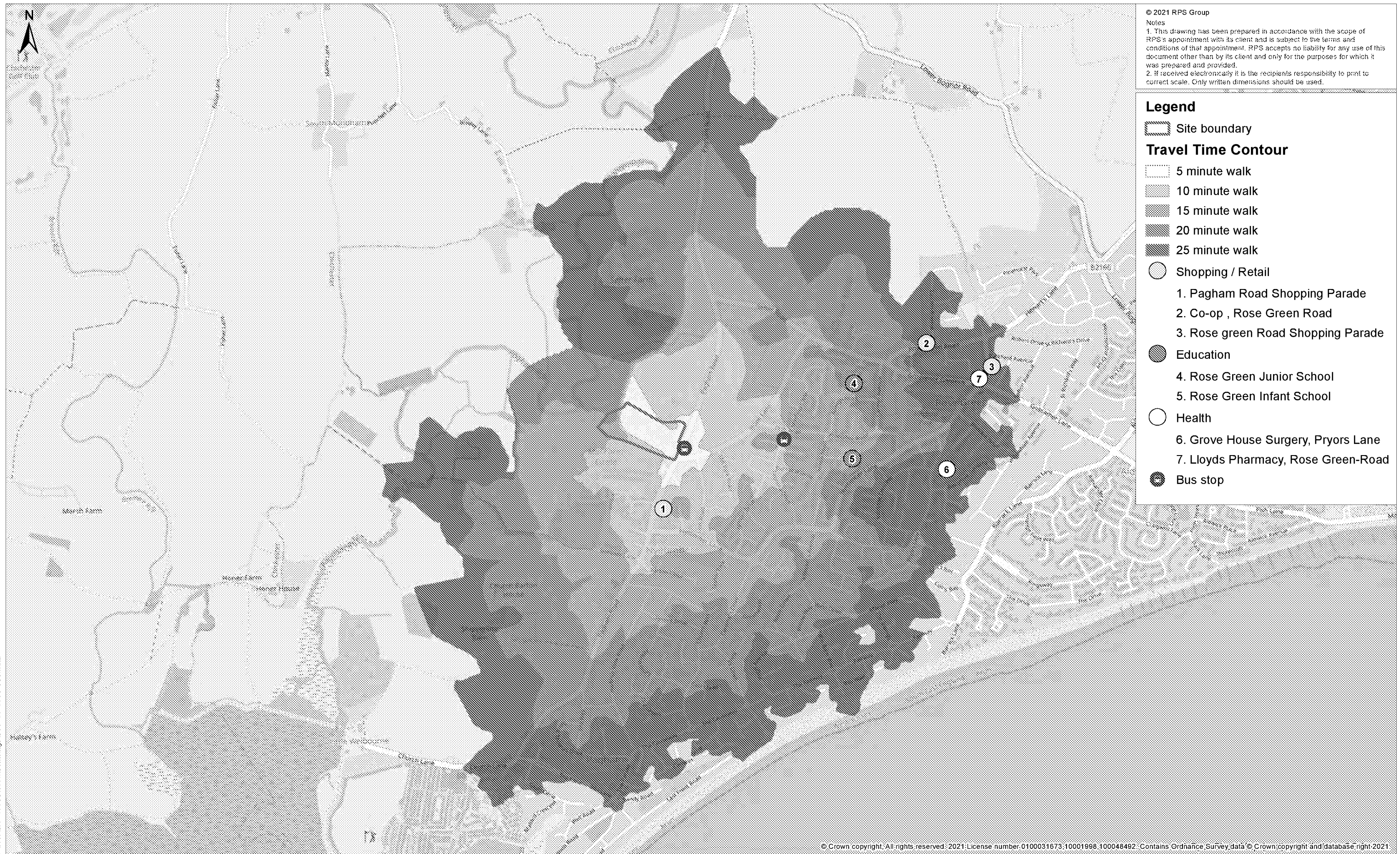
Hook Lane, Pagham
JNV 8840
Total Allocated Development sites Traffic Flows
AM Peak
All Vehicles



Total Developments
300 Dwellings & 80 Bed Care Home - Hook Lane
400 Dwellings, 70 Bed Care Home, local centre & single form entry school - Pagham Road
250 Dwellings - Sefton Road

Hook Lane, Pagham
JNY 8840
Total Allocated Development sites Traffic Flows
PM Peak
All Vehicles

Appendix 5 - Walking Isochrones



					Client Hallam Land Management				Status FINAL		Drawn By MS		PM/Checked By LS		20 Western Avenue, Milton Park, Abingdon, Oxfordshire, OX14 4SH T: +44(0)1235 821 888 E: rps@rpsgroup.com 	
Rev Description By CB Date					Project Land West of Pagham Rd		Note: Total end to end journey time using Basemap TRACC with Walk speed of 4.8km/hr		Project Number JNY10700		Scale @ A3 1:15,000		Date Created NOV 2021			
Figure Number 2					Title Pedestrian Isochrone and Local Facilities Plan				rpsgroup.com							

Appendix 6 – Cycle Isochrones



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Notes

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2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.

Legend

 Site boundary

Travel Time Contour

 5 minute cycle

 10 minute cycle

 15 minute cycle

 20 minute cycle

 25 minute cycle

Rev	Description	By	CB	Date
Figure Number				Rev
3				-
rpsgroup.com				

Client Hallam Land Managment

Project Land West of Pagham Rd

Title Cycle Isochrone Plan

0 500 1,000m

Note:
Total end to end journey time using
Basemap TRACC
with Cycle speed of 16km/hr

Status
FINAL

Drawn By
MS

PM/Checked By
LS

Project Number
JNY10700

Scale @ A3
1:35,000

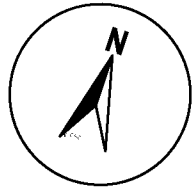
Date Created
OCT 2021

20 Western Avenue, Milton Park,
Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 821 888
E: rps@rpsgroup.com



Appendix 7 - Masterplan

Appendix 8 ~ Proposed Access Arrangement

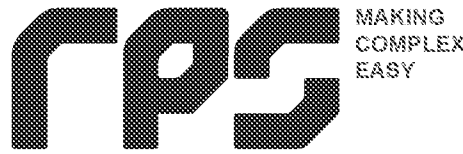


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 2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 3. This drawing is to be read in conjunction with all relevant scheme drawings.

Key:

Extent of public highway

D	Access Location amended	MA		08.12.21
C	Tree survey added & trees to be removed identified	AJ	MSB	5.11.21
B	Southern visibility splay corrected	MA		22.12.20
A	Southern visibility splay amended	MA		22.12.20
Rev	Description	By	CB	Date



20 Farringdon Street, London EC4A 4AB
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Hallam Land Management

Project Land West of Hook Lane Pagham

Title Proposed Access Arrangement
Pagham Road

Status PRELIMINARY Drawn By AJ PM/Checked by MA

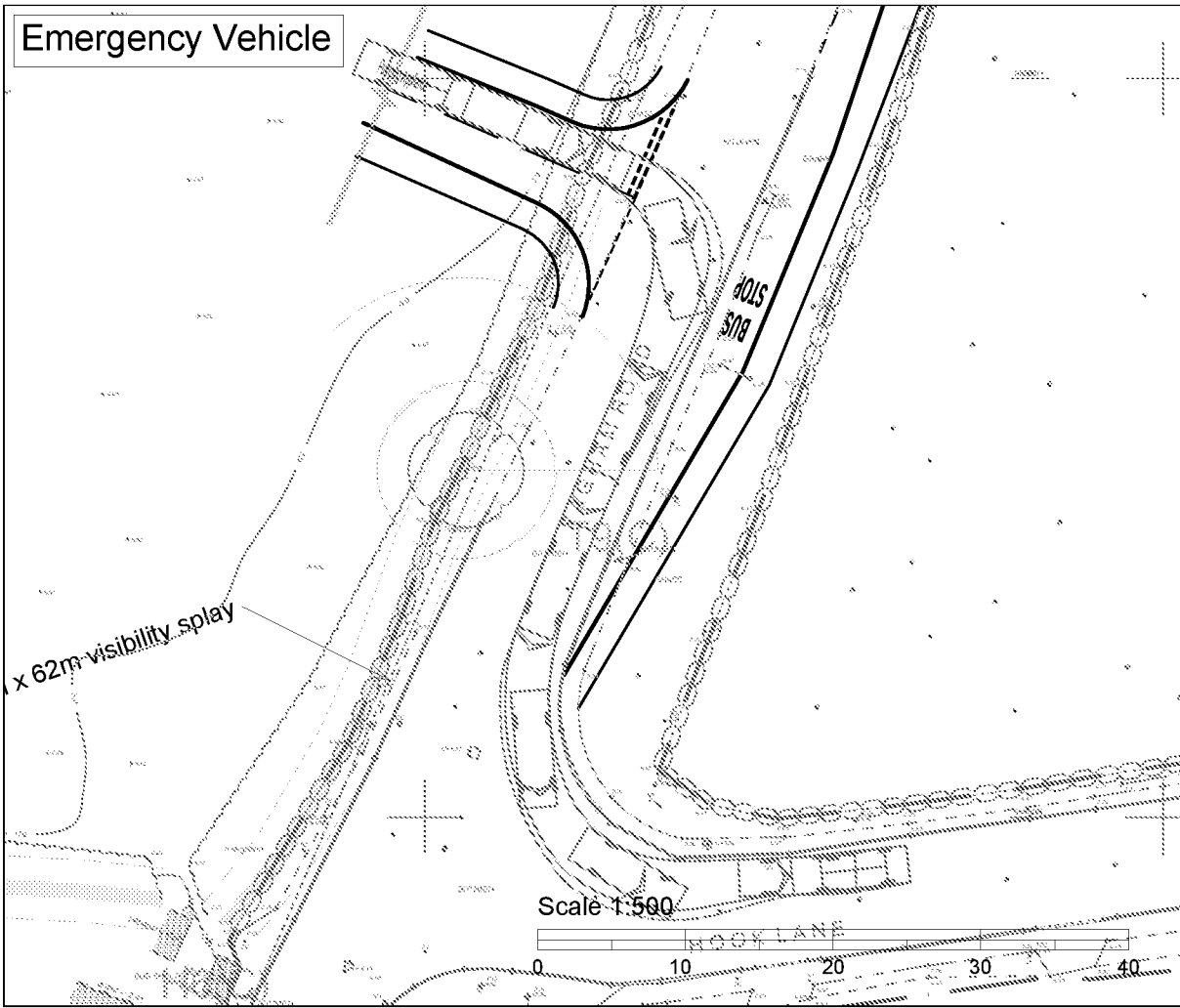
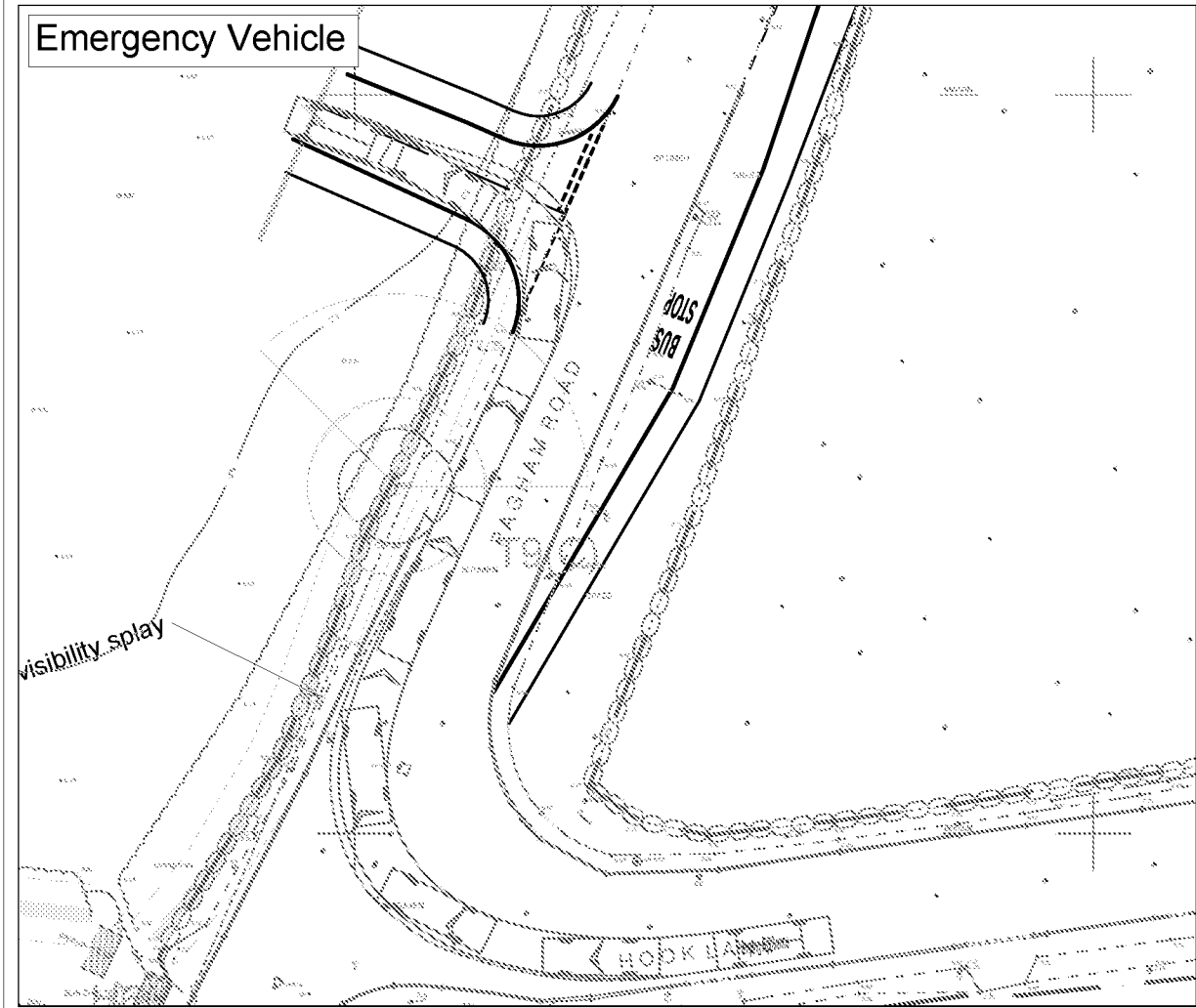
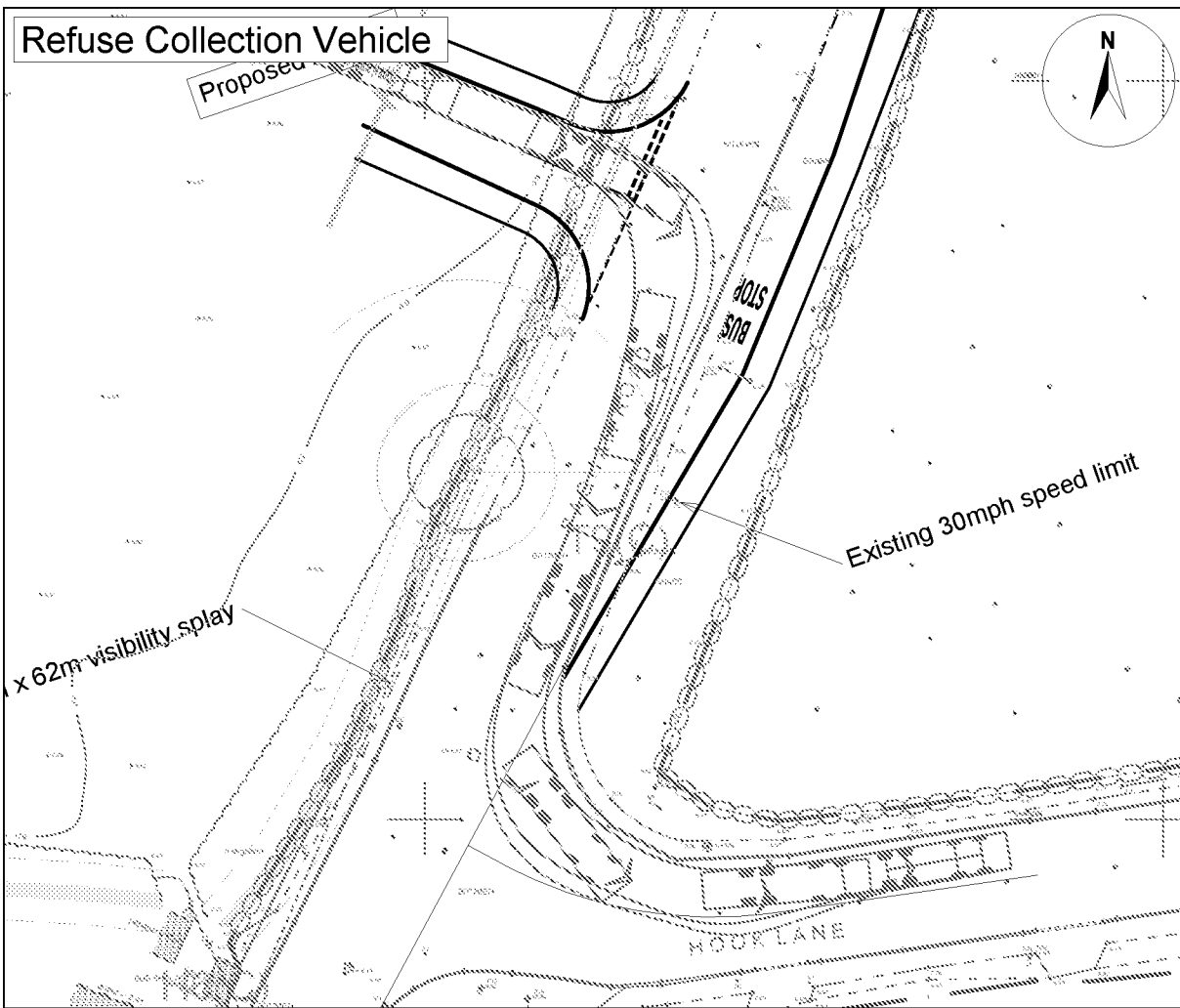
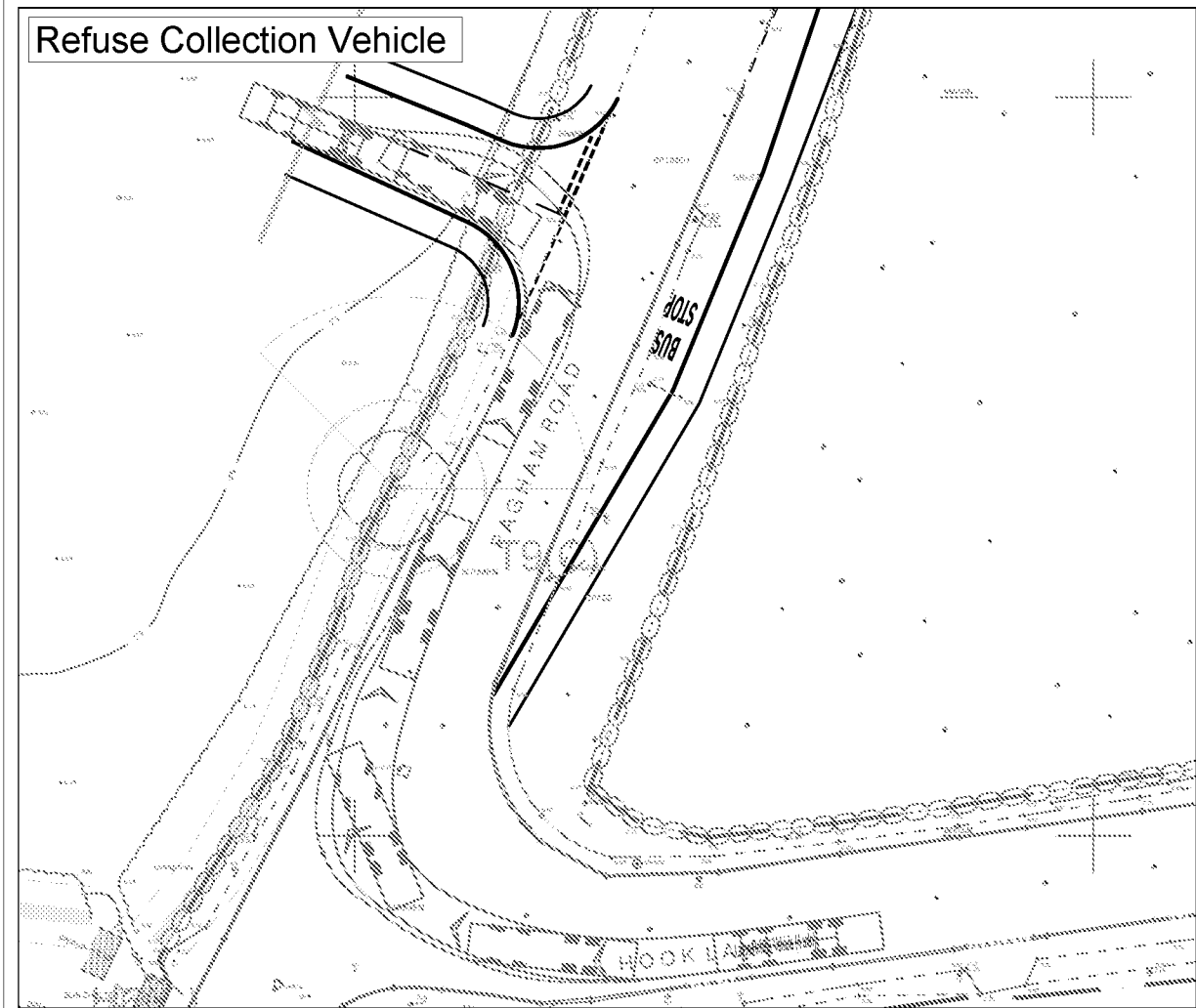
Project Number JNY10700 Scale @ A1 1:500 Date Created 11/12/20

RPS Drawing/Figure Number JNY10700-01 Rev D

rpsgroup.com

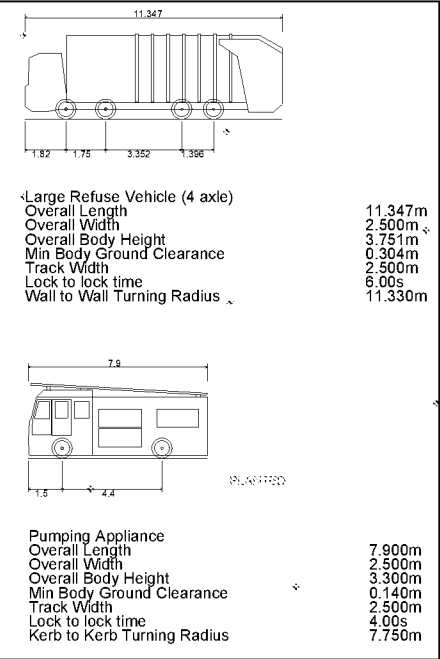


Appendix 9 - Swept Path Analysis



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 2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 3. This drawing is to be read in conjunction with all relevant scheme drawings.

Vehicle profile



Rev	Description	By	CB	Date
-----	-------------	----	----	------



20 Farringdon Street, London EC4A 4AB
T: +44(0)20 3891 0500 E: transport@rpsgroup.com

Client Hallam Land Management

Project Land West of Hook Lane Pagham

Title Proposed Access Arrangement
Pagham Road - Swept Path Analysis

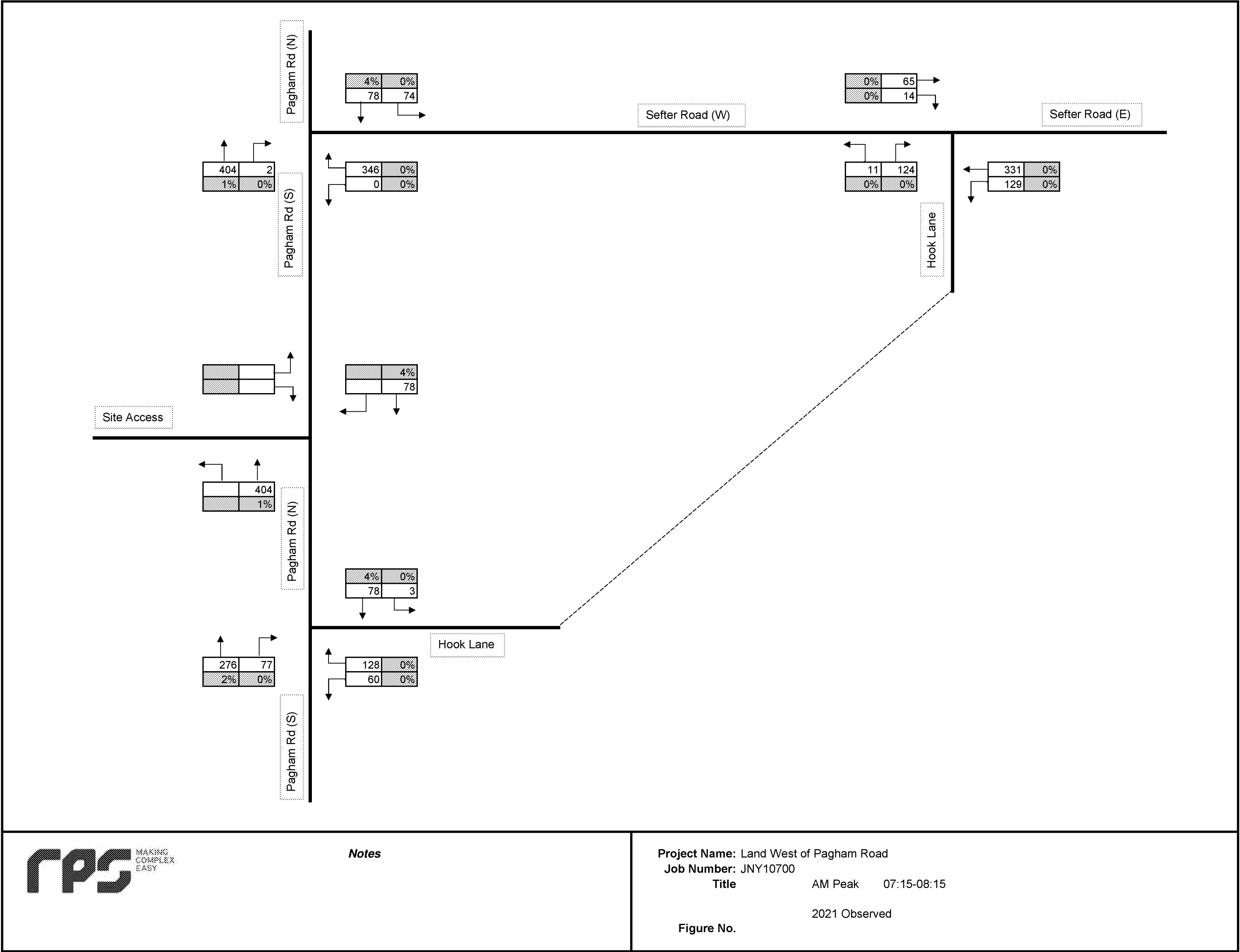
Status Drawn By PM/Checked by
INFORMATION AJ MSB

Project Number Scale @ A3 Date Created
JNY10700 1:500 09/12/21

RPS Drawing/Figure Number Rev
JNY10700-03 -

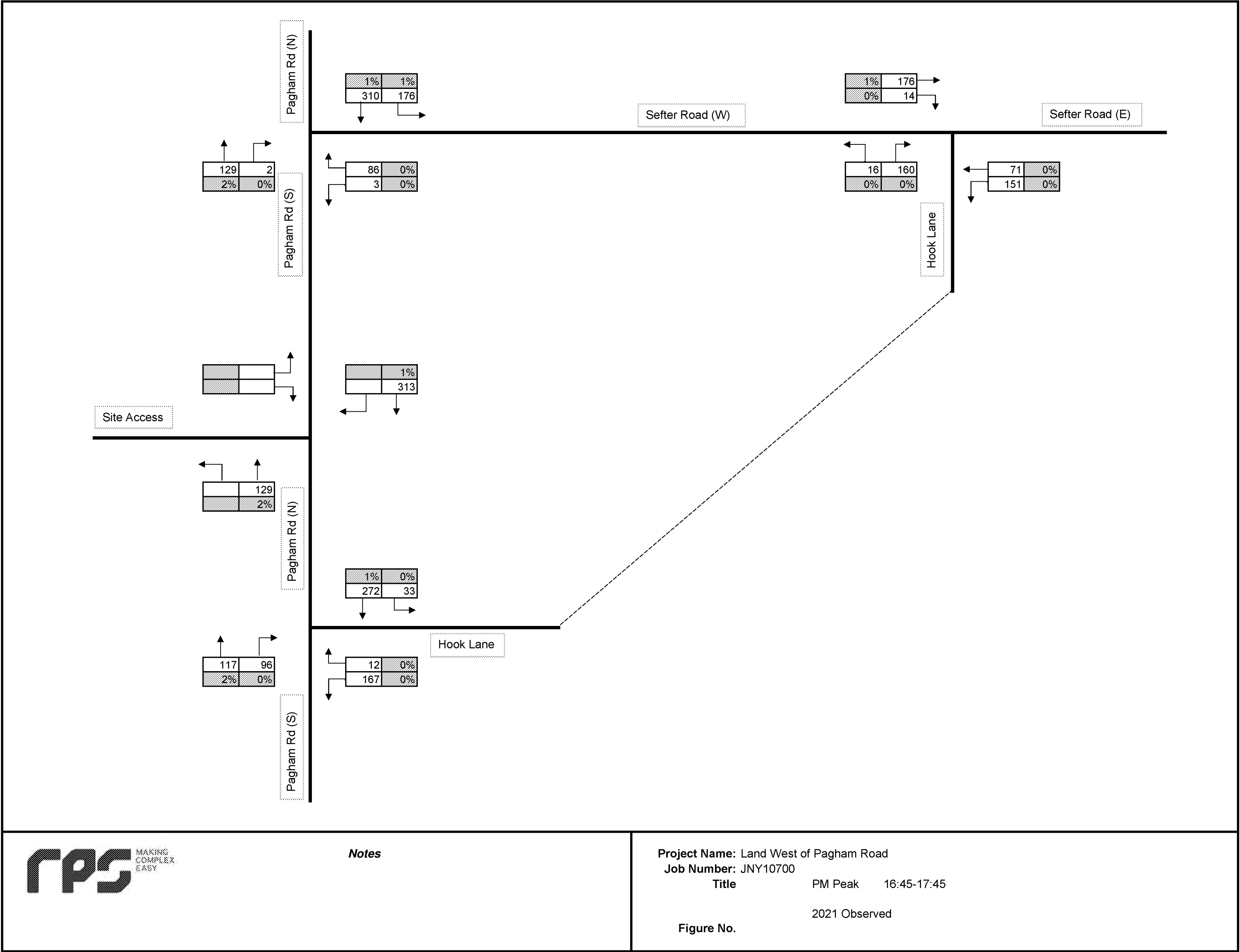
rpsgroup.com

Appendix 10 - Traffic Flow Data



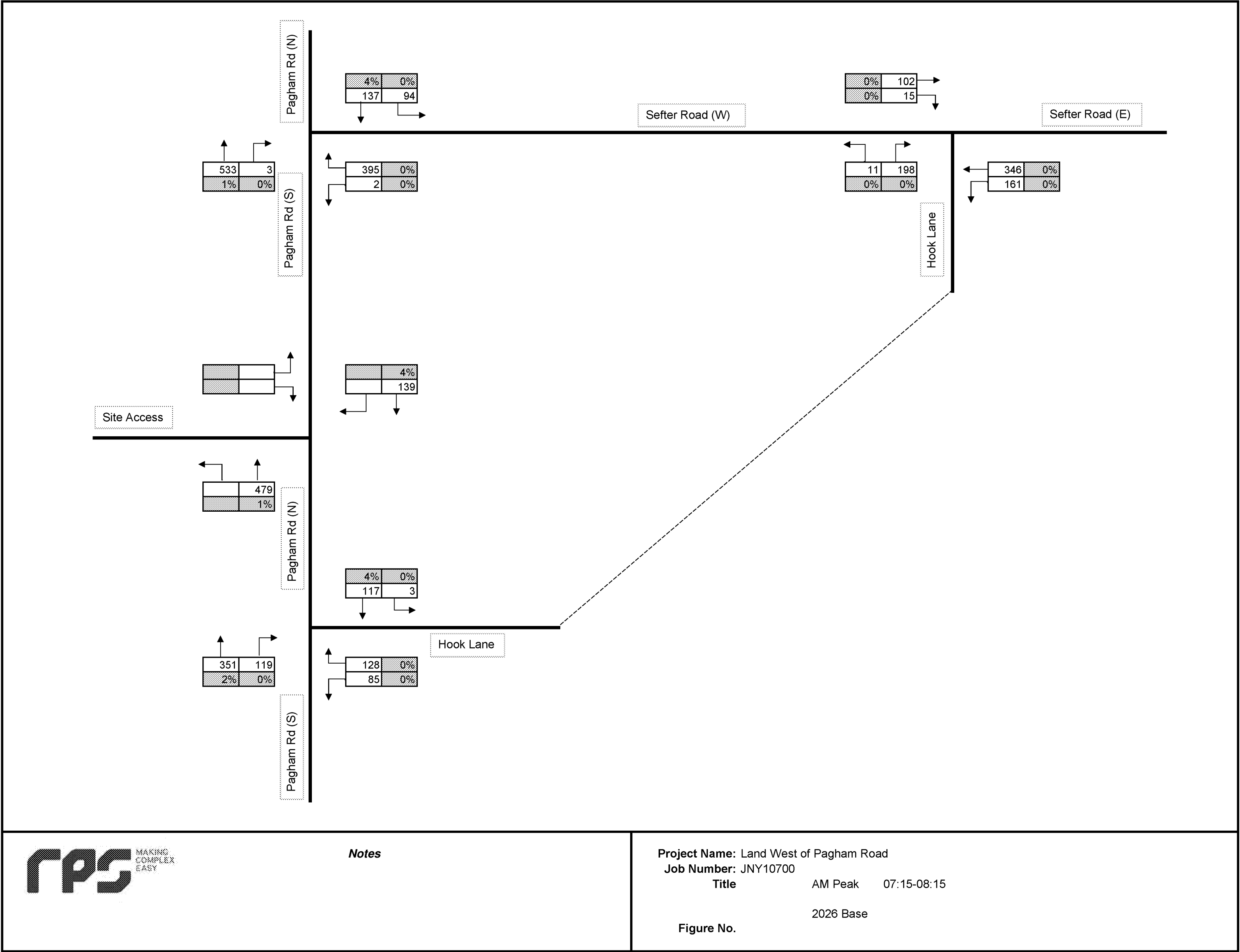
Notes

Project Name: Land West of Pagham Road
Job Number: JNY10700
Title: AM Peak 07:15-08:15
Figure No.: 2021 Observed



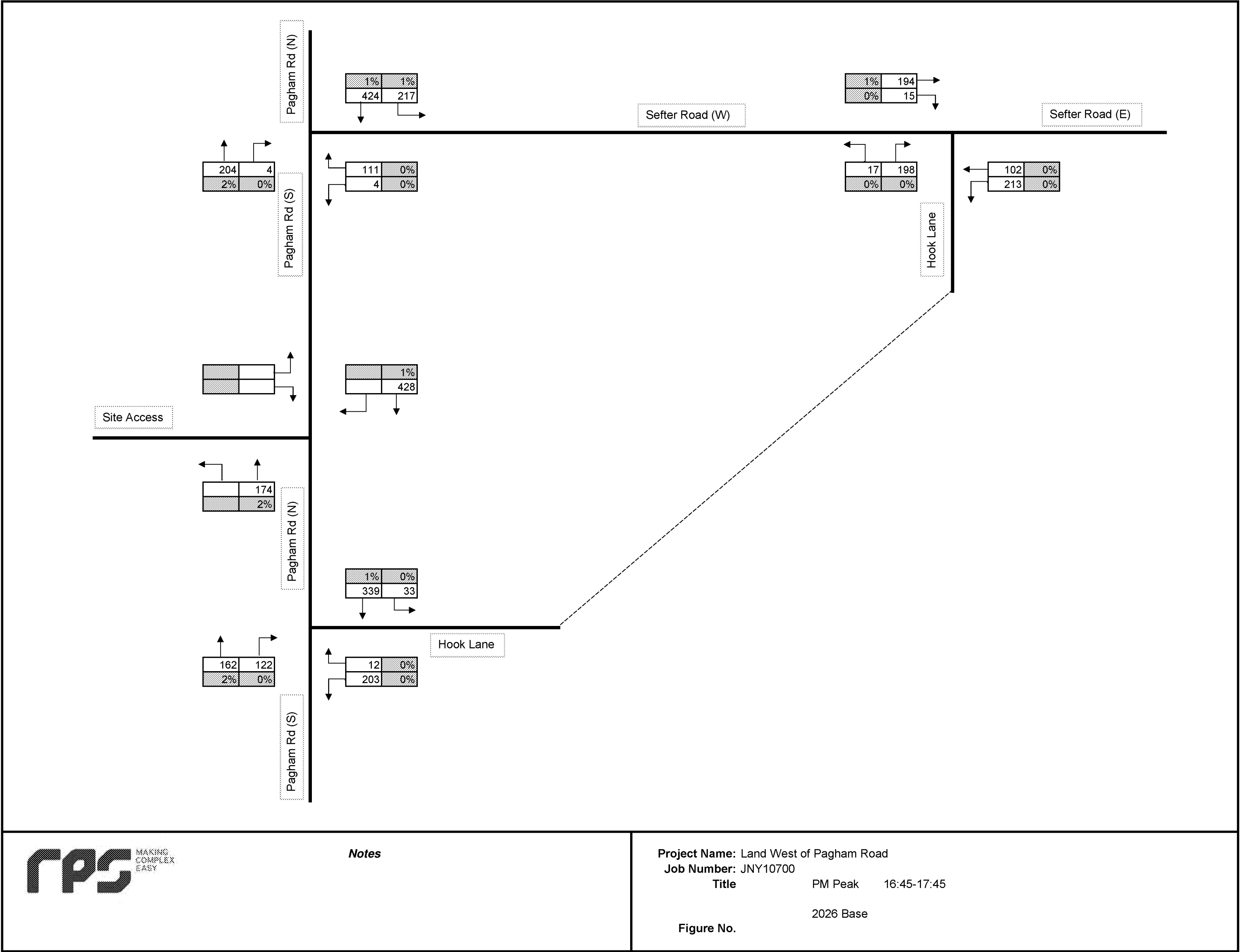
Notes

Project Name: Land West of Pagham Road
Job Number: JNY10700
Title: PM Peak 16:45-17:45
Figure No.: 2021 Observed



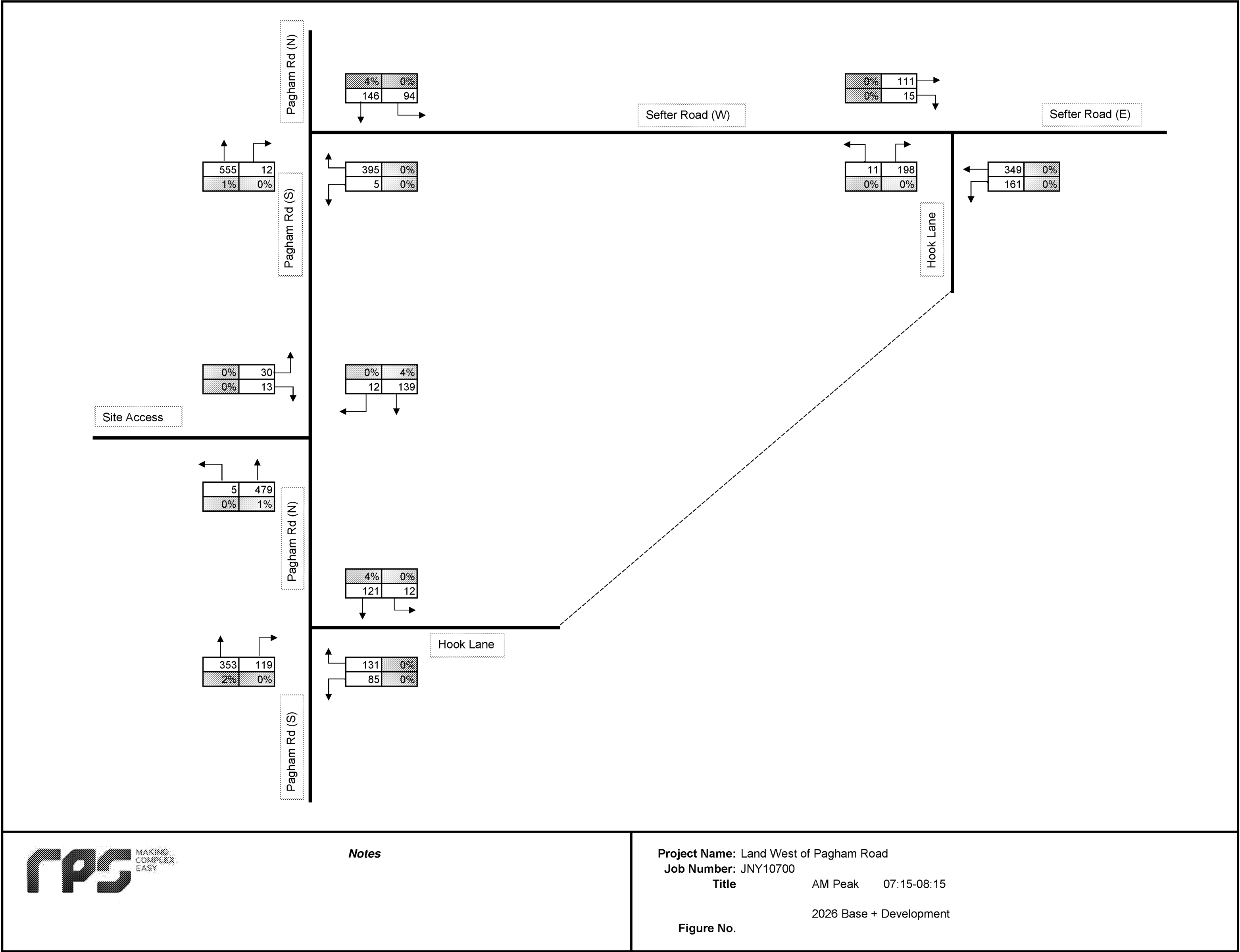
Notes

Project Name: Land West of Pagham Road
Job Number: JNY10700
Title: AM Peak 07:15-08:15
Figure No.: 2026 Base



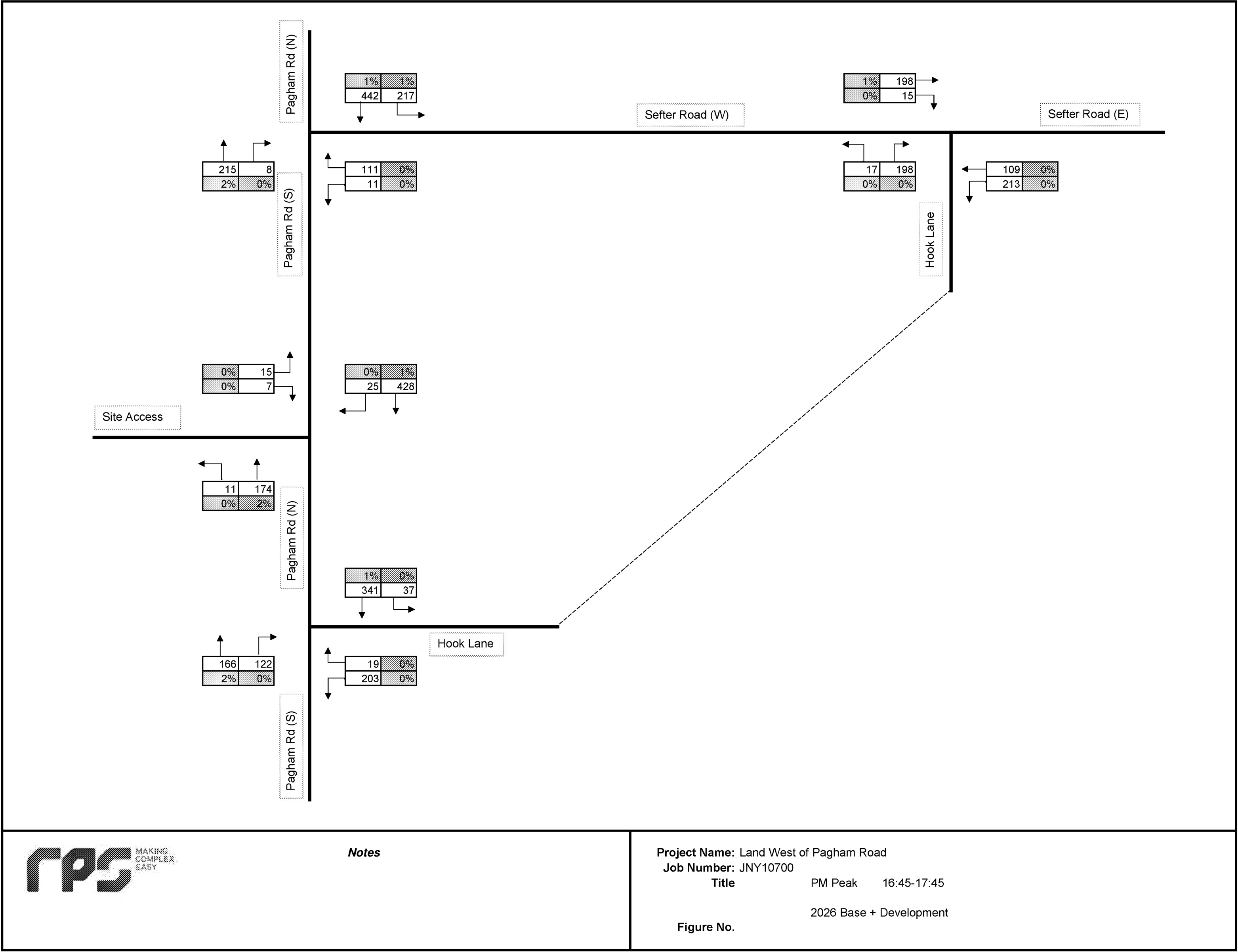
Notes

Project Name: Land West of Pagham Road
Job Number: JNY10700
Title: PM Peak 16:45-17:45
Figure No.: 2026 Base



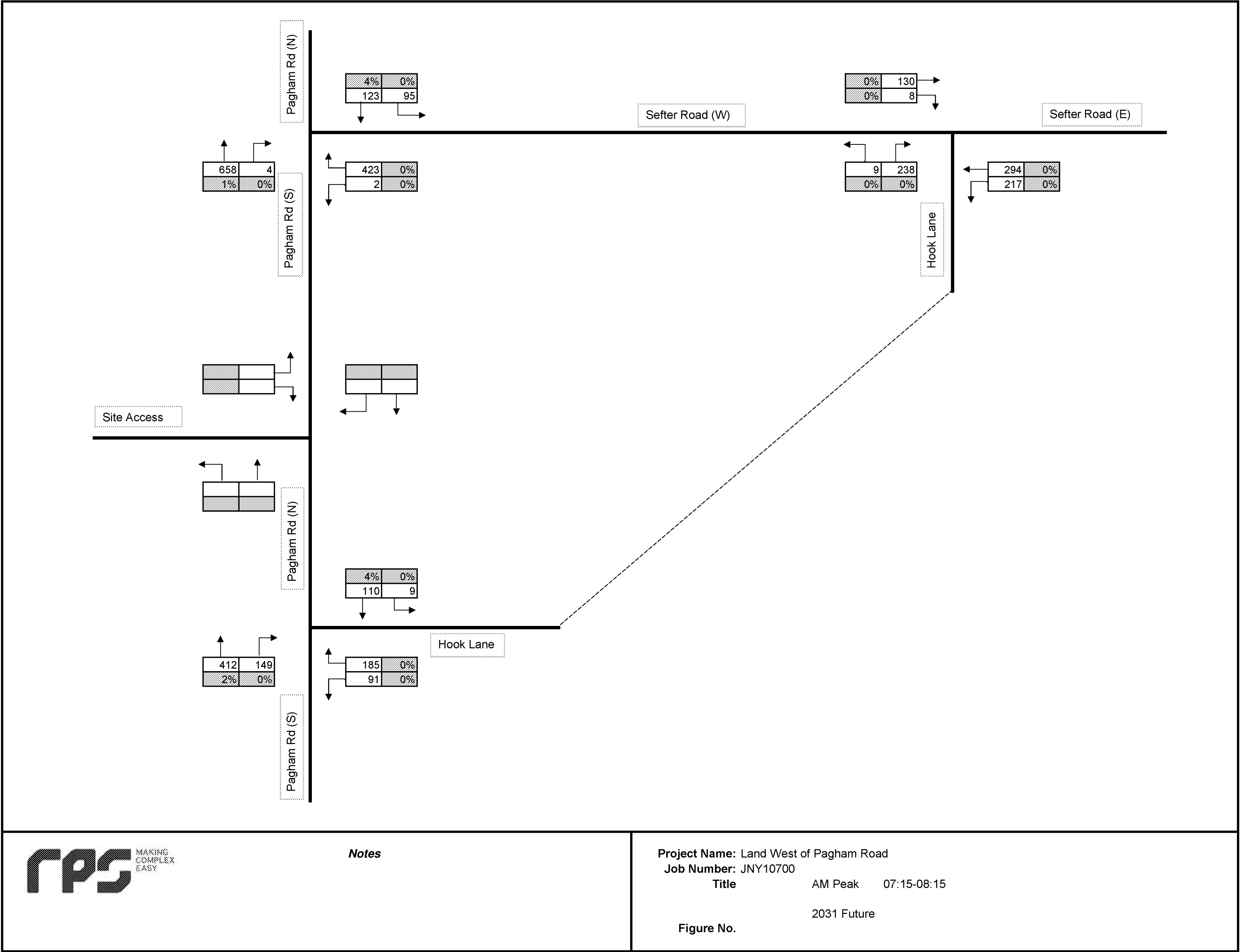
Notes

Project Name: Land West of Pagham Road
Job Number: JNY10700
Title: AM Peak 07:15-08:15
Figure No.: 2026 Base + Development



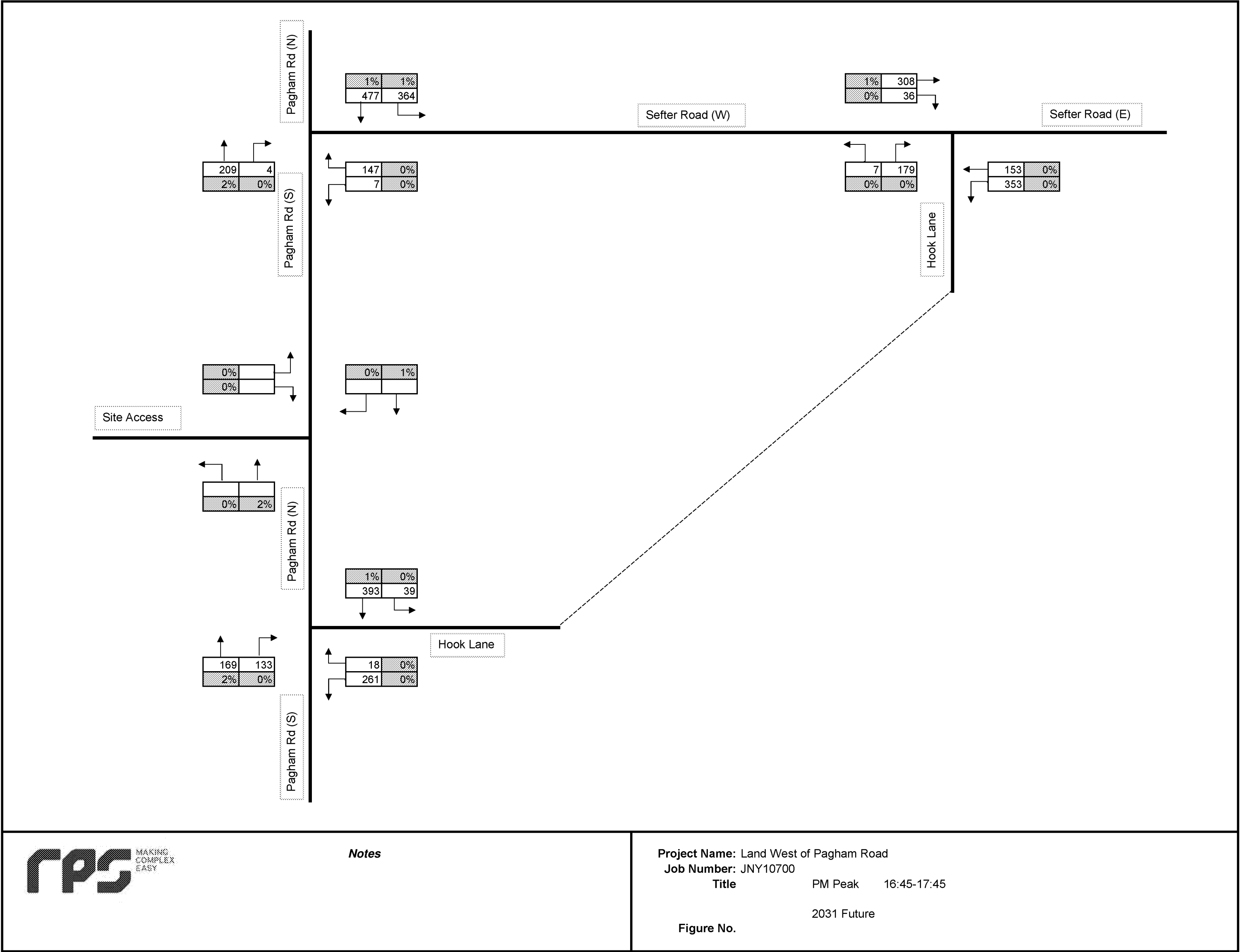
Notes

Project Name: Land West of Pagham Road
Job Number: JNY10700
Title: PM Peak 16:45-17:45
Figure No.: 2026 Base + Development



Notes

Project Name: Land West of Pagham Road
Job Number: JNY10700
Title: AM Peak 07:15-08:15
Figure No.: 2031 Future



Notes

Project Name: Land West of Pagham Road
Job Number: JNY10700
Title: PM Peak 16:45-17:45
Figure No. 2031 Future

Appendix 11 – Junctions 9 Assessment

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

Filename: Pagham Road-Hook Lane.j9
Path: P:\JNY10700 - Land West of Pagham Road\Transport\Picady
Report generation date: 11/11/2021 14:02:36

- »2021 Observed, AM
- »2021 Observed, PM
- »2026 Base, AM
- »2026 Base, PM
- »2026 Base + Dev, AM
- »2026 Base + Dev, PM
- »2031 Future, AM
- »2031 Future, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2021 Observed						
Stream B-C	0.1	7.72	0.12	0.4	7.81	0.29
Stream B-A	0.4	11.55	0.31	0.0	11.41	0.04
Stream C-AB	0.3	4.98	0.15	0.3	6.47	0.19
2026 Base						
Stream B-C	0.2	8.29	0.18	0.6	8.99	0.36
Stream B-A	0.5	14.04	0.35	0.0	12.87	0.05
Stream C-AB	0.5	5.41	0.26	0.4	6.91	0.26
2026 Base + Dev						
Stream B-C	0.2	8.41	0.18	0.6	9.15	0.36
Stream B-A	0.6	14.32	0.36	0.1	13.25	0.07
Stream C-AB	0.5	5.43	0.26	0.4	6.91	0.26
2031 Future						
Stream B-C	0.3	10.55	0.23	0.9	11.46	0.48
Stream B-A	1.1	19.98	0.53	0.1	14.98	0.08
Stream C-AB	0.8	5.81	0.34	0.5	7.34	0.29

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

File summary

File Description

Title	Pagham Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2021 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Future	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Future	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

2021 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road NE		Major
B	Hook Lane		Minor
C	Pagham Road SW		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 - Pagham Road SW	6.70			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hook Lane	One lane plus flare	10.00	6.70	5.70	4.40	3.50		1.00	26	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	555	0.098	0.248	0.156	0.354
B-C	615	0.091	0.231	-	-
C-B	690	0.259	0.259	-	-

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	2021 Observed	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 - Pagham Road NE		ONE HOUR	✓	81	100.000
B - Hook Lane		ONE HOUR	✓	188	100.000
C - Pagham Road SW		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	3	78
	B - Hook Lane	128	0	60
	C - Pagham Road SW	276	77	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	0	4
	B - Hook Lane	0	0	0
	C - Pagham Road SW	2	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-C	0.12	7.72	0.1	A	55	83
B-A	0.31	11.55	0.4	B	117	176
C-AB	0.15	4.98	0.3	A	103	155
C-A					221	331
AB					3	4
AC					72	107

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	567	0.080	45	0.0	0.1	6.886	A
B-A	96	24	486	0.198	95	0.0	0.2	9.198	A
C-AB	78	20	802	0.098	78	0.0	0.1	4.968	A
C-A	188	47			188				
AB	2	0.56			2				
AC	59	15			59				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	554	0.097	54	0.1	0.1	7.198	A
B-A	115	29	472	0.244	115	0.2	0.3	10.072	B
C-AB	99	25	824	0.120	99	0.1	0.2	4.964	A
C-A	218	55			218				
AB	3	0.67			3				
AC	70	18			70				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	533	0.124	66	0.1	0.1	7.709	A
B-A	141	35	452	0.311	140	0.3	0.4	11.518	B
C-AB	132	33	855	0.154	132	0.2	0.3	4.976	A
C-A	257	64			257				
AB	3	0.83			3				
AC	86	21			86				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	532	0.124	66	0.1	0.1	7.719	A
B-A	141	35	452	0.311	141	0.4	0.4	11.553	B
C-AB	132	33	855	0.154	132	0.3	0.3	4.981	A
C-A	257	64			257				
AB	3	0.83			3				
AC	86	21			86				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	13	553	0.097	54	0.1	0.1	7.213	A
B-A	115	29	472	0.244	116	0.4	0.3	10.116	B
C-AB	99	25	824	0.121	100	0.3	0.2	4.978	A
C-A	218	54			218				
AB	3	0.67			3				
AC	70	18			70				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	11	566	0.080	45	0.1	0.1	6.907	A
B-A	96	24	486	0.198	97	0.3	0.3	9.260	A
C-AB	78	20	802	0.098	79	0.2	0.2	4.982	A
C-A	187	47			187				
AB	2	0.56			2				
AC	59	15			59				

2021 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Observed	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 - Pagham Road NE		ONE HOUR	✓	305	100.000
B - Hook Lane		ONE HOUR	✓	179	100.000
C - Pagham Road SW		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	33	272
	B - Hook Lane	12	0	167
	C - Pagham Road SW	117	96	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	0	1
	B - Hook Lane	0	0	0
	C - Pagham Road SW	2	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-C	0.29	7.81	0.4	A	153	230
B-A	0.04	11.41	0.0	B	11	17
C-AB	0.19	6.47	0.3	A	105	158
C-A					90	136
AB					30	45
AC					250	374

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	675	0.186	125	0.0	0.2	6.534	A
B-A	9	2	369	0.025	9	0.0	0.0	10.001	B
C-AB	83	21	686	0.121	82	0.0	0.2	5.955	A
C-A	77	19			77				
AB	25	6			25				
AC	205	51			205				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	38	662	0.227	150	0.2	0.3	7.024	A
B-A	11	3	352	0.031	11	0.0	0.0	10.536	B
C-AB	102	26	686	0.149	102	0.2	0.2	6.157	A
C-A	89	22			89				
AB	30	7			30				
AC	245	61			245				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	184	46	645	0.285	183	0.3	0.4	7.800	A
B-A	13	3	329	0.040	13	0.0	0.0	11.399	B
C-AB	130	33	687	0.190	130	0.2	0.3	6.461	A
C-A	104	26			104				
AB	36	9			36				
AC	299	75			299				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	184	46	645	0.285	184	0.4	0.4	7.814	A
B-A	13	3	329	0.040	13	0.0	0.0	11.406	B
C-AB	130	33	687	0.190	130	0.3	0.3	6.472	A
C-A	104	26			104				
AB	36	9			36				
AC	299	75			299				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	38	662	0.227	151	0.4	0.3	7.044	A
B-A	11	3	352	0.031	11	0.0	0.0	10.545	B
C-AB	102	26	687	0.149	102	0.3	0.2	6.172	A
C-A	89	22			89				
AB	30	7			30				
AC	245	61			245				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	675	0.186	126	0.3	0.2	6.561	A
B-A	9	2	369	0.025	9	0.0	0.0	10.014	B
C-AB	83	21	686	0.121	83	0.2	0.2	5.972	A
C-A	77	19			77				
AB	25	6			25				
AC	205	51			205				

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base	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 - Pagham Road NE		ONE HOUR	✓	120	100.000
B - Hook Lane		ONE HOUR	✓	213	100.000
C - Pagham Road SW		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	3	117
	B - Hook Lane	128	0	85
	C - Pagham Road SW	351	119	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	0	4
	B - Hook Lane	0	0	0
	C - Pagham Road SW	2	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-C	0.18	8.29	0.2	A	78	117
B-A	0.35	14.04	0.5	B	117	176
C-AB	0.26	5.41	0.5	A	177	266
C-A					254	381
AB					3	4
AC					107	161

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	576	0.111	63	0.0	0.1	7.019	A
B-A	96	24	444	0.217	95	0.0	0.3	10.301	B
C-AB	131	33	830	0.158	130	0.0	0.3	5.142	A
C-A	222	56			222				
AB	2	0.56			2				
AC	88	22			88				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	558	0.137	76	0.1	0.2	7.468	A
B-A	115	29	424	0.271	115	0.3	0.4	11.608	B
C-AB	170	42	858	0.198	169	0.3	0.4	5.227	A
C-A	253	63			253				
AB	3	0.67			3				
AC	105	26			105				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	23	528	0.177	93	0.2	0.2	8.271	A
B-A	141	35	397	0.355	140	0.4	0.5	13.963	B
C-AB	231	58	898	0.257	230	0.4	0.5	5.394	A
C-A	287	72			287				
AB	3	0.83			3				
AC	129	32			129				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	23	528	0.177	94	0.2	0.2	8.293	A
B-A	141	35	397	0.355	141	0.5	0.5	14.040	B
C-AB	231	58	898	0.257	231	0.5	0.5	5.411	A
C-A	286	72			286				
AB	3	0.83			3				
AC	129	32			129				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	557	0.137	77	0.2	0.2	7.495	A
B-A	115	29	424	0.271	116	0.5	0.4	11.692	B
C-AB	170	42	859	0.198	171	0.5	0.4	5.247	A
C-A	253	63			253				
AB	3	0.67			3				
AC	105	26			105				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	575	0.111	64	0.2	0.1	7.052	A
B-A	96	24	443	0.217	97	0.4	0.3	10.394	B
C-AB	132	33	830	0.159	132	0.4	0.3	5.169	A
C-A	222	55			222				
AB	2	0.56			2				
AC	88	22			88				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base	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 - Pagham Road NE		ONE HOUR	✓	372	100.000
B - Hook Lane		ONE HOUR	✓	215	100.000
C - Pagham Road SW		ONE HOUR	✓	284	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	33	339
	B - Hook Lane	12	0	203
	C - Pagham Road SW	162	122	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	0	1
	B - Hook Lane	0	0	0
	C - Pagham Road SW	2	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-C	0.36	8.99	0.6	A	186	279
B-A	0.05	12.87	0.0	B	11	17
C-AB	0.26	6.91	0.4	A	144	215
C-A					117	176
AB					30	45
AC					311	467

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	661	0.231	152	0.0	0.3	7.051	A
B-A	9	2	347	0.026	9	0.0	0.0	10.660	B
C-AB	111	28	696	0.160	110	0.0	0.2	6.143	A
C-A	102	26			102				
AB	25	6			25				
AC	255	64			255				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	182	46	646	0.283	182	0.3	0.4	7.762	A
B-A	11	3	325	0.033	11	0.0	0.0	11.460	B
C-AB	139	35	698	0.199	138	0.2	0.3	6.430	A
C-A	117	29			117				
AB	30	7			30				
AC	305	76			305				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	224	56	624	0.358	223	0.4	0.6	8.963	A
B-A	13	3	293	0.045	13	0.0	0.0	12.855	B
C-AB	180	45	702	0.257	180	0.3	0.4	6.890	A
C-A	132	33			132				
AB	36	9			36				
AC	373	93			373				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	224	56	624	0.358	223	0.6	0.6	8.992	A
B-A	13	3	293	0.045	13	0.0	0.0	12.867	B
C-AB	181	45	702	0.257	181	0.4	0.4	6.908	A
C-A	132	33			132				
AB	36	9			36				
AC	373	93			373				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	182	46	645	0.283	183	0.6	0.4	7.796	A
B-A	11	3	325	0.033	11	0.0	0.0	11.479	B
C-AB	139	35	699	0.199	139	0.4	0.3	6.453	A
C-A	116	29			116				
AB	30	7			30				
AC	305	76			305				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	661	0.231	153	0.4	0.3	7.096	A
B-A	9	2	346	0.026	9	0.0	0.0	10.684	B
C-AB	112	28	696	0.160	112	0.3	0.2	6.171	A
C-A	102	26			102				
AB	25	6			25				
AC	255	64			255				

2026 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road NE		ONE HOUR	✓	133	100.000
B - Hook Lane		ONE HOUR	✓	216	100.000
C - Pagham Road SW		ONE HOUR	✓	472	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	12	121
	B - Hook Lane	131	0	85
	C - Pagham Road SW	353	119	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	0	4
	B - Hook Lane	0	0	0
	C - Pagham Road SW	2	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-C	0.18	8.41	0.2	A	78	117
B-A	0.36	14.32	0.6	B	120	180
C-AB	0.26	5.43	0.5	A	178	267
C-A					255	382
AB					11	17
AC					111	167

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	572	0.112	63	0.0	0.1	7.072	A
B-A	99	25	443	0.223	97	0.0	0.3	10.388	B
C-AB	132	33	829	0.159	131	0.0	0.3	5.154	A
C-A	223	56			223				
AB	9	2			9				
AC	91	23			91				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	554	0.138	76	0.1	0.2	7.541	A
B-A	118	29	423	0.278	117	0.3	0.4	11.750	B
C-AB	170	43	857	0.199	170	0.3	0.4	5.243	A
C-A	254	63			254				
AB	11	3			11				
AC	109	27			109				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	23	522	0.179	93	0.2	0.2	8.391	A
B-A	144	36	396	0.365	144	0.4	0.6	14.229	B
C-AB	232	58	896	0.259	231	0.4	0.5	5.417	A
C-A	288	72			288				
AB	13	3			13				
AC	133	33			133				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	23	521	0.180	94	0.2	0.2	8.415	A
B-A	144	36	396	0.365	144	0.6	0.6	14.315	B
C-AB	232	58	896	0.259	232	0.5	0.5	5.432	A
C-A	287	72			287				
AB	13	3			13				
AC	133	33			133				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	553	0.138	77	0.2	0.2	7.567	A
B-A	118	29	423	0.278	118	0.6	0.4	11.838	B
C-AB	171	43	857	0.199	171	0.5	0.4	5.266	A
C-A	254	63			254				
AB	11	3			11				
AC	109	27			109				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	571	0.112	64	0.2	0.1	7.106	A
B-A	99	25	443	0.223	99	0.4	0.3	10.485	B
C-AB	132	33	829	0.160	133	0.4	0.3	5.182	A
C-A	223	56			223				
AB	9	2			9				
AC	91	23			91				

2026 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road NE		ONE HOUR	✓	378	100.000
B - Hook Lane		ONE HOUR	✓	222	100.000
C - Pagham Road SW		ONE HOUR	✓	288	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
	A - Pagham Road NE	0	37	341
	B - Hook Lane	19	0	203
	C - Pagham Road SW	166	122	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
	A - Pagham Road NE	0	0	1
	B - Hook Lane	0	0	0
	C - Pagham Road SW	2	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-C	0.36	9.15	0.6	A	186	279
B-A	0.07	13.25	0.1	B	17	26
C-AB	0.26	6.91	0.4	A	145	217
C-A					120	180
AB					34	51
AC					313	469

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	656	0.233	152	0.0	0.3	7.116	A
B-A	14	4	347	0.041	14	0.0	0.0	10.813	B
C-AB	112	28	697	0.161	111	0.0	0.2	6.140	A
C-A	105	26			105				
AB	28	7			28				
AC	257	64			257				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	182	46	640	0.285	182	0.3	0.4	7.859	A
B-A	17	4	325	0.053	17	0.0	0.1	11.690	B
C-AB	140	35	699	0.200	139	0.2	0.3	6.427	A
C-A	119	30			119				
AB	33	8			33				
AC	307	77			307				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	224	56	617	0.362	223	0.4	0.6	9.123	A
B-A	21	5	293	0.071	21	0.1	0.1	13.228	B
C-AB	182	45	704	0.258	181	0.3	0.4	6.890	A
C-A	135	34			135				
AB	41	10			41				
AC	375	94			375				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	224	56	617	0.362	223	0.6	0.6	9.155	A
B-A	21	5	293	0.071	21	0.1	0.1	13.247	B
C-AB	182	45	704	0.258	182	0.4	0.4	6.908	A
C-A	135	34			135				
AB	41	10			41				
AC	375	94			375				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	182	46	640	0.285	183	0.6	0.4	7.896	A
B-A	17	4	325	0.053	17	0.1	0.1	11.710	B
C-AB	140	35	700	0.200	140	0.4	0.3	6.453	A
C-A	119	30			119				
AB	33	8			33				
AC	307	77			307				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	153	38	656	0.233	153	0.4	0.3	7.165	A
B-A	14	4	346	0.041	14	0.1	0.0	10.841	B
C-AB	112	28	697	0.161	112	0.3	0.2	6.168	A
C-A	105	26			105				
AB	28	7			28				
AC	257	64			257				

2031 Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Future	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 - Pagham Road NE		ONE HOUR	✓	119	100.000
B - Hook Lane		ONE HOUR	✓	276	100.000
C - Pagham Road SW		ONE HOUR	✓	561	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
	A - Pagham Road NE	0	9	110
	B - Hook Lane	185	0	91
	C - Pagham Road SW	412	149	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
	A - Pagham Road NE	0	0	4
	B - Hook Lane	0	0	0
	C - Pagham Road SW	2	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-C	0.23	10.55	0.3	B	84	125
B-A	0.53	19.98	1.1	C	170	255
C-AB	0.34	5.81	0.8	A	241	362
C-A					273	410
AB					8	12
AC					101	151

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	535	0.128	68	0.0	0.1	7.694	A
B-A	139	35	441	0.316	137	0.0	0.5	11.811	B
C-AB	176	44	859	0.204	174	0.0	0.4	5.253	A
C-A	247	62			247				
AB	7	2			7				
AC	83	21			83				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	20	504	0.162	82	0.1	0.2	8.523	A
B-A	166	42	417	0.399	166	0.5	0.6	14.260	B
C-AB	230	57	893	0.257	229	0.4	0.5	5.424	A
C-A	275	69			275				
AB	8	2			8				
AC	99	25			99				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	25	444	0.226	100	0.2	0.3	10.450	B
B-A	204	51	384	0.531	202	0.6	1.1	19.606	C
C-AB	318	80	940	0.338	317	0.5	0.8	5.783	A
C-A	299	75			299				
AB	10	2			10				
AC	121	30			121				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	25	441	0.227	100	0.3	0.3	10.550	B
B-A	204	51	384	0.531	204	1.1	1.1	19.978	C
C-AB	319	80	941	0.339	319	0.8	0.8	5.808	A
C-A	299	75			299				
AB	10	2			10				
AC	121	30			121				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	20	501	0.163	82	0.3	0.2	8.602	A
B-A	166	42	417	0.399	168	1.1	0.7	14.562	B
C-AB	230	58	894	0.258	231	0.8	0.5	5.460	A
C-A	274	69			274				
AB	8	2			8				
AC	99	25			99				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	533	0.129	69	0.2	0.1	7.758	A
B-A	139	35	440	0.316	140	0.7	0.5	12.033	B
C-AB	176	44	859	0.205	177	0.5	0.4	5.292	A
C-A	246	62			246				
AB	7	2			7				
AC	83	21			83				

2031 Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Future	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 - Pagham Road NE		ONE HOUR	✓	432	100.000
B - Hook Lane		ONE HOUR	✓	279	100.000
C - Pagham Road SW		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	39	393
	B - Hook Lane	18	0	261
	C - Pagham Road SW	169	133	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	0	1
	B - Hook Lane	0	0	0
	C - Pagham Road SW	2	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-C	0.48	11.46	0.9	E	239	359
B-A	0.08	14.98	0.1	E	17	25
C-AB	0.29	7.34	0.5	A	159	239
C-A					118	177
AB					36	54
AC					361	541

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	49	646	0.304	195	0.0	0.4	7.942	A
B-A	14	3	331	0.041	13	0.0	0.0	11.341	E
C-AB	123	31	688	0.178	122	0.0	0.3	6.347	A
C-A	105	26			105				
AB	29	7			29				
AC	296	74			296				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	235	59	628	0.374	234	0.4	0.6	9.129	A
B-A	16	4	303	0.053	16	0.0	0.1	12.550	E
C-AB	154	38	690	0.223	153	0.3	0.3	6.709	A
C-A	118	29			118				
AB	35	9			35				
AC	353	88			353				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	287	72	601	0.478	286	0.6	0.9	11.372	E
B-A	20	5	261	0.076	20	0.1	0.1	14.941	E
C-AB	201	50	692	0.290	200	0.3	0.5	7.315	A
C-A	132	33			132				
AB	43	11			43				
AC	433	108			433				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	287	72	601	0.478	287	0.9	0.9	11.460	E
B-A	20	5	260	0.076	20	0.1	0.1	14.984	E
C-AB	201	50	692	0.290	201	0.5	0.5	7.337	A
C-A	132	33			132				
AB	43	11			43				
AC	433	108			433				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	235	59	628	0.374	236	0.9	0.6	9.216	A
B-A	16	4	302	0.054	16	0.1	0.1	12.589	B
C-AB	154	38	690	0.223	154	0.5	0.4	6.741	A
C-A	118	29			118				
AB	35	9			35				
AC	353	88			353				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	49	646	0.304	197	0.6	0.4	8.028	A
B-A	14	3	330	0.041	14	0.1	0.0	11.380	B
C-AB	123	31	689	0.179	123	0.4	0.3	6.383	A
C-A	104	26			104				
AB	29	7			29				
AC	296	74			296				

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited 2019	
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Filename: Pagham Road-Sefter Road.j9
Path: P:\JNY10700 - Land West of Pagham Road\Transport\Picady
Report generation date: 11/11/2021 14:04:55

- »2021 Observed, AM
- »2021 Observed, PM
- »2026 Base, AM
- »2026 Base, PM
- »2026 Base + Dev, AM
- »2026 Base + Dev, PM
- »2031 Future, AM
- »2031 Future, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2021 Observed						
Stream B-AC	7.8	79.30	0.32	0.3	12.26	0.25
Stream C-AB	0.0	4.14	0.00	0.0	5.44	0.00
2026 Base						
Stream B-AC	39.2	325.89	1.17	0.6	16.51	0.37
Stream C-AB	0.0	3.93	0.01	0.0	5.36	0.01
2026 Base + Dev						
Stream B-AC	45.1	381.51	1.29	0.6	17.22	0.39
Stream C-AB	0.0	3.95	0.03	0.0	5.38	0.02
2031 Future						
Stream B-AC	65.9	515.58	1.31	1.1	24.53	0.54
Stream C-AB	0.0	3.69	0.01	0.0	5.79	0.01

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

File summary

File Description

Title	Pagham Road/Seftor Road
Location	
Site number	
Date	15/06/2016
Version	
Status	Existing Layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2021 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Future	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Future	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

2021 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		30.13	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road N		Major
B	Sefter Road		Minor
C	Pagham Road S		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 - Pagham Road S	6.00			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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Sefter Road	One lane	3.20	10	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	508	0.093	0.234	0.147	0.334
B-C	660	0.101	0.256	-	-
C-B	719	0.278	0.278	-	-

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	2021 Observed	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 - Pagham Road N		ONE HOUR	✓	152	100.000
B - Sefter Road		ONE HOUR	✓	346	100.000
C - Pagham Road S		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	74	78
	B - Sefter Road	346	0	0
	C - Pagham Road S	404	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From	A - Pagham Road N	0	0	4
	B - Sefter Road	0	0	0
	C - Pagham Road S	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	78.30	7.8	F	317	476
C-AB	0.00	4.14	0.0	A	3	5
C-A					369	554
AB					68	102
AC					72	107

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	260	65	443	0.588	255	0.0	1.4	18.640	C
C-AB	2	0.58	873	0.003	2	0.0	0.0	4.133	A
C-A	303	76			303				
AB	56	14			56				
AC	59	15			59				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	311	78	431	0.722	307	1.4	2.4	28.193	C
C-AB	3	0.75	905	0.003	3	0.0	0.0	3.992	A
C-A	362	90			362				
A-B	67	17			67				
A-C	70	18			70				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	381	95	413	0.922	365	2.4	6.4	59.809	F
C-AB	4	1	948	0.004	4	0.0	0.0	3.810	A
C-A	443	111			443				
A-B	81	20			81				
A-C	86	21			86				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	381	95	413	0.922	376	6.4	7.8	79.298	F
C-AB	4	1	948	0.004	4	0.0	0.0	3.814	A
C-A	443	111			443				
A-B	81	20			81				
A-C	86	21			86				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	311	78	431	0.722	331	7.8	2.9	40.891	E
C-AB	3	0.75	905	0.003	3	0.0	0.0	3.996	A
C-A	362	90			362				
A-B	67	17			67				
A-C	70	18			70				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	260	65	443	0.588	266	2.9	1.5	20.909	C
C-AB	2	0.58	873	0.003	2	0.0	0.0	4.136	A
C-A	303	76			303				
A-B	56	14			56				
A-C	59	15			59				

2021 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Observed	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 - Pagham Road N		ONE HOUR	✓	486	100.000
B - Sefter Road		ONE HOUR	✓	89	100.000
C - Pagham Road S		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From				
	A - Pagham Road N	0	176	310
	B - Sefter Road	86	0	3
	C - Pagham Road S	129	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From				
	A - Pagham Road N	0	1	1
	B - Sefter Road	0	0	0
	C - Pagham Road S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	12.26	0.3	E	82	123
C-AB	0.00	5.44	0.0	A	2	3
C-A					118	177
A-B					162	242
A-C					284	427

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	430	0.156	66	0.0	0.2	9.885	A
C-AB	2	0.44	679	0.003	2	0.0	0.0	5.314	A
C-A	97	24			97				
A-B	133	33			133				
A-C	233	58			233				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	414	0.193	80	0.2	0.2	10.775	E
C-AB	2	0.54	673	0.003	2	0.0	0.0	5.367	A
C-A	116	29			116				
A-B	158	40			158				
A-C	279	70			279				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	24	391	0.250	98	0.2	0.3	12.234	E
C-AB	3	0.70	665	0.004	3	0.0	0.0	5.437	A
C-A	141	35			141				
A-B	194	48			194				
A-C	341	85			341				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	24	391	0.250	98	0.3	0.3	12.265	E
C-AB	3	0.70	665	0.004	3	0.0	0.0	5.441	A
C-A	141	35			141				
A-B	194	48			194				
A-C	341	85			341				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	414	0.193	80	0.3	0.2	10.811	S
C-AB	2	0.54	673	0.003	2	0.0	0.0	5.371	A
C-A	116	29			116				
A-B	158	40			158				
A-C	279	70			279				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	430	0.156	67	0.2	0.2	9.938	A
C-AB	2	0.44	679	0.003	2	0.0	0.0	5.316	A
C-A	97	24			97				
A-B	133	33			133				
A-C	233	58			233				

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		109.66	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base	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)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	231	100.000
B - Sefter Road		ONE HOUR	✓	397	100.000
C - Pagham Road S		ONE HOUR	✓	536	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
	A - Pagham Road N	0	94	137
	B - Sefter Road	395	0	2
	C - Pagham Road S	533	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
	A - Pagham Road N	0	0	4
	B - Sefter Road	0	0	0
	C - Pagham Road S	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.17	325.23	39.2	F	364	546
C-AB	0.01	3.93	0.0	A	6	9
C-A					486	729
A-B					86	129
A-C					126	189

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	299	75	417	0.717	290	0.0	2.3	26.683	D
C-AB	4	1	920	0.004	4	0.0	0.0	3.930	A
C-A	400	100			400				
A-B	71	18			71				
A-C	103	26			103				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	357	89	399	0.894	344	2.3	5.5	55.283	F
C-AB	5	1	961	0.006	5	0.0	0.0	3.763	A
C-A	476	119			476				
A-B	85	21			85				
A-C	123	31			123				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	437	109	374	1.167	367	5.5	23.1	163.766	F
C-AB	8	2	1020	0.008	8	0.0	0.0	3.553	A
C-A	582	146			582				
A-B	103	26			103				
A-C	151	38			151				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	437	109	374	1.167	373	23.1	39.2	315.601	F
C-AB	8	2	1020	0.008	8	0.0	0.0	3.554	A
C-A	582	146			582				
A-B	103	26			103				
A-C	151	38			151				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	357	89	399	0.894	389	33.2	31.1	365.299	F
C-AB	5	1	961	0.006	5	0.0	0.0	3.769	A
C-A	476	119			476				
AB	85	21			85				
AC	123	31			123				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	299	75	417	0.717	405	31.1	4.7	172.359	F
C-AB	4	1	920	0.004	4	0.0	0.0	3.933	A
C-A	400	100			400				
AB	71	18			71				
AC	103	26			103				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base	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 - Pagham Road N		ONE HOUR	✓	641	100.000
B - Sefter Road		ONE HOUR	✓	115	100.000
C - Pagham Road S		ONE HOUR	✓	208	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
	A - Pagham Road N	0	217	424
	B - Sefter Road	111	0	4
	C - Pagham Road S	204	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
	A - Pagham Road N	0	1	1
	B - Sefter Road	0	0	0
	C - Pagham Road S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	16.51	0.6	C	106	158
C-AB	0.01	5.36	0.0	A	5	8
C-A					186	279
A-B					199	299
A-C					389	584

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	398	0.218	85	0.0	0.3	11.489	E
C-AB	4	0.97	686	0.006	4	0.0	0.0	5.278	A
C-A	153	38			153				
A-B	163	41			163				
A-C	319	80			319				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	26	375	0.275	103	0.3	0.4	13.193	E
C-AB	5	1	682	0.007	5	0.0	0.0	5.312	A
C-A	182	46			182				
A-B	195	49			195				
A-C	381	95			381				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	32	345	0.367	126	0.4	0.6	16.398	C
C-AB	7	2	679	0.010	7	0.0	0.0	5.353	A
C-A	222	56			222				
A-B	239	60			239				
A-C	467	117			467				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	32	345	0.367	127	0.6	0.6	16.508	C
C-AB	7	2	679	0.010	7	0.0	0.0	5.358	A
C-A	222	56			222				
A-B	239	60			239				
A-C	467	117			467				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	26	375	0.275	104	0.6	0.4	13.307	E
C-AB	5	1	682	0.007	5	0.0	0.0	5.321	A
C-A	182	46			182				
A-B	195	49			195				
A-C	381	95			381				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	398	0.218	87	0.4	0.3	11.600	E
C-AB	4	0.97	686	0.006	4	0.0	0.0	5.281	A
C-A	153	38			153				
A-B	163	41			163				
A-C	319	80			319				

2026 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		129.60	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	240	100.000
B - Sefter Road		ONE HOUR	✓	400	100.000
C - Pagham Road S		ONE HOUR	✓	567	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
	A - Pagham Road N	0	94	146
	B - Sefter Road	395	0	5
	C - Pagham Road S	555	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
	A - Pagham Road N	0	0	4
	B - Sefter Road	0	0	0
	C - Pagham Road S	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.29	391.51	46.1	F	367	551
C-AB	0.03	3.95	0.0	A	24	36
C-A					497	745
AB					86	129
AC					134	201

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	301	75	412	0.731	291	0.0	2.4	28.065	D
C-AB	16	4	929	0.018	16	0.0	0.0	3.946	A
C-A	410	103			410				
AB	71	18			71				
AC	110	27			110				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	360	90	393	0.916	345	2.4	6.1	61.072	F
C-AB	22	6	972	0.023	22	0.0	0.0	3.787	A
C-A	488	122			488				
AB	85	21			85				
AC	131	33			131				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	440	110	366	1.293	360	6.1	26.2	185.265	F
C-AB	32	8	1034	0.031	32	0.0	0.0	3.592	A
C-A	592	148			592				
AB	103	26			103				
AC	161	40			161				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	440	110	366	1.293	365	26.2	45.1	363.852	F
C-AB	32	8	1034	0.031	32	0.0	0.0	3.594	A
C-A	592	148			592				
AB	103	26			103				
AC	161	40			161				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	360	90	393	0.916	384	45.1	33.0	391.511	F
C-AB	22	6	972	0.023	22	0.0	0.0	3.791	A
C-A	487	122			487				
AB	85	21			85				
AC	131	33			131				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	301	75	412	0.731	401	33.0	13.9	244.608	F
C-AB	16	4	929	0.018	16	0.0	0.0	3.949	A
C-A	410	103			410				
AB	71	18			71				
AC	110	27			110				

2026 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	659	100.000
B - Sefter Road		ONE HOUR	✓	122	100.000
C - Pagham Road S		ONE HOUR	✓	223	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
	A - Pagham Road N	0	217	442
	B - Sefter Road	111	0	11
	C - Pagham Road S	215	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
	A - Pagham Road N	0	1	1
	B - Sefter Road	0	0	0
	C - Pagham Road S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	17.22	0.6	D	112	168
C-AB	0.02	5.38	0.0	A	10	16
C-A					194	291
A-B					199	299
A-C					406	608

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	399	0.230	91	0.0	0.3	11.629	E
C-AB	8	2	688	0.011	8	0.0	0.0	5.293	A
C-A	160	40			160				
A-B	163	41			163				
A-C	333	83			333				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	27	376	0.292	109	0.3	0.4	13.487	E
C-AB	10	3	685	0.015	10	0.0	0.0	5.331	A
C-A	190	48			190				
A-B	195	49			195				
A-C	397	99			397				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	343	0.391	133	0.4	0.6	17.081	D
C-AB	14	3	682	0.020	13	0.0	0.0	5.378	A
C-A	232	58			232				
A-B	239	60			239				
A-C	487	122			487				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	343	0.391	134	0.6	0.6	17.218	D
C-AB	14	3	682	0.020	14	0.0	0.0	5.384	A
C-A	232	58			232				
A-B	239	60			239				
A-C	487	122			487				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	27	376	0.292	111	0.6	0.4	13.622	E
C-AB	10	3	685	0.015	10	0.0	0.0	5.338	A
C-A	190	48			190				
A-B	195	49			195				
A-C	397	99			397				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	399	0.230	92	0.4	0.3	11.753	E
C-AB	8	2	688	0.011	8	0.0	0.0	5.298	A
C-A	160	40			160				
A-B	163	41			163				
A-C	333	83			333				

2031 Future, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		198.76	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Future	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)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Pagham Road N		ONE HOUR	✓	218	100.000
B - Sefter Road		ONE HOUR	✓	425	100.000
C - Pagham Road S		ONE HOUR	✓	662	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
	A - Pagham Road N	0	95	123
	B - Sefter Road	423	0	2
	C - Pagham Road S	658	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
	A - Pagham Road N	0	0	4
	B - Sefter Road	0	0	0
	C - Pagham Road S	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.31	815.58	88.9	F	390	585
C-AB	0.01	3.69	0.0	A	9	14
C-A					598	898
AB					87	131
AC					113	169

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	320	80	405	0.789	307	0.0	3.1	33.494	D
C-AB	6	2	981	0.006	6	0.0	0.0	3.693	A
C-A	492	123			492				
AB	72	18			72				
AC	93	23			93				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	382	96	385	0.992	356	3.1	9.5	85.177	F
C-AB	8	2	1034	0.008	8	0.0	0.0	3.506	A
C-A	587	147			587				
AB	85	21			85				
AC	111	28			111				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	117	357	1.310	355	9.5	37.9	262.537	F
C-AB	13	3	1110	0.011	13	0.0	0.0	3.277	A
C-A	716	179			716				
AB	105	26			105				
AC	135	34			135				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	117	357	1.310	357	37.9	65.7	625.420	F
C-AB	13	3	1110	0.011	13	0.0	0.0	3.281	A
C-A	716	179			716				
AB	105	26			105				
AC	135	34			135				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	382	96	385	0.992	381	65.7	65.9	615.576	F
C-AB	8	2	1034	0.008	8	0.0	0.0	3.509	A
C-A	587	147			587				
AB	85	21			85				
AC	111	28			111				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	320	80	405	0.790	399	65.9	46.1	507.398	F
C-AB	6	2	981	0.006	6	0.0	0.0	3.694	A
C-A	492	123			492				
AB	72	18			72				
AC	93	23			93				

2031 Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Future	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 - Pagham Road N		ONE HOUR	✓	841	100.000
B - Sefter Road		ONE HOUR	✓	154	100.000
C - Pagham Road S		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From				
	A - Pagham Road N	0	364	477
	B - Sefter Road	147	0	7
	C - Pagham Road S	209	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road N	B - Sefter Road	C - Pagham Road S
From				
	A - Pagham Road N	0	1	1
	B - Sefter Road	0	0	0
	C - Pagham Road S	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	24.53	1.1	D	141	212
C-AB	0.01	5.79	0.0	A	5	8
C-A					190	285
A-B					334	501
A-C					438	657

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	379	0.306	114	0.0	0.4	13.532	E
C-AB	4	0.99	650	0.006	4	0.0	0.0	5.573	A
C-A	156	39			156				
A-B	274	69			274				
A-C	359	90			359				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	35	352	0.393	138	0.4	0.6	16.709	D
C-AB	5	1	640	0.008	5	0.0	0.0	5.666	A
C-A	186	47			186				
A-B	327	82			327				
A-C	429	107			429				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	42	316	0.537	168	0.6	1.1	23.979	D
C-AB	7	2	629	0.011	7	0.0	0.0	5.786	A
C-A	228	57			228				
A-B	401	100			401				
A-C	525	131			525				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	42	316	0.537	169	1.1	1.1	24.534	D
C-AB	7	2	629	0.011	7	0.0	0.0	5.792	A
C-A	228	57			228				
A-B	401	100			401				
A-C	525	131			525				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	35	352	0.393	140	1.1	0.7	17.125	C
C-AB	5	1	640	0.008	5	0.0	0.0	5.676	A
C-A	186	47			186				
A-B	327	82			327				
A-C	429	107			429				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	379	0.306	117	0.7	0.5	13.797	B
C-AB	4	1	650	0.006	4	0.0	0.0	5.577	A
C-A	156	39			156				
A-B	274	69			274				
A-C	359	90			359				

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

Filename: Proposed Site Access.j9
Path: P:\JNY10700 - Land West of Pagham Road\Transport\Picady
Report generation date: 11/11/2021 14:07:02

*2026 Base + Dev, AM
 *2026 Base + Dev, PM

Summary of junction performance

AM						PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base + Dev										
Stream B-C	D1	0.1	6.98	0.06	A	D2	0.0	5.83	0.03	A
Stream B-A		0.0	9.39	0.04	A		0.0	8.63	0.02	A
Stream C-AB		0.0	6.32	0.02	A		0.0	5.49	0.04	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.

File summary

File Description

Title	
Location	
Site number	
Date	07/10/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\Danesh.Aryan
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D2	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2026 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road (S)		Major
B	Site Access		Minor
C	Pagham Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pagham Road (N)	7.55			250.0	✓	1.00

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 - Site Access	One lane plus flare	8.70	3.10	3.00	3.00	2.90	✓	1.00	34	57

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	553	0.094	0.237	0.149	0.339
B-C	686	0.098	0.248	-	-
C-B	719	0.260	0.260	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Dev	AM	ONE HOUR	00:00	01:30	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 - Pagham Road (S)		ONE HOUR	✓	484	100.000
B - Site Access		ONE HOUR	✓	43	100.000
C - Pagham Road (N)		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road (S)	B - Site Access	C - Pagham Road (N)
From	A - Pagham Road (S)	0	5	479
	B - Site Access	13	0	30
	C - Pagham Road (N)	139	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road (S)	B - Site Access	C - Pagham Road (N)
From	A - Pagham Road (S)	0	0	1
	B - Site Access	0	0	0
	C - Pagham Road (N)	4	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-C	0.06	6.98	0.1	A	28	41
B-A	0.04	9.39	0.0	A	12	18
C-AB	0.02	6.32	0.0	A	11	17
C-A					128	191
AB					5	7
AC					440	659

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	592	0.038	22	0.0	0.0	6.315	A
B-A	10	2	447	0.022	10	0.0	0.0	8.235	A
C-AB	9	2	625	0.015	9	0.0	0.0	5.846	A
C-A	105	26			105				
AB	4	0.94			4				
AC	361	90			361				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	574	0.047	27	0.0	0.0	6.580	A
B-A	12	3	426	0.027	12	0.0	0.0	8.687	A
C-AB	11	3	607	0.018	11	0.0	0.0	6.039	A
C-A	125	31			125				
AB	4	1			4				
AC	431	108			431				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	549	0.060	33	0.0	0.1	6.982	A
B-A	14	4	398	0.036	14	0.0	0.0	9.393	A
C-AB	13	3	582	0.023	13	0.0	0.0	6.324	A
C-A	153	38			153				
AB	6	1			6				
AC	527	132			527				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	549	0.060	33	0.1	0.1	6.982	A
B-A	14	4	398	0.036	14	0.0	0.0	9.393	A
C-AB	13	3	582	0.023	13	0.0	0.0	6.324	A
C-A	153	38			153				
AB	6	1			6				
AC	527	132			527				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	574	0.047	27	0.1	0.0	6.582	A
B-A	12	3	426	0.027	12	0.0	0.0	8.690	A
C-AB	11	3	607	0.018	11	0.0	0.0	6.042	A
C-A	125	31			125				
AB	4	1			4				
AC	431	108			431				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	592	0.038	23	0.0	0.0	6.322	A
B-A	10	2	447	0.022	10	0.0	0.0	8.242	A
C-AB	9	2	625	0.015	9	0.0	0.0	5.849	A
C-A	105	26			105				
AB	4	0.94			4				
AC	361	90			361				

2026 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base + Dev	PM	ONE HOUR	00:00	01:30	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 - Pagham Road (S)		ONE HOUR	✓	185	100.000
B - Site Access		ONE HOUR	✓	22	100.000
C - Pagham Road (N)		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road (S)	B - Site Access	C - Pagham Road (N)
From	A - Pagham Road (S)	0	11	174
	B - Site Access	7	0	15
	C - Pagham Road (N)	428	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road (S)	B - Site Access	C - Pagham Road (N)
From	A - Pagham Road (S)	0	0	2
	B - Site Access	0	0	0
	C - Pagham Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	5.83	0.0	A	14	21
B-A	0.02	8.63	0.0	A	6	10
C-AB	0.04	5.49	0.0	A	23	35
C-A					392	588
AB					10	15
AC					160	239

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	650	0.017	11	0.0	0.0	5.631	A
B-A	5	1	465	0.011	5	0.0	0.0	7.822	A
C-AB	19	5	691	0.028	19	0.0	0.0	5.358	A
C-A	322	80			322				
AB	8	2			8				
AC	131	33			131				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	643	0.021	13	0.0	0.0	5.714	A
B-A	6	2	448	0.014	6	0.0	0.0	8.143	A
C-AB	23	6	688	0.033	23	0.0	0.0	5.415	A
C-A	384	96			384				
AB	10	2			10				
AC	156	39			156				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	634	0.026	16	0.0	0.0	5.832	A
B-A	8	2	425	0.018	8	0.0	0.0	8.629	A
C-AB	28	7	684	0.041	28	0.0	0.0	5.487	A
C-A	470	118			470				
AB	12	3			12				
AC	192	48			192				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	4	634	0.026	17	0.0	0.0	5.832	A
B-A	8	2	425	0.018	8	0.0	0.0	8.629	A
C-AB	28	7	684	0.041	28	0.0	0.0	5.487	A
C-A	470	118			470				
AB	12	3			12				
AC	192	48			192				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	643	0.021	14	0.0	0.0	5.714	A
B-A	6	2	448	0.014	6	0.0	0.0	8.146	A
C-AB	23	6	688	0.033	23	0.0	0.0	5.416	A
C-A	384	96			384				
AB	10	2			10				
AC	156	39			156				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	3	650	0.017	11	0.0	0.0	5.634	A
B-A	5	1	465	0.011	5	0.0	0.0	7.826	A
C-AB	19	5	691	0.028	19	0.0	0.0	5.359	A
C-A	322	80			322				
AB	8	2			8				
AC	131	33			131				

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

Filename: Sefter Road-Hook Lane.j9

Path: P:\JNY10700 - Land West of Pagham Road\Transport\Picady

Report generation date: 11/11/2021 14:09:17

- »2021 Observed, AM
- »2021 Observed, PM
- »2026 Base, AM
- »2026 Base, PM
- »2026 Base + Dev, AM
- »2026 Base + Dev, PM
- »2031 Future, AM
- »2031 Future, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2021 Observed						
Stream B-C	0.0	7.18	0.02	0.0	6.65	0.03
Stream B-A	0.4	11.25	0.30	0.5	10.90	0.35
Stream C-AB	0.0	6.60	0.03	0.0	5.41	0.03
2026 Base						
Stream B-C	0.0	8.56	0.03	0.0	7.41	0.04
Stream B-A	1.0	16.06	0.49	0.8	13.36	0.45
Stream C-AB	0.0	6.43	0.04	0.0	5.47	0.03
2026 Base + Dev						
Stream B-C	0.0	8.60	0.03	0.0	7.46	0.04
Stream B-A	1.0	16.23	0.50	0.8	13.49	0.45
Stream C-AB	0.0	6.36	0.04	0.0	5.47	0.03
2031 Future						
Stream B-C	0.0	9.58	0.03	0.0	7.73	0.02
Stream B-A	1.4	19.29	0.58	0.8	15.47	0.46
Stream C-AB	0.0	6.10	0.02	0.2	5.45	0.10

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

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

File summary

File Description

Title	Sefter Road/Hook Lane
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Existing layout
Identifier	
Client	
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2021 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Future	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Future	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

2021 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Sefter Road SE		Major
B	Hook Lane		Minor
C	Sefter Road NW		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 - Sefter Road NW	7.30			93.0	✓	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 - Hook Lane	One lane plus flare	10.00	9.60	6.00	4.20	3.70		1.00	32	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	579	0.100	0.252	0.158	0.359
B-C	674	0.097	0.246	-	-
C-B	628	0.229	0.229	-	-

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	2021 Observed	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 - Sefter Road SE		ONE HOUR	✓	460	100.000
B - Hook Lane		ONE HOUR	✓	135	100.000
C - Sefter Road NW		ONE HOUR	✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
	From			
	A - Sefter Road SE	0	129	331
	B - Hook Lane	124	0	11
	C - Sefter Road NW	65	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
	From			
	A - Sefter Road SE	0	0	0
	B - Hook Lane	0	0	0
	C - Sefter Road NW	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-C	0.02	7.18	0.0	A	10	15
B-A	0.30	11.25	0.4	B	114	171
C-AB	0.03	6.60	0.0	A	14	22
C-A					58	87
AB					118	178
AC					304	456

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	571	0.015	8	0.0	0.0	6.397	A
B-A	93	23	495	0.188	92	0.0	0.2	8.914	A
C-AB	12	3	582	0.020	11	0.0	0.0	6.305	A
C-A	48	12			48				
AB	97	24			97				
AC	249	62			249				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	548	0.018	10	0.0	0.0	6.689	A
B-A	111	28	479	0.233	111	0.2	0.3	9.785	A
C-AB	14	4	574	0.024	14	0.0	0.0	6.427	A
C-A	57	14			57				
AB	116	29			116				
AC	298	74			298				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	514	0.024	12	0.0	0.0	7.177	A
B-A	137	34	457	0.299	136	0.3	0.4	11.215	B
C-AB	18	4	563	0.031	18	0.0	0.0	6.602	A
C-A	69	17			69				
AB	142	36			142				
AC	364	91			364				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	513	0.024	12	0.0	0.0	7.181	A
B-A	137	34	457	0.299	137	0.4	0.4	11.249	B
C-AB	18	4	563	0.031	18	0.0	0.0	6.603	A
C-A	69	17			69				
AB	142	36			142				
AC	364	91			364				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	548	0.018	10	0.0	0.0	6.697	A
B-A	111	28	479	0.233	112	0.4	0.3	9.819	A
C-AB	14	4	574	0.024	14	0.0	0.0	6.428	A
C-A	57	14			57				
AB	116	29			116				
AC	298	74			298				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	570	0.015	8	0.0	0.0	6.405	A
B-A	93	23	495	0.188	94	0.3	0.2	8.966	A
C-AB	12	3	582	0.020	12	0.0	0.0	6.308	A
C-A	48	12			48				
AB	97	24			97				
AC	249	62			249				

2021 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Observed	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 - Sefter Road SE		ONE HOUR	✓	222	100.000
B - Hook Lane		ONE HOUR	✓	176	100.000
C - Sefter Road NW		ONE HOUR	✓	190	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	151	71
	B - Hook Lane	160	0	16
	C - Sefter Road NW	176	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	0	0
	B - Hook Lane	0	0	0
	C - Sefter Road NW	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.03	6.65	0.0	A	15	22
B-A	0.35	10.90	0.5	B	147	220
C-AB	0.03	5.41	0.0	A	17	25
C-A					157	236
AB					139	208
AC					65	98

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	606	0.020	12	0.0	0.0	6.061	A
B-A	120	30	530	0.227	119	0.0	0.3	8.750	A
C-AB	13	3	678	0.019	13	0.0	0.0	5.412	A
C-A	130	32			130				
AB	114	28			114				
AC	53	13			53				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	588	0.024	14	0.0	0.0	6.277	A
B-A	144	36	520	0.277	143	0.3	0.4	9.556	A
C-AB	16	4	689	0.024	16	0.0	0.0	5.354	A
C-A	154	39			154				
AB	136	34			136				
AC	64	16			64				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	559	0.032	18	0.0	0.0	6.649	A
B-A	176	44	506	0.348	176	0.4	0.5	10.861	B
C-AB	21	5	703	0.030	21	0.0	0.0	5.276	A
C-A	188	47			188				
AB	166	42			166				
AC	78	20			78				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	4	559	0.032	18	0.0	0.0	6.654	A
B-A	176	44	506	0.348	176	0.5	0.5	10.897	B
C-AB	21	5	703	0.030	21	0.0	0.0	5.278	A
C-A	188	47			188				
AB	166	42			166				
AC	78	20			78				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	4	587	0.024	14	0.0	0.0	6.286	A
B-A	144	36	520	0.277	144	0.5	0.4	9.602	A
C-AB	16	4	689	0.024	16	0.0	0.0	5.359	A
C-A	154	39			154				
AB	136	34			136				
AC	64	16			64				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	605	0.020	12	0.0	0.0	6.069	A
B-A	120	30	530	0.227	121	0.4	0.3	8.817	A
C-AB	13	3	678	0.019	13	0.0	0.0	5.414	A
C-A	130	32			130				
AB	114	28			114				
AC	53	13			53				

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base	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 - Sefter Road SE		ONE HOUR	✓	507	100.000
B - Hook Lane		ONE HOUR	✓	209	100.000
C - Sefter Road NW		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	161	346
	B - Hook Lane	198	0	11
	C - Sefter Road NW	102	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	0	0
	B - Hook Lane	0	0	0
	C - Sefter Road NW	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-C	0.03	8.56	0.0	A	10	15
B-A	0.49	16.06	1.0	C	182	273
C-AB	0.04	6.43	0.0	A	16	25
C-A					91	136
AB					148	222
AC					317	476

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	537	0.015	8	0.0	0.0	6.812	A
B-A	149	37	486	0.307	147	0.0	0.4	10.593	B
C-AB	13	3	594	0.022	13	0.0	0.0	6.195	A
C-A	75	19			75				
AB	121	30			121				
AC	260	65			260				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	498	0.020	10	0.0	0.0	7.369	A
B-A	178	44	467	0.381	177	0.4	0.6	12.387	B
C-AB	16	4	588	0.027	16	0.0	0.0	6.289	A
C-A	89	22			89				
AB	145	36			145				
AC	311	78			311				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	434	0.028	12	0.0	0.0	8.529	A
B-A	218	55	442	0.493	217	0.6	0.9	15.877	C
C-AB	21	5	581	0.035	20	0.0	0.0	6.423	A
C-A	108	27			108				
AB	177	44			177				
AC	381	95			381				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	433	0.028	12	0.0	0.0	8.559	A
B-A	218	55	442	0.493	218	0.9	1.0	16.058	C
C-AB	21	5	581	0.035	21	0.0	0.0	6.427	A
C-A	108	27			108				
AB	177	44			177				
AC	381	95			381				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	497	0.020	10	0.0	0.0	7.395	A
B-A	178	44	467	0.381	179	1.0	0.6	12.563	B
C-AB	16	4	588	0.027	16	0.0	0.0	6.294	A
C-A	89	22			89				
AB	145	36			145				
AC	311	78			311				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	535	0.015	8	0.0	0.0	6.832	A
B-A	149	37	485	0.307	150	0.6	0.5	10.749	B
C-AB	13	3	594	0.022	13	0.0	0.0	6.199	A
C-A	75	19			75				
AB	121	30			121				
AC	260	65			260				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base	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 - Sefter Road SE		ONE HOUR	✓	315	100.000
B - Hook Lane		ONE HOUR	✓	215	100.000
C - Sefter Road NW		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From				
	A - Sefter Road SE	0	213	102
	B - Hook Lane	198	0	17
	C - Sefter Road NW	194	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From				
	A - Sefter Road SE	0	0	0
	B - Hook Lane	0	0	0
	C - Sefter Road NW	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.04	7.41	0.0	A	16	23
B-A	0.45	13.36	0.8	B	182	273
C-AB	0.03	5.47	0.0	A	19	28
C-A					173	259
AB					195	293
AC					94	140

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	580	0.022	13	0.0	0.0	6.348	A
B-A	149	37	517	0.289	147	0.0	0.4	9.712	B
C-AB	14	4	672	0.021	14	0.0	0.0	5.470	A
C-A	143	36			143				
AB	160	40			160				
AC	77	19			77				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	552	0.028	15	0.0	0.0	6.708	A
B-A	178	44	504	0.353	177	0.4	0.5	10.993	B
C-AB	18	5	682	0.027	18	0.0	0.0	5.419	A
C-A	170	42			170				
AB	191	48			191				
AC	92	23			92				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	505	0.037	19	0.0	0.0	7.399	A
B-A	218	55	487	0.447	217	0.5	0.8	13.260	B
C-AB	24	6	696	0.034	24	0.0	0.0	5.353	A
C-A	206	52			206				
AB	235	59			235				
AC	112	28			112				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	504	0.037	19	0.0	0.0	7.414	A
B-A	218	55	487	0.447	218	0.8	0.8	13.358	B
C-AB	24	6	696	0.034	24	0.0	0.0	5.355	A
C-A	206	52			206				
AB	235	59			235				
AC	112	28			112				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	551	0.028	15	0.0	0.0	6.723	A
B-A	178	44	504	0.353	179	0.8	0.6	11.097	B
C-AB	18	5	682	0.027	18	0.0	0.0	5.423	A
C-A	170	42			170				
AB	191	48			191				
AC	92	23			92				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	578	0.022	13	0.0	0.0	6.366	A
B-A	149	37	517	0.289	150	0.6	0.4	9.828	A
C-AB	14	4	672	0.021	14	0.0	0.0	5.474	A
C-A	143	36			143				
AB	160	40			160				
AC	77	19			77				

2026 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sefter Road SE		ONE HOUR	✓	510	100.000
B - Hook Lane		ONE HOUR	✓	209	100.000
C - Sefter Road NW		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	161	349
	B - Hook Lane	198	0	11
	C - Sefter Road NW	111	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	0	0
	B - Hook Lane	0	0	0
	C - Sefter Road NW	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-C	0.03	8.60	0.0	A	10	15
B-A	0.50	16.23	1.0	C	182	273
C-AB	0.04	6.36	0.0	A	17	25
C-A					99	148
AB					148	222
AC					320	480

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	536	0.015	8	0.0	0.0	6.822	A
B-A	149	37	484	0.308	147	0.0	0.4	10.642	B
C-AB	13	3	598	0.022	13	0.0	0.0	6.152	A
C-A	82	20			82				
AB	121	30			121				
AC	263	66			263				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	497	0.020	10	0.0	0.0	7.387	A
B-A	178	44	465	0.383	177	0.4	0.6	12.472	B
C-AB	16	4	593	0.027	16	0.0	0.0	6.236	A
C-A	97	24			97				
AB	145	36			145				
AC	314	78			314				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	432	0.028	12	0.0	0.0	8.569	A
B-A	218	55	440	0.496	217	0.6	1.0	16.044	C
C-AB	21	5	587	0.036	21	0.0	0.0	6.354	A
C-A	118	29			118				
AB	177	44			177				
AC	384	96			384				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	431	0.028	12	0.0	0.0	8.600	A
B-A	218	55	440	0.496	218	1.0	1.0	16.231	C
C-AB	21	5	587	0.036	21	0.0	0.0	6.358	A
C-A	118	29			118				
AB	177	44			177				
AC	384	96			384				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	495	0.020	10	0.0	0.0	7.416	A
B-A	178	44	465	0.383	179	1.0	0.6	12.649	B
C-AB	16	4	593	0.027	16	0.0	0.0	6.237	A
C-A	97	24			97				
AB	145	36			145				
AC	314	78			314				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	534	0.016	8	0.0	0.0	6.843	A
B-A	149	37	484	0.308	150	0.6	0.5	10.802	B
C-AB	13	3	598	0.022	13	0.0	0.0	6.155	A
C-A	82	20			82				
AB	121	30			121				
AC	263	66			263				

2026 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sefter Road SE		ONE HOUR	✓	322	100.000
B - Hook Lane		ONE HOUR	✓	215	100.000
C - Sefter Road NW		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
	A - Sefter Road SE	0	213	109
	B - Hook Lane	198	0	17
	C - Sefter Road NW	198	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
	A - Sefter Road SE	0	0	0
	B - Hook Lane	0	0	0
	C - Sefter Road NW	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.04	7.46	0.0	A	16	23
B-A	0.45	13.49	0.8	E	182	273
C-AB	0.03	5.47	0.0	A	19	28
C-A					176	265
AB					195	293
AC					100	150

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	578	0.022	13	0.0	0.0	6.365	A
B-A	149	37	515	0.290	147	0.0	0.4	9.760	A
C-AB	15	4	673	0.022	14	0.0	0.0	5.463	A
C-A	146	36			146				
AB	160	40			160				
AC	82	21			82				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	550	0.028	15	0.0	0.0	6.732	A
B-A	178	44	502	0.354	177	0.4	0.5	11.067	E
C-AB	18	5	683	0.027	18	0.0	0.0	5.411	A
C-A	173	43			173				
AB	191	48			191				
AC	98	24			98				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	502	0.037	19	0.0	0.0	7.440	A
B-A	218	55	485	0.450	217	0.5	0.8	13.389	E
C-AB	24	6	698	0.035	24	0.0	0.0	5.342	A
C-A	210	53			210				
AB	235	59			235				
AC	120	30			120				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	501	0.037	19	0.0	0.0	7.456	A
B-A	218	55	485	0.450	218	0.8	0.8	13.490	E
C-AB	24	6	698	0.035	24	0.0	0.0	5.346	A
C-A	210	53			210				
AB	235	59			235				
AC	120	30			120				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	549	0.028	15	0.0	0.0	6.748	A
B-A	178	44	502	0.354	179	0.8	0.6	11.175	B
C-AB	18	5	683	0.027	18	0.0	0.0	5.417	A
C-A	173	43			173				
AB	191	48			191				
AC	98	24			98				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	3	577	0.022	13	0.0	0.0	6.380	A
B-A	149	37	515	0.290	150	0.6	0.4	9.875	A
C-AB	15	4	673	0.022	15	0.0	0.0	5.467	A
C-A	146	36			146				
AB	160	40			160				
AC	82	21			82				

2031 Future, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Future	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 - Sefter Road SE		ONE HOUR	✓	511	100.000
B - Hook Lane		ONE HOUR	✓	247	100.000
C - Sefter Road NW		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	217	294
	B - Hook Lane	238	0	9
	C - Sefter Road NW	130	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	0	0
	B - Hook Lane	0	0	0
	C - Sefter Road NW	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-C	0.03	9.58	0.0	A	8	12
B-A	0.58	19.29	1.4	C	218	328
C-AB	0.02	6.10	0.0	A	9	14
C-A					117	176
AB					199	299
AC					270	405

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	522	0.013	7	0.0	0.0	6.983	A
B-A	179	45	490	0.366	177	0.0	0.6	11.428	B
C-AB	7	2	608	0.012	7	0.0	0.0	5.990	A
C-A	97	24			97				
AB	163	41			163				
AC	221	55			221				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	474	0.017	8	0.0	0.0	7.731	A
B-A	214	53	472	0.453	213	0.6	0.8	13.828	B
C-AB	9	2	605	0.015	9	0.0	0.0	6.035	A
C-A	115	29			115				
AB	195	49			195				
AC	264	66			264				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	389	0.025	10	0.0	0.0	9.502	A
B-A	262	66	448	0.585	260	0.8	1.3	18.898	C
C-AB	12	3	602	0.019	12	0.0	0.0	6.094	A
C-A	140	35			140				
AB	239	60			239				
AC	324	81			324				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	386	0.026	10	0.0	0.0	9.576	A
B-A	262	66	448	0.585	262	1.3	1.4	19.294	C
C-AB	12	3	602	0.019	12	0.0	0.0	6.097	A
C-A	140	35			140				
AB	239	60			239				
AC	324	81			324				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	471	0.017	8	0.0	0.0	7.786	A
B-A	214	53	472	0.453	216	1.4	0.9	14.161	B
C-AB	9	2	605	0.015	9	0.0	0.0	6.035	A
C-A	115	29			115				
AB	195	49			195				
AC	264	66			264				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	520	0.013	7	0.0	0.0	7.021	A
B-A	179	45	490	0.366	180	0.9	0.6	11.671	B
C-AB	7	2	608	0.012	7	0.0	0.0	5.990	A
C-A	97	24			97				
AB	163	41			163				
AC	221	55			221				

2031 Future, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Future	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 - Sefter Road SE		ONE HOUR	✓	506	100.000
B - Hook Lane		ONE HOUR	✓	186	100.000
C - Sefter Road NW		ONE HOUR	✓	344	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	353	153
	B - Hook Lane	179	0	7
	C - Sefter Road NW	308	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	0	0
	B - Hook Lane	0	0	0
	C - Sefter Road NW	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	7.73	0.0	A	6	10
B-A	0.46	15.47	0.8	C	164	246
C-AB	0.10	5.45	0.2	A	56	83
C-A					260	390
AB					324	486
AC					140	211

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	563	0.009	5	0.0	0.0	6.451	A
B-A	135	34	477	0.282	133	0.0	0.4	10.422	B
C-AB	40	10	702	0.058	40	0.0	0.1	5.439	A
C-A	219	55			219				
AB	266	66			266				
AC	115	29			115				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	531	0.012	6	0.0	0.0	6.863	A
B-A	161	40	457	0.352	160	0.4	0.5	12.105	B
C-AB	53	13	719	0.073	53	0.1	0.1	5.401	A
C-A	256	64			256				
AB	317	79			317				
AC	138	34			138				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	475	0.016	8	0.0	0.0	7.708	A
B-A	197	49	430	0.459	196	0.5	0.8	15.324	C
C-AB	73	18	744	0.098	73	0.1	0.2	5.364	A
C-A	306	76			306				
AB	389	97			389				
AC	168	42			168				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	473	0.016	8	0.0	0.0	7.730	A
B-A	197	49	430	0.459	197	0.8	0.8	15.473	C
C-AB	73	18	744	0.098	73	0.2	0.2	5.370	A
C-A	306	76			306				
AB	389	97			389				
AC	168	42			168				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	529	0.012	6	0.0	0.0	6.885	A
B-A	161	40	457	0.352	162	0.8	0.6	12.252	B
C-AB	53	13	719	0.074	53	0.2	0.1	5.412	A
C-A	256	64			256				
AB	317	79			317				
AC	138	34			138				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	1	562	0.009	5	0.0	0.0	6.470	A
B-A	135	34	477	0.283	135	0.6	0.4	10.560	B
C-AB	41	10	702	0.058	41	0.1	0.1	5.448	A
C-A	218	55			218				
AB	266	66			266				
AC	115	29			115				

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