
Project Title: Land West of Hook Lane, Pagham, near Bognor Regis
Project Reference: JNY8840-10
Date: 14/05/2019

Application Ref: P/30/19/OUT – WSCC Consultation Response

Introduction

- 1.1 This Technical Note provides a response to the comments provided by West Sussex County Council (WSCC) dated 10th July 2019 in relation to Application Ref: P/30/19/OUT.
- 1.2 The comments provided by WSCC is included below written in *blue italics* and RPS response is provided in black text.

Consultation Response

With respects to access, it has been confirmed that the development will have two points of access (one from Pagham Road and a second from Hook Lane) rather than three as suggested within the initial application. Confirmation has also been provided by the safety auditor that the safety audit meets current standards. It was previously confirmed that the design of the access complied with the appropriate design guidance. Again it would be confirmed that the vehicle accesses remain acceptable.

- 1.3 Noted.
- Trip generation for the residential uses has been agreed. Trip generation for the 4,000sqm D1 uses was questioned. The applicant has provided details of the trip generation for the care home (C2 use). Trip generation for this use wasn't raised as these were included in the initial Transport. No further information is included in terms of the D1 uses with is presumed that these still form part of the planning application. As referenced in the initial WSCC comments, consideration would need to be given of the impact of the trips arising from the D1 uses on the site access junctions and those others in the immediate vicinity. It would be unnecessary to consider a wider extent in light of the proposed D1 uses being intended to meet local needs.*
- 1.4 The D1 use has been included in the application to facilitate the provision of a primary school if it was required. Should the primary school not be included, the potential exists to include other D1 uses on the site although these are unlikely to cover the same area as that identified for the school, however for the purpose of this review it is assumed that other potential D1 uses on the site would cover a total area of 4,000sqm as a worst case scenario.
- 1.5 The potential D1 uses are not known at this stage although within the DAS it is stated that this could be Health Centre or a Children's Day Nursery. From a review of TRICS, a site of 4,000sqm would be significantly more than a typical Children's Nursery which tend to be up to 1,000sq.m in size, as such it is assumed that both a Health Centre (3,000sq.m) and a Children's Nursery (1,000sqm) are provided. The TRICS database has been reviewed to obtain a typical trip rate associated with these potential uses, for a Health Centre an NHS Drop in

Centre has been used a copy of the TRICS output is included in **Appendix A**. The predicted trip generation associated with these uses are provided in the tables below.

Table 1: TRICS – Children’s Day Nursery

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	3.00	3.00	6.00	2.80	3.60	6.40
Trips (1,000sqm)	30	30	60	28	36	64

Source: TRICS

Table 2: TRICS – Heath Care Centre

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	1.357	0.571	1.928	1.214	1.429	2.643
Trips (3,000sqm)	40	17	57	36	43	79

Source: TRICS

- 1.6 It is considered that a proportion of these flows would remain internal to the site or would be trips that would be included as part of the proposed residential trips and of those external to the site would be already be on the local road network and not necessarily new trips. However to provide a very robust assessment, 100% of the trips identified above are considered new and do not form part of the existing residential trips to the site.

Table 3: Total External D1 Use Trips

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trips	70	47	117	64	79	143

- 1.7 The above trips have been assigned to the local highway network assuming that 70% of movements are to/from the south i.e. from within Pagham and 30% to the northeast. Details of the predicted D1 Use traffic movements are included in **Appendix B** to this Technical Note.
- 1.8 The assessment of both site accesses, Hook Lane/ Pagham Road and Hook Lane/ Sefter Lane junctions have been modelled and the results provided in the tables below. A copy of the output is provided in **Appendix C** to this Technical Note.

Table 4: Pagham Road/ Site Access

	Site Access		Pagham Road (Right Turn)	
	RFC	Q	RFC	Q
AM Peak – 2031 Proposed with full site allocations & inc. D1 Trips	0.20	0	0.08	0
PM Peak – 2031 Proposed with full site allocations & inc. D1 Trips	0.22	0	0.10	0

Table 5: Pagham Road/ Hook Lane

	Hook Lane		Pagham Road (Right Turn)	
	RFC	Q	RFC	Q
AM Peak – 2031 Proposed with full site allocations & inc. D1 Trips	0.60	1	0.37	1
PM Peak – 2031 Proposed with full site allocations & inc. D1 Trips	0.52	1	0.34	1

Table 6: Hook Lane/ Site Access

	Site Access		Hook Lane (Right Turn)	
	RFC	Q	RFC	Q
AM Peak – 2031 Proposed with full site allocations & inc. D1 Trips	0.12	0	0.08	0
PM Peak – 2031 Proposed with full site allocations & inc. D1 Trips	0.09	0	0.13	0

Table 7: Hook Lane/ Sefter Road

	Hook Lane		Sefter Road (Right Turn)	
	RFC	Q	RFC	Q
AM Peak – 2031 Proposed with full site allocations & inc. D1 Trips	0.64	2	0.03	0
PM Peak – 2031 Proposed with full site allocations & inc. D1 Trips	0.54	1	0.10	0

- 1.9 The above results demonstrate that even assuming an overly robust assessment of a floor area totalling 4,000sqm and 100% new trips on the local road network, the above junctions will still operate well within their design capacity.

Confirmation would be sought from the applicant that the works and contributions identified within the cumulative transport assessment work undertaken to review the impact of the Summer Lane (P/140/16), Hook Lane (P/6/18), and Sefter Road (P/134/16) sites are still proposed. These works and contributions are required to provide a comprehensive package of mitigation. The assessment identified mitigation required for all three of the Pagham sites, and a proportioning mechanism to share the cost across the three developments. Plans and details of the previously agreed mitigation would need to be submitted and form part of the current application. These works can then form part of any subsequent S106 agreement.

- 1.10 It is confirmed that the contributions and off site mitigation works identified in the 'Common Statement of Cumulative Assessments' dated 3rd April 2018 will still form part of this application.

Appendix A – TRICS Output Data

Calculation Reference: AUDIT-515506-190711-0722

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
VEHICLES

Selected regions and areas:

03 SOUTH WEST
WL WILTSHIRE 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 500 to 500 (units: sqm)
Range Selected by User: 200 to 987 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 22/09/16

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

Selected survey days:

Thursday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

D1 1 days

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

Population within 1 mile:

25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

This data displays the number of selected surveys with PTAL Ratings.

1	WL-04-D-01	NURSERY	WILTSHIRE
	SHREWSBURY ROAD		
	SWINDON		
	WALCOT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL

ARUN DISTRICT COUNCIL P/30/19/OUT

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	500	4.400	1	500	3.200	1	500	7.600
08:00 - 09:00	1	500	3.000	1	500	3.000	1	500	6.000
09:00 - 10:00	1	500	1.000	1	500	0.600	1	500	1.600
10:00 - 11:00	1	500	0.600	1	500	0.000	1	500	0.600
11:00 - 12:00	1	500	0.400	1	500	0.400	1	500	0.800
12:00 - 13:00	1	500	1.800	1	500	1.000	1	500	2.800
13:00 - 14:00	1	500	1.000	1	500	1.800	1	500	2.800
14:00 - 15:00	1	500	0.200	1	500	0.400	1	500	0.600
15:00 - 16:00	1	500	0.400	1	500	0.400	1	500	0.800
16:00 - 17:00	1	500	2.200	1	500	2.400	1	500	4.600
17:00 - 18:00	1	500	2.800	1	500	3.600	1	500	6.400
18:00 - 19:00	1	500	1.000	1	500	0.200	1	500	1.200
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			18.800			17.000			35.800

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

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

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Parameter summary

Trip rate parameter range selected:	500 - 500 (units: sqm)
Survey date date range:	01/01/11 - 22/09/16
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	500	0.200	1	500	0.200	1	500	0.400
08:00 - 09:00	1	500	0.000	1	500	0.000	1	500	0.000
09:00 - 10:00	1	500	0.200	1	500	0.200	1	500	0.400
10:00 - 11:00	1	500	0.000	1	500	0.000	1	500	0.000
11:00 - 12:00	1	500	0.200	1	500	0.200	1	500	0.400
12:00 - 13:00	1	500	0.000	1	500	0.000	1	500	0.000
13:00 - 14:00	1	500	0.000	1	500	0.000	1	500	0.000
14:00 - 15:00	1	500	0.000	1	500	0.000	1	500	0.000
15:00 - 16:00	1	500	0.000	1	500	0.000	1	500	0.000
16:00 - 17:00	1	500	0.000	1	500	0.000	1	500	0.000
17:00 - 18:00	1	500	0.000	1	500	0.000	1	500	0.000
18:00 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.600			0.600			1.200

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	500	4.200	1	500	3.000	1	500	7.200
08:00 - 09:00	1	500	2.800	1	500	2.800	1	500	5.600
09:00 - 10:00	1	500	0.600	1	500	0.400	1	500	1.000
10:00 - 11:00	1	500	0.600	1	500	0.000	1	500	0.600
11:00 - 12:00	1	500	0.200	1	500	0.200	1	500	0.400
12:00 - 13:00	1	500	1.800	1	500	0.800	1	500	2.600
13:00 - 14:00	1	500	0.800	1	500	1.600	1	500	2.400
14:00 - 15:00	1	500	0.200	1	500	0.400	1	500	0.600
15:00 - 16:00	1	500	0.200	1	500	0.200	1	500	0.400
16:00 - 17:00	1	500	2.200	1	500	2.400	1	500	4.600
17:00 - 18:00	1	500	2.600	1	500	3.400	1	500	6.000
18:00 - 19:00	1	500	1.000	1	500	0.200	1	500	1.200
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.200			15.400			32.600

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	500	0.000	1	500	0.000	1	500	0.000
08:00 - 09:00	1	500	0.200	1	500	0.200	1	500	0.400
09:00 - 10:00	1	500	0.200	1	500	0.000	1	500	0.200
10:00 - 11:00	1	500	0.000	1	500	0.000	1	500	0.000
11:00 - 12:00	1	500	0.000	1	500	0.000	1	500	0.000
12:00 - 13:00	1	500	0.000	1	500	0.200	1	500	0.200
13:00 - 14:00	1	500	0.200	1	500	0.200	1	500	0.400
14:00 - 15:00	1	500	0.000	1	500	0.000	1	500	0.000
15:00 - 16:00	1	500	0.200	1	500	0.200	1	500	0.400
16:00 - 17:00	1	500	0.000	1	500	0.000	1	500	0.000
17:00 - 18:00	1	500	0.200	1	500	0.200	1	500	0.400
18:00 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.000			1.000			2.000	

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

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

Calculation Reference: AUDIT-515506-190711-0716

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : K - NHS WALK-IN CENTRE
VEHICLES

Selected regions and areas:

03 SOUTH WEST
BR BRISTOL CITY 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1400 to 1400 (units: sqm)
Range Selected by User: 1400 to 2230 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 22/09/17

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

Selected survey days:

Monday 1 days

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

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

D1 1 days

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

Population within 1 mile:

25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

Travel Plan:

No

1 days

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

PTAL Rating:

No PTAL Present

1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-05-K-01	WALK-IN CENTRE	BRISTOL CITY
	DOWNTON ROAD		
	BRISTOL		
	KNOWLE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: MONDAY	05/10/09	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/K - NHS WALK-IN CENTRE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1400	0.714	1	1400	0.143	1	1400	0.857
08:00 - 09:00	1	1400	1.357	1	1400	0.571	1	1400	1.928
09:00 - 10:00	1	1400	1.714	1	1400	1.357	1	1400	3.071
10:00 - 11:00	1	1400	1.643	1	1400	1.071	1	1400	2.714
11:00 - 12:00	1	1400	1.571	1	1400	1.571	1	1400	3.142
12:00 - 13:00	1	1400	1.214	1	1400	1.429	1	1400	2.643
13:00 - 14:00	1	1400	0.857	1	1400	1.357	1	1400	2.214
14:00 - 15:00	1	1400	1.071	1	1400	0.786	1	1400	1.857
15:00 - 16:00	1	1400	1.143	1	1400	1.214	1	1400	2.357
16:00 - 17:00	1	1400	1.214	1	1400	1.929	1	1400	3.143
17:00 - 18:00	1	1400	1.214	1	1400	1.429	1	1400	2.643
18:00 - 19:00	1	1400	0.071	1	1400	0.786	1	1400	0.857
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.783			13.643			27.426

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

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

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Parameter summary

Trip rate parameter range selected:	1400 - 1400 (units: sqm)
Survey date date range:	01/01/00 - 22/09/17
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/K - NHS WALK-IN CENTRE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1400	0.143	1	1400	0.143	1	1400	0.286
08:00 - 09:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
09:00 - 10:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
10:00 - 11:00	1	1400	0.143	1	1400	0.143	1	1400	0.286
11:00 - 12:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
12:00 - 13:00	1	1400	0.143	1	1400	0.143	1	1400	0.286
13:00 - 14:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
14:00 - 15:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
15:00 - 16:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
16:00 - 17:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
17:00 - 18:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
18:00 - 19:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.784			0.784			1.568

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

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

TRIP RATE for Land Use 05 - HEALTH/K - NHS WALK-IN CENTRE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
08:00 - 09:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
09:00 - 10:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
10:00 - 11:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
11:00 - 12:00	1	1400	0.214	1	1400	0.214	1	1400	0.428
12:00 - 13:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
13:00 - 14:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
14:00 - 15:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
15:00 - 16:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
16:00 - 17:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
17:00 - 18:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
18:00 - 19:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.569			0.570			1.139

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

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

TRIP RATE for Land Use 05 - HEALTH/K - NHS WALK-IN CENTRE

CYCLISTS

Calculation factor: 100 sqm

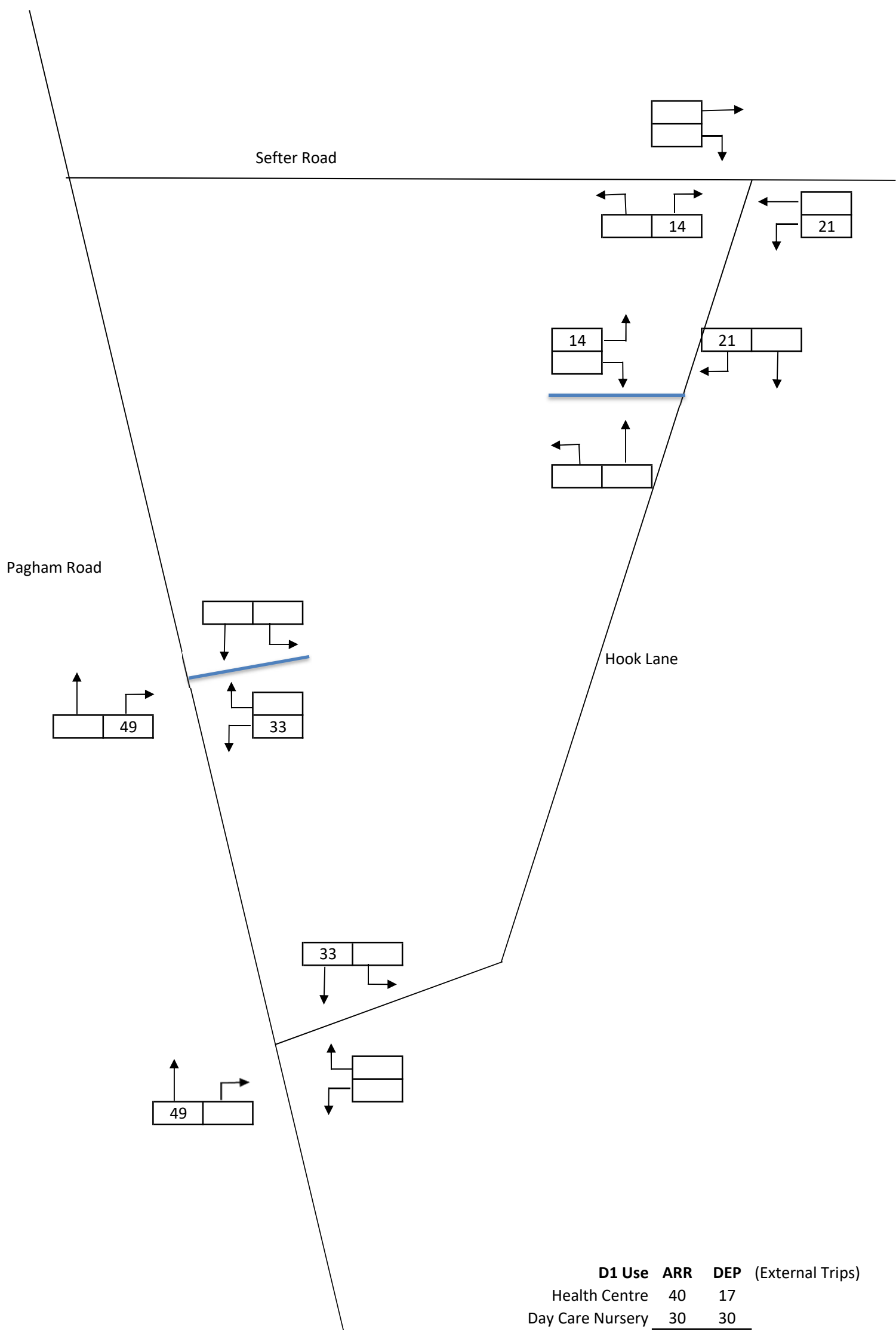
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
08:00 - 09:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
09:00 - 10:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
10:00 - 11:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
11:00 - 12:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
12:00 - 13:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
13:00 - 14:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
14:00 - 15:00	1	1400	0.214	1	1400	0.143	1	1400	0.357
15:00 - 16:00	1	1400	0.214	1	1400	0.214	1	1400	0.428
16:00 - 17:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
17:00 - 18:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
18:00 - 19:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.783			0.785			1.568

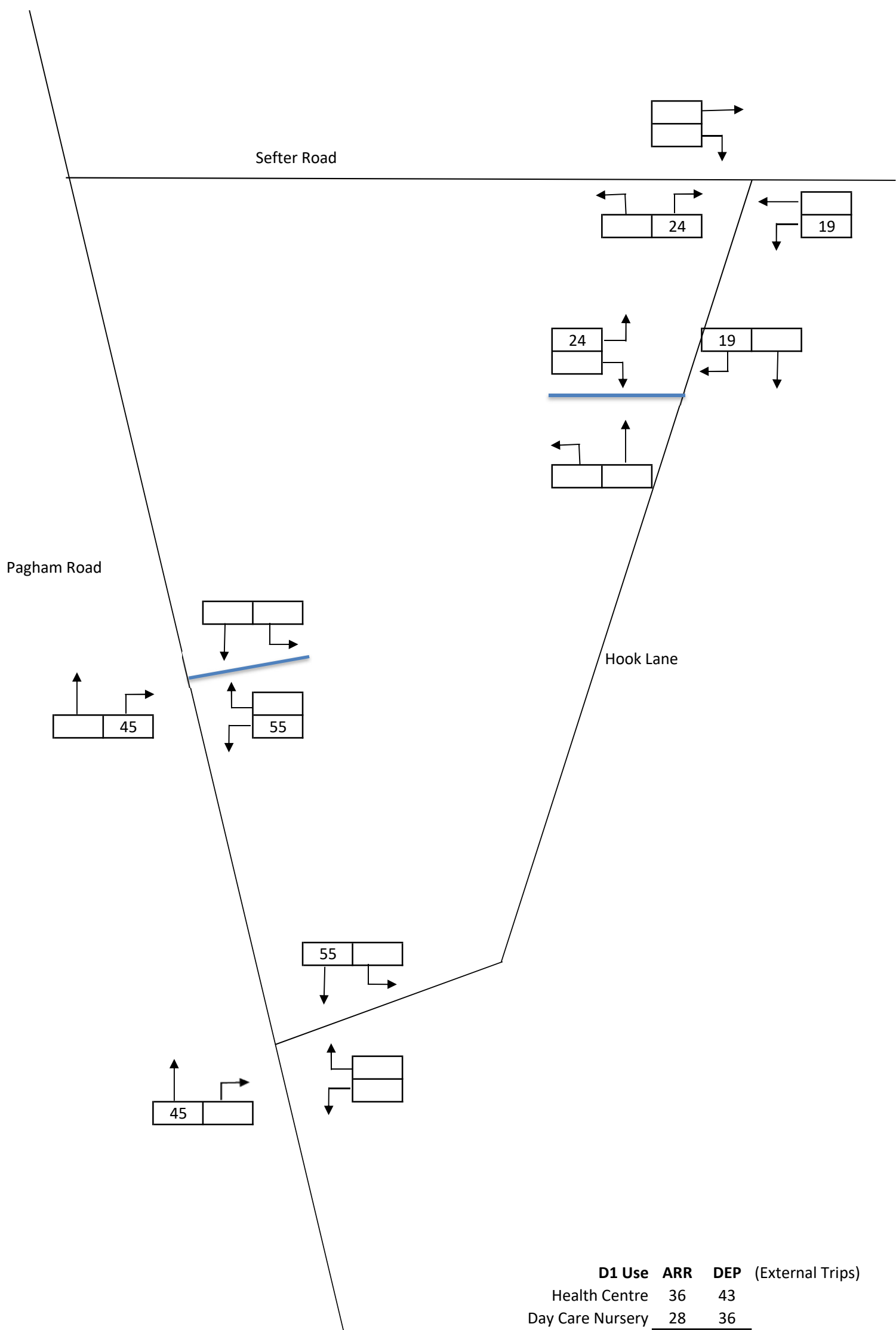
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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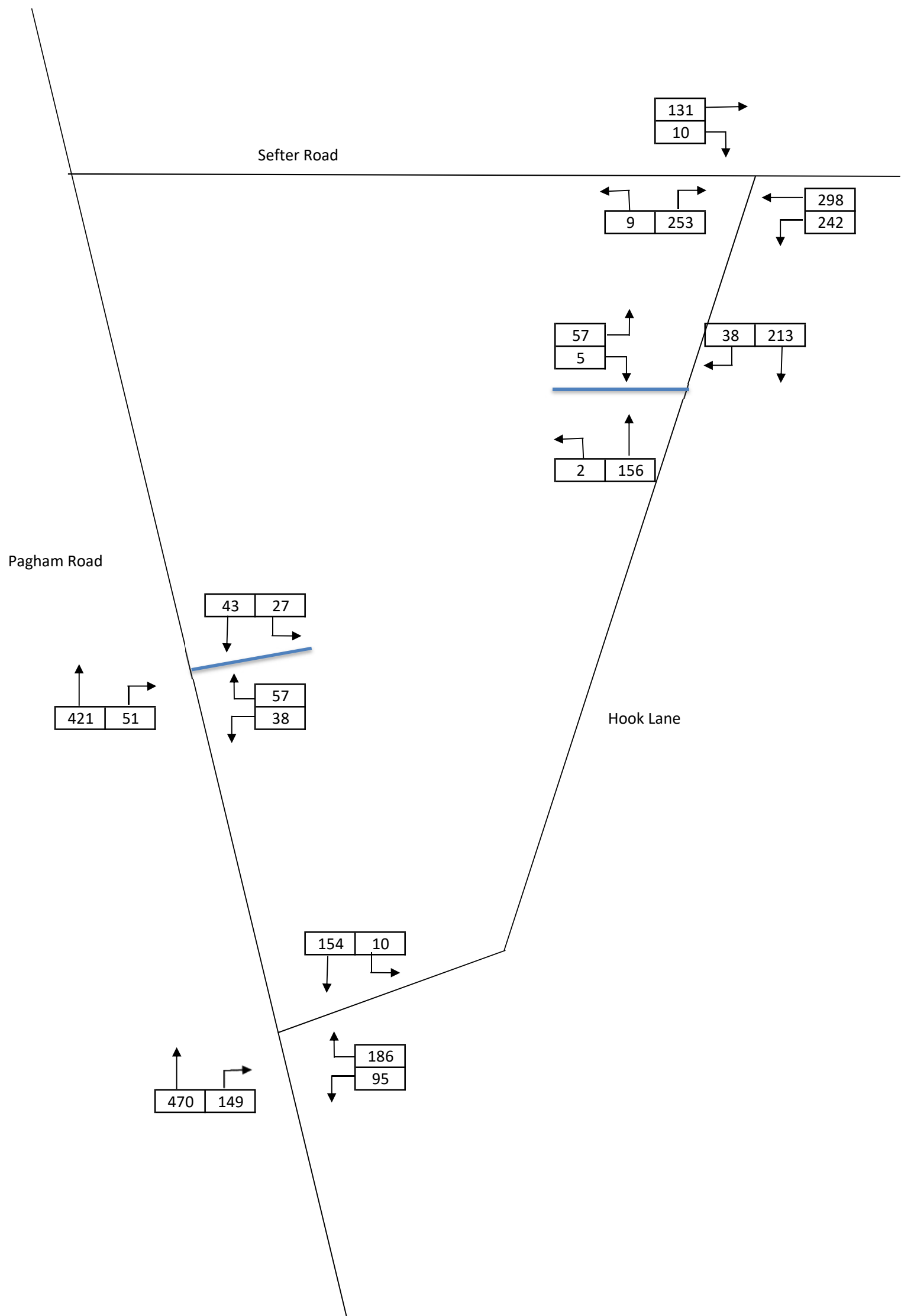
Appendix B – Predicted Traffic Flows



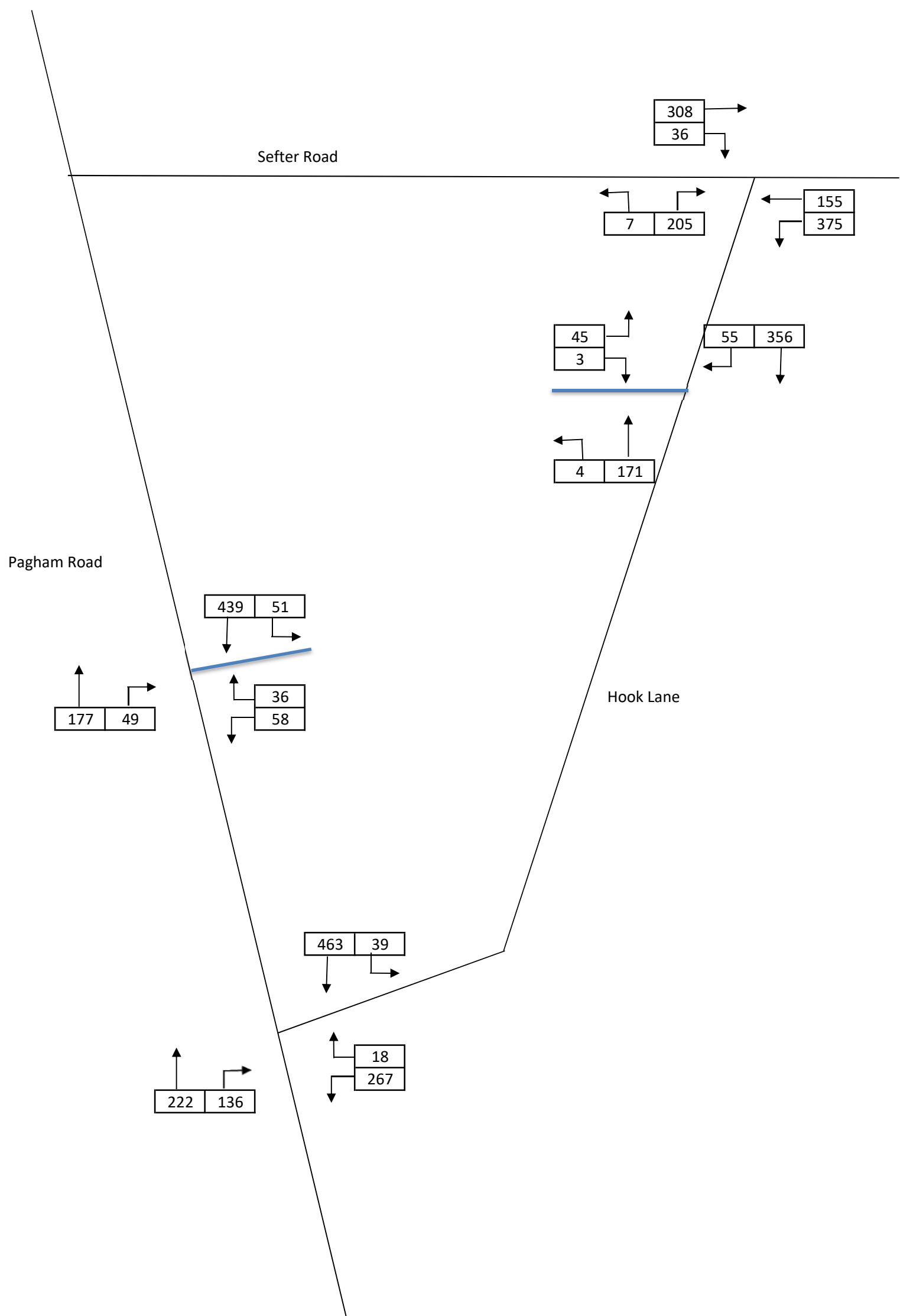
Hook Lane, Pagham
JNY 8840
Proposed D1 Use Trips
AM Peak



Hook Lane, Pagham
JNY 8840
Proposed D1 Use Trips
AM Peak



Hook Lane, Pagham
JNY 8840
2031 Proposed Flows inc D1 Use
AM Peak
PCU's



Hook Lane, PaghPM
JNY 8840
2031 Proposed Flows inc D1 Use
PM Peak
PCU's

Appendix C – Junctions 9 Output

Junctions 9														
PICADY 9 - Priority Intersection Module														
Version: 9.0.2.5947 © Copyright TRL Limited, 2017														
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk														
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution														

Filename: AM_PM_Pagham Road Site Access.j9

Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady

Report generation date: 11/07/2019 14:10:50

»2022 Base + Committed + Development, AM

»2022 Base + Committed + Development, PM

»2031 Proposed Flows inc D1 Use, AM

»2031 Proposed Flows inc D1 Use, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2022 Base + Committed + Development													
Stream B-AC	0.2	8.97	0.15	A	0.83	A	160 %	0.1	8.99	0.10	A	0.62	A	161 %
Stream C-AB	0.0	5.44	0.00	A			[Stream B-AC]	0.0	6.40	0.01	A			[Stream B-AC]
	2031 Proposed Flows inc D1 Use													
Stream B-AC	0.2	8.47	0.20	A	1.70	A	154 %	0.3	9.58	0.22	A	1.53	A	96 %
Stream C-AB	0.1	5.56	0.08	A			[Stream B-AC]	0.1	7.09	0.10	A			[Stream B-AC]

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

File summary

File Description

Title	Pagham Road Proposed Site Access
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Proposed
Identifier	
Client	Hallam Land Management
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	Based on Drg No 2

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 Proposed Flows inc D1 Use	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 Proposed Flows inc D1 Use	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.83	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	160	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road N		Major
B	Site Access		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			200.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	578	0.105	0.266	0.167	0.380
1	B-C	699	0.107	0.271	-	-
1	C-B	690	0.267	0.267	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base + Committed + Development	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	✓	90	100.000
B - Site Access		ONE HOUR	✓	62	100.000
C - Pagham Road S		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	27	63
	B - Site Access	57	0	5
	C - Pagham Road S	517	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	0	6
	B - Site Access	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	0.15	8.97	0.2	A	57	85
C-AB	0.00	5.44	0.0	A	2	3
C-A					474	712
A-B					25	37
A-C					58	87

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	507	0.092	46	0.0	0.1	7.811	A
C-AB	2	0.38	672	0.002	1	0.0	0.0	5.370	A
C-A	389	97			389				
A-B	20	5			20				
A-C	47	12			47				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	491	0.113	56	0.1	0.1	8.263	A
C-AB	2	0.45	669	0.003	2	0.0	0.0	5.399	A
C-A	465	116			465				
A-B	24	6			24				
A-C	57	14			57				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	470	0.145	68	0.1	0.2	8.962	A
C-AB	2	0.55	664	0.003	2	0.0	0.0	5.438	A
C-A	569	142			569				
A-B	30	7			30				
A-C	69	17			69				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	470	0.145	68	0.2	0.2	8.969	A
C-AB	2	0.55	664	0.003	2	0.0	0.0	5.438	A
C-A	569	142			569				
A-B	30	7			30				
A-C	69	17			69				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	491	0.113	56	0.2	0.1	8.274	A
C-AB	2	0.45	669	0.003	2	0.0	0.0	5.401	A
C-A	465	116			465				
A-B	24	6			24				
A-C	57	14			57				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	507	0.092	47	0.1	0.1	7.827	A
C-AB	2	0.38	672	0.002	2	0.0	0.0	5.372	A
C-A	389	97			389				
A-B	20	5			20				
A-C	47	12			47				

2022 Base + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.62	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	161	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base + Committed + Development	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	✓	419	100.000
B - Site Access		ONE HOUR	✓	39	100.000
C - Pagham Road S		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	51	368
	B - Site Access	36	0	3
	C - Pagham Road S	141	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	0	1
	B - Site Access	0	0	0
	C - Pagham Road S	3	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	0.10	8.99	0.1	A	36	54
C-AB	0.01	6.40	0.0	A	4	6
C-A					129	194
A-B					47	70
A-C					338	507

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	489	0.060	29	0.0	0.1	7.831	A
C-AB	3	0.75	605	0.005	3	0.0	0.0	5.976	A
C-A	106	27			106				
A-B	38	10			38				
A-C	277	69			277				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	470	0.075	35	0.1	0.1	8.281	A
C-AB	4	0.90	589	0.006	4	0.0	0.0	6.148	A
C-A	127	32			127				
A-B	46	11			46				
A-C	331	83			331				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	443	0.097	43	0.1	0.1	8.984	A
C-AB	4	1	567	0.008	4	0.0	0.0	6.402	A
C-A	155	39			155				
A-B	56	14			56				
A-C	405	101			405				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	443	0.097	43	0.1	0.1	8.987	A
C-AB	4	1	567	0.008	4	0.0	0.0	6.402	A
C-A	155	39			155				
A-B	56	14			56				
A-C	405	101			405				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	35	9	470	0.075	35	0.1	0.1	8.288	A
C-AB	4	0.90	589	0.006	4	0.0	0.0	6.151	A
C-A	127	32			127				
A-B	46	11			46				
A-C	331	83			331				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	29	7	489	0.060	29	0.1	0.1	7.841	A
C-AB	3	0.75	605	0.005	3	0.0	0.0	5.976	A
C-A	106	27			106				
A-B	38	10			38				
A-C	277	69			277				

2031 Proposed Flows inc D1 Use, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.70	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	154	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Proposed Flows inc D1 Use	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	✓	70	100.000
B - Site Access		ONE HOUR	✓	95	100.000
C - Pagham Road S		ONE HOUR	✓	472	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	27	43
	B - Site Access	57	0	38
	C - Pagham Road S	421	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	0	6
	B - Site Access	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	0.20	8.47	0.2	A	87	131
C-AB	0.08	5.56	0.1	A	49	73
C-A					384	576
A-B					25	37
A-C					39	59

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	560	0.128	71	0.0	0.1	7.351	A
C-AB	39	10	693	0.057	39	0.0	0.1	5.503	A
C-A	316	79			316				
A-B	20	5			20				
A-C	32	8			32				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	85	21	547	0.156	85	0.1	0.2	7.787	A
C-AB	48	12	698	0.068	48	0.1	0.1	5.533	A
C-A	377	94			377				
A-B	24	6			24				
A-C	39	10			39				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	105	26	530	0.197	104	0.2	0.2	8.458	A
C-AB	59	15	707	0.084	59	0.1	0.1	5.555	A
C-A	460	115			460				
A-B	30	7			30				
A-C	47	12			47				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	105	26	530	0.197	105	0.2	0.2	8.466	A
C-AB	59	15	707	0.084	59	0.1	0.1	5.557	A
C-A	460	115			460				
A-B	30	7			30				
A-C	47	12			47				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	85	21	547	0.156	86	0.2	0.2	7.800	A
C-AB	48	12	698	0.068	48	0.1	0.1	5.536	A
C-A	377	94			377				
A-B	24	6			24				
A-C	39	10			39				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	560	0.128	72	0.2	0.1	7.376	A
C-AB	39	10	693	0.057	39	0.1	0.1	5.509	A
C-A	316	79			316				
A-B	20	5			20				
A-C	32	8			32				

2031 Proposed Flows inc D1 Use, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	96	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Proposed Flows inc D1 Use	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	✓	490	100.000
B - Site Access		ONE HOUR	✓	94	100.000
C - Pagham Road S		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	51	439
	B - Site Access	36	0	58
	C - Pagham Road S	177	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road N	B - Site Access	C - Pagham Road S
From	A - Pagham Road N	0	0	1
	B - Site Access	0	0	0
	C - Pagham Road S	3	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	0.22	9.58	0.3	A	86	129
C-AB	0.10	7.09	0.1	A	46	69
C-A					161	242
A-B					47	70
A-C					403	604

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	71	18	533	0.133	70	0.0	0.2	7.760	A
C-AB	37	9	599	0.062	37	0.0	0.1	6.408	A
C-A	133	33			133				
A-B	38	10			38				
A-C	331	83			331				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	85	21	511	0.165	84	0.2	0.2	8.437	A
C-AB	45	11	583	0.077	45	0.1	0.1	6.687	A
C-A	158	40			158				
A-B	46	11			46				
A-C	395	99			395				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	103	26	479	0.216	103	0.2	0.3	9.565	A
C-AB	56	14	564	0.099	56	0.1	0.1	7.086	A
C-A	193	48			193				
A-B	56	14			56				
A-C	483	121			483				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	103	26	479	0.216	103	0.3	0.3	9.580	A
C-AB	56	14	564	0.099	56	0.1	0.1	7.092	A
C-A	193	48			193				
A-B	56	14			56				
A-C	483	121			483				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	85	21	511	0.165	85	0.3	0.2	8.457	A
C-AB	45	11	583	0.077	45	0.1	0.1	6.690	A
C-A	158	40			158				
A-B	46	11			46				
A-C	395	99			395				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	71	18	533	0.133	71	0.2	0.2	7.787	A
C-AB	37	9	599	0.062	37	0.1	0.1	6.418	A
C-A	133	33			133				
A-B	38	10			38				
A-C	331	83			331				

Junctions 9														
PICADY 9 - Priority Intersection Module														
Version: 9.0.2.5947														
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Filename: AM_PM_Pagham Road-Hook Lane.j9

Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic

Flows\20170207_2031 Base and Committed and ALL Development

Report generation date: 11/07/2019 15:05:12

- »2031 Base + Committed + ALL Development, AM
- »2031 Base + Committed + ALL Development , PM
- »2031 Proposed Flows inc D1 Use, AM
- »2031 Proposed Flows inc D1 Use, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 Base + Committed + ALL Development													
Stream B-C	0.3	12.32	0.26	B	6.98	A	15 %	1.0	12.37	0.50	B	4.77	A	36 %
Stream B-A	1.2	22.21	0.56	C			[Stream B-A]	0.1	15.77	0.08	C			[Stream B-A]
Stream C-AB	0.8	5.89	0.35	A			[Stream B-A]	0.6	7.77	0.31	A			[Stream B-A]
	2031 Proposed Flows inc D1 Use													
Stream B-C	0.4	13.62	0.28	B	7.15	A	9 %	1.1	13.44	0.52	B	4.68	A	28 %
Stream B-A	1.4	25.82	0.60	D			[Stream B-A]	0.1	17.68	0.09	C			[Stream B-A]
Stream C-AB	1.0	5.94	0.37	A			[Stream B-A]	0.7	7.84	0.34	A			[Stream B-A]

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

File summary

File Description

Title	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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base + Committed + ALL Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Proposed Flows inc D1 Use	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Proposed Flows inc D1 Use	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2031 Base + Committed + ALL Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.98	A

Junction Network Options

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

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

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	550	0.097	0.246	0.154	0.351
1	B-C	622	0.092	0.234	-	-
1	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
D7	2031 Base + Committed + ALL Development	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	✓	281	100.000
C - Pagham Road SW		ONE HOUR	✓	566	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	9	110
	B - Hook Lane	188	0	93
	C - Pagham Road SW	416	150	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	13	18
	B - Hook Lane	1	0	7
	C - Pagham Road SW	3	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	0.26	12.32	0.3	B	85	128
B-A	0.56	22.21	1.2	C	173	259
C-AB	0.35	5.89	0.8	A	245	368
C-A					274	411
A-B					8	12
A-C					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)	LOS
B-C	70	18	496	0.141	69	0.0	0.2	8.431	A
B-A	142	35	429	0.330	140	0.0	0.5	12.366	B
C-AB	178	44	857	0.208	176	0.0	0.4	5.287	A
C-A	248	62			248				
A-B	7	2			7				
A-C	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)	LOS
B-C	84	21	462	0.181	83	0.2	0.2	9.497	A
B-A	169	42	404	0.418	168	0.5	0.7	15.181	C
C-AB	233	58	891	0.262	233	0.4	0.5	5.469	A
C-A	276	69			276				
A-B	8	2			8				
A-C	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)	LOS
B-C	102	26	397	0.258	102	0.2	0.3	12.157	B
B-A	207	52	369	0.561	205	0.7	1.2	21.671	C
C-AB	324	81	938	0.346	323	0.5	0.8	5.858	A
C-A	299	75			299				
A-B	10	2			10				
A-C	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)	LOS
B-C	102	26	394	0.260	102	0.3	0.3	12.324	B
B-A	207	52	369	0.562	207	1.2	1.2	22.212	C
C-AB	325	81	939	0.346	325	0.8	0.8	5.885	A
C-A	298	75			298				
A-B	10	2			10				
A-C	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)	LOS
B-C	84	21	459	0.182	84	0.3	0.2	9.617	A
B-A	169	42	404	0.418	171	1.2	0.7	15.580	C
C-AB	234	58	891	0.262	235	0.8	0.5	5.512	A
C-A	275	69			275				
A-B	8	2			8				
A-C	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)	LOS
B-C	70	18	493	0.142	70	0.2	0.2	8.516	A
B-A	142	35	428	0.330	142	0.7	0.5	12.631	B
C-AB	179	45	857	0.208	179	0.5	0.4	5.327	A
C-A	247	62			247				
A-B	7	2			7				
A-C	83	21			83				

2031 Base + Committed + ALL Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.77	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	36	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base + Committed + ALL Development	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	✓	435	100.000
B - Hook Lane		ONE HOUR	✓	284	100.000
C - Pagham Road SW		ONE HOUR	✓	306	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	396
	B - Hook Lane	18	0	266
	C - Pagham Road SW	171	135	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	5
	B - Hook Lane	0	0	2
	C - Pagham Road SW	7	3	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	0.50	12.37	1.0	B	244	366
B-A	0.08	15.77	0.1	C	17	25
C-AB	0.31	7.77	0.6	A	164	246
C-A					117	176
A-B					36	54
A-C					363	545

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	200	50	630	0.318	198	0.0	0.5	8.311	A
B-A	14	3	324	0.042	13	0.0	0.0	11.581	B
C-AB	126	31	668	0.189	125	0.0	0.3	6.623	A
C-A	104	26			104				
A-B	29	7			29				
A-C	298	75			298				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	239	60	611	0.392	238	0.5	0.6	9.652	A
B-A	16	4	294	0.055	16	0.0	0.1	12.933	B
C-AB	158	39	669	0.236	157	0.3	0.4	7.035	A
C-A	117	29			117				
A-B	35	9			35				
A-C	356	89			356				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	293	73	584	0.502	291	0.6	1.0	12.259	B
B-A	20	5	249	0.080	20	0.1	0.1	15.714	C
C-AB	207	52	671	0.308	206	0.4	0.6	7.736	A
C-A	130	32			130				
A-B	43	11			43				
A-C	436	109			436				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	293	73	584	0.502	293	1.0	1.0	12.374	B
B-A	20	5	248	0.080	20	0.1	0.1	15.773	C
C-AB	207	52	672	0.309	207	0.6	0.6	7.768	A
C-A	130	32			130				
A-B	43	11			43				
A-C	436	109			436				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	239	60	611	0.392	240	1.0	0.7	9.762	A
B-A	16	4	294	0.055	16	0.1	0.1	12.985	B
C-AB	158	40	669	0.236	159	0.6	0.4	7.081	A
C-A	117	29			117				
A-B	35	9			35				
A-C	356	89			356				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	200	50	630	0.318	201	0.7	0.5	8.413	A
B-A	14	3	323	0.042	14	0.1	0.0	11.626	B
C-AB	126	32	668	0.189	127	0.4	0.3	6.670	A
C-A	104	26			104				
A-B	29	7			29				
A-C	298	75			298				

2031 Proposed Flows inc D1 Use, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Proposed Flows inc D1 Use	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	✓	164	100.000
B - Hook Lane		ONE HOUR	✓	281	100.000
C - Pagham Road SW		ONE HOUR	✓	619	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	10	154
	B - Hook Lane	186	0	95
	C - Pagham Road SW	470	149	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pagham Road NE	B - Hook Lane	C - Pagham Road SW
From	A - Pagham Road NE	0	13	18
	B - Hook Lane	1	0	7
	C - Pagham Road SW	3	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	0.28	13.62	0.4	B	87	131
B-A	0.60	25.82	1.4	D	171	256
C-AB	0.37	5.94	1.0	A	265	398
C-A					303	454
A-B					9	14
A-C					141	212

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	487	0.147	71	0.0	0.2	8.642	A
B-A	140	35	412	0.340	138	0.0	0.5	13.055	B
C-AB	188	47	874	0.216	187	0.0	0.4	5.235	A
C-A	278	69			278				
A-B	8	2			8				
A-C	116	29			116				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	85	21	449	0.190	85	0.2	0.2	9.896	A
B-A	167	42	384	0.435	166	0.5	0.7	16.445	C
C-AB	251	63	912	0.275	250	0.4	0.6	5.442	A
C-A	306	76			306				
A-B	9	2			9				
A-C	138	35			138				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	105	26	373	0.280	104	0.2	0.4	13.352	B
B-A	205	51	344	0.595	202	0.7	1.4	24.949	C
C-AB	356	89	965	0.369	354	0.6	0.9	5.900	A
C-A	326	81			326				
A-B	11	3			11				
A-C	170	42			170				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	105	26	369	0.284	105	0.4	0.4	13.620	B
B-A	205	51	344	0.596	205	1.4	1.4	25.818	D
C-AB	356	89	965	0.369	356	0.9	1.0	5.939	A
C-A	325	81			325				
A-B	11	3			11				
A-C	170	42			170				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	85	21	444	0.192	86	0.4	0.2	10.060	B
B-A	167	42	384	0.436	170	1.4	0.8	17.010	C
C-AB	251	63	913	0.275	253	1.0	0.6	5.492	A
C-A	305	76			305				
A-B	9	2			9				
A-C	138	35			138				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	72	18	484	0.148	72	0.2	0.2	8.739	A
B-A	140	35	411	0.340	141	0.8	0.5	13.372	B
C-AB	189	47	875	0.217	190	0.6	0.4	5.280	A
C-A	277	69			277				
A-B	8	2			8				
A-C	116	29			116				

2031 Proposed Flows inc D1 Use, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.68	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Proposed Flows inc D1 Use	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	✓	502	100.000
B - Hook Lane		ONE HOUR	✓	285	100.000
C - Pagham Road SW		ONE HOUR	✓	358	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	463
	B - Hook Lane	18	0	267
	C - Pagham Road SW	222	136	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	5
	B - Hook Lane	0	0	2
	C - Pagham Road SW	7	3	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	0.52	13.44	1.1	B	245	368
B-A	0.09	17.68	0.1	C	17	25
C-AB	0.34	7.84	0.7	A	180	271
C-A					148	222
A-B					36	54
A-C					425	637

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	201	50	615	0.327	199	0.0	0.5	8.612	A
B-A	14	3	308	0.044	13	0.0	0.0	12.217	B
C-AB	136	34	681	0.199	134	0.0	0.3	6.581	A
C-A	134	33			134				
A-B	29	7			29				
A-C	349	87			349				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	240	60	593	0.405	239	0.5	0.7	10.152	B
B-A	16	4	275	0.059	16	0.0	0.1	13.915	B
C-AB	173	43	685	0.252	172	0.3	0.4	7.017	A
C-A	149	37			149				
A-B	35	9			35				
A-C	416	104			416				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	294	73	562	0.523	292	0.7	1.1	13.281	B
B-A	20	5	224	0.088	20	0.1	0.1	17.596	C
C-AB	232	58	693	0.335	231	0.4	0.7	7.794	A
C-A	162	41			162				
A-B	43	11			43				
A-C	510	127			510				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	294	73	562	0.523	294	1.1	1.1	13.436	B
B-A	20	5	223	0.089	20	0.1	0.1	17.683	C
C-AB	232	58	693	0.335	232	0.7	0.7	7.837	A
C-A	162	40			162				
A-B	43	11			43				
A-C	510	127			510				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	240	60	593	0.405	242	1.1	0.7	10.290	B
B-A	16	4	274	0.059	16	0.1	0.1	13.982	B
C-AB	173	43	686	0.253	174	0.7	0.5	7.074	A
C-A	149	37			149				
A-B	35	9			35				
A-C	416	104			416				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	201	50	615	0.327	202	0.7	0.5	8.728	A
B-A	14	3	307	0.044	14	0.1	0.0	12.273	B
C-AB	136	34	681	0.200	137	0.5	0.3	6.636	A
C-A	133	33			133				
A-B	29	7			29				
A-C	349	87			349				

Junctions 9														
PICADY 9 - Priority Intersection Module														
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Filename: AM_PM_Sefter Road-Hook Lane.j9

Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic

Flows\20170207_2031 Base and Committed and ALL Development

Report generation date: 11/07/2019 15:35:56

- »2031 Base + Committed + ALL Development, AM
- »2027 Base + Committed + ALL Development, PM
- »2031 Proposed Flows inc D1 Use, AM
- »2031 Proposed Flows inc D1 Use, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 Base + Committed + ALL Development													
Stream B-C	0.0	9.91	0.03	A	5.60	A	19 % [Stream B-A]							
Stream B-A	1.5	20.47	0.60	C										
Stream C-AB	0.0	7.64	0.03	A										
	2027 Base + Committed + ALL Development													
Stream B-C								0.0	7.94	0.02	A	3.26	A	34 % [Stream B-A]
Stream B-A								0.9	16.52	0.48	C			
Stream C-AB								0.2	5.45	0.10	A			
	2031 Proposed Flows inc D1 Use													
Stream B-C	0.0	10.69	0.03	B	6.31	A	14 % [Stream B-A]	0.0	8.61	0.02	A	3.93	A	24 % [Stream B-A]
Stream B-A	1.7	22.51	0.64	C				1.2	18.74	0.54	C			
Stream C-AB	0.0	7.90	0.03	A				0.2	5.48	0.10	A			

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

File summary

File Description

Title	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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 Base + Committed + ALL Development	PM	ONE HOUR	17:00	18:30	15	✓
D9	2031 Proposed Flows inc D1 Use	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Proposed Flows inc D1 Use	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2031 Base + Committed + ALL Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.60	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	19	Stream B-A

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

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	579	0.100	0.252	0.158	0.359
1	B-C	674	0.097	0.246	-	-
1	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
D7	2031 Base + Committed + ALL Development	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	✓	518	100.000
B - Hook Lane		ONE HOUR	✓	249	100.000
C - Sefter Road NW		ONE HOUR	✓	139	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	220	298
	B - Hook Lane	240	0	9
	C - Sefter Road NW	131	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	2	1
	B - Hook Lane	1	0	0
	C - Sefter Road NW	1	33	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	9.91	0.0	A	8	12
B-A	0.60	20.47	1.5	C	220	330
C-AB	0.03	7.64	0.0	A	10	15
C-A					118	176
A-B					202	303
A-C					273	410

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	517	0.013	7	0.0	0.0	7.050	A
B-A	181	45	482	0.375	178	0.0	0.6	11.765	B
C-AB	8	2	480	0.016	8	0.0	0.0	7.618	A
C-A	97	24			97				
A-B	166	41			166				
A-C	224	56			224				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	466	0.017	8	0.0	0.0	7.854	A
B-A	216	54	464	0.465	215	0.6	0.8	14.367	B
C-AB	10	2	483	0.020	10	0.0	0.0	7.642	A
C-A	115	29			115				
A-B	198	49			198				
A-C	268	67			268				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	376	0.026	10	0.0	0.0	9.820	A
B-A	264	66	440	0.601	262	0.8	1.4	19.989	C
C-AB	13	3	487	0.026	13	0.0	0.0	7.639	A
C-A	140	35			140				
A-B	242	61			242				
A-C	328	82			328				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	373	0.027	10	0.0	0.0	9.914	A
B-A	264	66	440	0.601	264	1.4	1.5	20.472	C
C-AB	13	3	487	0.026	13	0.0	0.0	7.596	A
C-A	140	35			140				
A-B	242	61			242				
A-C	328	82			328				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	463	0.017	8	0.0	0.0	7.919	A
B-A	216	54	464	0.465	218	1.5	0.9	14.757	B
C-AB	10	2	483	0.020	10	0.0	0.0	7.548	A
C-A	115	29			115				
A-B	198	49			198				
A-C	268	67			268				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	515	0.013	7	0.0	0.0	7.091	A
B-A	181	45	482	0.375	182	0.9	0.6	12.036	B
C-AB	8	2	480	0.016	8	0.0	0.0	7.572	A
C-A	97	24			97				
A-B	166	41			166				
A-C	224	56			224				

2027 Base + Committed + ALL Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.26	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 Base + Committed + ALL Development	PM	ONE HOUR	17:00	18:30	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 - Sefter Road SE		ONE HOUR	✓	513	100.000
B - Hook Lane		ONE HOUR	✓	189	100.000
C - Sefter Road NW		ONE HOUR	✓	350	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	358	155
	B - Hook Lane	182	0	7
	C - Sefter Road NW	313	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	1	2
	B - Hook Lane	2	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	7.94	0.0	A	6	10
B-A	0.48	16.52	0.9	C	167	251
C-AB	0.10	5.45	0.2	A	58	86
C-A					264	395
A-B					329	493
A-C					142	213

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	558	0.009	5	0.0	0.0	6.508	A
B-A	137	34	466	0.294	135	0.0	0.4	10.848	B
C-AB	42	10	703	0.060	42	0.0	0.1	5.440	A
C-A	222	55			222				
A-B	270	67			270				
A-C	117	29			117				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	2	524	0.012	6	0.0	0.0	6.958	A
B-A	164	41	446	0.367	163	0.4	0.6	12.704	B
C-AB	55	14	721	0.076	55	0.1	0.1	5.408	A
C-A	260	65			260				
A-B	322	80			322				
A-C	139	35			139				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	463	0.017	8	0.0	0.0	7.908	A
B-A	200	50	418	0.479	199	0.6	0.9	16.332	C
C-AB	76	19	746	0.102	76	0.1	0.2	5.372	A
C-A	309	77			309				
A-B	394	99			394				
A-C	171	43			171				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	461	0.017	8	0.0	0.0	7.936	A
B-A	200	50	418	0.479	200	0.9	0.9	16.518	C
C-AB	76	19	746	0.102	76	0.2	0.2	5.379	A
C-A	309	77			309				
A-B	394	99			394				
A-C	171	43			171				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	2	522	0.012	6	0.0	0.0	6.981	A
B-A	164	41	446	0.367	165	0.9	0.6	12.882	B
C-AB	55	14	721	0.076	55	0.2	0.1	5.413	A
C-A	260	65			260				
A-B	322	80			322				
A-C	139	35			139				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	557	0.009	5	0.0	0.0	6.529	A
B-A	137	34	466	0.294	138	0.6	0.4	11.005	B
C-AB	42	11	703	0.060	42	0.1	0.1	5.448	A
C-A	221	55			221				
A-B	270	67			270				
A-C	117	29			117				

2031 Proposed Flows inc D1 Use, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.31	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Proposed Flows inc D1 Use	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	✓	540	100.000
B - Hook Lane		ONE HOUR	✓	262	100.000
C - Sefter Road NW		ONE HOUR	✓	131	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	242	298
	B - Hook Lane	253	0	9
	C - Sefter Road NW	121	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sefter Road SE	B - Hook Lane	C - Sefter Road NW
From	A - Sefter Road SE	0	2	1
	B - Hook Lane	1	0	0
	C - Sefter Road NW	1	33	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	10.69	0.0	B	8	12
B-A	0.64	22.51	1.7	C	232	348
C-AB	0.03	7.90	0.0	A	12	18
C-A					108	162
A-B					222	333
A-C					273	410

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	508	0.013	7	0.0	0.0	7.183	A
B-A	190	48	481	0.396	188	0.0	0.6	12.186	B
C-AB	9	2	471	0.020	9	0.0	0.0	7.787	A
C-A	89	22			89				
A-B	182	46			182				
A-C	224	56			224				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	452	0.018	8	0.0	0.0	8.114	A
B-A	227	57	463	0.491	226	0.6	0.9	15.140	C
C-AB	12	3	472	0.025	12	0.0	0.0	7.848	A
C-A	106	27			106				
A-B	218	54			218				
A-C	268	67			268				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	351	0.028	10	0.0	0.0	10.545	B
B-A	279	70	438	0.636	276	0.9	1.6	21.821	C
C-AB	15	4	474	0.032	15	0.0	0.0	7.896	A
C-A	129	32			129				
A-B	266	67			266				
A-C	328	82			328				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	10	2	347	0.029	10	0.0	0.0	10.687	B
B-A	279	70	438	0.636	278	1.6	1.7	22.506	C
C-AB	15	4	474	0.032	15	0.0	0.0	7.852	A
C-A	129	32			129				
A-B	266	67			266				
A-C	328	82			328				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	447	0.018	8	0.0	0.0	8.201	A
B-A	227	57	463	0.492	230	1.7	1.0	15.662	C
C-AB	12	3	473	0.025	12	0.0	0.0	7.755	A
C-A	106	27			106				
A-B	218	54			218				
A-C	268	67			268				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	7	2	505	0.013	7	0.0	0.0	7.233	A
B-A	190	48	481	0.396	192	1.0	0.7	12.511	B
C-AB	9	2	472	0.020	9	0.0	0.0	7.746	A
C-A	89	22			89				
A-B	182	46			182				
A-C	224	56			224				

2031 Proposed Flows inc D1 Use, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.93	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Proposed Flows inc D1 Use	PM	ONE HOUR	17:00	18:30	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 - Sefter Road SE		ONE HOUR	✓	530	100.000
B - Hook Lane		ONE HOUR	✓	212	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	375	155
	B - Hook Lane	205	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	1	2
	B - Hook Lane	2	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	8.61	0.0	A	6	10
B-A	0.54	18.74	1.2	C	188	282
C-AB	0.10	5.48	0.2	A	56	84
C-A					260	390
A-B					344	516
A-C					142	213

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	545	0.010	5	0.0	0.0	6.663	A
B-A	154	39	465	0.332	152	0.0	0.5	11.437	B
C-AB	41	10	698	0.058	40	0.0	0.1	5.473	A
C-A	218	55			218				
A-B	282	71			282				
A-C	117	29			117				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	2	504	0.012	6	0.0	0.0	7.237	A
B-A	184	46	445	0.414	183	0.5	0.7	13.710	B
C-AB	53	13	714	0.074	53	0.1	0.1	5.444	A
C-A	256	64			256				
A-B	337	84			337				
A-C	139	35			139				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	428	0.018	8	0.0	0.0	8.559	A
B-A	226	56	418	0.541	224	0.7	1.1	18.420	C
C-AB	74	18	739	0.100	73	0.1	0.2	5.413	A
C-A	305	76			305				
A-B	413	103			413				
A-C	171	43			171				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	8	2	426	0.018	8	0.0	0.0	8.609	A
B-A	226	56	417	0.541	226	1.1	1.2	18.737	C
C-AB	74	18	739	0.100	74	0.2	0.2	5.419	A
C-A	305	76			305				
A-B	413	103			413				
A-C	171	43			171				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	6	2	501	0.013	6	0.0	0.0	7.278	A
B-A	184	46	445	0.414	186	1.2	0.7	13.983	B
C-AB	53	13	715	0.074	53	0.2	0.1	5.451	A
C-A	256	64			256				
A-B	337	84			337				
A-C	139	35			139				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-C	5	1	543	0.010	5	0.0	0.0	6.689	A
B-A	154	39	465	0.332	155	0.7	0.5	11.651	B
C-AB	41	10	698	0.058	41	0.1	0.1	5.482	A
C-A	218	55			218				
A-B	282	71			282				
A-C	117	29			117				

Junctions 9														
PICADY 9 - Priority Intersection Module														
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Filename: AM_PMHook Lane Site Access.j9

Path: P:\JNY8840 - Land West of Hook Lane, Pagham, near Bognor Regis\Transport\Picady\Revised Traffic

Flows\20170207_2031 Base and Committed and ALL Development

Report generation date: 11/07/2019 15:20:02

»2031 Base + Committed + ALL Development, AM

»2031 Base + Committed + ALL Development, PM

»2031 Proposed Flows inc D1 Use, AM

»2031 Proposed Flows inc D1 Use, PM

Summary of junction performance

	AM							PM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2031 Base + Committed + ALL Development													
Stream B-AC	0.3	9.05	0.20	A	1.92	A	159 %	0.1	8.07	0.09	A	0.92	A	213 %
Stream C-AB	0.1	5.22	0.08	A			[Stream B-AC]	0.1	4.71	0.08	A			[Stream B-AC]
	2031 Proposed Flows inc D1 Use													
Stream B-AC	0.1	6.93	0.12	A	1.47	A	330 %	0.1	6.77	0.09	A	1.22	A	185 %
Stream C-AB	0.1	5.16	0.08	A			[Stream C-AB]	0.3	4.86	0.13	A			[Stream C-AB]

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

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

File summary

File Description

Title	Hook Lane Proposed Site Access
Location	Rose Green, Pagham
Site number	
Date	15/06/2016
Version	
Status	Proposed
Identifier	
Client	Hallam Land Management
Jobnumber	JNY8840
Enumerator	EUR\pauline.pettitt
Description	Based on Drg No 5

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Committed + ALL Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031 Base + Committed + ALL Development	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 Proposed Flows inc D1 Use	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 Proposed Flows inc D1 Use	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2031 Base + Committed + ALL Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	159	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Hook Lane S		Major
B	Site Access		Minor
C	Hook Lane 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 - Hook Lane N	7.30			150.0	✓	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 - Site Access	One lane	3.00	40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	510	0.088	0.222	0.139	0.317
1	B-C	649	0.094	0.237	-	-
1	C-B	661	0.242	0.242	-	-

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	2031 Base + Committed + ALL Development	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 - Hook Lane S		ONE HOUR	✓	224	100.000
B - Site Access		ONE HOUR	✓	92	100.000
C - Hook Lane N		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	53	171
	B - Site Access	42	0	50
	C - Hook Lane N	217	37	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	0	1
	B - Site Access	0	0	0
	C - Hook Lane 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-AC	0.20	9.05	0.3	A	84	127
C-AB	0.08	5.22	0.1	A	47	70
C-A					186	279
A-B					49	73
A-C					157	235

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	69	17	524	0.132	69	0.0	0.2	7.893	A
C-AB	36	9	726	0.049	36	0.0	0.1	5.211	A
C-A	155	39			155				
A-B	40	10			40				
A-C	129	32			129				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	83	21	514	0.161	83	0.2	0.2	8.349	A
C-AB	45	11	740	0.061	45	0.1	0.1	5.181	A
C-A	183	46			183				
A-B	48	12			48				
A-C	154	38			154				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	101	25	499	0.203	101	0.2	0.3	9.043	A
C-AB	60	15	759	0.078	59	0.1	0.1	5.146	A
C-A	220	55			220				
A-B	58	15			58				
A-C	188	47			188				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	101	25	499	0.203	101	0.3	0.3	9.055	A
C-AB	60	15	759	0.079	60	0.1	0.1	5.149	A
C-A	220	55			220				
A-B	58	15			58				
A-C	188	47			188				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	83	21	514	0.161	83	0.3	0.2	8.364	A
C-AB	45	11	740	0.061	45	0.1	0.1	5.189	A
C-A	183	46			183				
A-B	48	12			48				
A-C	154	38			154				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	69	17	524	0.132	69	0.2	0.2	7.921	A
C-AB	36	9	726	0.050	36	0.1	0.1	5.218	A
C-A	155	39			155				
A-B	40	10			40				
A-C	129	32			129				

2031 Base + Committed + ALL Development, PM

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.92	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	213	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 Base + Committed + ALL Development	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 - Hook Lane S		ONE HOUR	✓	207	100.000
B - Site Access		ONE HOUR	✓	40	100.000
C - Hook Lane N		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	17	190
	B - Site Access	17	0	23
	C - Hook Lane N	368	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	0	0
	B - Site Access	0	0	0
	C - Hook Lane N	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-AC	0.09	8.07	0.1	A	37	55
C-AB	0.08	4.71	0.1	A	53	80
C-A					316	473
A-B					16	23
A-C					174	262

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	8	520	0.058	30	0.0	0.1	7.342	A
C-AB	39	10	804	0.049	39	0.0	0.1	4.701	A
C-A	264	66			264				
A-B	13	3			13				
A-C	143	36			143				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	507	0.071	36	0.1	0.1	7.634	A
C-AB	51	13	834	0.061	51	0.1	0.1	4.599	A
C-A	311	78			311				
A-B	15	4			15				
A-C	171	43			171				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	44	11	490	0.090	44	0.1	0.1	8.069	A
C-AB	70	17	875	0.080	70	0.1	0.1	4.473	A
C-A	373	93			373				
A-B	19	5			19				
A-C	209	52			209				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	44	11	490	0.090	44	0.1	0.1	8.074	A
C-AB	70	18	875	0.080	70	0.1	0.1	4.475	A
C-A	373	93			373				
A-B	19	5			19				
A-C	209	52			209				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	507	0.071	36	0.1	0.1	7.638	A
C-AB	51	13	834	0.061	51	0.1	0.1	4.602	A
C-A	310	78			310				
A-B	15	4			15				
A-C	171	43			171				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	30	8	520	0.058	30	0.1	0.1	7.354	A
C-AB	39	10	804	0.049	39	0.1	0.1	4.708	A
C-A	263	66			263				
A-B	13	3			13				
A-C	143	36			143				

2031 Proposed Flows inc D1 Use, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	330	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Proposed Flows inc D1 Use	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 - Hook Lane S		ONE HOUR	✓	158	100.000
B - Site Access		ONE HOUR	✓	62	100.000
C - Hook Lane N		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	2	156
	B - Site Access	5	0	57
	C - Hook Lane N	213	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	0	1
	B - Site Access	0	0	0
	C - Hook Lane 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-AC	0.12	6.93	0.1	A	57	85
C-AB	0.08	5.16	0.1	A	48	71
C-A					183	274
A-B					2	3
A-C					143	215

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	603	0.077	46	0.0	0.1	6.466	A
C-AB	37	9	735	0.050	36	0.0	0.1	5.149	A
C-A	152	38			152				
A-B	2	0.38			2				
A-C	117	29			117				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	596	0.093	56	0.1	0.1	6.658	A
C-AB	46	11	750	0.061	46	0.1	0.1	5.109	A
C-A	180	45			180				
A-B	2	0.45			2				
A-C	140	35			140				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	587	0.116	68	0.1	0.1	6.930	A
C-AB	60	15	772	0.078	60	0.1	0.1	5.061	A
C-A	216	54			216				
A-B	2	0.55			2				
A-C	172	43			172				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	68	17	587	0.116	68	0.1	0.1	6.933	A
C-AB	60	15	772	0.078	60	0.1	0.1	5.062	A
C-A	216	54			216				
A-B	2	0.55			2				
A-C	172	43			172				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	56	14	596	0.093	56	0.1	0.1	6.664	A
C-AB	46	11	750	0.061	46	0.1	0.1	5.116	A
C-A	180	45			180				
A-B	2	0.45			2				
A-C	140	35			140				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	47	12	603	0.077	47	0.1	0.1	6.475	A
C-AB	37	9	735	0.050	37	0.1	0.1	5.157	A
C-A	152	38			152				
A-B	2	0.38			2				
A-C	117	29			117				

2031 Proposed Flows inc D1 Use, PM

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	185	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Proposed Flows inc D1 Use	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 - Hook Lane S		ONE HOUR	✓	175	100.000
B - Site Access		ONE HOUR	✓	48	100.000
C - Hook Lane N		ONE HOUR	✓	411	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	4	171
	B - Site Access	3	0	45
	C - Hook Lane N	356	55	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Hook Lane S	B - Site Access	C - Hook Lane N
From	A - Hook Lane S	0	0	0
	B - Site Access	0	0	0
	C - Hook Lane N	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-AC	0.09	6.77	0.1	A	44	66
C-AB	0.13	4.86	0.3	A	84	127
C-A					293	439
A-B					4	6
A-C					157	235

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	602	0.060	36	0.0	0.1	6.356	A
C-AB	62	16	803	0.077	62	0.0	0.1	4.852	A
C-A	247	62			247				
A-B	3	0.75			3				
A-C	129	32			129				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	595	0.073	43	0.1	0.1	6.526	A
C-AB	81	20	832	0.097	80	0.1	0.2	4.790	A
C-A	289	72			289				
A-B	4	0.90			4				
A-C	154	38			154				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	53	13	585	0.090	53	0.1	0.1	6.769	A
C-AB	110	28	873	0.126	110	0.2	0.3	4.723	A
C-A	342	86			342				
A-B	4	1			4				
A-C	188	47			188				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	53	13	585	0.090	53	0.1	0.1	6.769	A
C-AB	110	28	873	0.127	110	0.3	0.3	4.726	A
C-A	342	86			342				
A-B	4	1			4				
A-C	188	47			188				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	43	11	595	0.073	43	0.1	0.1	6.531	A
C-AB	81	20	832	0.097	81	0.3	0.2	4.797	A
C-A	289	72			289				
A-B	4	0.90			4				
A-C	154	38			154				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	36	9	602	0.060	36	0.1	0.1	6.365	A
C-AB	62	16	804	0.078	63	0.2	0.1	4.861	A
C-A	247	62			247				
A-B	3	0.75			3				
A-C	129	32			129				