



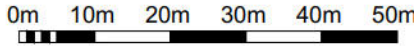
NOTES:

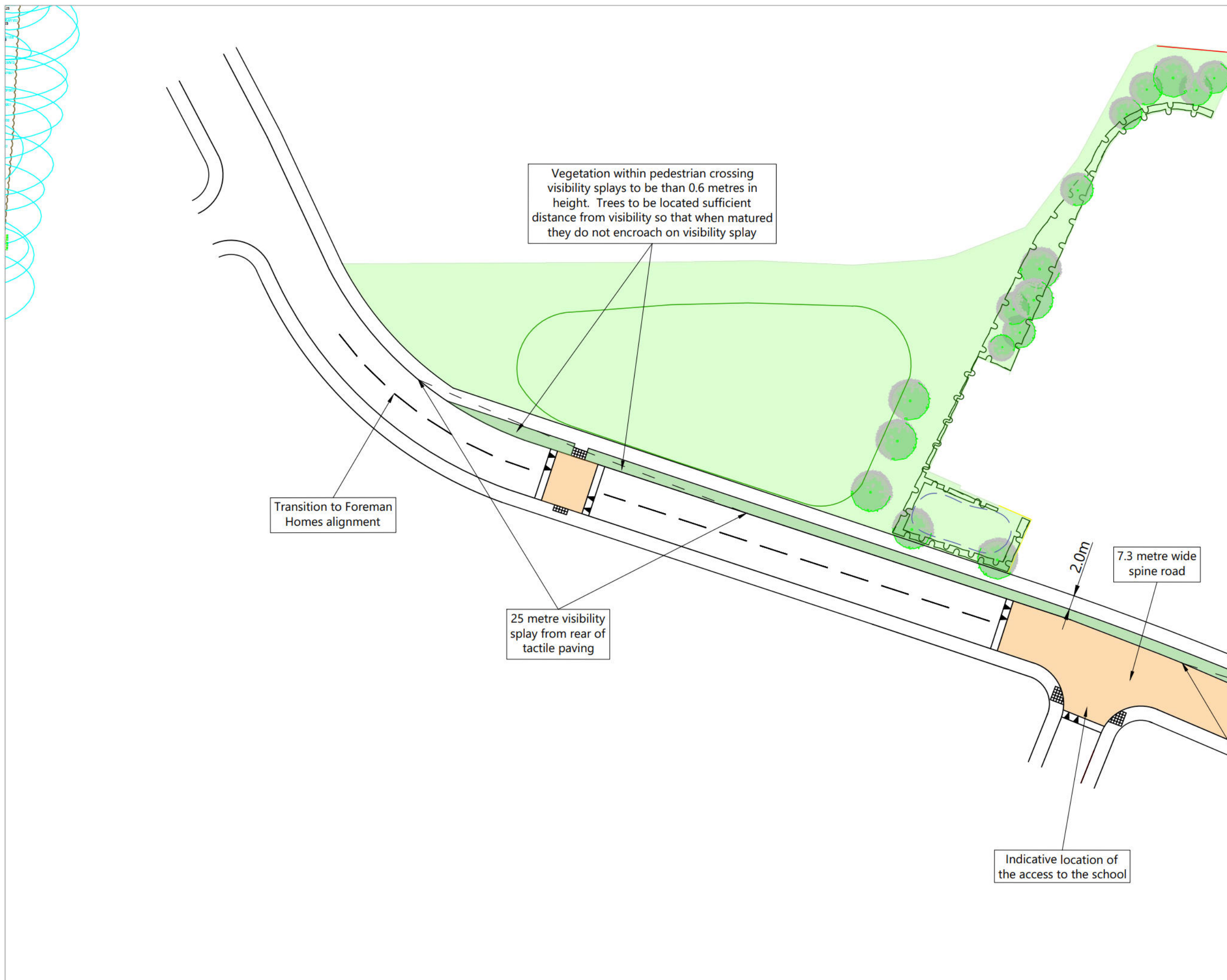
© Crown copyright and database rights 2021 OS Licence 100056454.



G	Updated based on RSA comments	BL	08.02.21
F	School access modified	BL	13.01.21
E	School access modified	BL	21.12.21
D	Raised tables modified	BL	14.12.21
C	Line colours modified	BL	29.10.21
B	Overview sheet added and pages renumbered	BL	28.10.21
A	Scale bar updated	BL	26.10.21

ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:		
PAGHAM PHASE C RM		
CLIENT:		
HANBURY (PM) LIMITED		
PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2152	07	1:1,000
SHEET NUMBER:		
SHEET NUMBER 1 OF 3		
SCALE BAR:		
		
HighgateTransportation		
www.highgatetransportation.co.uk		
First Floor, 43-45 Park Street		
Bristol BS1 5NL		
01179 349 121		
© Highgate Transportation Limited		
TITLE:		
SPINE ROAD AND LOCAL CENTRE ACCESS		
DATE:	DRAWN BY:	CHECKED:
25.10.21	BL	DT

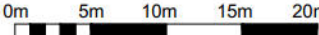


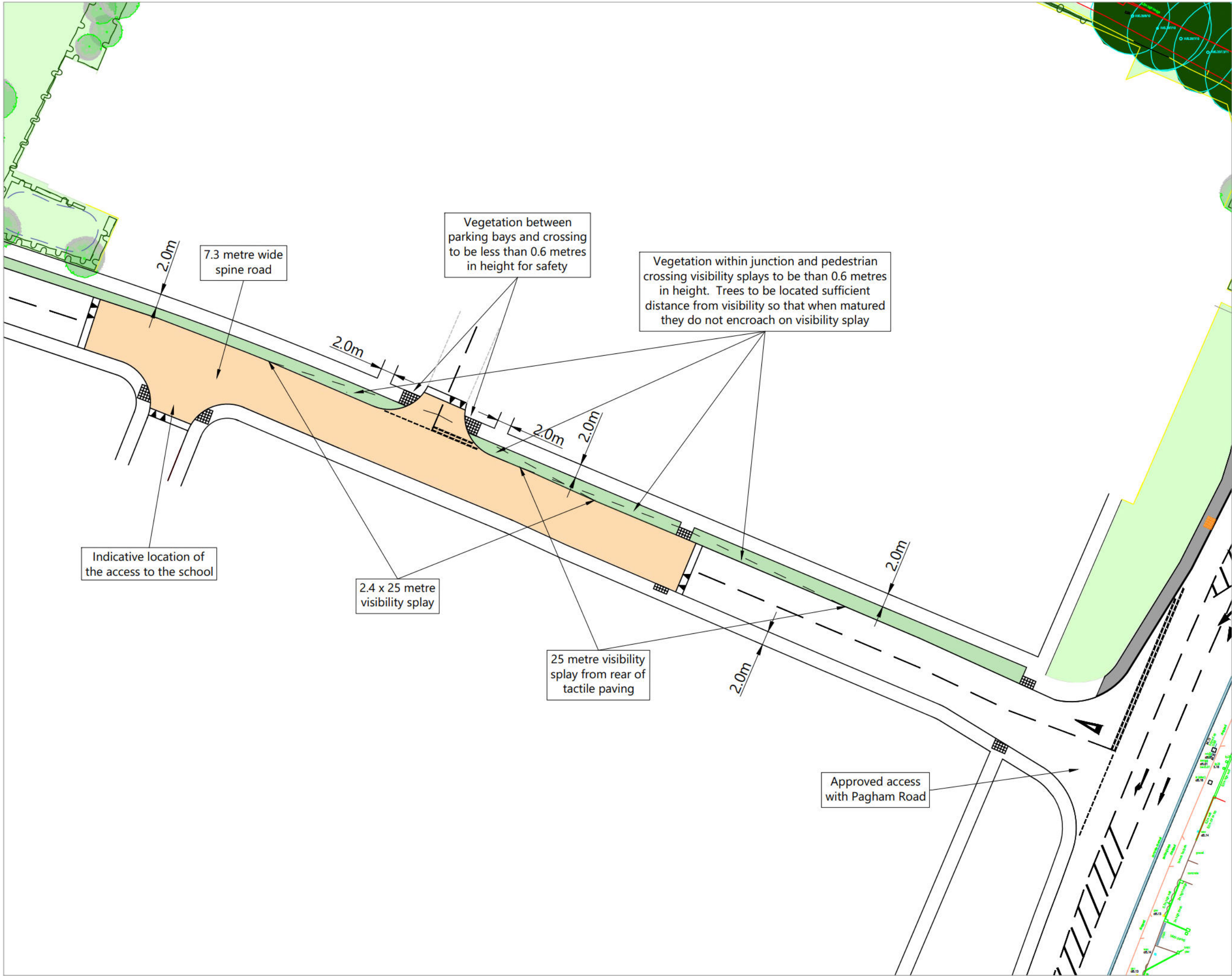
NOTES:

© Crown copyright and database rights 2021 OS Licence 100056454.



G	Updated based on RSA comments	BL	08.02.21
F	School access modified	BL	13.01.21
E	School access modified	BL	21.12.21
D	Raised tables modified	BL	14.12.21
C	Line colours modified	BL	29.10.21
B	Overview sheet added and pages renumbered	BL	28.10.21
A	Scale bar updated	BL	26.10.21
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT: PAGHAM PHASE C RM		
CLIENT: HANBURY (PM) LIMITED		
PROJECT REF: 2152	DRAWING NUMBER: 07	SCALE (AT A3): 1:500
SHEET NUMBER: SHEET NUMBER 2 OF 3		
SCALE BAR: 		
HighgateTransportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 349 121 © Highgate Transportation Limited		
TITLE: SPINE ROAD AND LOCAL CENTRE ACCESS		
DATE: 25.10.21	DRAWN BY: BL	CHECKED: DT



NOTES:
© Crown copyright and database rights 2021 OS Licence 100056454.

North Arrow

G	Updated based on RSA comments	BL	08.02.21
F	School access modified	BL	13.01.21
E	School access modified	BL	21.12.21
D	Raised tables modified	BL	14.12.21
C	Line colours modified	BL	29.10.21
B	Overview sheet added and pages renumbered	BL	28.10.21
A	Scale bar updated	BL	26.10.21

ISSUE	REASON FOR REVISION	BY	DATE
-------	---------------------	----	------

PROJECT:
PAGHAM PHASE C RM

CLIENT:
HANBURY (PM) LIMITED

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2152	07	1:500

SHEET NUMBER:
SHEET NUMBER 3 OF 3

SCALE BAR:
0m 5m 10m 15m 20m

HighgateTransportation
www.highgatetransportation.co.uk
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121
© Highgate Transportation Limited

TITLE:
SPINE ROAD AND LOCAL CENTRE ACCESS

DATE:	DRAWN BY:	CHECKED:
25.10.21	BL	DT

Appendix 12

Road Safety Audit, Designer's Response and Road Safety Audit Addendum

Road Safety Audit – Summer Lane, Pagham

Stage: 1

Location: Summer Lane, Pagham, West Sussex

Site: Proposed accesses to residential development

ATSS Ref: 251006

Client Ref: 24125

Date: 31 October 2025



**Avon Traffic &
Safety Services**

36 Cotswold Road
BRISTOL BS2 4NT

www.avontss.uk

Project Details

Report Title:	Stage 1 road safety audit, Summer Lane, Pagham
Date:	31 October 2025
Document reference and revision:	251006 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Highgate Transportation Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Alice Howse	Highgate Transportation Ltd	22 October 2025
Team leader	David Boardman	Team Leader	
Team Member	Cath Boutwood	Team Member	
Observer			
Draft report issued by	David Boardman	Team Leader	28 October 2025
Final report issued by	David Boardman	Team Leader	31 October 2025
Designer's response issued by			

Avon Traffic & Safety Services Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Avon Traffic & Safety Services Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

Contents	Page
1. Introduction	4
2. Road Safety Issues raised in this Stage 1 safety audit	12
3. Audit Team Statement	16
Appendix A – Information utilised in this safety audit	17
Appendix B - Key Plan showing Audit Problems	18
Appendix C – Site location plan	22
Appendix D – Designer’s Response	separate document

1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Highgate Transportation Ltd, to undertake a Stage 1 Road Safety Audit, with regard to the proposals to create a major vehicle access to a development northwest of Pagham Road, and two vehicle accesses for a further residential development of up to 130 units north of Summer Lane, Pagham. The eastern of these latter two accesses provides access to 50 units directly from Summer Lane. The western access provides access to the other 80 units but crosses Summer Lane, without provision for vehicles to turn onto Summer Lane, so that access to the existing network will be made through the major access on Pagham Road. The local highway authority has asked that the junction of Summer Lane/Pagham Road is included in the audit due to the increased vehicle movements brought about by the development, although no changes are proposed at this point.
- 1.2 The RSA Brief was supplied by Highgate Transportation Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Fiona Bennett, Director, Highgate Transportation Ltd. The major access from Pagham Road was subject of a previous stage 2 audit in November 2019 (ATSS ref. 191102)
- 1.3 Pagham Road acts as a link between the village of Pagham and Chichester. The road in this location is subject to a 30mph speed restriction and is predominantly in an urban environment. The road is street lit and there are a footway and bus stops present. There are numerous holiday lets to the south and a small number of commercial properties to the north of the site. Summer Lane is essentially a long cul-de-sac that leads westward from Pagham Road. The eastern section has been improved for approximately 350 metres from Pagham Road, and fronts new development, with a continuous footway on the northern side, and a full system of street lighting. West of the improved section Summer Lane remains an essentially rural narrow lane, which leads to a camp site and a water treatment works. The audit sites are just west of the transition. The road is subject to a 30mph speed restriction. The area currently appears semi-rural, but significant development is ongoing. There are public rights of way across the site, which appear popular with pedestrians. A heavy vehicle was observed using the lane to reach the treatment works during the site visit.
- 1.4 The audit team members are:
- | | | |
|----------------|---|-------------|
| David Boardman | – | Team Leader |
| Cath Boutwood | – | Team Member |
- 1.5 The audit took place during October 2025 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together between 11.00 and 13.30 on Friday, 24 October when the weather conditions were fine and dry. Vehicle flows on Pagham Road were moderate and vehicle speeds appeared commensurate with the speed limit. At the time of the audit, pedestrian movement was light, but two bus stops are present near the proposed site access. The vehicle flow on Summer Lane was very light, but it was noted that large vehicles access a water treatment plant via Summer Lane. Pedestrian movements in this location are relatively high considering its semi-rural environment, with dog walkers and runners in significant numbers being observed.

- 1.6 Data from Crashmap.org show that there have been no reported collisions involving injury, in the 5 years 2019-2023 inclusive, in the vicinity of the proposals.
- 1.7 Current motor vehicle movements on Summer Lane are given as 646 per day. Projected daily vehicle movements are given as 248 on Summer Lane, and 397 via the major access on Pagham Road.
- 1.8 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.9 The audit was carried out under the terms and conditions of DMRB GG 119. The team examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.
- 1.10 Documents and drawings examined in this safety audit are listed at Appendix A.

1.11 General views of site



Pagham Road looking west into Summer Lane



Looking south from the Summer Lane junction with Pagham Road



Looking north from the Summer Lane junction with Pagham Road



Looking west along Summer Lane to the site of the proposed north/south access road which will cross Summer Lane (access to 80 units)



View to the east across Summer Lane from the proposed north/south access road which will cross Summer lane (access to 80 units)



Looking east towards the approximate location of the proposed access road into the new development via Summer Lane (access to 50 units)



Existing culvert that is crossed twice by the new access road via Summer Lane



Location of proposed access road junction with Summer Lane, looking west



Proposed access road junction with Summer Lane



Looking south on Pagham Road. The proposed new access will be on the right



Looking north on Pagham Road. The proposed new access will be on the left



Location of the proposed junction of the access road and Pagham Road

2. Safety Issues Raised in this Stage 1 Road Safety Audit. (see Appendix B for locations)

2.1 Major access on Pagham Road

2.1.1 No road safety issues were identified at this junction

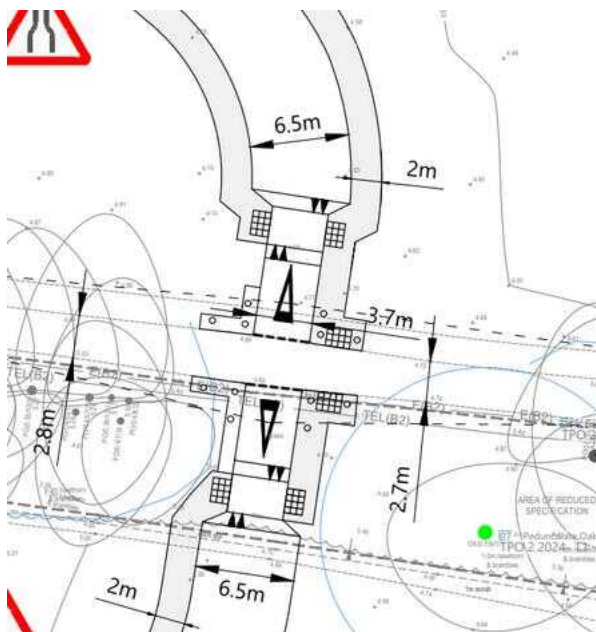
2.2 Western 'straight across' access over Summer Lane

2.2.1 Problem

Location – Proposed narrowed section across Summer Lane

Summary – Risk of head on and damage only collisions

The proposed carriageway narrowing that links the two proposed estates across Summer Lane is controlled by Give Ways at the junction with Summer Lane. Drivers travelling in opposing directions may not fully understand nor appreciate the length of the narrowing and attempt to pass each other where space does not permit such a manoeuvre, which may lead to head on collisions and damage only incidents, or vehicles mounting the footway.



The length of road narrowing may cause drivers to attempt to pass each other

Recommendation – Investigate whether a formal priority system may work in this location

2.2.2 Problem

Location – Proposed narrowed section across Summer Lane

Summary – Risk of collisions with street furniture

While it is acknowledged that a turning manoeuvre is not possible from the proposed access narrowing across Summer Lane, without a formal restriction in operation vehicles following satellite navigation systems may attempt the manoeuvre, which will lead to street furniture and vehicles being damaged.

Recommendation – Implement a No Left/Right Turn restriction where the proposed access road crosses Summer Lane, from all directions.

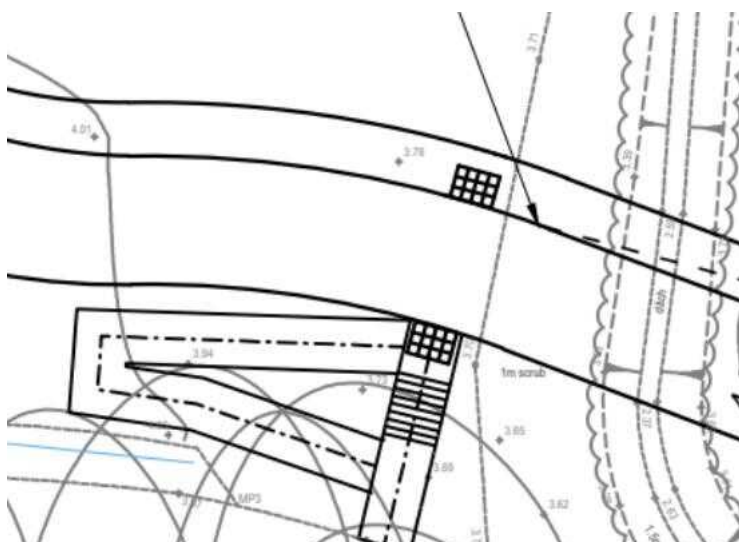
2.3 Eastern access on Summer Lane

2.3.1 Problem

Location – Proposed steps to Summer Lane

Summary – Risk of pedestrian falls

Visually impaired pedestrians accessing Summer Lane from the new development may not be aware of the proposed steps. This may lead to pedestrian trips and falls.



Without appropriate tactile paving, the proposed steps create a hazard for visually impaired users

Recommendation – Implement corduroy tactile paving to highlight the steps for visually impaired users.

2.3.2 Problem

Location – Proposed junction between northern access road and east/west access road

Summary – Risk of loss of control collisions

Without adequate street lighting, the proposed speed table crossing the junction may cause loss of control collisions in the hours of darkness if drivers are not aware of the changes in levels.

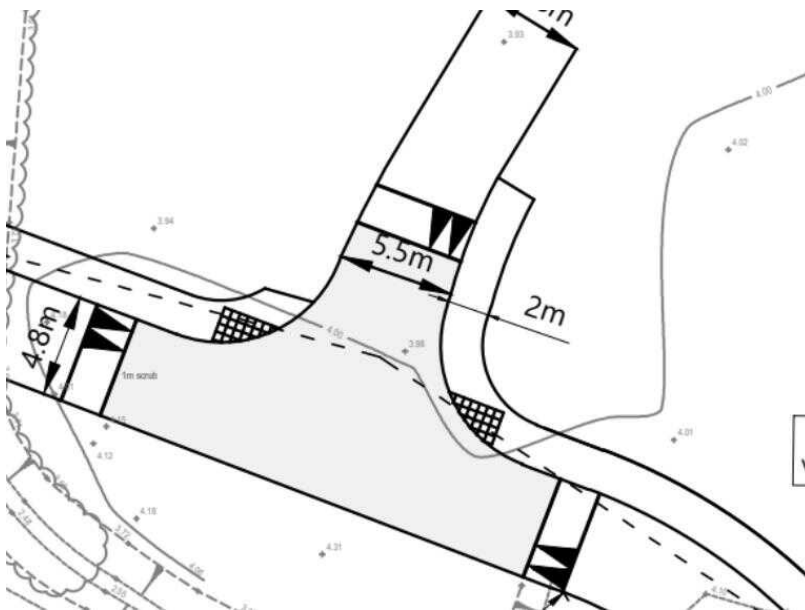
Recommendation – Ensure adequate lighting and correct signage is used on the approach to the proposed junction.

2.3.3 Problem

Location – Proposed junction between northern access road and east/west access road

Summary – Risk of pedestrian conflict with vehicles

The proposed tactile paving layout at the junction may cause confusion for visually impaired pedestrians. As currently designed, the tactile paving directs users across both the northern access and the east/west carriageway. However, the east/west carriageway does not include a corresponding southern crossing point, which may result in visually impaired pedestrians being guided into the carriageway without a safe exit or refuge. This could increase the potential risk of conflict with vehicular traffic.



The proposed tactile arrangement may lead visually impaired users into the carriageway, away from the crossing point

Recommendation – Ensure that the tactile paving across the northern access road do not direct pedestrians into the east/west carriageway.

2.3.4 Problem

Location – Alongside the proposed east/west access road

Summary – Risk of road user drowning and exposure to height

The proposed east/west access road crosses an exposed culvert twice. No protective fencing has been indicated on the scheme drawings. A vehicle losing control and leaving the carriageway, or any pedestrians falling into the culvert, will be at risk of injury.

Recommendation – Ensure adequate fencing is implemented within the design to highlight the risk and diminish the risk of pedestrian falls.

2.4 Existing Pagham Road/Summer Lane junction

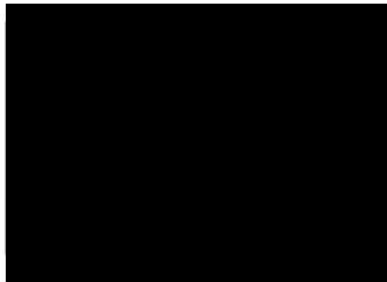
2.4.1 No road safety issues were identified at this junction

3. Audit Team Statement

We certify that this audit has been carried out in accordance with DMRB GG 119

Audit Team Leader:

Name: Dave Boardman FIHE
Senior Auditor

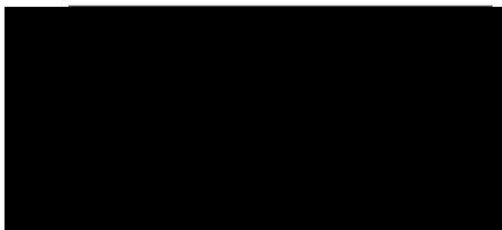


Signed:

Date: 31/10/2025

Audit Team Member:

Name: Cath Boutwood MCIHT; MSoRSA
Senior Auditor



Signed:

Date: 31/10/2025

Appendix A: Information Utilised in this Stage 1 Road Safety Audit

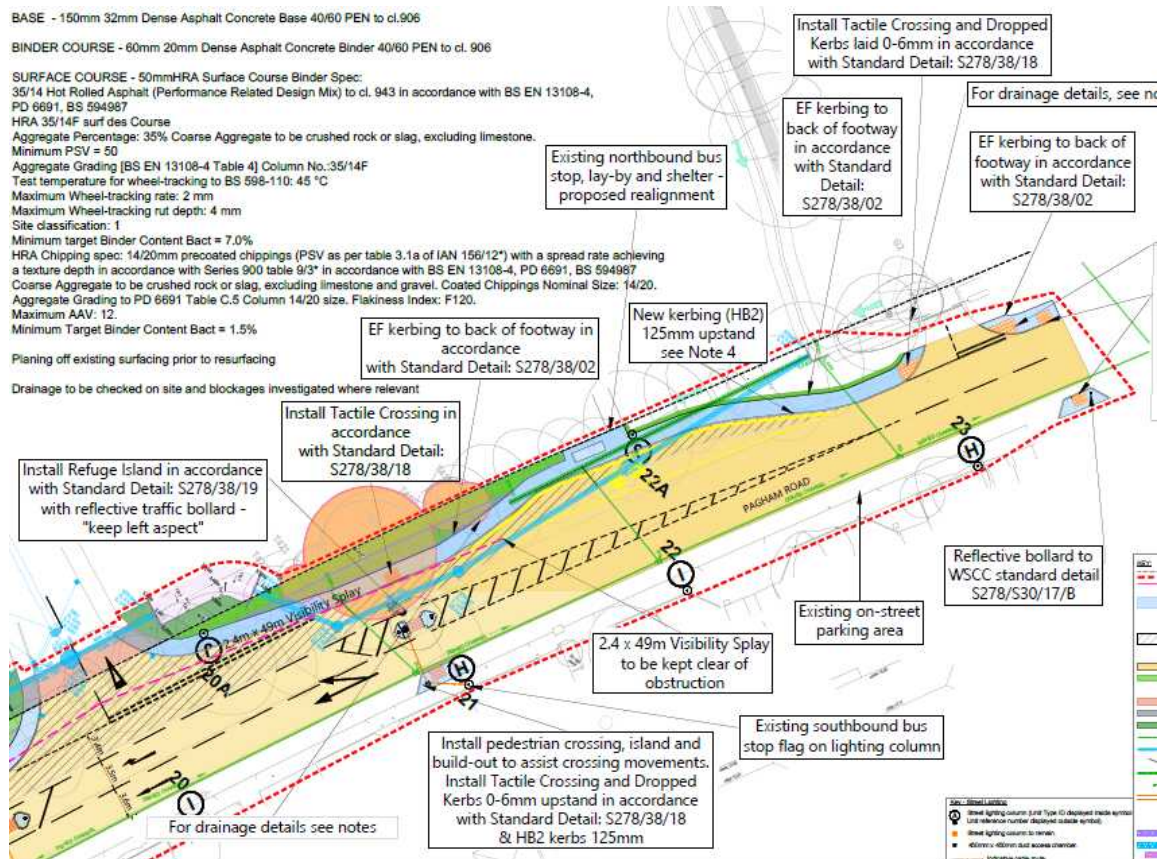
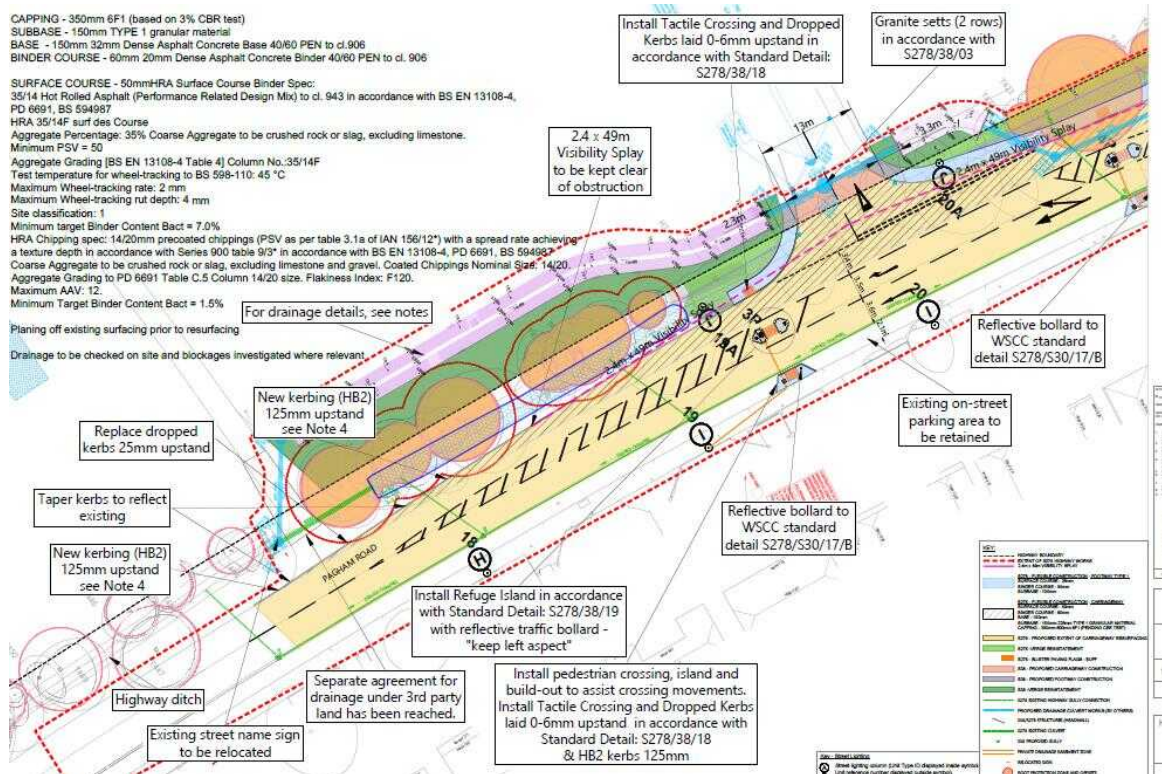
Drawings:

18116 01L S278 General Arrangement - Site Access Junction NORTH-Sheet 1 of 2
18116 01L S278 General Arrangement - Site Access Junction NORTH-Sheet 2 of 2
24125 10 Proposed Access Arrangements-Sheet 1
24125 10 Proposed Access Arrangements-Sheet 2
24125 TR01A SPA of Proposed Accesses-Sheet 1
24125 TR01A SPA of Proposed Accesses-Sheet 2
24125 TR01A SPA of Proposed Accesses-Sheet 3
DLA.2265.L.20.S02 - Illustrative Masterplan

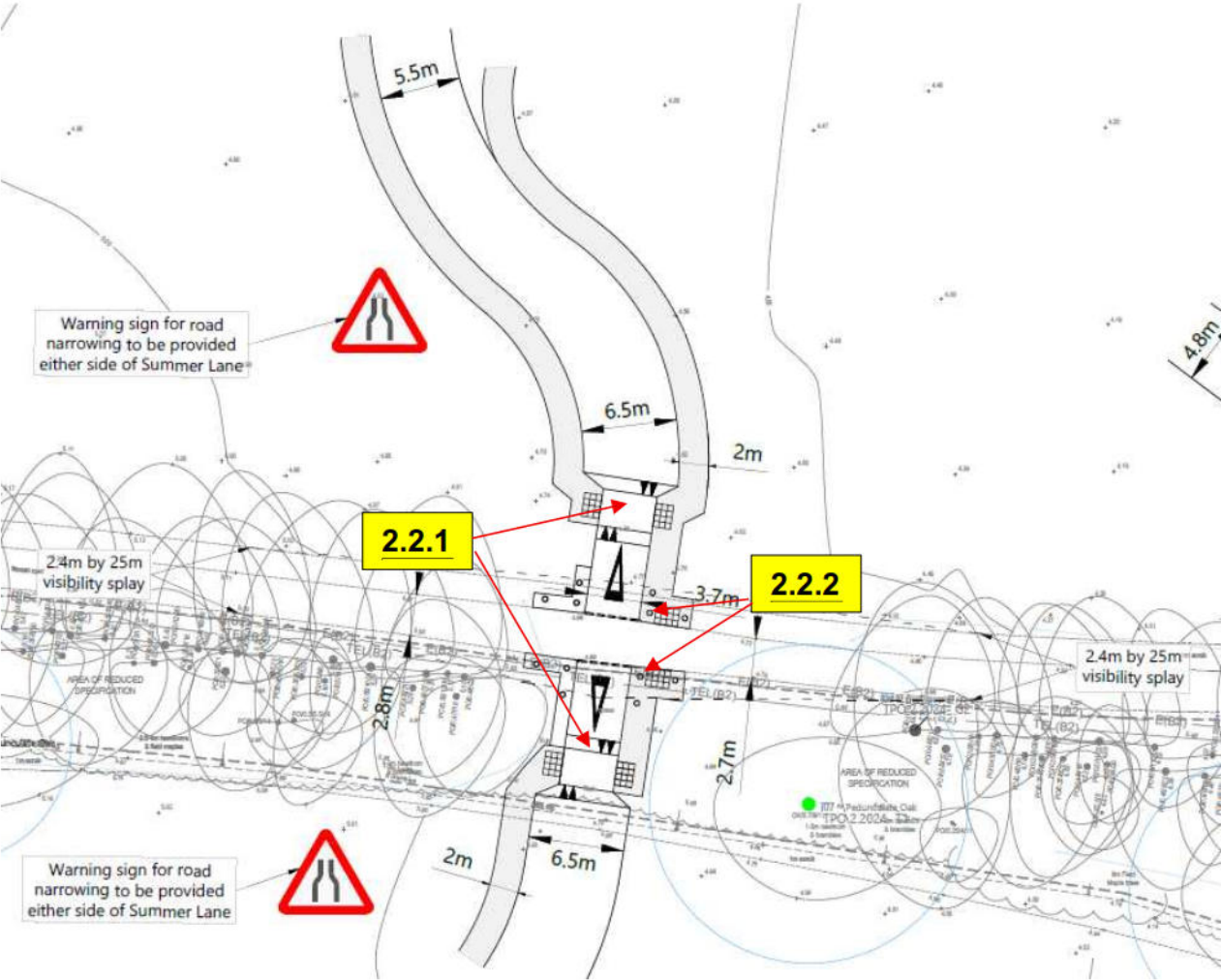
HTp Context of Application Site and Approved Sites - Access to Pagham Road
HTp Current Flows at Pagham Road_Summer Lane Junction
HTp Overview of Audit Area and Summer Lane_Pagham Road Junction
HTp Proposed Trip Generation
Pagham ATC (June 2023)
Summer Lane MCC Survey

Stage 2 road safety audit November 2019 (ATSS ref. 191102) and Designer's Response

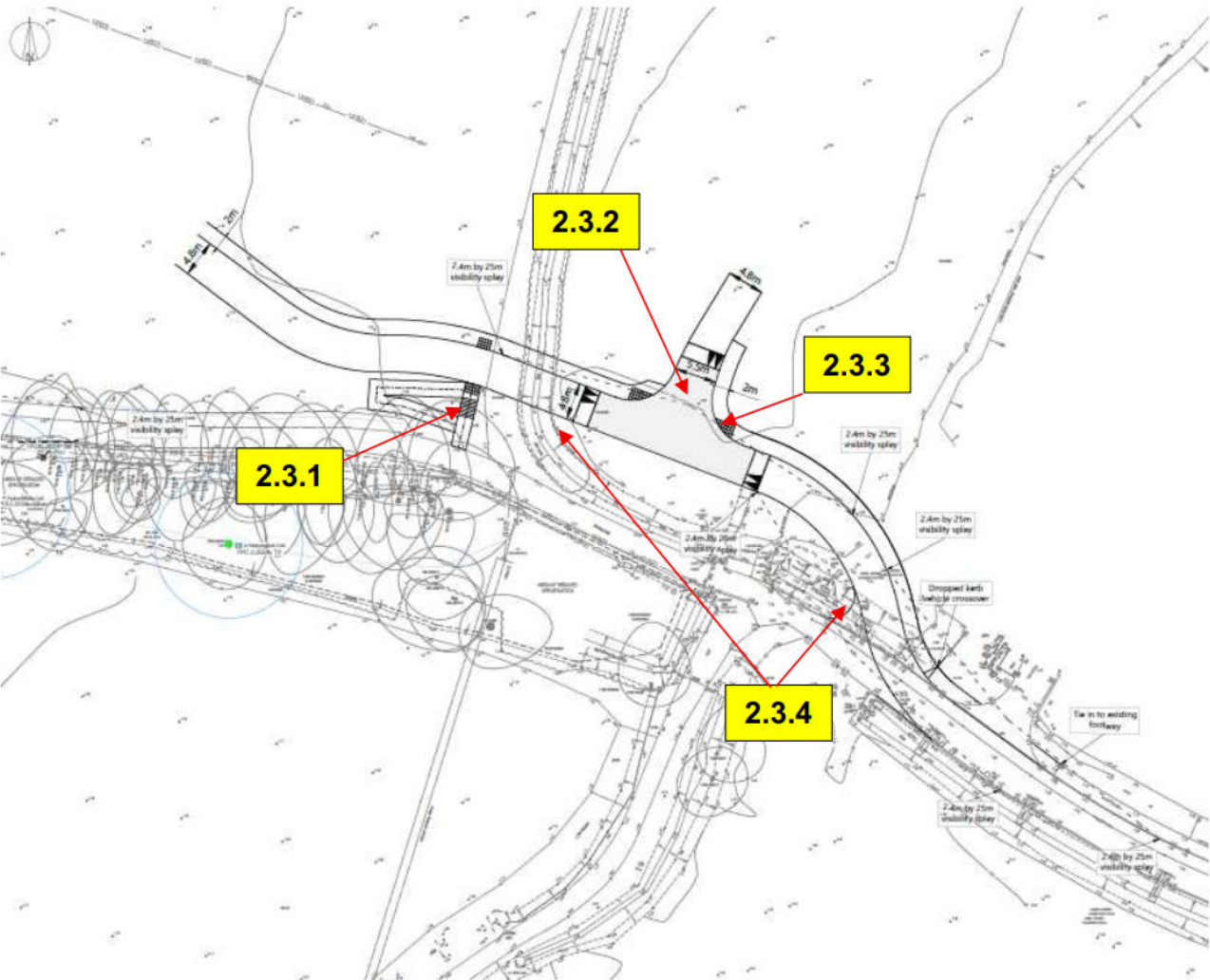
2.1 Major access on Pagham Road



2.2 Western 'straight across' access over Summer Lane



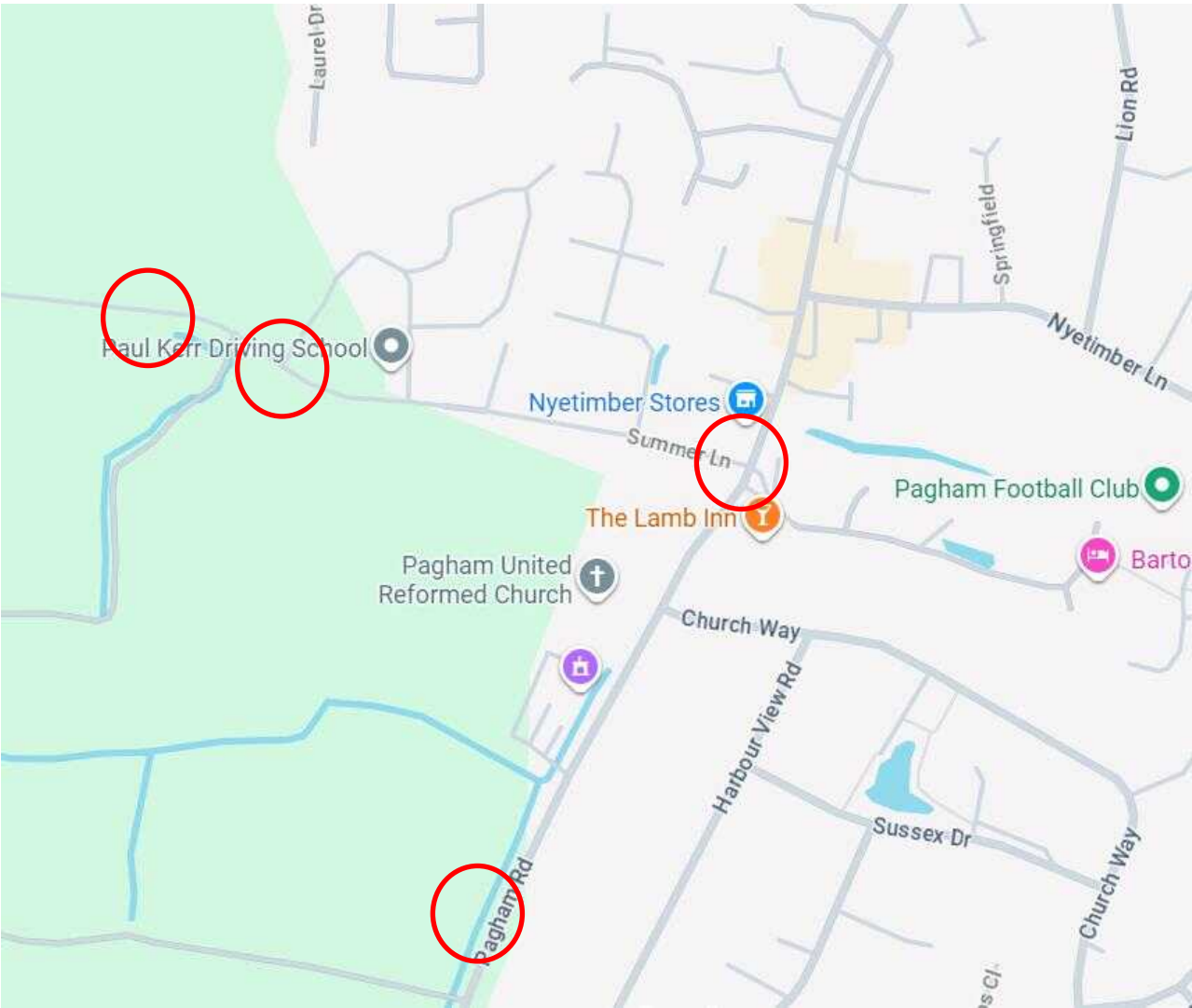
2.3 Eastern access on Summer Lane



2.4 Existing Pagham Road/Summer Lane junction



Appendix C – Site location plan



Project Details

Table F.1 Project details

Report title:	Designer's response to Stage 1 Road Safety Audit, Land North of Summer Lane, Pagham
Date:	31 st October 2025
Document reference and revision:	24125/RSA/DR/01
Prepared by:	Highgate Transportation Ltd
On behalf of:	Northgate Properties

Table F.2 Authorisation sheet

Report title	Designers Response
Prepared by:	
Name:	Alice Howse
Position	Principal Transport Planner
Signed:	
Organisation:	Highgate Transportation Ltd
Date	31 st October 2025
Approved by:	
Name:	Fiona Bennett
Position	Director
Signed:	
Organisation:	Highgate Transportation Ltd
Date:	31 st October 2025

Introduction

An Independent Stage 1 Road Safety Audit (ref: 251006) was undertaken by Avon Traffic & Safety Servies Ltd on 24th October 2025 with regard to the proposals to create two vehicular accesses for a residential development to the north of Summer Lane, Pagham.

The Road Safety Audit response has been prepared by Alice Howse, Highgate Transportation Ltd.

Key personnel

Table F.3 Key personnel

Overseeing Organisation:	West Sussex County Council Highways
RSA team:	Avon Traffic & Safety Servies Ltd
Design organisation:	Highgate Transportation Ltd

Road safety audit decision log

Table F.4 Road safety audit decision log

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
2.2.1 Location – Proposed narrowed section across Summer Lane Summary – Risk of head on and damage only collisions The proposed carriageway narrowing that links the two proposed estates across Summer Lane is controlled by Give Ways at the junction with Summer Lane. Drivers travelling in opposing directions may not fully understand nor appreciate the length of the narrowing and attempt to pass each other where space does not permit such a manoeuvre, which may lead to head on collisions and damage only incidents, or vehicles mounting the footway.	Investigate whether a formal priority system may work in this location	Noted It has been investigated as to whether a formal priority system would work in this location, however, it is not considered that it would be appropriate to incorporate a formal priority system in this location, given that we are to maintain priority for the PRoW on Summer Lane, as requested by WSCC Highways as part of the pre-application discussions. Furthermore, the design will result in vehicles being cautious when crossing Summer Lane		

2.2.2 Location – Proposed narrowed section across Summer Lane Summary – Risk of collisions with street furniture While it is acknowledged that a turning manoeuvre is not possible from the proposed access narrowing across Summer Lane, without a formal restriction in operation vehicles following satellite navigation systems may attempt the manoeuvre, which will lead to street furniture and vehicles being damaged.	Implement a No Left/Right Turn restriction where the proposed access road crosses Summer Lane, from all directions.	Agree and Noted The implementation of signage will be addressed as part of the Stage 2 Road Safety Audit. In any event, it will be very apparent that the junction is crossing a PRoW that vehicles will not be able to turn onto Summer Lane, and therefore additional signage may not be required.		
2.3.1 Location – Proposed junction between northern access road and east/west access road Summary – Risk of loss of control collisions Without adequate street lighting, the proposed speed table crossing the junction may cause loss of control collisions in the hours of darkness if drivers are not aware of the changes in levels.	Ensure adequate lighting and correct signage is used on the approach to the proposed junction.	Agreed Lighting and signage will be considered as part of the detailed design and information will form part of the detailed design package provided to the audit team at Stage 2		

2.3.2 Location – Proposed junction between northern access road and east/west access road Summary – Risk of pedestrian conflict with vehicles The proposed tactile paving layout at the junction may cause confusion for visually impaired pedestrians. As currently designed, the tactile paving directs users across both the northern access and the east/west carriageway. However, the east/west carriageway does not include a corresponding southern crossing point, which may result in visually impaired pedestrians being guided into the carriageway without a safe exit or refuge. This could increase the potential risk of conflict with vehicular traffic.	Ensure that the tactile paving across the northern access road do not direct pedestrians into the east/west carriageway.	Noted It will be ensured at Stage 2 that the Tactile paving will not direct pedestrians into the east/west carriageway		
--	---	---	--	--

Design organisation and Overseeing Organisation statements

Table F.5 Design organisation statement

On behalf of the design organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation	
Name:	Alice Howse
Signed:	
Position:	Principal Transport Planner
Organisation:	Highgate Transportation Ltd
Date:	31 st October 2025

Table F.6 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Road Safety Audit Addendum – Summer Lane, Pagham

Location: Summer Lane, Pagham, West Sussex

Site: Proposed accesses to residential development

ATSS Ref: 251204A (Addendum to 251006)

Client Ref: 24125/RSA/01/A

Date: 5 February 2026



	Name	Position	Date
RSA Addendum requested by	Alice Howse	Highgate Transportation Ltd	15 December 2025
RSA Addendum issued by	Nick Jeanes MCIHT; MSoRSA: NH RSA Certificate of Competence	Director, AT&SS Ltd	5 February 2026

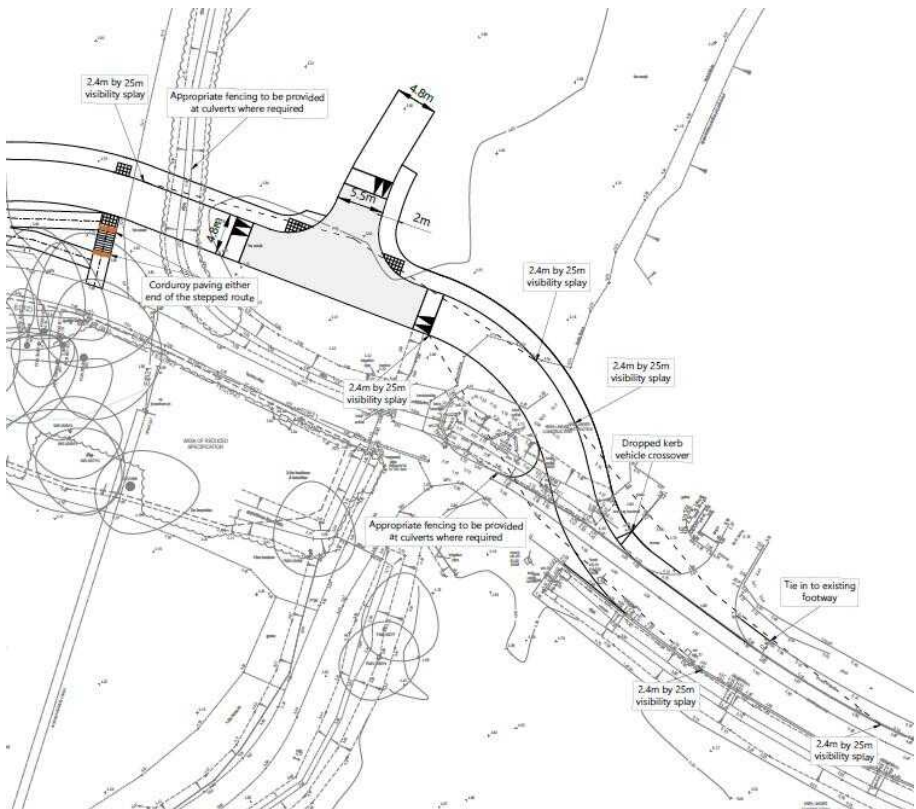
Avon Traffic & Safety Services Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Avon Traffic & Safety Services Ltd accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

Contents	Page
1. Introduction	3
2. Road Safety Issues raised in this RSA addendum	6
Appendix A – Information utilised in this RSA addendum	6
Appendix B - Plan showing issues identified	7
Appendix C – Site location plan	8

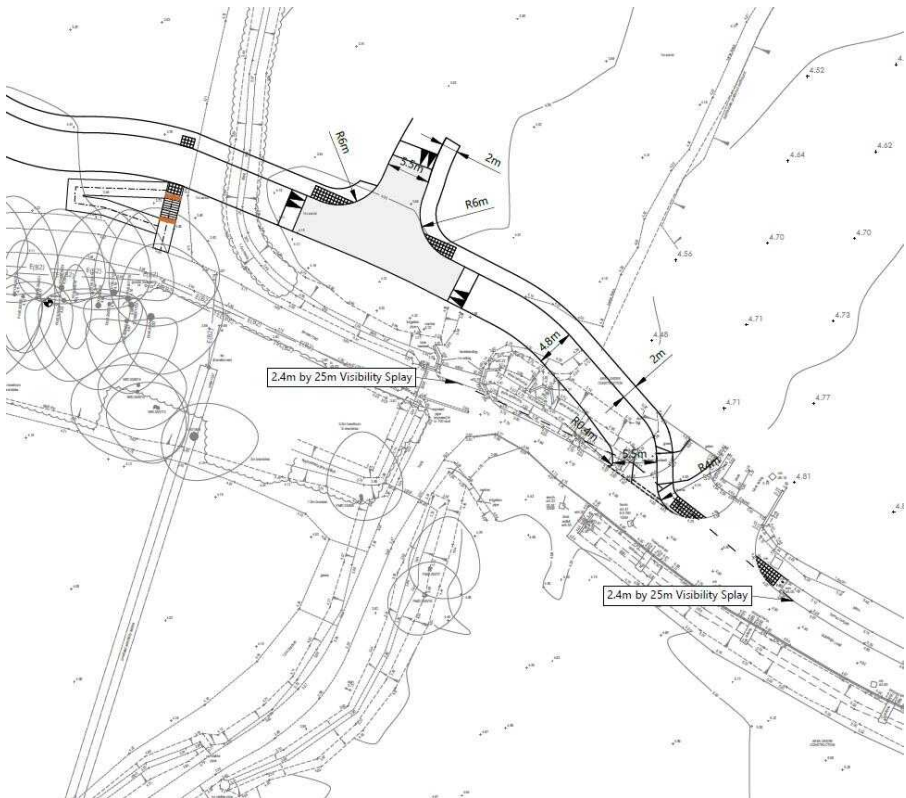
1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd was commissioned by Highgate Transportation Ltd, in October 2025, to undertake a Stage 1 Road Safety Audit (reference ATSS 251006), with regard to the proposals to create two vehicle accesses for a residential development of up to 130 units north of Summer Lane, Pagham. The proposals included one access to approximately 50 residential units directly from Summer Lane, which was proposed as the priority arm given that the existing Summer Lane would remain a minor country lane accessing a camp site and a water treatment plant.
- 1.2 The design of this access has been modified, with the access road now shown as the minor arm, and the existing Summer Lane alignment continuing east/west. The site is complicated by the proximity of two other junctions in close proximity to the Summer Lane/access road junction. These provide access to
 - (a) a pumping station, which will attract minimal traffic. The size/type of vehicle expected to access the site, and frequency of access, have not been specified.
 - (b) An existing residential development of 6 dwellings.
- 1.3 As a consequence of the modified design Highgate Transportation have asked for the proposals to be revisited in the form of a Road Safety Audit Addendum. Given the site has already been visited, and the scheme modifications are minimal, it is considered that a desktop review is acceptable. Accordingly this Road Safety Audit Addendum has NOT been drafted under the terms and conditions of DMRB GG 119. The comments made are based on scrutiny of the revised drawings, combined with observations from Google Streetview, and discussions with the Client.
- 1.4 This RSA Addendum is in addition to the Stage 1 Road Safety Audit dated 31 October 2025 (ref: 251006), referred to in 1.1 above, which included an audit of a previously proposed access arrangement from Summer Lane that had been submitted as part of a WSCC Highways pre-application scheme and is now superseded by the access arrangement provided in this RSA Addendum.

1.5 The original and modified proposals are shown below:



Extract from drawing no. 24125/10 Rev B – original design 22/10/25



Extract from drawing no. 2607/01 (sheet 2) modified design 2/2/2026

1.6 Documents and drawings examined in this safety audit are listed at Appendix A.

1.7 General views of site (from the stage 2 audit site visit, 24 October 2025)



Looking west on Summer Lane. The proposed access road will leave Summer Lane on the right hand side approximately at the point arrowed, and cross the existing ditch behind the fence

2. Road Safety Issues raised in this road safety audit addendum

2.1 No further road safety issues have been identified in this addendum

Appendix A – Information utilised in this road safety audit addendum

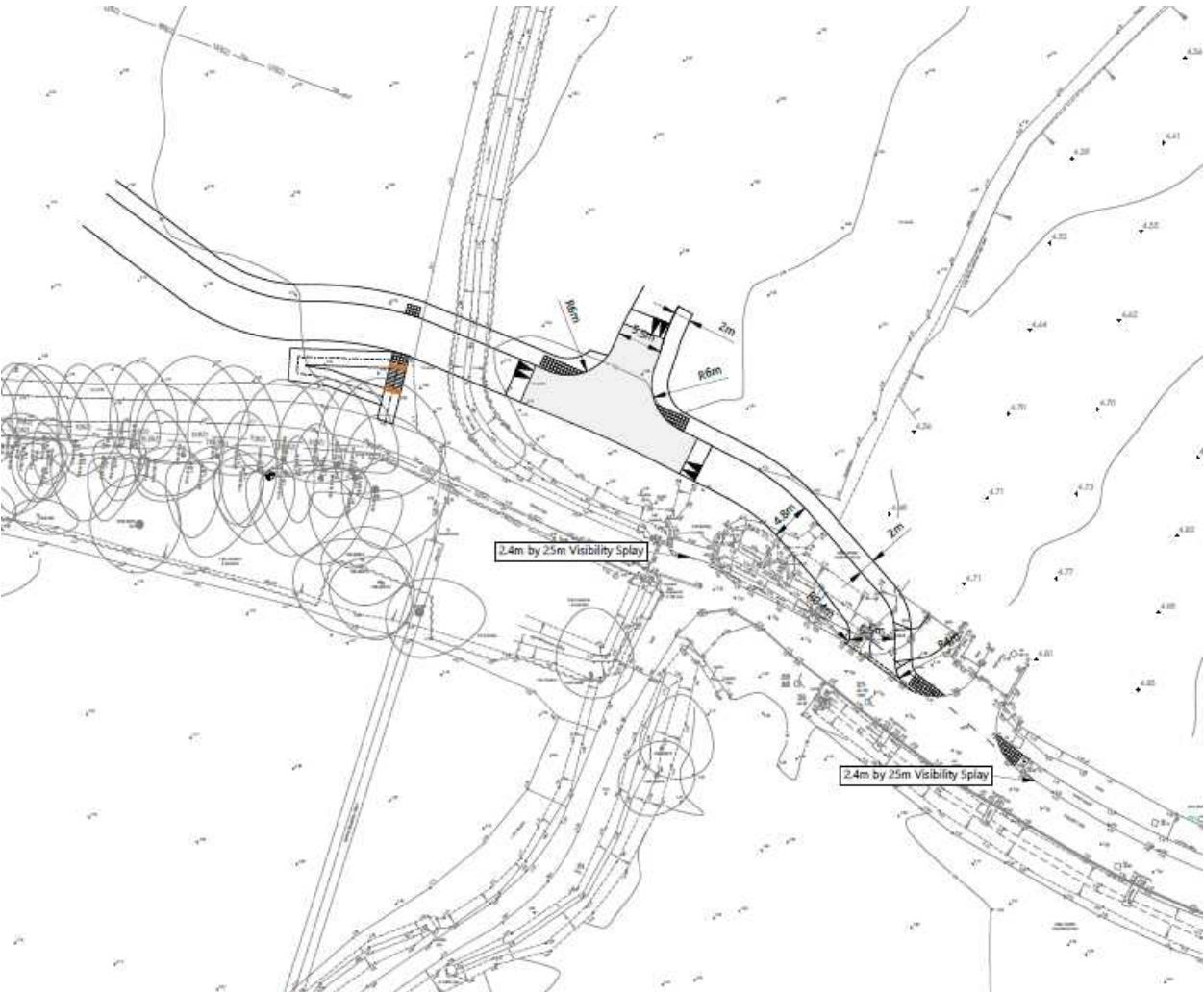
Drawings:

2607/01 Proposed access arrangement from Summer Lane

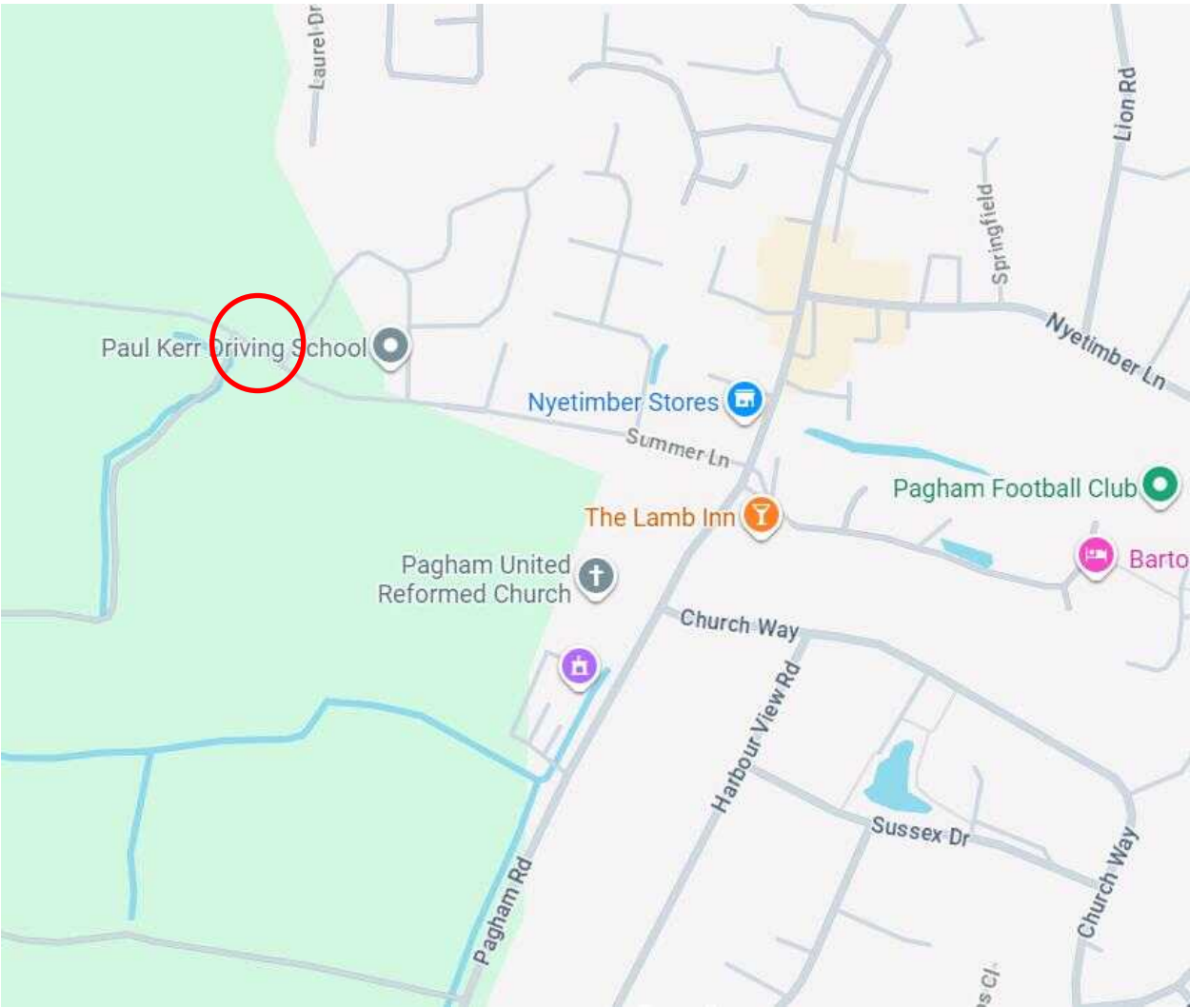
2607/TR/01 Swept path analysis of proposed access arrangement from Summer Lane

Stage 1 Road Safety Audit (ATSS ref. 251006 October 2025)

Appendix B - Key Plan showing Summer Lane access arrangement



Appendix C – Site location plan



Appendix 13

Traffic Survey Data

Pagham

Wednesday 13th September 2023

Junction: 1

Approach: Pagham Road North

TIME	Left to Seftor Road									Ahead to Pagham Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	10	7	1	0	0	18	18.5	0	0	15	10	0	0	2	27	29.0
07:15 - 07:30	0	0	6	7	0	0	1	14	15.0	0	0	16	16	2	1	0	35	37.3
07:30 - 07:45	0	1	8	13	1	0	0	23	22.9	0	0	16	8	2	0	0	26	27.0
07:45 - 08:00	0	1	10	3	2	0	0	16	16.4	0	1	23	10	2	2	1	39	43.0
Hourly Total	0	2	34	30	4	0	1	71	72.8	0	1	70	44	6	3	3	127	136.3
08:00 - 08:15	0	1	16	5	1	1	0	24	25.2	0	0	13	4	1	2	1	21	25.1
08:15 - 08:30	0	0	16	5	1	0	0	22	22.5	0	0	17	6	1	1	0	25	26.8
08:30 - 08:45	0	0	19	0	2	1	0	22	24.3	0	0	16	5	1	1	0	23	24.8
08:45 - 09:00	0	0	14	2	0	0	0	16	16.0	0	0	20	6	0	1	1	28	30.3
Hourly Total	0	1	65	12	4	2	0	84	88.0	0	0	66	21	3	5	2	97	107.0
09:00 - 09:15	0	1	15	7	3	0	0	26	26.9	0	0	25	3	2	1	1	32	35.3
09:15 - 09:30	0	0	14	7	3	1	0	25	27.8	0	0	14	2	1	1	0	18	19.8
09:30 - 09:45	0	0	11	4	1	0	0	16	16.5	0	0	18	7	1	1	0	27	28.8
09:45 - 10:00	0	0	13	1	0	0	0	14	14.0	0	0	19	4	2	2	0	27	30.6
Hourly Total	0	1	53	19	7	1	0	81	85.2	0	0	76	16	6	5	1	104	114.5

TOTAL	0	4	152	61	15	3	1	236	246.0	0	1	212	81	15	13	6	328	357.8
-------	---	---	-----	----	----	---	---	-----	-------	---	---	-----	----	----	----	---	-----	-------

16:00 - 16:15	0	2	46	11	0	0	0	59	57.8	1	0	56	14	3	0	1	75	76.7
16:15 - 16:30	0	0	28	9	0	2	0	39	41.6	0	0	50	8	1	0	1	60	61.5
16:30 - 16:45	0	0	40	13	0	0	0	53	53.0	1	0	54	11	1	0	0	67	66.7
16:45 - 17:00	0	0	46	7	1	0	0	54	54.5	0	1	57	12	1	0	1	72	72.9
Hourly Total	0	2	160	40	1	2	0	205	206.9	2	1	217	45	6	0	3	274	277.8
17:00 - 17:15	0	1	51	8	2	1	0	63	64.7	0	2	74	6	0	0	0	82	80.8
17:15 - 17:30	0	1	63	11	1	0	0	76	75.9	0	1	69	8	2	0	2	82	84.4
17:30 - 17:45	2	0	43	4	0	1	0	50	49.7	1	1	52	5	2	0	0	61	60.6
17:45 - 18:00	1	0	51	9	0	0	0	61	60.2	2	1	56	13	0	0	1	73	71.8
Hourly Total	3	2	208	32	3	2	0	250	250.5	3	5	251	32	4	0	3	298	297.6
18:00 - 18:15	6	1	56	6	0	1	1	71	67.9	0	1	64	3	0	0	0	68	67.4
18:15 - 18:30	0	1	23	4	0	1	0	29	29.7	1	0	57	5	0	0	1	64	64.2
18:30 - 18:45	0	2	28	2	0	0	0	32	30.8	1	2	35	1	0	0	1	40	39.0
18:45 - 19:00	7	0	38	1	0	0	0	46	40.4	2	0	35	3	0	1	0	41	40.7
Hourly Total	13	4	145	13	0	2	1	178	168.8	4	3	191	12	0	1	2	213	211.3

TOTAL	16	8	513	85	4	6	1	633	626.2	9	9	659	89	10	1	8	785	786.7
-------	----	---	-----	----	---	---	---	-----	-------	---	---	-----	----	----	---	---	-----	-------

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham

Wednesday 13th September 2023

Junction: 1

Approach: Sefter Road

	Left to Pagham Road (S)										Right to Pagham Road (N)									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs		
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	1	67	19	1	0	0	88	87.9		
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	1	2	54	32	1	0	0	90	88.5		
07:30 - 07:45	0	1	0	0	0	0	0	1	0.4	1	0	72	8	1	0	0	82	81.7		
07:45 - 08:00	0	0	1	0	0	0	0	1	1.0	0	3	73	20	0	0	0	96	94.2		
Hourly Total	0	1	1	0	0	0	0	2	1.4	2	6	266	79	3	0	0	356	352.3		
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	1	47	8	1	0	0	57	56.9		
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	1	1	26	11	1	0	0	40	39.1		
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	1	40	7	0	0	0	48	47.4		
08:45 - 09:00	0	0	2	0	0	0	0	2	2.0	1	0	32	3	1	0	0	37	36.7		
Hourly Total	0	0	2	0	0	0	0	2	2.0	2	3	145	29	3	0	0	182	180.1		
09:00 - 09:15	1	0	0	0	1	0	0	2	1.7	0	0	29	7	1	0	0	37	37.5		
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	18	8	4	0	0	30	32.0		
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	30	1	1	2	0	34	37.1		
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	21	4	0	0	0	25	25.0		
Hourly Total	1	0	0	0	1	0	0	2	1.7	0	0	98	20	6	2	0	126	131.6		

TOTAL	1	1	3	0	1	0	0	6	5.1	4	9	509	128	12	2	0	664	664.0
-------	---	---	---	---	---	---	---	---	-----	---	---	-----	-----	----	---	---	-----	-------

16:00 - 16:15	0	0	1	0	0	0	0	1	1.0	0	0	21	10	1	0	0	32	32.5
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	18	3	0	1	0	22	23.3
16:30 - 16:45	0	0	2	1	0	0	0	3	3.0	2	0	23	9	1	0	0	35	33.9
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	12	4	0	1	0	17	18.3
Hourly Total	0	0	3	1	0	0	0	4	4.0	2	0	74	26	2	2	0	106	108.0
17:00 - 17:15	0	0	2	1	0	0	0	3	3.0	0	1	24	3	2	0	0	30	30.4
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	0	21	2	0	1	0	24	25.3
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	1	0	28	1	0	0	0	30	29.2
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	25	3	1	1	0	30	31.8
Hourly Total	0	0	3	1	0	0	0	4	4.0	1	1	98	9	3	2	0	114	116.7
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	17	3	0	0	0	20	20.0
18:15 - 18:30	0	0	1	0	0	0	0	1	1.0	0	0	17	1	0	0	0	18	18.0
18:30 - 18:45	1	0	0	1	0	0	0	2	1.2	1	2	14	1	0	1	0	19	18.3
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	1	0	18	1	0	0	0	20	19.2
Hourly Total	1	0	1	1	0	0	0	3	2.2	2	2	66	6	0	1	0	77	75.5

TOTAL	1	0	7	3	0	0	0	11	10.2	5	3	238	41	5	5	0	297	300.2
-------	---	---	---	---	---	---	---	----	------	---	---	-----	----	---	---	---	-----	-------

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham

Wednesday 13th September 2023

Junction: 1

Approach: Pagham Road South

TIME	Ahead to Pagham Road (N)									Right to Sefter Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	2	1	83	23	3	0	1	113	113.3	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	75	14	1	0	1	91	92.5	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	1	3	138	28	2	0	0	172	170.4	0	0	0	1	0	0	0	1	1.0
07:45 - 08:00	1	2	77	16	2	0	1	99	99.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	4	6	373	81	8	0	3	475	475.2	0	0	2	1	0	0	0	3	3.0
08:00 - 08:15	0	0	63	6	1	0	1	71	72.5	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	41	4	1	2	1	49	53.1	0	0	1	0	0	0	0	1	1.0
08:30 - 08:45	0	1	40	7	2	2	1	53	57.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	2	41	2	1	1	1	48	49.6	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	3	185	19	5	5	4	221	232.2	0	0	1	0	0	0	0	1	1.0
09:00 - 09:15	0	0	44	3	2	0	0	49	50.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	1	0	43	4	0	2	1	51	53.8	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	1	1	30	4	2	1	0	39	39.9	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	50	4	1	2	1	58	62.1	0	0	1	0	0	0	0	1	1.0
Hourly Total	2	1	167	15	5	5	2	197	205.8	0	0	1	0	0	0	0	1	1.0

TOTAL	6	10	725	115	18	10	9	893	913.2	0	0	4	1	0	0	0	5	5.0
-------	---	----	-----	-----	----	----	---	-----	-------	---	---	---	---	---	---	---	---	-----

16:00 - 16:15	0	0	42	9	1	0	1	53	54.5	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	1	0	40	4	0	0	1	46	46.2	0	0	0	1	0	0	0	1	1.0
16:30 - 16:45	0	0	22	2	0	0	1	25	26.0	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	0	0	36	9	1	0	1	47	48.5	0	0	0	1	0	0	0	1	1.0
Hourly Total	1	0	140	24	2	0	4	171	175.2	0	0	1	2	0	0	0	3	3.0
17:00 - 17:15	1	1	27	11	0	0	0	40	38.6	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	1	27	2	1	0	1	32	32.9	0	0	0	1	0	0	0	1	1.0
17:30 - 17:45	0	0	33	1	1	0	0	35	35.5	0	0	1	1	0	0	0	2	2.0
17:45 - 18:00	0	0	24	3	0	0	1	28	29.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	2	111	17	2	0	2	135	136.0	0	0	1	2	0	0	0	3	3.0
18:00 - 18:15	1	0	22	3	0	0	0	26	25.2	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	25	1	1	0	1	28	29.5	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	35	0	0	0	0	35	35.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	1	1	17	3	0	0	0	22	20.6	0	0	2	0	0	0	0	2	2.0
Hourly Total	2	1	99	7	1	0	1	111	110.3	0	0	2	0	0	0	0	2	2.0

TOTAL	4	3	350	48	5	0	7	417	421.5	0	0	4	4	0	0	0	8	8.0
-------	---	---	-----	----	---	---	---	-----	-------	---	---	---	---	---	---	---	---	-----

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham

Wednesday 13th September 2023

Junction: 2

Approach: Pagham Road North

TIME	Left to Hook Lane									Ahead to Pagham Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	2	1	0	0	0	3	3.0	0	0	12	9	0	0	1	22	23.0
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	14	11	2	1	1	29	32.3
07:30 - 07:45	0	0	1	1	0	0	0	2	2.0	0	1	15	9	1	0	0	26	25.9
07:45 - 08:00	0	0	3	0	0	0	0	3	3.0	0	1	19	9	1	2	1	33	36.5
Hourly Total	0	0	7	2	0	0	0	9	9.0	0	2	60	38	4	3	3	110	117.7
08:00 - 08:15	0	0	2	0	0	0	0	2	2.0	0	0	14	3	0	2	1	20	23.6
08:15 - 08:30	0	0	1	1	0	0	0	2	2.0	0	0	17	5	1	1	0	24	25.8
08:30 - 08:45	0	0	3	0	1	0	0	4	4.5	0	0	14	4	1	1	0	20	21.8
08:45 - 09:00	0	0	2	1	0	0	0	3	3.0	0	0	16	6	0	1	1	24	26.3
Hourly Total	0	0	8	2	1	0	0	11	11.5	0	0	61	18	2	5	2	88	97.5
09:00 - 09:15	0	0	3	0	0	0	0	3	3.0	0	0	19	3	2	1	1	26	29.3
09:15 - 09:30	0	0	1	0	1	0	0	2	2.5	0	0	16	3	1	1	0	21	22.8
09:30 - 09:45	0	0	4	4	0	0	0	8	8.0	0	0	14	2	1	0	0	17	17.5
09:45 - 10:00	0	0	2	0	0	1	0	3	4.3	0	0	17	5	2	2	0	26	29.6
Hourly Total	0	0	10	4	1	1	0	16	17.8	0	0	66	13	6	4	1	90	99.2

TOTAL	0	0	25	8	2	1	0	36	38.3	0	2	187	69	12	12	6	288	314.4
-------	---	---	----	---	---	---	---	----	------	---	---	-----	----	----	----	---	-----	-------

16:00 - 16:15	0	0	5	1	1	0	0	7	7.5	0	0	50	13	2	0	1	66	68.0
16:15 - 16:30	0	0	6	1	0	0	0	7	7.0	1	0	41	8	1	0	1	52	52.7
16:30 - 16:45	0	0	6	1	0	0	0	7	7.0	1	0	48	9	1	0	0	59	58.7
16:45 - 17:00	1	0	8	5	0	0	0	14	13.2	0	1	46	9	1	0	1	58	58.9
Hourly Total	1	0	25	8	1	0	0	35	34.7	2	1	185	39	5	0	3	235	238.3
17:00 - 17:15	0	0	8	1	0	0	0	9	9.0	0	2	66	8	0	0	0	76	74.8
17:15 - 17:30	0	0	12	1	0	0	1	14	15.0	0	1	58	7	2	0	1	69	70.4
17:30 - 17:45	0	0	3	0	0	0	0	3	3.0	1	1	52	5	2	0	0	61	60.6
17:45 - 18:00	0	0	5	1	0	0	0	6	6.0	2	1	48	12	0	0	1	64	62.8
Hourly Total	0	0	28	3	0	0	1	32	33.0	3	5	224	32	4	0	2	270	268.6
18:00 - 18:15	0	0	13	0	0	0	0	13	13.0	0	1	50	3	1	0	0	55	54.9
18:15 - 18:30	0	0	9	0	0	0	0	9	9.0	1	0	43	5	0	0	1	50	50.2
18:30 - 18:45	0	0	7	0	0	0	0	7	7.0	1	2	30	0	0	0	1	34	33.0
18:45 - 19:00	0	0	3	0	0	0	0	3	3.0	2	0	35	5	0	1	0	43	42.7
Hourly Total	0	0	32	0	0	0	0	32	32.0	4	3	158	13	1	1	2	182	180.8

TOTAL	1	0	85	11	1	0	1	99	99.7	9	9	567	84	10	1	7	687	687.7
-------	---	---	----	----	---	---	---	----	------	---	---	-----	----	----	---	---	-----	-------

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham
Wednesday 13th September 2023
Junction: 2
Approach: Hook Lane

TIME	Left to Pagham Road (S)									Right to Pagham Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	8	4	2	0	0	14	15.0	0	0	18	2	0	0	0	20	20.0
07:15 - 07:30	0	0	8	4	1	0	0	13	13.5	1	0	34	9	0	0	0	44	43.2
07:30 - 07:45	0	0	8	1	0	0	0	9	9.0	0	1	60	18	0	0	0	79	78.4
07:45 - 08:00	0	0	11	11	1	0	0	23	23.5	0	1	28	4	0	0	0	33	32.4
Hourly Total	0	0	35	20	4	0	0	59	61.0	1	2	140	33	0	0	0	176	174.0
08:00 - 08:15	0	0	16	3	0	0	0	19	19.0	0	0	11	1	0	0	0	12	12.0
08:15 - 08:30	0	0	17	8	1	0	0	26	26.5	0	0	5	1	0	0	0	6	6.0
08:30 - 08:45	0	0	21	1	2	0	0	24	25.0	0	1	18	2	1	0	0	22	21.9
08:45 - 09:00	3	0	22	4	2	0	0	31	29.6	0	0	6	0	1	0	0	7	7.5
Hourly Total	3	0	76	16	5	0	0	100	100.1	0	1	40	4	2	0	0	47	47.4
09:00 - 09:15	1	0	14	5	0	0	0	20	19.2	0	0	5	1	1	0	0	7	7.5
09:15 - 09:30	0	0	11	6	1	0	0	18	18.5	0	0	5	1	0	0	0	6	6.0
09:30 - 09:45	0	0	18	3	2	0	0	23	24.0	0	0	4	1	1	1	0	7	8.8
09:45 - 10:00	0	0	25	5	0	0	0	30	30.0	0	0	6	1	0	0	0	7	7.0
Hourly Total	1	0	68	19	3	0	0	91	91.7	0	0	20	4	2	1	0	27	29.3
TOTAL	4	0	179	55	12	0	0	250	252.8	1	3	200	41	4	1	0	250	250.7
16:00 - 16:15	0	2	29	5	1	0	0	37	36.3	0	0	3	0	0	0	0	3	3.0
16:15 - 16:30	5	1	42	5	0	0	0	53	48.4	0	0	7	1	0	0	0	8	8.0
16:30 - 16:45	0	0	31	5	0	0	0	36	36.0	0	0	3	1	0	0	0	4	4.0
16:45 - 17:00	0	0	38	8	0	0	0	46	46.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	5	3	140	23	1	0	0	172	166.7	0	0	17	2	0	0	0	19	19.0
17:00 - 17:15	0	0	25	4	1	0	0	30	30.5	1	0	7	0	0	0	0	8	7.2
17:15 - 17:30	1	1	44	5	0	0	0	51	49.6	0	0	8	0	1	0	0	9	9.5
17:30 - 17:45	0	1	39	5	0	0	0	45	44.4	0	0	2	0	0	0	0	2	2.0
17:45 - 18:00	1	1	19	4	1	0	0	26	25.1	0	0	2	1	0	0	0	3	3.0
Hourly Total	2	3	127	18	2	0	0	152	149.6	1	0	19	1	1	0	0	22	21.7
18:00 - 18:15	0	0	29	2	0	0	0	31	31.0	0	0	4	1	0	0	0	5	5.0
18:15 - 18:30	0	0	31	3	0	0	0	34	34.0	0	0	7	0	0	0	0	7	7.0
18:30 - 18:45	0	0	31	2	0	0	0	33	33.0	0	0	6	0	0	0	0	6	6.0
18:45 - 19:00	1	0	14	1	1	0	0	17	16.7	0	0	3	1	0	0	0	4	4.0
Hourly Total	1	0	105	8	1	0	0	115	114.7	0	0	20	2	0	0	0	22	22.0
TOTAL	8	6	372	49	4	0	0	439	431.0	1	0	56	5	1	0	0	63	62.7

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham

Wednesday 13th September 2023

Junction: 2

Approach: Pagham Road South

TIME	Ahead to Pagham Road (N)									Right to Hook Lane								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	1	1	53	19	3	0	1	78	79.1	0	1	10	2	1	0	0	14	13.9
07:15 - 07:30	0	1	54	9	2	0	1	67	68.4	0	0	14	9	0	0	0	23	23.0
07:30 - 07:45	1	2	76	16	1	0	0	96	94.5	1	0	11	7	0	0	0	19	18.2
07:45 - 08:00	1	0	51	9	3	0	1	65	66.7	0	0	26	5	2	1	0	34	36.3
Hourly Total	3	4	234	53	9	0	3	306	308.7	1	1	61	23	3	1	0	90	91.4
08:00 - 08:15	0	0	50	7	1	0	1	59	60.5	0	0	24	4	0	0	0	28	28.0
08:15 - 08:30	0	0	35	4	0	2	1	42	45.6	0	0	31	1	1	1	0	34	35.8
08:30 - 08:45	0	0	24	5	1	2	1	33	37.1	0	0	25	3	1	0	0	29	29.5
08:45 - 09:00	0	2	32	2	1	1	1	39	40.6	1	0	13	3	0	0	0	17	16.2
Hourly Total	0	2	141	18	3	5	4	173	183.8	1	0	93	11	2	1	0	108	109.5
09:00 - 09:15	0	0	44	2	0	0	0	46	46.0	0	0	18	3	1	0	0	22	22.5
09:15 - 09:30	1	0	36	3	0	2	1	43	45.8	0	0	17	1	0	0	0	18	18.0
09:30 - 09:45	1	1	29	4	1	1	0	37	37.4	0	0	26	0	2	0	0	28	29.0
09:45 - 10:00	0	0	43	3	1	1	1	49	51.8	0	0	13	5	1	0	0	19	19.5
Hourly Total	2	1	152	12	2	4	2	175	181.0	0	0	74	9	4	0	0	87	89.0

TOTAL	5	7	527	83	14	9	9	654	673.5	2	1	228	43	9	2	0	285	289.9
-------	---	---	-----	----	----	---	---	-----	-------	---	---	-----	----	---	---	---	-----	-------

16:00 - 16:15	0	0	36	8	1	0	1	46	47.5	0	0	23	2	0	0	0	25	25.0
16:15 - 16:30	1	0	32	5	0	0	1	39	39.2	0	0	12	1	1	0	0	14	14.5
16:30 - 16:45	0	0	20	2	0	0	1	23	24.0	0	0	25	5	0	0	0	30	30.0
16:45 - 17:00	0	0	27	8	1	0	1	37	38.5	0	0	17	3	0	0	0	20	20.0
Hourly Total	1	0	115	23	2	0	4	145	149.2	0	0	77	11	1	0	0	89	89.5
17:00 - 17:15	0	1	19	3	0	0	0	23	22.4	2	1	16	3	1	0	0	23	21.3
17:15 - 17:30	0	1	22	6	0	0	1	30	30.4	0	0	26	2	0	0	0	28	28.0
17:30 - 17:45	0	0	29	4	1	0	0	34	34.5	0	0	23	1	0	0	0	24	24.0
17:45 - 18:00	1	0	21	3	0	0	1	26	26.2	0	2	12	3	0	0	0	17	15.8
Hourly Total	1	2	91	16	1	0	2	113	113.5	2	3	77	9	1	0	0	92	89.1
18:00 - 18:15	0	0	18	2	0	0	0	20	20.0	1	0	17	1	0	0	0	19	18.2
18:15 - 18:30	0	0	21	0	1	0	1	23	24.5	1	0	18	4	0	0	0	23	22.2
18:30 - 18:45	0	0	30	0	0	0	0	30	30.0	2	0	22	1	0	0	0	25	23.4
18:45 - 19:00	1	1	19	2	0	0	0	23	21.6	0	0	17	1	0	0	0	18	18.0
Hourly Total	1	1	88	4	1	0	1	96	96.1	4	0	74	7	0	0	0	85	81.8

TOTAL	3	3	294	43	4	0	7	354	358.8	6	3	228	27	2	0	0	266	260.4
-------	---	---	-----	----	---	---	---	-----	-------	---	---	-----	----	---	---	---	-----	-------

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham

Wednesday 13th September 2023

Junction: 3

Approach: Pagham Road North

TIME	Left to Nyetimber Lane									Ahead to Pagham Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	10	11	2	0	1	24	26.0
07:15 - 07:30	0	0	6	3	0	0	0	9	9.0	0	0	9	10	3	1	1	24	27.8
07:30 - 07:45	0	0	4	1	0	0	0	5	5.0	1	0	19	10	1	0	0	31	30.7
07:45 - 08:00	0	0	5	0	1	0	0	6	6.5	0	1	14	15	1	2	1	34	37.5
Hourly Total	0	0	16	4	1	0	0	21	21.5	1	1	52	46	7	3	3	113	122.0
08:00 - 08:15	0	0	8	2	0	0	0	10	10.0	1	0	22	4	0	2	0	29	30.8
08:15 - 08:30	0	0	9	2	0	0	0	11	11.0	0	0	22	10	2	1	1	36	39.3
08:30 - 08:45	0	0	7	1	1	0	0	9	9.5	0	0	21	4	2	1	0	28	30.3
08:45 - 09:00	1	0	9	2	0	0	0	12	11.2	2	0	33	4	2	1	1	43	44.7
Hourly Total	1	0	33	7	1	0	0	42	41.7	3	0	98	22	6	5	2	136	145.1
09:00 - 09:15	0	0	2	2	0	0	0	4	4.0	0	0	30	3	2	1	1	37	40.3
09:15 - 09:30	0	0	9	3	3	0	0	15	16.5	1	0	22	7	0	1	0	31	31.5
09:30 - 09:45	0	0	9	2	0	0	0	11	11.0	0	0	24	6	2	0	0	32	33.0
09:45 - 10:00	0	0	6	1	0	0	0	7	7.0	0	0	34	3	2	2	0	41	44.6
Hourly Total	0	0	26	8	3	0	0	37	38.5	1	0	110	19	6	4	1	141	149.4

TOTAL	1	0	75	19	5	0	0	100	101.7	5	1	260	87	19	12	6	390	416.5
-------	---	---	----	----	---	---	---	-----	-------	---	---	-----	----	----	----	---	-----	-------

16:00 - 16:15	0	0	15	3	0	0	0	18	18.0	1	0	55	14	2	0	1	73	74.2
16:15 - 16:30	0	0	7	1	0	0	0	8	8.0	4	0	69	11	1	0	1	86	84.3
16:30 - 16:45	0	0	27	2	0	0	0	29	29.0	1	0	56	11	1	0	0	69	68.7
16:45 - 17:00	0	0	16	7	1	0	0	24	24.5	0	1	56	9	0	0	0	66	65.4
Hourly Total	0	0	65	13	1	0	0	79	79.5	6	1	236	45	4	0	2	294	292.6
17:00 - 17:15	0	1	28	8	0	0	0	37	36.4	0	1	61	8	1	0	1	72	72.9
17:15 - 17:30	0	0	16	1	0	0	0	17	17.0	1	1	78	9	2	0	1	92	92.6
17:30 - 17:45	0	1	17	4	1	0	0	23	22.9	2	0	67	4	0	0	0	73	71.4
17:45 - 18:00	3	0	32	3	0	0	0	38	35.6	2	2	34	10	1	0	1	50	48.7
Hourly Total	3	2	93	16	1	0	0	115	111.9	5	4	240	31	4	0	3	287	285.6
18:00 - 18:15	0	1	14	3	0	0	0	18	17.4	0	0	56	3	1	0	0	60	60.5
18:15 - 18:30	0	0	18	2	0	0	0	20	20.0	1	0	51	4	0	0	1	57	57.2
18:30 - 18:45	0	0	15	0	1	0	0	16	16.5	0	2	47	3	0	0	1	53	52.8
18:45 - 19:00	0	0	11	1	0	0	0	12	12.0	2	1	38	3	1	1	0	46	45.6
Hourly Total	0	1	58	6	1	0	0	66	65.9	3	3	192	13	2	1	2	216	216.1

TOTAL	3	3	216	35	3	0	0	260	257.3	14	8	668	89	10	1	7	797	794.3
-------	---	---	-----	----	---	---	---	-----	-------	----	---	-----	----	----	---	---	-----	-------

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham

Wednesday 13th September 2023

Junction: 3

Approach: Nyetimber Lane

TIME	Left to Pagham Road (S)									Right to Pagham Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	0	0	0	0	3	3.0	0	0	20	5	2	0	0	27	28.0
07:15 - 07:30	0	0	4	2	0	0	0	6	6.0	0	0	27	2	1	0	0	30	30.5
07:30 - 07:45	2	1	5	0	0	0	0	8	5.8	0	1	22	2	1	0	0	26	25.9
07:45 - 08:00	0	0	5	0	0	0	0	5	5.0	1	0	20	3	1	0	0	25	24.7
Hourly Total	2	1	17	2	0	0	0	22	19.8	1	1	89	12	5	0	0	108	109.1
08:00 - 08:15	0	0	4	0	0	0	0	4	4.0	0	0	13	1	0	0	0	14	14.0
08:15 - 08:30	0	0	8	3	0	0	0	11	11.0	0	0	8	1	1	0	0	10	10.5
08:30 - 08:45	0	0	11	0	0	0	0	11	11.0	0	0	4	2	1	0	0	7	7.5
08:45 - 09:00	0	0	12	0	0	0	0	12	12.0	0	2	17	3	0	0	0	22	20.8
Hourly Total	0	0	35	3	0	0	0	38	38.0	0	2	42	7	2	0	0	53	52.8
09:00 - 09:15	0	0	24	2	0	0	0	26	26.0	0	0	14	3	0	0	0	17	17.0
09:15 - 09:30	2	0	6	1	0	0	0	9	7.4	0	0	12	1	1	0	0	14	14.5
09:30 - 09:45	0	0	9	2	0	0	0	11	11.0	0	1	10	0	0	0	0	11	10.4
09:45 - 10:00	0	0	1	1	1	0	0	3	3.5	0	0	12	0	0	0	0	12	12.0
Hourly Total	2	0	40	6	1	0	0	49	47.9	0	1	48	4	1	0	0	54	53.9

TOTAL	4	1	92	11	1	0	0	109	105.7	1	4	179	23	8	0	0	215	215.8
-------	---	---	----	----	---	---	---	-----	-------	---	---	-----	----	---	---	---	-----	-------

16:00 - 16:15	0	0	16	1	0	0	0	17	17.0	0	0	17	1	1	0	0	19	19.5
16:15 - 16:30	2	0	7	0	0	0	0	9	7.4	0	0	9	2	1	0	0	12	12.5
16:30 - 16:45	0	0	7	3	0	0	0	10	10.0	0	0	7	1	0	0	0	8	8.0
16:45 - 17:00	0	0	9	3	0	0	0	12	12.0	0	0	6	3	1	0	0	10	10.5
Hourly Total	2	0	39	7	0	0	0	48	46.4	0	0	39	7	3	0	0	49	50.5
17:00 - 17:15	0	0	9	2	0	0	0	11	11.0	0	0	11	0	0	0	0	11	11.0
17:15 - 17:30	2	0	13	0	0	0	0	15	13.4	0	1	12	0	0	0	0	13	12.4
17:30 - 17:45	1	0	10	1	0	0	0	12	11.2	0	0	13	2	0	0	0	15	15.0
17:45 - 18:00	1	0	7	0	0	0	0	8	7.2	0	0	9	2	0	0	0	11	11.0
Hourly Total	4	0	39	3	0	0	0	46	42.8	0	1	45	4	0	0	0	50	49.4
18:00 - 18:15	0	0	9	1	0	0	0	10	10.0	1	0	6	1	0	0	0	8	7.2
18:15 - 18:30	0	0	6	0	1	0	0	7	7.5	0	0	8	0	0	0	0	8	8.0
18:30 - 18:45	0	0	5	1	0	0	0	6	6.0	0	0	15	1	0	0	0	16	16.0
18:45 - 19:00	0	0	10	0	0	0	0	10	10.0	0	0	13	0	0	0	0	13	13.0
Hourly Total	0	0	30	2	1	0	0	33	33.5	1	0	42	2	0	0	0	45	44.2

TOTAL	6	0	108	12	1	0	0	127	122.7	1	1	126	13	3	0	0	144	144.1
-------	---	---	-----	----	---	---	---	-----	-------	---	---	-----	----	---	---	---	-----	-------

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham

Wednesday 13th September 2023

Junction: 3

Approach: Pagham Road South

TIME	Ahead to Pagham Road (N)									Right to Nyetimber Lane								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	1	2	37	14	2	0	1	57	57.0	0	0	1	1	0	0	0	2	2.0
07:15 - 07:30	0	1	40	12	1	0	1	55	55.9	0	0	9	2	1	0	0	12	12.5
07:30 - 07:45	2	1	60	16	0	0	0	79	76.8	0	0	5	1	0	0	0	6	6.0
07:45 - 08:00	0	0	47	11	4	1	1	64	68.3	0	0	8	3	0	0	0	11	11.0
Hourly Total	3	4	184	53	7	1	3	255	258.0	0	0	23	7	1	0	0	31	31.5
08:00 - 08:15	0	0	53	9	1	0	1	64	65.5	0	0	12	1	0	0	0	13	13.0
08:15 - 08:30	0	0	44	1	0	3	1	49	53.9	0	0	16	1	0	0	0	17	17.0
08:30 - 08:45	0	0	35	7	1	1	0	44	45.8	1	0	9	0	0	0	0	10	9.2
08:45 - 09:00	1	0	38	3	1	2	1	46	49.3	0	0	11	4	1	0	0	16	16.5
Hourly Total	1	0	170	20	3	6	3	203	214.5	1	0	48	6	1	0	0	56	55.7
09:00 - 09:15	1	0	45	2	1	0	0	49	48.7	0	0	8	2	0	0	0	10	10.0
09:15 - 09:30	0	0	35	3	1	2	1	42	46.1	0	0	8	2	0	0	0	10	10.0
09:30 - 09:45	0	0	37	9	2	1	0	49	51.3	0	0	7	3	1	0	0	11	11.5
09:45 - 10:00	0	0	45	5	1	1	1	53	55.8	0	0	7	0	0	0	0	7	7.0
Hourly Total	1	0	162	19	5	4	2	193	201.9	0	0	30	7	1	0	0	38	38.5

TOTAL	5	4	516	92	15	11	8	651	674.4	1	0	101	20	3	0	0	125	125.7
-------	---	---	-----	----	----	----	---	-----	-------	---	---	-----	----	---	---	---	-----	-------

16:00 - 16:15	2	0	40	8	0	0	1	51	50.4	2	0	14	1	0	0	0	17	15.4
16:15 - 16:30	0	0	30	4	0	0	1	35	36.0	0	0	10	6	0	0	0	16	16.0
16:30 - 16:45	0	0	29	7	0	0	1	37	38.0	2	0	9	2	0	0	0	13	11.4
16:45 - 17:00	1	0	40	10	0	0	1	52	52.2	2	0	9	2	0	0	0	13	11.4
Hourly Total	3	0	139	29	0	0	4	175	176.6	6	0	42	11	0	0	0	59	54.2
17:00 - 17:15	2	1	26	6	1	0	0	36	34.3	0	0	11	0	1	0	0	12	12.5
17:15 - 17:30	0	0	29	5	0	0	1	35	36.0	0	1	12	1	0	0	0	14	13.4
17:30 - 17:45	1	0	40	3	1	0	0	45	44.7	3	1	7	1	0	0	0	12	9.0
17:45 - 18:00	1	2	21	3	0	0	1	28	27.0	0	0	5	5	0	0	0	10	10.0
Hourly Total	4	3	116	17	2	0	2	144	142.0	3	2	35	7	1	0	0	48	44.9
18:00 - 18:15	1	0	30	1	0	0	0	32	31.2	1	0	10	0	0	0	0	11	10.2
18:15 - 18:30	1	0	29	3	1	0	1	35	35.7	0	0	9	0	0	0	0	9	9.0
18:30 - 18:45	2	0	31	1	0	0	0	34	32.4	1	0	8	1	0	0	0	10	9.2
18:45 - 19:00	0	1	26	3	0	0	0	30	29.4	0	0	6	3	0	0	0	9	9.0
Hourly Total	4	1	116	8	1	0	1	131	128.7	2	0	33	4	0	0	0	39	37.4

TOTAL	11	4	371	54	3	0	7	450	447.3	11	2	110	22	1	0	0	146	136.5
-------	----	---	-----	----	---	---	---	-----	-------	----	---	-----	----	---	---	---	-----	-------

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham
Wednesday 13th September 2023
Junction: 4
Approach: Vinnetrow Road

TIME	Left to B2166 Lagness Road (E)										Ahead to Mill Lane										Right to B2166 Lagness Road (W)										U-Turn									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs				
07:00-07:15	0	0	9	6	2	2	1	20	24.6	0	0	0	0	0	0	0	0	0.0	0	0	4	4	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0.0				
07:15-07:30	0	0	9	6	2	2	0	19	22.6	0	0	0	1	0	0	0	1	1.0	0	0	9	0	0	0	0	0	9	9.0	0	0	0	0	0	0	0	0.0				
07:30-07:45	0	0	16	8	1	3	0	28	32.4	0	0	1	0	0	0	0	1	1.0	0	0	16	4	1	0	0	0	21	21.5	0	0	0	0	0	0	0	0.0				
07:45-08:00	0	0	20	5	1	2	0	28	31.1	0	0	1	1	0	0	0	2	2.0	0	0	9	3	0	2	0	0	14	16.6	0	0	0	0	0	0	0	0.0				
Hourly Total	0	0	54	25	6	9	1	95	110.7	0	0	2	2	0	0	0	4	4.0	0	0	38	11	1	2	0	0	52	55.1	0	0	0	0	0	0	0	0.0				
08:00-08:15	1	0	16	6	0	0	0	23	22.2	0	0	0	1	0	0	0	1	1.0	0	0	10	4	1	0	0	0	15	15.5	0	0	0	0	0	0	0	0.0				
08:15-08:30	0	0	15	3	0	1	0	19	20.3	0	0	3	0	1	0	0	4	4.5	0	0	12	2	0	1	0	0	15	16.3	0	0	0	1	0	0	0	1.0				
08:30-08:45	0	0	18	8	1	2	0	29	32.1	0	0	0	1	0	1	0	2	3.3	0	0	12	4	0	1	0	0	17	18.3	0	0	1	1	0	0	0	1.0				
08:45-09:00	0	0	22	4	1	1	0	28	29.8	0	0	2	0	1	0	0	3	3.5	0	0	12	1	0	0	0	0	13	13.0	0	0	0	0	0	0	0	0.0				
Hourly Total	1	0	71	21	2	4	0	99	104.4	0	0	5	2	2	1	0	10	12.3	0	0	46	11	1	2	0	0	60	63.1	0	0	1	1	0	0	0	2.0				
09:00-09:15	0	0	17	7	1	2	0	27	30.1	0	0	3	0	1	0	0	4	4.5	0	0	18	1	1	2	0	0	22	25.1	0	0	1	0	0	0	0	1.0				
09:15-09:30	0	0	21	9	2	4	0	36	42.2	0	0	1	0	0	0	0	1	1.0	0	0	6	4	2	3	0	0	15	19.9	0	0	0	0	0	0	0	0.0				
09:30-09:45	0	0	17	5	0	0	0	22	22.0	0	0	4	1	0	0	0	5	5.0	0	0	9	3	0	0	0	0	12	12.0	0	0	0	0	0	0	0	0.0				
09:45-10:00	0	0	30	8	3	4	0	45	51.7	1	0	1	0	0	0	0	2	1.2	0	1	6	2	1	4	0	0	14	19.1	0	0	0	0	0	0	0	0.0				
Hourly Total	0	0	85	29	6	10	0	130	146.0	1	0	9	1	1	0	0	12	11.7	0	1	39	10	4	9	0	0	63	76.1	0	0	1	0	0	0	0	1.0				
TOTAL	1	0	210	75	14	23	1	324	361.1	1	0	16	5	3	1	0	26	28.0	0	1	123	32	6	13	0	0	175	194.3	0	0	2	1	0	0	0	3.0				
16:00-16:15	0	2	49	7	1	0	0	59	58.3	0	0	2	1	0	0	0	3	3.0	0	0	17	2	1	3	0	0	23	27.4	0	0	0	0	0	0	0	0.0				
16:15-16:30	0	0	50	8	1	0	0	59	59.5	2	0	3	1	0	0	0	6	4.4	0	0	12	4	0	0	0	0	16	16.0	0	0	0	0	0	0	0	0.0				
16:30-16:45	0	0	34	10	0	0	0	44	44.0	0	0	3	1	0	0	0	4	4.0	0	0	13	4	1	0	0	0	18	18.5	0	0	0	0	0	0	0	0.0				
16:45-17:00	0	0	49	6	2	0	0	57	58.0	0	0	3	1	0	0	0	4	4.0	0	0	27	3	0	1	0	0	31	32.3	0	0	0	0	0	0	0	0.0				
Hourly Total	0	2	182	31	4	0	0	210	219.8	2	0	11	4	0	0	0	17	15.4	0	0	69	13	2	4	0	0	88	94.2	0	0	0	0	0	0	0	0.0				
17:00-17:15	0	0	53	12	1	2	0	68	71.1	0	0	2	1	0	0	0	3	3.0	0	0	17	7	0	1	0	0	25	26.3	0	0	0	0	0	0	0	0.0				
17:15-17:30	0	0	53	6	1	1	0	61	62.8	0	0	4	0	0	0	0	4	4.0	0	0	12	4	0	1	0	0	17	18.3	0	0	0	0	0	0	0	0.0				
17:30-17:45	1	1	59	17	3	0	0	81	81.1	0	1	2	1	0	0	0	4	3.4	0	0	17	3	0	0	0	0	20	20.0	0	0	0	0	0	0	0	0.0				
17:45-18:00	0	1	50	10	0	3	0	64	67.3	0	0	5	0	0	0	0	5	5.0	0	0	19	4	0	0	0	0	23	23.8	0	0	0	0	0	0	0	0.0				
Hourly Total	1	2	215	45	5	6	0	274	282.3	0	1	13	2	0	0	0	16	15.4	0	0	65	18	0	2	0	0	85	87.6	0	0	0	0	0	0	0	0.0				
18:00-18:15	1	0	72	9	0	0	1	83	83.2	0	1	4	0	0	0	0	5	4.4	0	1	23	2	0	0	0	0	26	25.4	0	0	0	0	0	0	0	0.0				
18:15-18:30	0	1	32	2	0	1	0	36	36.7	0	1	1	1	0	0	0	3	2.4	0	0	6	0	0	2	0	0	8	10.6	0	0	0	0	0	0	0	0.0				
18:30-18:45	0	1	37	3	1	0	0	42	41.9	0	0	1	0	0	0	0	1	1.0	0	0	10	2	1	0	0	0	13	13.5	0	0	0	0	0	0	0	0.0				
18:45-19:00	1	0	29	4	1	0	0	35	34.7	0	0	3	0	0	0	0	3	3.0	0	0	11	2	0	0	0	0	13	13.0	0	0	0	0	0	0	0	0.0				
Hourly Total	2	2	170	18	2	1	1	196	196.5	0	2	9	1	0	0	0	12	10.8	0	1	50	6	1	2	0	0	60	62.5	0	0	0	0	0	0	0	0.0				
TOTAL	3	6	567	94	11	7	1	689	698.6	2	3	33	7	0	0	0	45	41.6	0	1	184	37	3	8	0	0	233	244.3	0	0	0	0	0	0	0	0.0				

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	3.0

Pagham

Wednesday 13th September 2023

Junction: 4

Approach: B2166 Lagness Road East

TIME	Left to Mill Lane									Ahead to B2166 Lagness Road (W)									Right to Vinnetrod Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	144	48	4	1	1	198	202.3	0	0	33	9	1	1	0	44	45.8
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	1	164	59	5	1	1	231	235.2	1	0	33	15	0	1	0	50	50.5
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	3	210	49	8	2	1	273	278.8	0	0	46	3	1	1	0	51	52.8
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	1	4	157	44	4	1	1	212	213.1	0	2	28	9	0	0	0	39	37.8
Hourly Total	0	0	0	0	0	0	0	0	0.0	1	8	675	200	21	5	4	914	929.4	1	2	140	36	2	3	0	184	186.9
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	1	0	127	22	2	1	0	153	154.5	0	1	43	9	1	0	0	54	53.9
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	0	1	102	23	5	4	1	136	144.1	0	0	36	10	0	2	0	48	50.6
08:30 - 08:45	0	0	1	1	0	0	0	2	2.0	1	0	98	24	1	4	1	129	134.9	0	1	47	6	0	1	0	55	55.7
08:45 - 09:00	0	0	2	0	1	0	0	3	3.5	0	2	99	22	6	4	1	134	142.0	1	1	32	5	1	2	0	42	43.7
Hourly Total	0	0	4	1	1	0	0	6	6.5	2	3	426	91	14	13	3	552	575.5	1	3	158	30	2	5	0	199	203.9
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	97	23	5	4	0	129	136.7	0	0	25	5	0	2	0	32	34.6
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	1	1	96	26	5	3	1	133	139.0	1	0	18	5	3	1	0	28	30.0
09:30 - 09:45	0	0	2	0	0	0	0	2	2.0	0	2	78	19	3	2	1	105	108.9	0	0	21	4	1	1	0	27	28.8
09:45 - 10:00	0	0	1	0	0	0	0	1	1.0	0	0	78	11	3	3	0	95	100.4	0	0	21	5	2	1	0	29	31.3
Hourly Total	0	0	3	0	0	0	0	3	3.0	1	3	349	79	16	12	2	462	485.0	1	0	85	19	6	5	0	116	124.7
TOTAL	0	0	7	1	1	0	0	9	9.5	4	14	1450	370	51	30	9	1928	1989.9	3	5	383	85	10	13	0	499	515.5
16:00 - 16:15	0	0	3	0	0	0	0	3	3.0	0	0	93	30	2	3	1	129	134.9	0	0	22	8	2	0	0	32	33.0
16:15 - 16:30	0	0	2	0	0	0	0	2	2.0	1	1	101	27	2	4	1	137	142.8	0	0	26	1	0	0	0	27	27.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	101	29	2	2	0	134	137.6	0	0	25	3	1	0	0	29	29.5
16:45 - 17:00	0	0	2	0	0	0	0	2	2.0	0	0	82	12	3	4	1	102	109.7	0	1	17	3	0	0	1	22	22.4
Hourly Total	0	0	7	0	0	0	0	7	7.0	1	1	377	98	9	13	3	502	525.0	0	1	90	15	3	0	1	110	111.9
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	3	92	26	2	1	0	124	124.5	0	0	25	3	0	1	0	29	30.3
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	1	0	118	25	2	2	1	149	152.8	0	0	24	10	1	2	0	37	40.1
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	1	1	88	15	2	3	0	110	113.5	0	0	24	3	0	1	0	28	29.3
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	1	1	71	18	1	3	1	96	100.0	0	0	25	3	0	2	0	30	32.6
Hourly Total	0	0	0	0	0	0	0	0	0.0	3	5	369	84	7	9	2	479	490.8	0	0	98	19	1	6	0	124	132.3
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	5	0	54	6	3	4	0	72	74.7	0	0	27	4	1	0	0	32	32.5
18:15 - 18:30	0	0	0	1	0	0	0	1	1.0	0	8	56	3	2	3	1	73	74.1	1	0	24	3	0	2	0	30	31.8
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	1	53	8	2	2	0	66	69.0	0	0	22	0	0	1	0	23	24.3
18:45 - 19:00	0	0	0	1	0	0	0	1	1.0	0	1	47	8	0	2	0	58	60.0	0	1	21	0	0	1	0	23	23.7
Hourly Total	0	0	1	2	0	0	0	3	3.0	5	10	210	25	7	11	1	269	277.8	1	1	94	7	1	4	0	108	112.3
TOTAL	0	0	8	2	0	0	0	10	10.0	9	16	956	207	23	33	6	1250	1293.6	1	2	282	41	5	10	1	342	356.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham
Wednesday 13th September 2023
Junction: 4
Approach: Mill Lane

TIME	Left to B2166 Lagness Road (W)									Ahead to Vinnetrow Road									Right to B2166 Lagness Road (E)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	1	0	0	0	1	1.0	0	0	0	1	0	0	0	1	1.0	0	0	0	1	0	0	0	1	1.0
07:15 - 07:30	4	0	1	0	0	0	0	5	1.8	0	1	4	0	0	0	0	5	4.4	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	7	1	0	0	0	8	8.0	0	0	1	0	1	0	0	2	2.5	0	0	2	0	0	0	0	2	2.0
07:45 - 08:00	1	0	7	1	0	0	0	9	8.2	1	0	6	0	0	0	0	7	6.2	0	0	2	0	0	0	0	2	2.0
Hourly Total	5	0	15	3	0	0	0	23	19.0	1	1	11	1	1	0	0	15	14.1	0	0	4	1	0	0	0	5	5.0
08:00 - 08:15	0	0	5	1	0	0	0	6	6.0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	1	0	0	0	0	1	1.0	0	0	2	1	0	2	0	5	7.6	0	0	3	0	1	0	0	4	4.5
08:45 - 09:00	0	0	6	2	0	0	0	8	8.0	1	1	1	1	1	0	0	5	4.1	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	14	3	0	0	0	17	17.0	1	1	7	2	1	2	0	14	15.7	0	0	6	0	1	0	0	7	7.5
09:00 - 09:15	0	0	0	2	0	0	0	2	2.0	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
09:30 - 09:45	0	0	4	1	0	0	0	5	5.0	0	0	1	0	0	0	0	1	1.0	0	0	3	0	0	0	0	3	3.0
09:45 - 10:00	0	0	3	0	0	0	0	3	3.0	0	0	1	1	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	9	3	0	0	0	12	12.0	0	0	8	1	0	0	0	9	9.0	0	0	6	0	0	0	0	6	6.0
TOTAL	5	0	38	9	0	0	0	52	48.0	2	2	26	4	2	2	0	38	38.8	0	0	16	1	1	0	0	18	18.5
16:00 - 16:15	0	0	2	1	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0	0	0	4	1	0	0	0	5	5.0
16:15 - 16:30	0	0	4	1	0	0	0	5	5.0	1	0	2	0	0	0	0	3	2.2	0	0	2	0	1	0	0	3	3.5
16:30 - 16:45	0	0	1	0	0	0	0	1	1.0	0	1	0	0	0	0	0	1	0.4	0	0	0	3	0	0	0	3	3.0
16:45 - 17:00	0	0	2	0	0	0	0	2	2.0	0	0	1	1	0	0	0	2	2.0	0	0	2	1	0	0	0	3	3.0
Hourly Total	0	0	9	2	0	0	0	11	11.0	1	1	5	1	0	0	0	8	6.6	0	0	8	5	1	0	0	14	14.5
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	5	1	1	0	0	7	7.5
17:15 - 17:30	0	0	5	0	0	0	0	5	5.0	0	0	1	1	0	0	0	2	2.0	0	0	2	1	0	0	0	3	3.0
17:30 - 17:45	0	1	1	1	0	0	0	3	2.4	0	0	3	0	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0
17:45 - 18:00	0	0	3	0	0	0	0	3	3.0	0	0	1	0	0	0	0	1	1.0	0	0	1	1	0	0	0	2	2.0
Hourly Total	0	1	9	1	0	0	0	11	10.4	0	0	6	1	0	0	0	7	7.0	0	0	10	3	1	0	0	14	14.5
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	0	1	5	1	0	0	0	7	6.4	0	0	1	0	0	0	0	1	1.0
18:15 - 18:30	0	1	3	0	0	0	0	4	3.4	0	0	2	1	0	0	0	3	3.0	0	0	2	0	2	0	0	4	5.0
18:30 - 18:45	0	0	2	0	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	2	1	0	0	0	3	3.0	0	0	1	0	0	0	0	1	1.0	0	0	2	1	0	0	0	3	3.0
Hourly Total	0	1	8	1	0	0	0	10	9.4	0	1	10	2	0	0	0	13	12.4	0	0	5	1	2	0	0	8	9.0
TOTAL	0	2	26	4	0	0	0	32	30.8	1	2	21	4	0	0	0	28	26.0	0	0	23	9	4	0	0	36	38.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham
Wednesday 13th September 2023
Junction: 4
Approach: B2166 Lagness Road West

TIME	Left to Vinnetrow Road									Ahead to B2166 Lagness Road (E)									Right to Mill Lane								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	6	4	0	1	0	11	12.3	0	0	36	24	3	0	1	64	66.5	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	7	0	0	1	0	8	9.3	1	0	70	40	4	3	1	119	125.1	0	0	1	0	1	0	0	2	2.5
07:30 - 07:45	0	1	8	1	1	2	0	13	15.5	0	2	83	34	3	1	1	124	126.6	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	10	0	0	0	0	10	10.0	0	3	106	26	3	3	0	141	144.6	0	0	0	1	0	0	0	1	1.0
Hourly Total	0	1	31	5	1	4	0	42	47.1	1	5	295	124	13	7	3	448	462.8	0	0	1	1	1	0	0	3	3.5
08:00 - 08:15	0	0	3	0	0	1	0	4	5.3	2	0	101	27	4	6	1	141	150.2	0	0	2	0	0	0	0	2	2.0
08:15 - 08:30	0	0	17	1	2	1	0	21	23.3	0	1	112	28	5	3	0	149	154.8	0	0	1	1	0	0	0	2	2.0
08:30 - 08:45	0	0	16	3	0	1	0	20	21.3	0	0	84	20	5	3	1	113	120.4	0	0	4	0	0	0	0	4	4.0
08:45 - 09:00	0	0	15	0	0	2	0	17	19.6	0	2	75	23	1	1	1	103	104.6	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	51	4	2	5	0	62	69.5	2	3	372	98	15	13	3	506	530.0	0	0	10	1	0	0	0	11	11.0
09:00 - 09:15	0	0	11	6	0	2	0	19	21.6	0	0	62	20	8	4	1	95	105.2	0	0	0	1	0	0	0	1	1.0
09:15 - 09:30	0	0	6	2	0	1	0	9	10.3	0	0	43	15	5	3	0	66	72.4	0	0	2	1	0	0	0	3	3.0
09:30 - 09:45	0	0	6	5	0	0	0	11	11.0	0	0	67	13	5	3	0	88	94.4	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	4	7	1	1	0	13	14.8	1	0	47	21	4	3	0	76	81.1	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	27	20	1	4	0	52	57.7	1	0	219	69	22	13	1	325	353.1	0	0	2	2	0	0	0	4	4.0
TOTAL	0	1	109	29	4	13	0	156	174.3	4	8	886	291	50	33	7	1279	1345.9	0	0	13	4	1	0	0	18	18.5
16:00 - 16:15	0	0	6	2	1	0	0	9	9.5	0	3	121	36	6	1	1	168	171.5	0	0	1	1	0	0	0	2	2.0
16:15 - 16:30	0	0	6	4	1	1	0	12	13.8	1	1	121	59	5	5	1	193	201.6	0	0	3	0	0	0	0	3	3.0
16:30 - 16:45	0	0	9	1	0	2	0	12	14.6	0	1	149	50	2	6	0	208	216.2	0	0	1	3	0	0	0	4	4.0
16:45 - 17:00	0	0	14	3	0	1	0	18	19.3	0	4	187	46	2	3	1	243	246.6	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	35	10	2	4	0	51	57.2	1	9	578	191	15	15	3	812	835.8	0	0	7	4	0	0	0	11	11.0
17:00 - 17:15	0	0	7	3	0	0	0	10	10.0	2	1	168	41	5	2	1	220	223.9	0	0	1	3	0	0	0	4	4.0
17:15 - 17:30	0	0	5	1	0	0	0	6	6.0	0	2	176	33	1	2	0	214	215.9	0	0	4	2	0	0	0	6	6.0
17:30 - 17:45	0	1	14	2	1	2	0	20	22.5	1	0	125	22	3	2	1	154	158.3	0	0	5	0	0	0	0	5	5.0
17:45 - 18:00	0	0	4	1	0	1	0	6	7.3	0	1	113	19	1	5	1	140	147.4	1	0	7	1	0	0	0	9	8.2
Hourly Total	0	1	30	7	1	3	0	42	45.8	3	4	582	115	10	11	3	728	745.5	1	0	17	6	0	0	0	24	23.2
18:00 - 18:15	1	0	11	4	0	0	0	16	15.2	1	1	99	15	0	4	1	121	125.8	0	0	3	1	0	0	0	4	4.0
18:15 - 18:30	0	0	11	1	0	1	0	13	14.3	1	1	78	10	2	2	0	94	96.2	0	0	1	1	0	0	0	2	2.0
18:30 - 18:45	0	1	7	0	0	0	0	8	7.4	0	2	64	9	0	2	1	78	80.4	0	0	3	0	0	0	0	3	3.0
18:45 - 19:00	0	0	3	0	0	1	0	4	5.3	1	0	47	3	0	5	0	56	61.7	0	0	2	0	0	0	0	2	2.0
Hourly Total	1	1	32	5	0	2	0	41	42.2	3	4	288	37	2	13	2	349	364.1	0	0	9	2	0	0	0	11	11.0
TOTAL	1	2	97	22	3	9	0	134	145.2	7	17	1448	343	27	39	8	1889	1945.4	1	0	33	12	0	0	0	46	45.2

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham

Wednesday 13th September 2023

Junction: 5

Approach: Pagham Road North

TIME	Left to Lower Bognor Road									Ahead to Pagham Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	22	12	1	0	0	35	35.5	0	0	19	18	3	1	2	43	47.8
07:15 - 07:30	1	0	25	14	3	0	0	43	43.7	0	0	25	20	1	3	1	50	55.4
07:30 - 07:45	0	0	35	17	0	0	0	52	52.0	0	1	28	21	3	3	0	56	60.8
07:45 - 08:00	0	0	53	20	1	1	0	75	76.8	0	3	42	12	4	4	1	66	72.4
Hourly Total	1	0	135	63	5	1	0	205	208.0	0	4	114	71	11	11	4	215	236.4
08:00 - 08:15	1	0	46	12	3	1	0	63	65.0	0	1	32	10	1	7	1	52	62.0
08:15 - 08:30	1	0	61	18	3	0	0	83	83.7	0	0	38	13	1	2	0	54	57.1
08:30 - 08:45	0	1	43	17	3	0	0	64	64.9	0	0	31	10	3	7	0	51	61.6
08:45 - 09:00	0	0	45	14	1	0	1	61	62.5	0	1	36	11	1	1	1	51	53.2
Hourly Total	2	1	195	61	10	1	1	271	276.1	0	2	137	44	6	17	2	208	233.9
09:00 - 09:15	0	1	39	7	5	0	0	52	53.9	0	0	38	12	4	5	1	60	69.5
09:15 - 09:30	0	0	25	10	1	0	0	36	36.5	0	0	26	11	6	4	0	47	55.2
09:30 - 09:45	0	0	45	5	4	0	0	54	56.0	0	0	30	13	2	4	0	49	55.2
09:45 - 10:00	1	0	29	14	3	1	0	48	50.0	0	0	40	11	2	5	0	58	65.5
Hourly Total	1	1	138	36	13	1	0	190	196.4	0	0	134	47	14	18	1	214	245.4

TOTAL	4	2	468	160	28	3	1	666	680.5	0	6	385	162	31	46	7	637	715.7
-------	---	---	-----	-----	----	---	---	-----	-------	---	---	-----	-----	----	----	---	-----	-------

16:00 - 16:15	0	1	87	24	5	1	0	118	121.2	0	2	97	21	2	0	1	123	123.8
16:15 - 16:30	0	4	93	36	1	0	0	134	132.1	1	0	75	26	2	6	1	111	120.0
16:30 - 16:45	0	0	97	38	3	0	0	138	139.5	0	0	91	29	0	4	0	124	129.2
16:45 - 17:00	1	0	130	36	1	0	0	168	167.7	0	1	110	19	1	4	1	136	142.1
Hourly Total	1	5	407	134	10	1	0	558	560.5	1	3	373	95	5	14	3	494	515.1
17:00 - 17:15	1	1	126	31	0	1	0	160	159.9	0	3	99	18	3	2	1	126	129.3
17:15 - 17:30	0	0	143	28	2	1	0	174	176.3	0	2	121	21	3	2	0	149	151.9
17:30 - 17:45	0	0	97	24	3	0	0	124	125.5	2	1	113	12	2	1	0	131	131.1
17:45 - 18:00	0	0	68	19	1	1	0	89	90.8	0	2	105	19	1	5	2	134	141.8
Hourly Total	1	1	434	102	6	3	0	547	552.5	2	8	438	70	9	10	3	540	554.1
18:00 - 18:15	0	0	87	14	0	0	0	101	101.0	0	1	103	12	0	3	1	120	124.3
18:15 - 18:30	0	0	42	3	0	0	0	45	45.0	1	1	81	7	0	4	1	95	99.8
18:30 - 18:45	0	1	43	9	1	1	0	55	56.2	0	3	69	2	2	1	1	78	79.5
18:45 - 19:00	0	0	29	3	0	0	0	32	32.0	0	0	58	5	0	4	0	67	72.2
Hourly Total	0	1	201	29	1	1	0	233	234.2	1	5	311	26	2	12	3	360	375.8

TOTAL	2	7	1042	265	17	5	0	1338	1347.2	4	16	1122	191	16	36	9	1394	1445.0
-------	---	---	------	-----	----	---	---	------	--------	---	----	------	-----	----	----	---	------	--------

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham

Wednesday 13th September 2023

Junction: 5

Approach: Lower Bognor Road

TIME	Left to Pagham Road (S)									Right to Pagham Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	1	0	0	0	1	1.0	1	0	80	27	0	0	0	108	107.2
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	1	63	22	3	0	0	89	89.9
07:30 - 07:45	0	0	2	0	0	0	0	2	2.0	0	1	57	18	1	0	0	77	76.9
07:45 - 08:00	0	0	0	1	0	0	0	1	1.0	0	1	57	21	5	0	0	84	85.9
Hourly Total	0	0	2	2	0	0	0	4	4.0	1	3	257	88	9	0	0	358	359.9
08:00 - 08:15	0	0	0	1	0	0	0	1	1.0	0	0	76	18	2	0	0	96	97.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	45	12	0	0	0	57	57.0
08:30 - 08:45	0	0	0	0	1	0	0	1	1.5	1	0	69	17	2	0	0	89	89.2
08:45 - 09:00	0	0	1	0	0	0	0	1	1.0	1	0	68	23	4	0	0	96	97.2
Hourly Total	0	0	1	1	1	0	0	3	3.5	2	0	258	70	8	0	0	338	340.4
09:00 - 09:15	0	0	1	0	1	0	0	2	2.5	0	0	57	15	4	0	0	76	78.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	44	13	3	1	0	61	63.8
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	45	13	0	0	0	58	58.0
09:45 - 10:00	0	0	0	0	1	0	0	1	1.5	1	0	42	10	4	0	0	57	58.2
Hourly Total	0	0	1	0	2	0	0	3	4.0	1	0	188	51	11	1	0	252	258.0

TOTAL	0	0	4	3	3	0	0	10	11.5	4	3	703	209	28	1	0	948	958.3
-------	---	---	---	---	---	---	---	----	------	---	---	-----	-----	----	---	---	-----	-------

16:00 - 16:15	0	0	1	1	0	0	0	2	2.0	1	1	42	18	0	0	0	62	60.6
16:15 - 16:30	0	0	1	1	0	0	0	2	2.0	0	0	54	13	2	0	0	69	70.0
16:30 - 16:45	0	0	1	0	0	0	0	1	1.0	0	0	47	12	2	0	0	61	62.0
16:45 - 17:00	0	0	1	0	1	0	0	2	2.5	0	0	53	9	0	0	0	62	62.0
Hourly Total	0	0	4	2	1	0	0	7	7.5	1	1	196	52	4	0	0	254	254.6
17:00 - 17:15	0	0	3	1	0	1	0	5	6.3	0	0	56	12	1	0	0	69	69.5
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	64	13	1	0	0	78	78.5
17:30 - 17:45	0	0	0	0	0	1	0	1	2.3	0	1	54	16	1	0	0	72	71.9
17:45 - 18:00	0	0	3	2	0	0	0	5	5.0	1	1	46	7	0	0	0	55	53.6
Hourly Total	0	0	6	3	0	2	0	11	13.6	1	2	220	48	3	0	0	274	273.5
18:00 - 18:15	0	0	3	3	0	1	0	7	8.3	5	0	29	3	2	0	0	39	36.0
18:15 - 18:30	0	0	1	0	1	0	0	2	2.5	1	0	26	3	0	0	0	30	29.2
18:30 - 18:45	0	0	0	0	0	1	0	1	2.3	0	0	21	5	1	1	0	28	29.8
18:45 - 19:00	0	0	0	1	0	0	0	1	1.0	0	1	26	2	0	0	0	29	28.4
Hourly Total	0	0	4	4	1	2	0	11	14.1	6	1	102	13	3	1	0	126	123.4

TOTAL	0	0	14	9	2	4	0	29	35.2	8	4	518	113	10	1	0	654	651.5
-------	---	---	----	---	---	---	---	----	------	---	---	-----	-----	----	---	---	-----	-------

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham

Wednesday 13th September 2023

Junction: 5

Approach: Pagham Road South

TIME	Ahead to Pagham Road (N)									Right to Lower Bognor Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	114	35	6	1	1	158	162.7	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	2	156	50	1	1	1	211	212.6	0	0	0	1	0	0	0	1	1.0
07:30 - 07:45	1	3	194	37	5	3	0	243	246.8	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	5	145	30	1	2	2	185	187.1	0	0	1	2	2	0	0	5	6.0
Hourly Total	1	11	609	152	13	7	4	797	809.2	0	0	1	3	2	0	0	6	7.0
08:00 - 08:15	2	0	105	14	2	4	1	128	133.6	0	0	1	1	0	1	0	3	4.3
08:15 - 08:30	0	1	68	19	1	3	1	93	97.8	0	0	0	1	0	0	0	1	1.0
08:30 - 08:45	0	1	73	12	1	4	0	91	96.1	0	0	2	0	0	0	0	2	2.0
08:45 - 09:00	0	3	75	6	3	5	1	93	100.2	0	0	2	0	0	1	0	3	4.3
Hourly Total	2	5	321	51	7	16	3	405	427.7	0	0	5	2	0	2	0	9	11.6
09:00 - 09:15	0	0	72	13	2	5	0	92	99.5	0	0	1	0	1	0	0	2	2.5
09:15 - 09:30	1	0	64	11	4	4	1	85	92.4	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	2	60	6	2	4	0	74	79.0	0	0	0	0	0	1	0	1	2.3
09:45 - 10:00	0	0	64	7	2	4	1	78	85.2	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	2	260	37	10	17	2	329	356.1	0	0	1	0	1	1	0	3	4.8

TOTAL	4	18	1190	240	30	40	9	1531	1593.0	0	0	7	5	3	3	0	18	23.4
-------	---	----	------	-----	----	----	---	------	--------	---	---	---	---	---	---	---	----	------

16:00 - 16:15	0	0	63	22	2	3	1	91	96.9	0	0	2	0	0	0	0	2	2.0
16:15 - 16:30	0	0	55	6	1	3	1	66	71.4	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	47	11	0	2	1	61	64.6	0	0	1	1	0	0	0	2	2.0
16:45 - 17:00	0	0	45	13	1	5	1	65	73.0	0	0	1	0	1	0	0	2	2.5
Hourly Total	0	0	210	52	4	13	4	283	305.9	0	0	4	1	1	0	0	6	6.5
17:00 - 17:15	1	3	58	17	1	2	0	82	82.5	0	0	0	2	0	0	0	2	2.0
17:15 - 17:30	0	0	57	10	1	2	1	71	75.1	0	1	1	0	0	1	0	3	3.7
17:30 - 17:45	0	0	51	4	1	2	0	58	61.1	0	0	2	2	0	0	0	4	4.0
17:45 - 18:00	1	0	55	7	0	7	1	71	80.3	0	0	0	0	0	0	0	0	0.0
Hourly Total	2	3	221	38	3	13	2	282	299.0	0	1	3	4	0	1	0	9	9.7
18:00 - 18:15	0	0	39	6	0	1	0	46	47.3	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	38	4	2	6	1	51	60.8	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	1	41	5	0	3	0	50	53.3	0	0	1	1	0	0	0	2	2.0
18:45 - 19:00	0	1	39	3	0	1	0	44	44.7	0	0	0	1	0	0	0	1	1.0
Hourly Total	0	2	157	18	2	11	1	191	206.1	0	0	1	2	0	0	0	3	3.0

TOTAL	2	5	588	108	9	37	7	756	811.0	0	1	8	7	1	1	0	18	19.2
-------	---	---	-----	-----	---	----	---	-----	-------	---	---	---	---	---	---	---	----	------

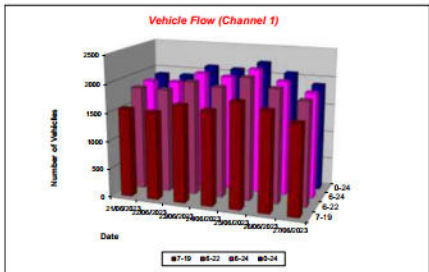
PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Pagham ATC 9, Pagham Road

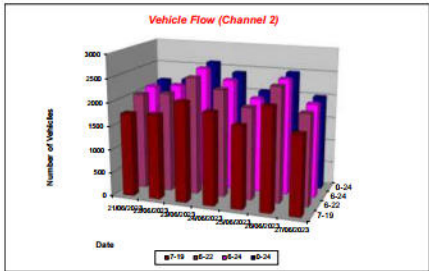
Produced by Road Data Services Ltd.

Channel 1 - Northbound										Vehicle Flow		Week 1
	21/06/2023	22/06/2023	23/06/2023	24/06/2023	25/06/2023	26/06/2023	27/06/2023	28/06/2023	29/06/2023	Average	Availability	
JK Ending	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Average	Availability	
1	0	2	3	4	3	3	3	2	3	2.8	100	
3	4	0	4	4	4	5	3	1	2	3.3	100	
4	1	2	1	1	1	0	0	1	1	1.2	100	
5	2	1	2	2	2	1	0	1	1	1.6	100	
6	27	18	20	12	10	8	30	28	24	20	100	
7	76	81	79	70	30	28	80	77	79	75	100	
8	134	131	123	108	30	117	138	137	137	130	100	
9	180	180	188	184	30	186	187	186	186	186	100	
10	141	155	225	188	140	117	138	137	137	140	100	
11	158	172	206	184	175	193	182	178	179	179	100	
12	140	153	153	171	197	128	157	149	158	158	100	
13	130	151	129	150	170	180	139	138	138	138	100	
14	110	110	104	130	170	122	122	110	128	128	100	
15	119	119	117	144	174	132	142	138	150	142	100	
16	126	127	127	142	150	135	135	128	140	135	100	
17	121	120	126	138	204	146	158	158	158	158	100	
18	118	113	124	154	188	125	119	118	138	138	100	
19	101	103	117	133	150	112	114	113	120	120	100	
20	87	103	91	104	145	80	80	80	99	99	100	
21	61	87	80	86	72	67	67	61	86	86	100	
22	46	42	43	70	55	47	45	45	50	50	100	
23	29	29	27	46	22	16	23	23	30	30	100	
24	8	15	20	30	28	12	7	13	17	17	100	

7-19	1580	1541	1705	1607	1844	1737	1677	1624	1680
8-20	1522	1524	1558	1576	1715	1551	1538	1606	1546
9-21	1408	1408	1426	1426	1552	1422	1402	1482	1488
10-22	1302	1310	1310	1302	1436	1302	1302	1370	1338



Channel 2 - Southbound											
Vehicle Flow											
Week 1	21/06/2023	22/06/2023	23/06/2023	24/06/2023	25/06/2023	26/06/2023	27/06/2023	28/06/2023	29/06/2023	30/06/2023	01/07/2023
Day/Time	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Average
11 Ending	1	1	1	1	1	1	1	1	1	1	1
2	3	1	1	1	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1	1	1	1	1
4	0	0	0	0	0	0	0	0	0	0	0
5	10	3	2	2	2	2	2	2	2	2	2
6	17	11	11	11	11	11	11	11	11	11	11
7	18	21	17	19	19	20	21	21	21	21	21
8	18	21	17	19	19	20	21	21	21	21	21
9	100	108	148	180	191	190	194	190	190	190	190
10	134	140	153	177	172	170	170	170	170	170	170
11	122	148	142	199	148	147	132	130	148	148	148
12	134	160	153	177	172	170	170	170	170	170	170
13	142	185	173	190	180	182	177	168	171	171	171
14	138	158	170	210	158	145	145	161	160	160	160
15	128	142	169	199	180	188	138	161	167	167	167
16	161	217	246	298	184	243	202	198	210	210	210
17	122	170	246	210	170	219	201	214	208	208	208
18	114	184	247	140	193	218	190	200	184	184	184
19	179	180	205	140	111	137	145	160	161	161	161
20	111	134	175	140	89	110	90	120	123	123	123
21	90	100	144	90	74	79	90	90	90	90	90
22	40	46	72	76	50	38	40	40	40	40	40
23	41	44	52	50	25	20	40	40	40	40	40
24	12	13	30	30	28	14	12	17	21	21	21



Pagham ATC 9, Pagham Road

Produced by Road Data Services Ltd.

Channel 1 - Northbound											Access Speed		Week
Week	21/06/2023	22/06/2023	23/06/2023	24/06/2023	25/06/2023	26/06/2023	27/06/2023	28/06/2023	29/06/2023	30/06/2023	31/07/2023		
11 Ending	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday			
1	2	2	2	2	2	2	2	2	2	2	2	2	2
2	3	3	3	3	3	3	3	3	3	3	3	3	3
3	3	3	3	3	3	3	3	3	3	3	3	3	3
4	3	3	3	3	3	3	3	3	3	3	3	3	3
5	3	3	3	3	3	3	3	3	3	3	3	3	3
6	3	3	3	3	3	3	3	3	3	3	3	3	3
7	3	3	3	3	3	3	3	3	3	3	3	3	3
8	3	3	3	3	3	3	3	3	3	3	3	3	3
9	3	3	3	3	3	3	3	3	3	3	3	3	3
10	3	3	3	3	3	3	3	3	3	3	3	3	3
11	3	3	3	3	3	3	3	3	3	3	3	3	3
12	3	3	3	3	3	3	3	3	3	3	3	3	3
13	3	3	3	3	3	3	3	3	3	3	3	3	3
14	3	3	3	3	3	3	3	3	3	3	3	3	3
15	3	3	3	3	3	3	3	3	3	3	3	3	3
16	3	3	3	3	3	3	3	3	3	3	3	3	3
17	3	3	3	3	3	3	3	3	3	3	3	3	3
18	3	3	3	3	3	3	3	3	3	3	3	3	3
19	3	3	3	3	3	3	3	3	3	3	3	3	3
20	3	3	3	3	3	3	3	3	3	3	3	3	3
21	3	3	3	3	3	3	3	3	3	3	3	3	3
22	3	3	3	3	3	3	3	3	3	3	3	3	3
23	3	3	3	3	3	3	3	3	3	3	3	3	3
24	3	3	3	3	3	3	3	3	3	3	3	3	3
25	3	3	3	3	3	3	3	3	3	3	3	3	3
26	3	3	3	3	3	3	3	3	3	3	3	3	3
27	3	3	3	3	3	3	3	3	3	3	3	3	3
28	3	3	3	3	3	3	3	3	3	3	3	3	3
29	3	3	3	3	3	3	3	3	3	3	3	3	3
30	3	3	3	3	3	3	3	3	3	3	3	3	3
31	3	3	3	3	3	3	3	3	3	3	3	3	3

10-12	33.0	31.4	31.7	33.4	37.0	37.5	37.4
13-15	33.0	31.4	31.7	33.4	37.0	37.5	37.4
16-18	33.0	31.4	31.7	33.4	37.0	37.5	37.4
19-21	33.0	31.4	31.7	33.4	37.0	37.5	37.4
22-24	33.0	31.4	31.7	33.4	37.0	37.5	37.4

Channel 2 - Southbound											
Access Speed											
Week 1	21/06/2023	22/06/2023	23/06/2023	24/06/2023	25/06/2023	26/06/2023	27/06/2023	28/06/2023	29/06/2023	30/06/2023	01/07/2023
Day/Time	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Average
11 Ending	1	1	1	1	1	1	1	1	1	1	1
2	3	1	1	1	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1	1	1	1	1
4	0	0	0	0	0	0	0	0	0	0	0
5	10	3	2	2	2	2	2	2	2	2	2
6	17	11	11	11	11	11	11	11	11	11	11
7	18	21	17	19	19	20	21	21	21	21	21
8	18	21	17	19	19	20	21	21	21	21	21
9	100	108	148	180	191	190	194	190	190	190	190
10	134	140	153	177	172	170	170	170	170	170	170
11	122	148	142	199	148	147	132	130	148	148	148
12	134	160	153	177	172	170	170	170	170	170	170
13	142	185	173	190	180	182	177	168	171	171	171
14	138	158	170	210	158	145	145	161	160	160	160
15	128	142	169	199	180	188	138	161	167	167	167
16	161	217	246	298	184	243	202	198	210	210	210
17	122	170	246	210	170	219	201	214	208	208	208
18	114	184	247	140	193	218	190	200	184	184	184
19	179	180	205	140	111	137	145	160	161	161	161
20	111	134	175	140	89	110	90	120	123	123	123
21	90	100	144	90	74	79	90	90	90	90	90
22	40	46	72	76	50	38	40	40	40	40	40
23	41	44	52	50	25	20	40	40	40	40	40
24	12	13	30	30	28	14	12	17	21	21	21

Appendix 14

TEMPro Growth Rates

2023-2026 AM

TEMPro main form

Select Type of Comparison

Data selections

Tip and selections

Tip and by time period selections

Select time period

Weekday AM peak period (0700 - 0900)

Tip end type

Production/Attraction

Origin/Destination

Select data type

Growth factors (2026 Data/2023 Data)

Future Year (2026) - Base Year (2023)

Base year data (2023)

Future year data (2026)

*Balanced results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Walk Cycle Car Driver Car Passenger Bus/Coach Rail/Underground Combined Modes

Area Description

Level

EU2006560

Results

Scenario: Core

Time Period: Weekday AM peak period (0700 - 0900)

Base Year: 2023

Future Year: 2026

1. Select WTH Dataset:

WTH Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP 2022 Vehicle-led Decarbonisation	2015	2060

2. Select Areas to make up the geographic region:

☒ Arun 019 (EU2006560)

3. Select area type:

☐ Urban

☐ Rural

☐ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ A Road

☐ Minor

☐ All

5. Select which area it serves:

☐ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
EU2006560	Arun 019	1.0261

All Purposes

Destination

1.0274

2023-2026 PM

TEMPro main form

Select Type of Comparison

Data selections

Tip and selections

Tip and by time period selections

Select time period

Weekday PM peak period (1600 - 1800)

Tip end type

Production/Attraction

Origin/Destination

Select data type

Growth factors (2026 Data/2023 Data)

Future Year (2026) - Base Year (2023)

Base year data (2023)

Future year data (2026)

*Balanced results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Walk Cycle Car Driver Car Passenger Bus/Coach Rail/Underground Combined Modes

Area Description

Level

EU2006560

Results

Scenario: Core

Time Period: Weekday PM peak period (1600 - 1800)

Base Year: 2023

Future Year: 2026

1. Select WTH Dataset:

WTH Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP 2022 Vehicle-led Decarbonisation	2015	2060

2. Select Areas to make up the geographic region:

☒ Arun 019 (EU2006560)

3. Select area type:

☐ Urban

☐ Rural

☐ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ A Road

☐ Minor

☐ All

5. Select which area it serves:

☐ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
EU2006560	Arun 019	1.0258

All Purposes

Destination

1.0259

2023 - 2031 AM

TEMPro main form

Select data type:

- ☒ Growth factors (2031 Data/2023 Data)
- ☐ Future Year (2031) - Base Year (2023)
- ☐ Base year data (2023)
- ☐ Future year data (2031)

*Balanced results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Select time period:

Weekday AM peak period (0700 - 0900)

Trip end type:

- ☐ Production/Attraction
- ☒ Origin/Destination

Walk | Cycle | Car Driver | Car Passenger | Bus/Coach | Rail/Underground | Combined Modes

Area Description: Level: E02006560

Results

Scenario: Core
Time Period: Weekday AM peak period (0700 - 0900)

1. Select RTH Dataset:

Dataset Description	From	To
NATP 2022 Core	2015	2060
NATP 2022 Behavioural Change	2015	2060
NATP 2022 High Economy	2015	2060
NATP 2022 Low Economy	2015	2060
NATP 2022 Mode-balanced Decarbonisation	2015	2060
NATP 2022 Regional	2015	2060
NATP 2022 Technology	2015	2060
NATP 2022 Vehicle-led Decarbonisation	2015	2060

2. Select Areas to make up the geographic region:

☒ Arun 019 (E02006560)

3. Select area type:

☐ Urban
☐ Rural
☐ All

4. Select road type:

☐ Motorway
☐ Trunk
☐ A Road
☒ Minor
☐ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02006560	Arun 019	1.0882

All Purposes: Destination: 1.0867

2023 - 2031 PM

TEMPro main form

Select data type:

- ☒ Growth factors (2031 Data/2023 Data)
- ☐ Future Year (2031) - Base Year (2023)
- ☐ Base year data (2023)
- ☐ Future year data (2031)

*Balanced results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Select time period:

Weekday PM peak period (1600 - 1800)

Trip end type:

- ☐ Production/Attraction
- ☒ Origin/Destination

Walk | Cycle | Car Driver | Car Passenger | Bus/Coach | Rail/Underground | Combined Modes

Area Description: Level: E02006560

Results

Scenario: Core
Time Period: Weekday PM peak period (1600 - 1800)

1. Select RTH Dataset:

Dataset Description	From	To
NATP 2022 Core	2015	2060
NATP 2022 Behavioural Change	2015	2060
NATP 2022 High Economy	2015	2060
NATP 2022 Low Economy	2015	2060
NATP 2022 Mode-balanced Decarbonisation	2015	2060
NATP 2022 Regional	2015	2060
NATP 2022 Technology	2015	2060
NATP 2022 Vehicle-led Decarbonisation	2015	2060

2. Select Areas to make up the geographic region:

☒ Arun 019 (E02006560)

3. Select area type:

☐ Urban
☐ Rural
☐ All

4. Select road type:

☐ Motorway
☐ Trunk
☐ A Road
☒ Minor
☐ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02006560	Arun 019	1.0905

All Purposes: Destination: 1.0781

2025-2026AM

TEMPro main form

Select Type of Comparison:
Data selections:
Trip end selections:
Trip end by time period selections:

Select time period:
Weekday AM peak period (0700 - 0900)

Trip end type:
Production/Attraction:
Origin/Destination

Select data type:
Growth factors (2026 Data/2025 Data)
Future Year (2026) - Base Year (2025)
Base year data (2025)
Future year data (2026)

*Relaxed results indicate that there is a lower level of confidence in data presented at the road level than when aggregated to higher geographical levels

Walk Cycle Car Driver Car Passenger Bus/Coach Rail/Underground Combined Modes

Area Description
Level
E02006560

NTM Traffic Growth Calculations

Scenario: Core
Time Period: Weekday AM peak period (0700 - 0900)
Base Year: 2025
Future Year: 2026

1. Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP 2022 Vehicle-led Decarbonisation	2015	2060

2. Select Areas to make up the geographic region:
Arun 019 (E02006560)

3. Select area type:
Urban
Rural
All

4. Select road type:
Motorway
Trunk
A Road
Minor
All

5. Select which area it serves:
Region
England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02006560	Arun 019	1.0122

All Purposes
Destination
1.0302

2025-2026 PM

TEMPro main form

Select Type of Comparison:
Data selections:
Trip end selections:
Trip end by time period selections:

Select time period:
Weekday PM peak period (1600 - 1800)

Trip end type:
Production/Attraction:
Origin/Destination

Select data type:
Growth factors (2026 Data/2025 Data)
Future Year (2026) - Base Year (2025)
Base year data (2025)
Future year data (2026)

*Relaxed results indicate that there is a lower level of confidence in data presented at the road level than when aggregated to higher geographical levels

Walk Cycle Car Driver Car Passenger Bus/Coach Rail/Underground Combined Modes

Area Description
Level
E02006560

NTM Traffic Growth Calculations

Scenario: Core
Time Period: Weekday PM peak period (1600 - 1800)
Base Year: 2025
Future Year: 2026

1. Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP 2022 Vehicle-led Decarbonisation	2015	2060

2. Select Areas to make up the geographic region:
Arun 019 (E02006560)

3. Select area type:
Urban
Rural
All

4. Select road type:
Motorway
Trunk
A Road
Minor
All

5. Select which area it serves:
Region
England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02006560	Arun 019	1.0121

All Purposes
Destination
1.0307

2025 - 2031 AM

TEMPro main form

Select Type of Comparison: Data selections, Trip end selections, Trip end by time period selections

Select time period: Week-day AM peak period (0700 - 0900)

Time end type: Production/Attraction, Origin/Destination

Select data base: Growth Factors (2011 Data/2025 Data), Future Year (2031) - Base Year (2025), Base year data (2025), Future year data (2031)

*Balanced results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Work Cycle Car Driver Car Passenger Bus/Coach Rail/Underground Combined Modes

Area Description: Level: E02006560

Results

Scenario: Core

Time Period: Weekday AM peak period (0700 - 0900)

Base Year: 2025 Future Year: 2031

1. Select NTH Dataset:

NTH Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP 2022 Vehicle-led Decarbonisation	2015	2060

2. Select Areas to make up the geographic region: Arun 019 (E02006560)

3. Select area type: Urban, Rural, All

4. Select road type: Motorway, Trunk, A Road, Minor, All

5. Select which area it serves: Region, England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02006560	Arun 019	1.0734

All Purposes Destination: 1.0417

2025 – 2031 PM

TEMPro main form

Select Type of Comparison: Data selections, Trip end selections, Trip end by time period selections

Select time period: Week-day PM peak period (1600 - 1800)

Time end type: Production/Attraction, Origin/Destination

Select data base: Growth Factors (2011 Data/2025 Data), Future Year (2031) - Base Year (2025), Base year data (2025), Future year data (2031)

*Balanced results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Work Cycle Car Driver Car Passenger Bus/Coach Rail/Underground Combined Modes

Area Description: Level: E02006560

Results

Scenario: Core

Time Period: Weekday PM peak period (1600 - 1800)

Base Year: 2025 Future Year: 2031

1. Select NTH Dataset:

NTH Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP 2022 Vehicle-led Decarbonisation	2015	2060

2. Select Areas to make up the geographic region: Arun 019 (E02006560)

3. Select area type: Urban, Rural, All

4. Select road type: Motorway, Trunk, A Road, Minor, All

5. Select which area it serves: Region, England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02006560	Arun 019	1.0796

All Purposes Destination: 1.035

Appendix 15

Email Correspondence from ADC

Alice Howse

From: Jenny Henderson [REDACTED] >
Sent: 30 October 2025 14:25
To: Alice Howse
Cc: Oliver Shaw
Subject: FW: Pagham 4b Committed Development

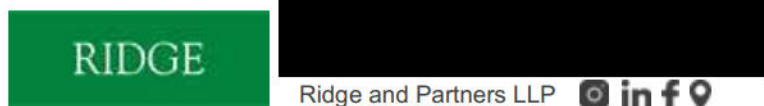
Hi Alice

FYI – see below.

Many thanks

Jenny

Jenny Henderson | Associate Planner



The information contained within this email is intended for the named recipient only and may contain confidential information. If you are not the intended recipient please inform the sender immediately and delete this message, taking no action to copy or distribute its contents in part or as a whole.

[Email Disclaimer](#)

From: Simon Davis <Simon.Davis@arun.gov.uk>
Sent: 30 October 2025 14:20
To: Jenny Henderson <[REDACTED]@arun.gov.uk>
Subject: RE: Pagham 4b Committed Development

IMPORTANT NOTICE: This email originated from outside of Ridge.

STOP: Were you expecting this Email? Does it appear genuine?

THINK: Be cautious before clicking on links or opening attachments.

If you suspect a phishing attempt, report it via the PAB button for review. For any links clicked by mistake, immediately call the IT helpdesk at 01993 815 227.

Hi Jenny.

I have discussed with David, and we can't think of any omissions to your table.

Kind Regards

Simon

Simon Davis MRTPI

Principal Planning Officer, Directorate of Growth

T: 01903 737874

E: simon.davis@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd

Littlehampton, West Sussex, BN17 5LF

www.arun.gov.uk

To register to receive notification of planning applications in your area please go to

<https://www1.arun.gov.uk/planning-application-finder>



From: Jenny Henderson <[REDACTED]@arun.gov.uk>

Sent: 29 October 2025 09:47

To: Simon Davis <Simon.Davis@arun.gov.uk>

Subject: Pagham 4b Committed Development

CAUTION: This email originated from outside of the organisation. You should take extra care when clicking links or opening attachments - if you are unsure the content is safe contact the IT Helpdesk before clicking or opening.

Thanks Simon.

Apologies, I have 1 more (hopefully much simpler) question from our highways consultant.

They have recently had the highways pre-application meeting for Pagham 4b, and are awaiting the written response.

Within the Technical Note, Highgate set out the committed development to be included within the capacity assessment. The verbal response received from the highway officer is that they need to confirm the committed development with ADC.

I have added to their list to ensure all sites in Pagham are covered. Do you agree with the below, or are there any that you think I may have missed?

Application Name	Reference(s)	Development Quantum	Trip Generation (vehicles)			
			AM		PM	
			Arrivals	Departures	Arrivals	Departures

Pagham South	P/140/16/OUT, and superseded by RM application P/153/21/RES	350 dwellings [note TA for outline based on 400 dwellings, 70 bed care home, 1FE primary school, convenience store and three retail units]	245	302	289	256
Pagham Local Centre RM	P/155/21/RES	2,000sqm of retail floorspace which was assessed as 500sqm of convenience store and 1,500sqm of local shops - a 70 bed care home (<i>note – omitted as included in outline application</i>) - around 25 flats which formed part of the 400 units overall (<i>note – omitted as included in outline application</i>) [note the RM application results in a reduction in trip attraction compared to the outline application]	-12	-10	-7	-17
Hook Lane	P/30/19/OUT Reserved Matters for 300 dwellings - P/132/20/RES Care home approved under RM application P/141/22/RES, but not supported by updated transport assessment work	300 dwellings and 80 bed-care home	46	105	90	59
Sefter Road	P/134/16/OUT P/134/16/OUT - Outline application for the development of up to 280 dwellings (including affordable homes), land for a replacement scout hut, land for an Ambulance Community Response Post Facility and land for either a 1FE	250 dwellings, replacement Scout Hut and 1FE Primary School	73	117	85	55

	primary school or care home. Provision of a primary vehicular access from Sefter Road and demolition of No. 80 Rose Green Road and creation of a pedestrian and emergency only access. Provision of Public Open Spaces including associated children's play areas, landscaping, drainage and earthworks. This application also falls within the parish of Aldwick. A subsequent application for reserved matters has been approved for 250 dwellings (P/49/21/RES).					
Osbourne Refrigeration	July 2024 committee - resolution to grant subject to S106 Agreement, but subsequently withdrawn (due to S106 negotiations). P/115/23/PL - Full planning application for the erection of 44 No. dwellings with garaging, covered and open resident and visitor parking with new access from internal road serving Osbourne Refrigerators and improvements to existing access off Rose Green Road (resubmission following P/111/22/PL).					
Church Barton	P/25/17/OUT An application for reserved matters was approved in January 2024 (P/139/22/RES).	65 Dwellings [note TA based on 89 dwellings]	12	33	31	18
Land West of Pagham Road	Outline application –106 dwellings P/178/21/OUT P/114/24/RES – reserved matters for 95 dwellings	106 dwelling scheme [note TA based on 120 dwellings]	17	43	36	21
Land South of Summer Lane	P/15/24/OUT APP/C3810/W/25/3365661	120 dwelling scheme [note TA based on 130 dwellings]	18	44	41	21

I understand that the supporting Transport Assessments for the above have been based on an over-provision of dwellings for four of the six committed developments, i.e. an additional 98 dwellings have been accounted for within the capacity assessments. Therefore, the view is that the committed developments is very robust and will demonstrate a likely overestimation of the impact of the committed developments on the local highway network.

Your thoughts on the below would be welcomed so we can ensure all sites are covered.

Appendix 16

TRICS Output

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET
		1 day
02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE
		1 day
	ES	EAST SUSSEX
		8 days
	EX	ESSEX
		1 day
	HC	HAMPSHIRE
		6 days
	HF	HERTFORDSHIRE
		2 days
	KC	KENT
		4 days
	SC	SURREY
		3 days
	WB	WEST BERKSHIRE
		1 day
	WS	WEST SUSSEX
		7 days
03	SOUTH WEST	
	DC	DORSET
		2 days
	DV	DEVON
		2 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
		3 days
	NF	NORFOLK
		7 days
	SF	SUFFOLK
		1 day
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		1 day
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
		1 day
09	NORTH	
	DH	DURHAM
		1 day
	IM	ISLE OF MAN
		3 days
11	SCOTLAND	
	AS	ABERDEENSHIRE
		1 day
12	CONNAUGHT	
	CS	SLIGO
		1 day
	LT	LEITRIM
		1 day
13	MUNSTER	
	CL	CLARE
		1 day
15	GREATER DUBLIN	
	DL	DUBLIN
		1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN
		1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		2 days
	TY	TYRONE
		1 day

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

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Primary 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:	DWELLS
Actual Range:	61 to 167 (units:DWELLS)
Range Selected by User:	60 to 170 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 30/06/25

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:

Friday	8 days
Monday	10 days
Thursday	19 days
Tuesday	19 days
Wednesday	9 days

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

Selected survey types:

Manual count	65
Direction ATC Count	0

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:

Edge of Town	37 days
Neighbourhood Centre	18 days
Suburban Area	10 days

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:

Development Zone	1 days
Industrial Zone	1 days
No Sub Category	4 days
Out of Town	1 days
Residential Zone	43 days
Village	15 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	4 days
Servicing vehicles Included	10 days
Servicing vehicles Unknown	51 days

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Secondary Filtering Selection:

Use Class:

C3	65 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

220 - 6103

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	16 surveys
10,001 to 15,000	17 surveys
15,001 to 20,000	6 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	18 surveys

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

Population within 5 miles:

100,001 to 125,000	4 surveys
125,001 to 250,000	15 surveys
25,001 to 50,000	18 surveys
250,001 to 500,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	13 surveys
50,001 to 75,000	8 surveys
500,001 or More	1 surveys
75,001 to 100,000	4 surveys

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	8 surveys
1.1 to 1.5	44 surveys
1.6 to 2.0	13 surveys

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.

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Petrol filling station:

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

Travel Plan:

No	21 surveys
Yes	44 surveys

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:

2 - Poor	1 surveys
No PTAL Present	64 surveys

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

COVID-19 Restrictions:

No

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

1	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre Village Site area: 6.800000190734863 hect Survey date: Friday 29/04/2022			
			Survey Type: Manual
2	AN-03-A-09	DETACHED & SEMI-DETACHED	ANTRIM
SLOEFIELD DRIVE CARRICKFERGUS Edge of Town No Sub Category Site area: 9.479999542236328 hect Survey date: Wednesday 12/10/2016			
			Survey Type: Manual
3	AN-03-A-10	DETACHED & SEMI-DETACHED	ANTRIM
FERRARD GRANGE ANTRIM Suburban Area Residential Zone Site area: 3.5 hect Survey date: Friday 07/06/2024			
			Survey Type: Manual
4	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE
FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Site area: 5.300000190734863 hect Survey date: Wednesday 20/04/2022			
			Survey Type: Manual
5	BN-03-A-03	MIXED HOUSES	BARNET
SWEETS WAY WHETSTONE Neighbourhood Centre Residential Zone Site area: 2.8499999046325684 hect Survey date: Tuesday 10/09/2019			
			Survey Type: Manual
6	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
GIDDING ROAD SAWTRY Neighbourhood Centre Village Site area: 2.680000066757202 hect Survey date: Thursday 13/10/2022			
			Survey Type: Manual
7	CA-03-A-09	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
EDDINGTON AVENUE CAMBRIDGE EDDINGTON Edge of Town Development Zone Site area: 3.57 hect Survey date: Thursday 28/11/2024			
			Survey Type: Manual
8	CA-03-A-10	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
FIELD END NEAR ELY WITCHFORD Neighbourhood Centre			



Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Village Site area: 5.75 hect Survey date: Thursday 15/05/2025				Survey Type: Manual
9	CL-03-A-02	PRIVATELY OWNED HOUSES	CLARE	
GORT ROAD ENNIS LIFFORD Suburban Area Residential Zone Site area: 3.72 hect Survey date: Friday 25/10/2024				Survey Type: Manual
10	CS-03-A-04	DETACHED & SEMI-DETACHED	SLIGO	
R292 STRANDHILL Neighbourhood Centre Village Site area: 1.6799999475479126 hect Survey date: Thursday 27/10/2016				Survey Type: Manual
11	CT-03-A-03	MIXED HOUSES	CENTRAL BEDFORDSHIRE	
ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Site area: 3.690000057220459 hect Survey date: Tuesday 27/06/2023				Survey Type: Manual
12	CV-03-A-02	DETACHED & SEMI DETACHED	CAVAN	
R212 DUBLIN ROAD CAVAN KILLYNEBBER Edge of Town No Sub Category Site area: 47 hect Survey date:				Survey Type: Manual
13	DC-03-A-11	MIXED HOUSES	DORSET	
A350 SHAFTESBURY Edge of Town No Sub Category Site area: 6.630000114440918 hect Survey date: Tuesday 31/10/2023				Survey Type: Manual
14	DC-03-A-13	MIXED HOUSES	DORSET	
ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 4 hect Survey date: Tuesday 10/06/2025				Survey Type: Manual
15	DH-03-A-02	MIXED HOUSES	DURHAM	
LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre Residential Zone Site area: 4.03000020980835 hect Survey date:				Survey Type: Manual

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

16 R124 MALAHIDE SAINT HELENS Edge of Town Residential Zone Site area: 2.9000000953674316 hect Survey date: Wednesday 20/06/2018	DL-03-A-10	SEMI DETACHED & DETACHED	DUBLIN	Survey Type: Manual
17 MILLHEAD ROAD HONITON Suburban Area Residential Zone Site area: 4.039999961853027 hect Survey date: Friday 25/09/2015	DV-03-A-02	HOUSES & BUNGALOWS	DEVON	Survey Type: Manual
18 LOWER BRAND LANE HONITON Suburban Area Residential Zone Site area: 2.0199999809265137 hect Survey date:	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON	Survey Type: Manual
19 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 3.490000009536743 hect Survey date: Thursday 07/11/2019	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
20 WRESTWOOD ROAD BEXHILL-ON-SEA Edge of Town Residential Zone Site area: 3.319999933242798 hect Survey date: Wednesday 12/10/2022	ES-03-A-08	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
21 WATERGATE BEXHILL-ON-SEA Edge of Town Residential Zone Site area: 5.409999847412109 hect Survey date: Thursday 28/09/2023	ES-03-A-10	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
22 BISHOPS LANE RINGMER Neighbourhood Centre Village Site area: 4.340000152587891 hect Survey date: Thursday 28/09/2023	ES-03-A-11	MIXED HOUSES	EAST SUSSEX	Survey Type: Manual
23 HOREBEECH LANE HORAM Neighbourhood Centre Village	ES-03-A-12	MIXED HOUSES & FLATS	EAST SUSSEX	



Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Site area: 8.109999656677246 hect
Survey date: Tuesday 03/10/2023

Survey Type: Manual

24	ES-03-A-14	MIXED HOUSES & FLATS	EAST SUSSEX
----	------------	----------------------	-------------

RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Site area: 3.4000000953674316 hect
Survey date: Tuesday 30/04/2024

Survey Type: Manual

25	ES-03-A-21	MIXED HOUSES & FLATS	EAST SUSSEX
----	------------	----------------------	-------------

PARK ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Site area: 8.24 hect
Survey date: Wednesday 26/03/2025

Survey Type: Manual

26	ES-03-A-22	MIXED HOUSES	EAST SUSSEX
----	------------	--------------	-------------

THE FAIRWAY
NEWHAVEN
Edge of Town
Residential Zone
Site area: 2.5 hect
Survey date: Tuesday 22/04/2025

Survey Type: Manual

27	EX-03-A-03	MIXED HOUSES	ESSEX
----	------------	--------------	-------

KESTREL GROVE
RAYLEIGH
Edge of Town
Residential Zone
Site area: 3.5999999046325684 hect
Survey date:

Survey Type: Manual

28	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
----	------------	----------------	-----------

CANADA WAY
LIPHOOK
Suburban Area
Residential Zone
Site area: 1.399999976158142 hect
Survey date: Tuesday 19/11/2019

Survey Type: Manual

29	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
----	------------	--------------	-----------

DAIRY ROAD
ANDOVER
Edge of Town
Residential Zone
Site area: 2.5 hect
Survey date: Tuesday 16/11/2021

Survey Type: Manual

30	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE
----	------------	----------------------	-----------

EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Site area: 5.96999979019165 hect
Survey date:

Survey Type: Manual

31	HC-03-A-32	MIXED HOUSES & FLATS	HAMPSHIRE
----	------------	----------------------	-----------

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

GREEN LANE

FARNHAM

WEYBOURNE

Neighbourhood Centre

Residential Zone

Site area: 3.2899999618530273 hect

Survey date: Thursday 29/06/2023

Survey Type: Manual

32	HC-03-A-36	MIXED HOUSES & FLATS	HAMPSHIRE
----	------------	----------------------	-----------

HAVANT ROAD

EMSWORTH

Edge of Town

Residential Zone

Site area: 6.230000019073486 hect

Survey date: Tuesday 12/09/2023

Survey Type: Manual

33	HC-03-A-39	MIXED HOUSES & FLATS	HAMPSHIRE
----	------------	----------------------	-----------

KILN ROAD

LIPHOOK

Edge of Town

Residential Zone

Site area: 6.09 hect

Survey date: Thursday 14/11/2024

Survey Type: Manual

34	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
----	------------	--------------	---------------

HARE STREET ROAD

BUNTINGFORD

Edge of Town

Residential Zone

Site area: 5.670000076293945 hect

Survey date:

Survey Type: Manual

35	HF-03-A-07	MIXED HOUSES & BUNGALOWS	HERTFORDSHIRE
----	------------	--------------------------	---------------

BAKER STREET

POTTERS BAR

Suburban Area

Residential Zone

Site area: 6.320000171661377 hect

Survey date:

Survey Type: Manual

36	IM-03-A-03	MIXED HOUSES	ISLE OF MAN
----	------------	--------------	-------------

MAIN ROAD

COLBY

Neighbourhood Centre

Village

Site area: 6.989999771118164 hect

Survey date: Tuesday 21/05/2024

Survey Type: Manual

37	IM-03-A-04	MIXED HOUSES	ISLE OF MAN
----	------------	--------------	-------------

NEW CASTLETOWN ROAD

DOUGLAS

Suburban Area

Residential Zone

Site area: 2.299999952316284 hect

Survey date:

Survey Type: Manual

38	IM-03-A-06	MIXED HOUSES	ISLE OF MAN
----	------------	--------------	-------------

MOORAGH PROMENADE

RAMSEY

Edge of Town

Residential Zone

Site area: 6.900000095367432 hect

Survey date: Thursday 23/05/2024

Survey Type: Manual

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

39	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Site area: 4.3099999942779541 hect Survey date: Friday 22/09/2017			
			Survey Type: Manual
40	KC-03-A-08	MIXED HOUSES	KENT
MAIDSTONE ROAD CHARING Neighbourhood Centre Village Site area: 0.8600000143051147 hect Survey date: Tuesday 22/05/2018			
			Survey Type: Manual
41	KC-03-A-10	MIXED HOUSES	KENT
HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Site area: 3.9100000858306885 hect Survey date: Tuesday 09/05/2023			
			Survey Type: Manual
42	KC-03-A-14	MIXED HOUSES	KENT
HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Site area: 6.84 hect Survey date: Thursday 22/05/2025			
			Survey Type: Manual
43	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
MELBOURNE ROAD IBSTOCK Neighbourhood Centre Village Site area: 3.296999931335449 hect Survey date: Thursday 28/06/2018			
			Survey Type: Manual
44	LT-03-A-01	SEMI-DETACHED & DETACHED	LEITRIM
ARD NA SI CARRICK-ON-SHANNON ATTIRORY Suburban Area Residential Zone Site area: 4.480000019073486 hect Survey date: Friday 24/04/2015			
			Survey Type: Manual
45	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre Village Site area: 3.690000057220459 hect Survey date: Thursday 16/09/2021			
			Survey Type: Manual
46	NF-03-A-33	MIXED HOUSES	NORFOLK
LONDON ROAD ATTLEBOROUGH			

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Edge of Town

Residential Zone

Site area: 4.78000020980835 hect

Survey date: Thursday 29/09/2022

Survey Type: Manual

47	NF-03-A-34	MIXED HOUSES	NORFOLK
----	------------	--------------	---------

NORWICH ROAD

SWAFFHAM

Edge of Town

Out of Town

Site area: 3.1500000953674316 hect

Survey date: Tuesday 27/09/2022

Survey Type: Manual

48	NF-03-A-35	MIXED HOUSES & FLATS	NORFOLK
----	------------	----------------------	---------

REPTON AVENUE

NORWICH

Edge of Town

Residential Zone

Site area: 5.340000152587891 hect

Survey date: Wednesday 28/09/2022

Survey Type: Manual

49	NF-03-A-36	MIXED HOUSES	NORFOLK
----	------------	--------------	---------

LONDON ROAD

WYMONDHAM

Edge of Town

No Sub Category

Site area: 3.200000047683716 hect

Survey date: Thursday 29/09/2022

Survey Type: Manual

50	NF-03-A-43	MIXED HOUSES	NORFOLK
----	------------	--------------	---------

MILL LANE

NEAR NORWICH

HORSFORD

Neighbourhood Centre

Village

Site area: 5.400000095367432 hect

Survey date: Wednesday 15/09/2021

Survey Type: Manual

51	NF-03-A-52	MIXED HOUSES	NORFOLK
----	------------	--------------	---------

LYNNSPORT WAY

KING'S LYNN

Suburban Area

Residential Zone

Site area: 5.309999942779541 hect

Survey date: Tuesday 07/11/2023

Survey Type: Manual

52	NY-03-A-15	DETACHED & SEMI-DETACHED	NORTH YORKSHIRE
----	------------	--------------------------	-----------------

MILBY ROAD

BOROUGHBRIDGE

MILBY

Edge of Town

Residential Zone

Site area: 6.8 hect

Survey date: Thursday 19/09/2024

Survey Type: Manual

53	SC-03-A-09	MIXED HOUSES & FLATS	SURREY
----	------------	----------------------	--------

AMLETS LANE

CRANLEIGH

Neighbourhood Centre

Village

Site area: 13.479999542236328 hect

Survey date: Tuesday 24/05/2022

Survey Type: Manual

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

54 FOLLY HILL FARNHAM Edge of Town Residential Zone Site area: 5.820000171661377 hect Survey date: Tuesday 14/05/2024	SC-03-A-11	MIXED HOUSES	SURREY	Survey Type: Manual
55 GUILDFORD ROAD ASH Neighbourhood Centre Village Site area: 5.56 hect Survey date: Thursday 05/09/2024	SC-03-A-13	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
56 FOXHALL ROAD IPSWICH Suburban Area Residential Zone Site area: 3.700000047683716 hect Survey date: Thursday 09/05/2019	SF-03-A-07	MIXED HOUSES	SUFFOLK	Survey Type: Manual
57 SANDHOLES ROAD COOKSTOWN DERRYLORAN Edge of Town Industrial Zone Site area: 10.149999618530273 hect Survey date: Thursday 14/03/2019	TY-03-A-02	SEMI DETACHED & BUNGALOWS	TYRONE	Survey Type: Manual
58 DORKING WAY READING CALCOT Edge of Town Residential Zone Site area: 3.9000000953674316 hect Survey date: Friday 09/09/2022	WB-03-A-03	MIXED HOUSES	WEST BERKSHIRE	Survey Type: Manual
59 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Site area: 2.8299999237060547 hect Survey date: Wednesday 20/10/2021	WS-03-A-14	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
60 LONDON ROAD HASOCKS Neighbourhood Centre Village Site area: 5.46 hect Survey date:	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
61 TURNERS HILL ROAD EAST GRINSTEAD	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX	



Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Edge of Town
Residential Zone
Site area: 5.159999847412109 hect
Survey date:

Survey Type: Manual

62 WS-03-A-22 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Site area: 3.799999952316284 hect
Survey date: Tuesday 19/03/2024

Survey Type: Manual

63 WS-03-A-25 PRIVATE HOUSES & FLATS WEST SUSSEX
LIDSEY ROAD
WOODGATE
Neighbourhood Centre
Village
Site area: 2.4000000953674316 hect
Survey date: Wednesday 18/09/2024

Survey Type: Manual

64 WS-03-A-26 MIXED HOUSES & FLATS WEST SUSSEX
RUSPER ROAD
HORSHAM
NORTH HORSHAM
Edge of Town
Residential Zone
Site area: 4 hect
Survey date: Tuesday 24/09/2024

Survey Type: Manual

65 WS-03-A-27 MIXED HOUSES & FLATS WEST SUSSEX
OCKLEY LANE
HASOCKS
Edge of Town
Residential Zone
Site area: 9.42 hect
Survey date: Friday 20/09/2024

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
LU-03-A-01	21-09-2021	Survey during Covid
SF-03-A-10	22-06-2021	Survey during Covid
TI-03-A-01	17-06-2021	Survey during Covid
WS-03-A-12	16-06-2021	Survey during Covid

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	65	113	0.073	0.281	0.354
08:00-09:00	65	113	0.144	0.370	0.514
09:00-10:00	65	113	0.138	0.171	0.309
10:00-11:00	65	113	0.117	0.145	0.262
11:00-12:00	65	113	0.130	0.137	0.267
12:00-13:00	65	113	0.154	0.141	0.295
13:00-14:00	65	113	0.163	0.155	0.318
14:00-15:00	65	113	0.162	0.177	0.339
15:00-16:00	65	113	0.254	0.170	0.424
16:00-17:00	65	113	0.261	0.168	0.429
17:00-18:00	65	113	0.339	0.171	0.510
18:00-19:00	65	113	0.263	0.151	0.414
19:00-20:00	1	133	0.203	0.060	0.263
20:00-21:00	1	133	0.105	0.015	0.120
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.506	2.312	4.818

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Parameter Summary:

Trip rate parameter range selected:	60 - 170 (units: DWELLS)
Survey date date range:	24/04/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	65
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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.

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	65	113	0.104	0.477	0.581
08:00-09:00	65	113	0.218	0.778	0.996
09:00-10:00	65	113	0.214	0.280	0.494
10:00-11:00	65	113	0.177	0.229	0.406
11:00-12:00	65	113	0.210	0.224	0.434
12:00-13:00	65	113	0.238	0.222	0.460
13:00-14:00	65	113	0.254	0.239	0.493
14:00-15:00	65	113	0.268	0.274	0.542
15:00-16:00	65	113	0.583	0.297	0.880
16:00-17:00	65	113	0.478	0.277	0.755
17:00-18:00	65	113	0.556	0.279	0.835
18:00-19:00	65	113	0.434	0.237	0.671
19:00-20:00	1	133	0.481	0.105	0.586
20:00-21:00	1	133	0.263	0.038	0.301
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.478	3.956	8.434

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Parameter Summary:

Trip rate parameter range selected:	60 - 170 (units: DWELLS)
Survey date date range:	24/04/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	65
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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.

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	65	113	0.002	0.008	0.010
08:00-09:00	65	113	0.005	0.015	0.020
09:00-10:00	65	113	0.002	0.005	0.007
10:00-11:00	65	113	0.002	0.003	0.005
11:00-12:00	65	113	0.002	0.002	0.004
12:00-13:00	65	113	0.003	0.002	0.005
13:00-14:00	65	113	0.003	0.004	0.007
14:00-15:00	65	113	0.004	0.004	0.008
15:00-16:00	65	113	0.011	0.006	0.017
16:00-17:00	65	113	0.010	0.006	0.016
17:00-18:00	65	113	0.008	0.004	0.012
18:00-19:00	65	113	0.006	0.003	0.009
19:00-20:00	1	133	0.000	0.000	0.000
20:00-21:00	1	133	0.015	0.000	0.015
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.073	0.062	0.135

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Parameter Summary:

Trip rate parameter range selected:	60 - 170 (units: DWELLS)
Survey date date range:	25/09/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	59
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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.

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	65	113	0.019	0.053	0.072
08:00-09:00	65	113	0.044	0.135	0.179
09:00-10:00	65	113	0.045	0.040	0.085
10:00-11:00	65	113	0.027	0.035	0.062
11:00-12:00	65	113	0.041	0.039	0.080
12:00-13:00	65	113	0.036	0.035	0.071
13:00-14:00	65	113	0.036	0.038	0.074
14:00-15:00	65	113	0.044	0.042	0.086
15:00-16:00	65	113	0.125	0.059	0.184
16:00-17:00	65	113	0.068	0.044	0.112
17:00-18:00	65	113	0.056	0.044	0.100
18:00-19:00	65	113	0.049	0.033	0.082
19:00-20:00	1	133	0.030	0.023	0.053
20:00-21:00	1	133	0.030	0.023	0.053
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.650	0.643	1.293

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

Parameter Summary:

Trip rate parameter range selected:	60 - 170 (units: DWELLS)
Survey date date range:	24/04/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	65
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	65	113	0.001	0.034	0.035
08:00-09:00	65	113	0.003	0.039	0.042
09:00-10:00	65	113	0.003	0.010	0.013
10:00-11:00	65	113	0.004	0.006	0.010
11:00-12:00	65	113	0.004	0.006	0.010
12:00-13:00	65	113	0.005	0.006	0.011
13:00-14:00	65	113	0.007	0.005	0.012
14:00-15:00	65	113	0.007	0.007	0.014
15:00-16:00	65	113	0.029	0.007	0.036
16:00-17:00	65	113	0.017	0.003	0.020
17:00-18:00	65	113	0.019	0.002	0.021
18:00-19:00	65	113	0.020	0.001	0.021
19:00-20:00	1	133	0.143	0.000	0.143
20:00-21:00	1	133	0.060	0.000	0.060
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.322	0.126	0.448

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: f9c8e212-c42c-4da4-a507-2a7dada25999

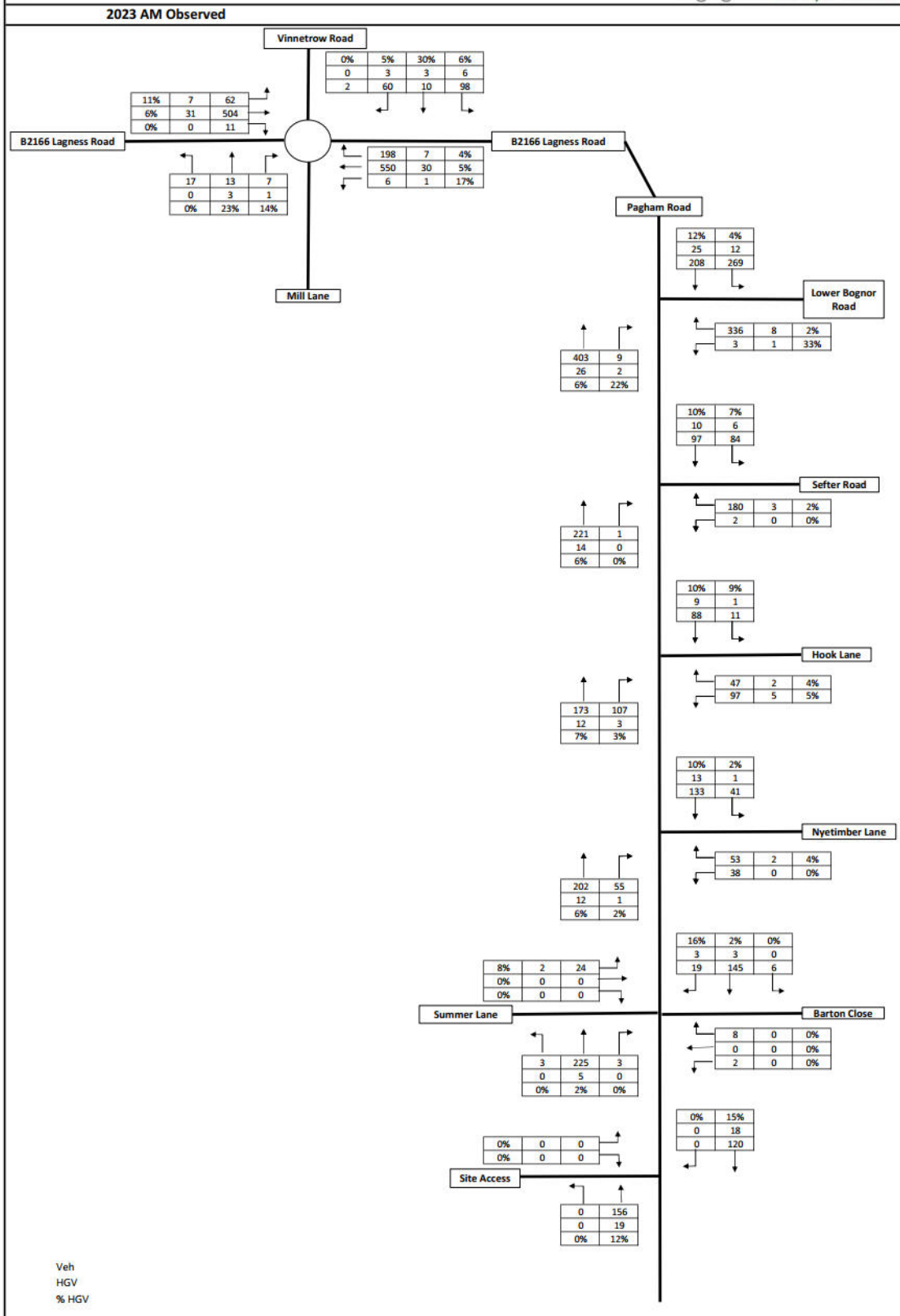
Parameter Summary:

Trip rate parameter range selected:	60 - 170 (units: DWELLS)
Survey date date range:	25/09/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	61
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

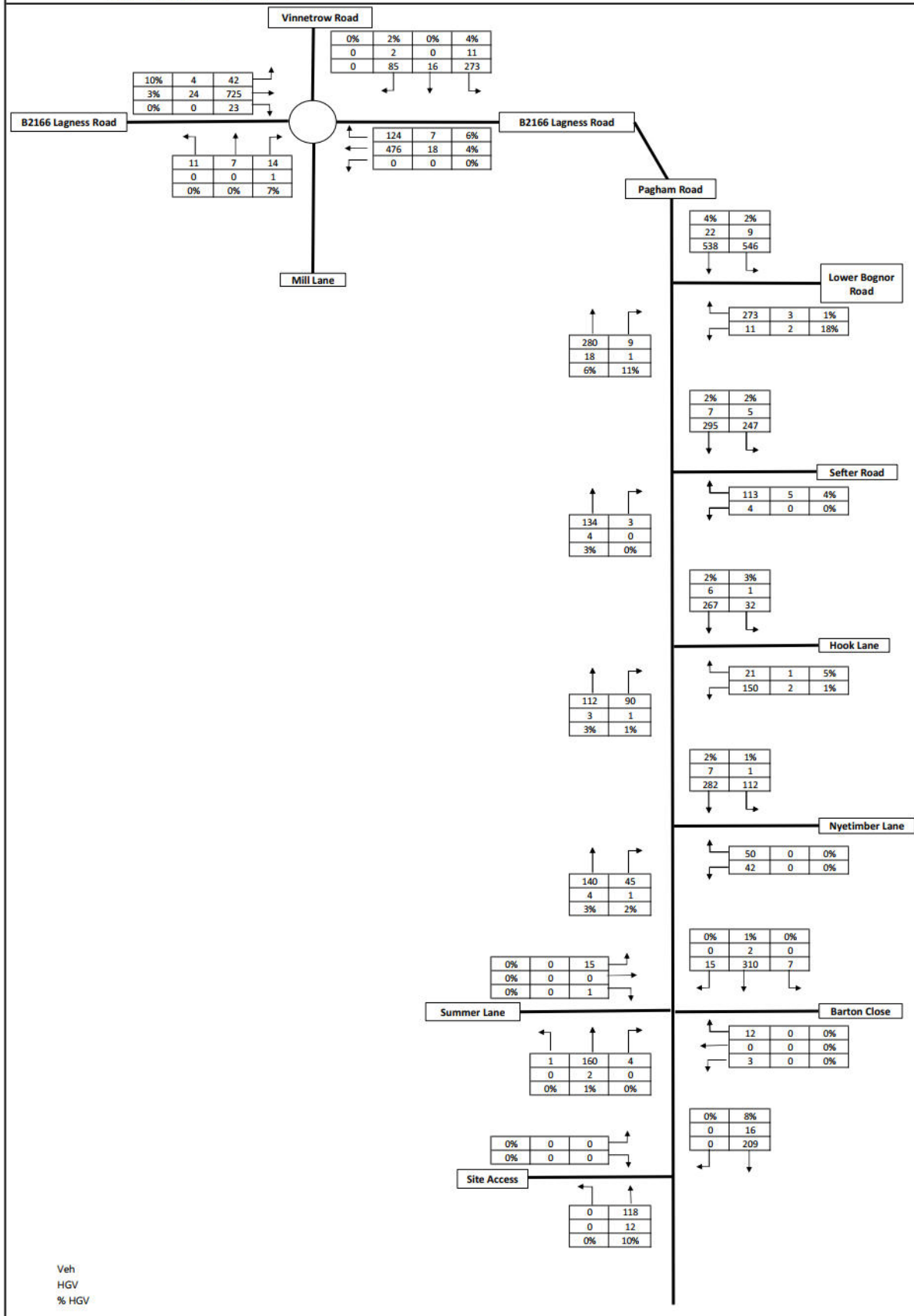
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

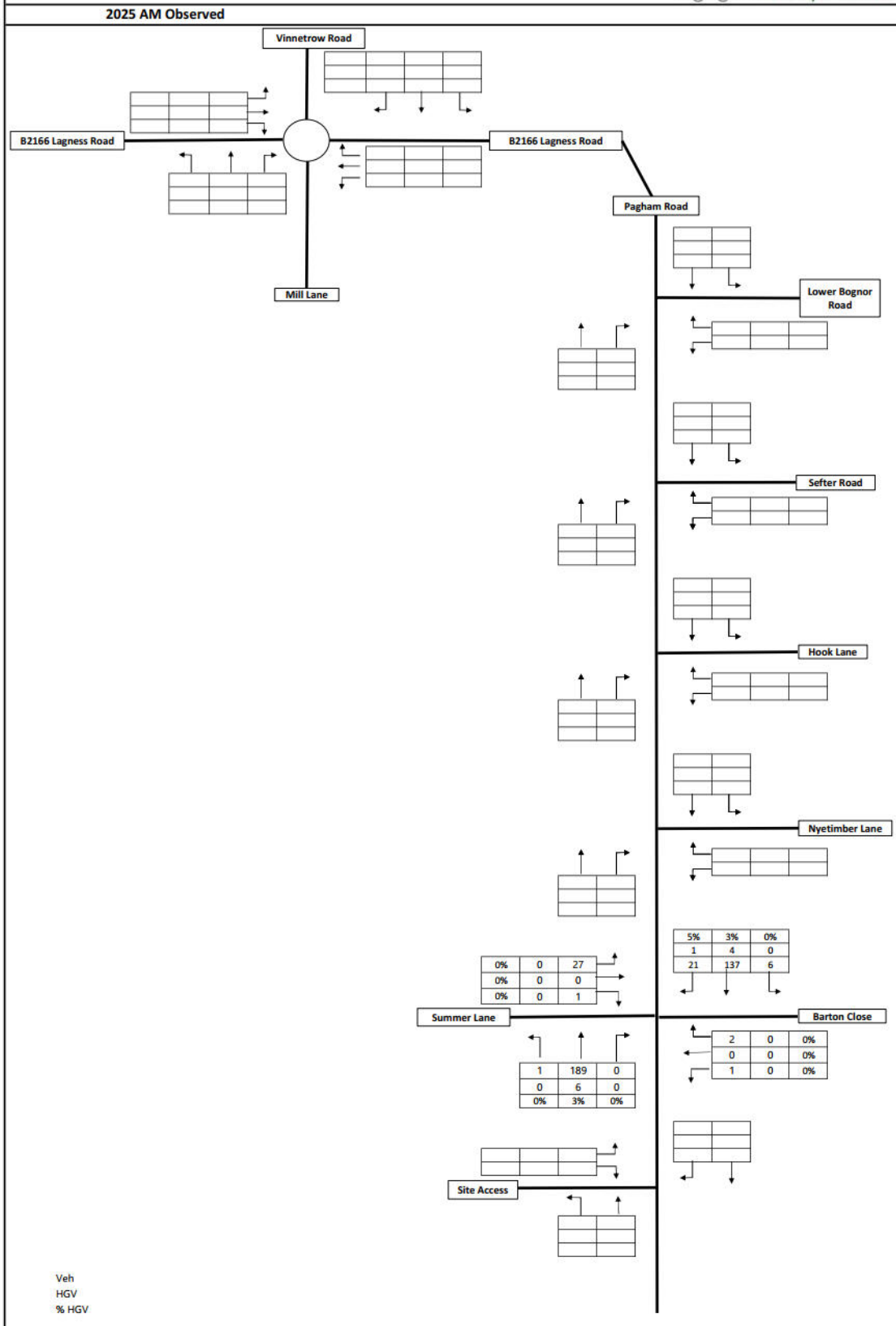
Appendix 17

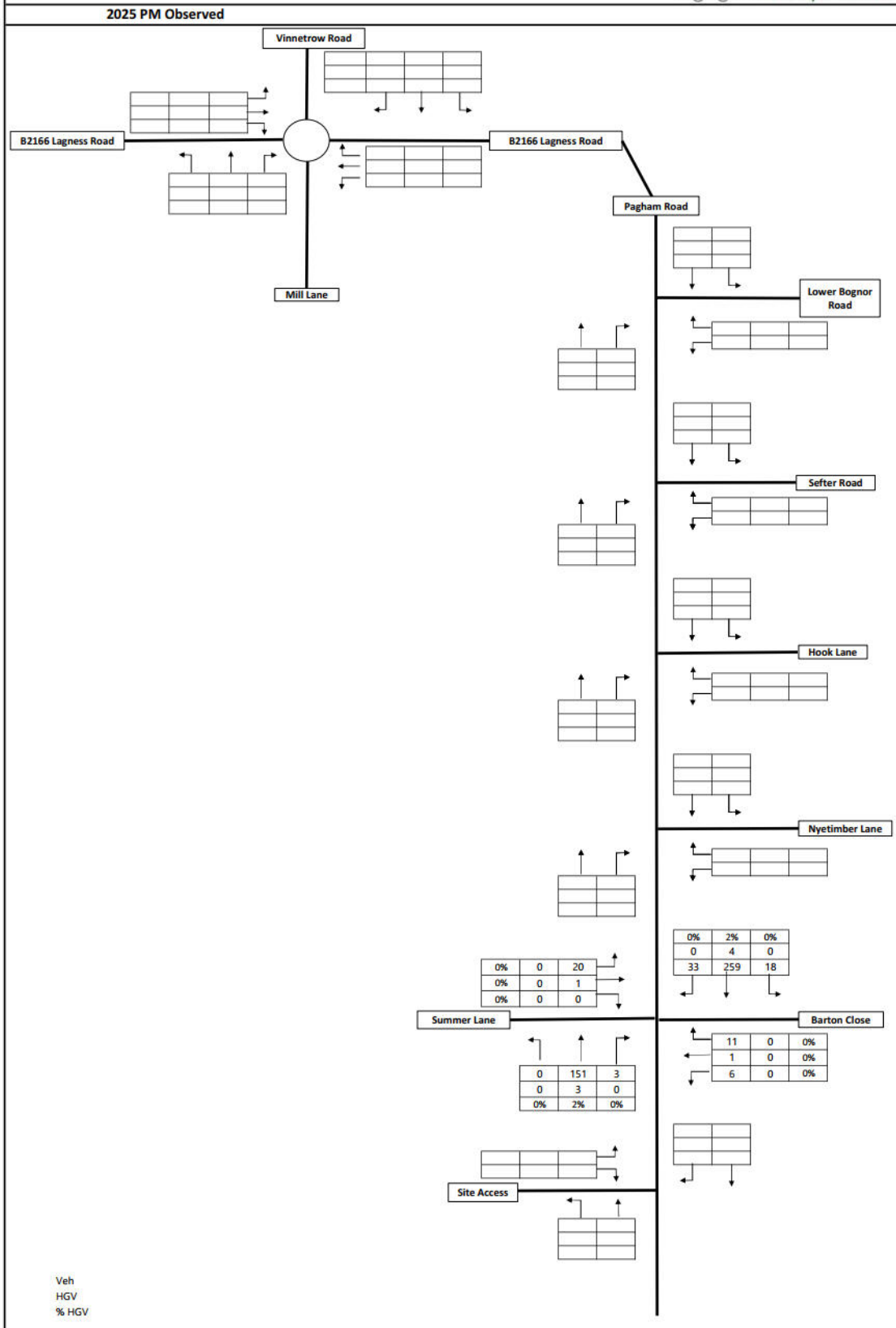
Flow Diagrams



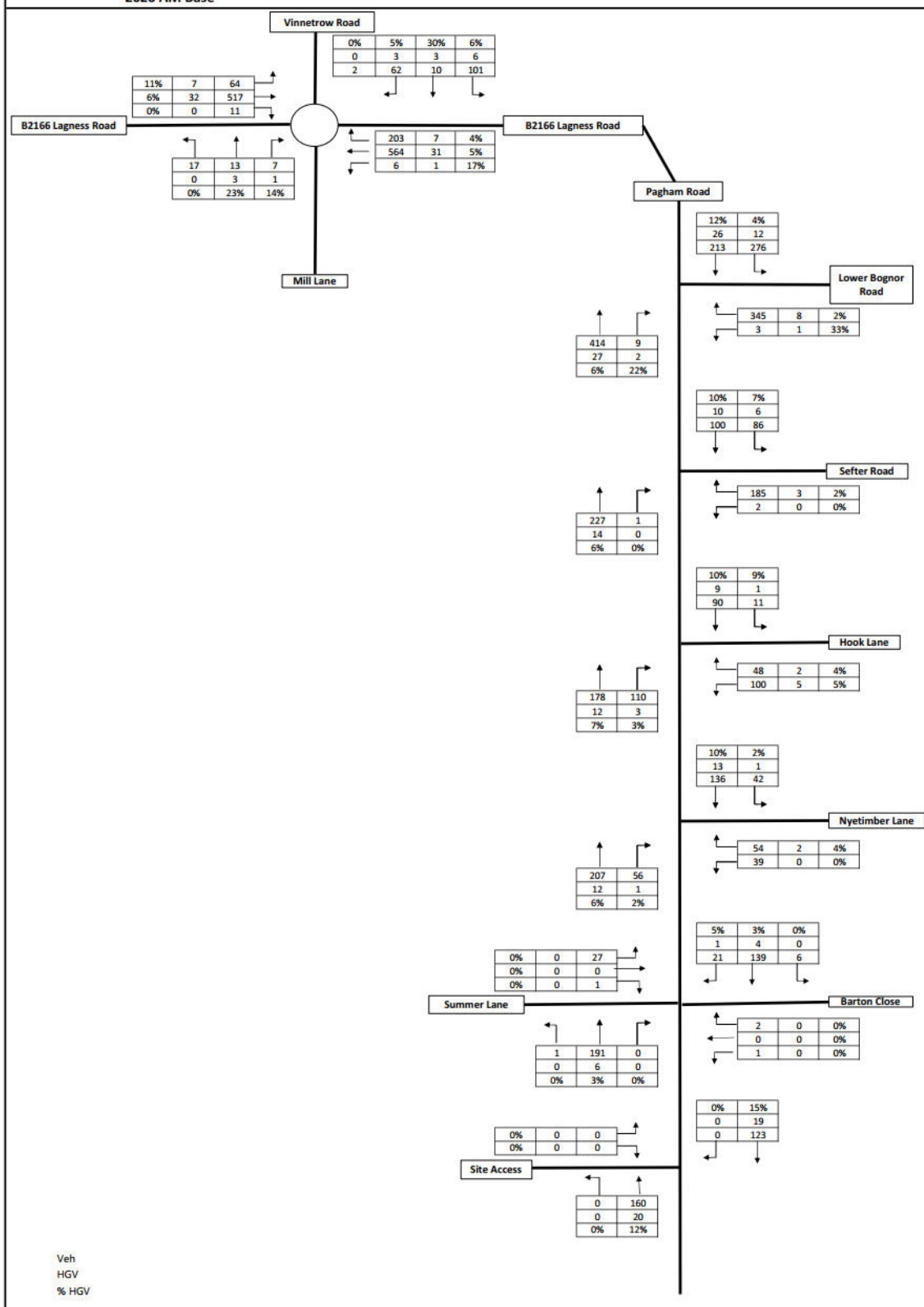
2023 PM Observed



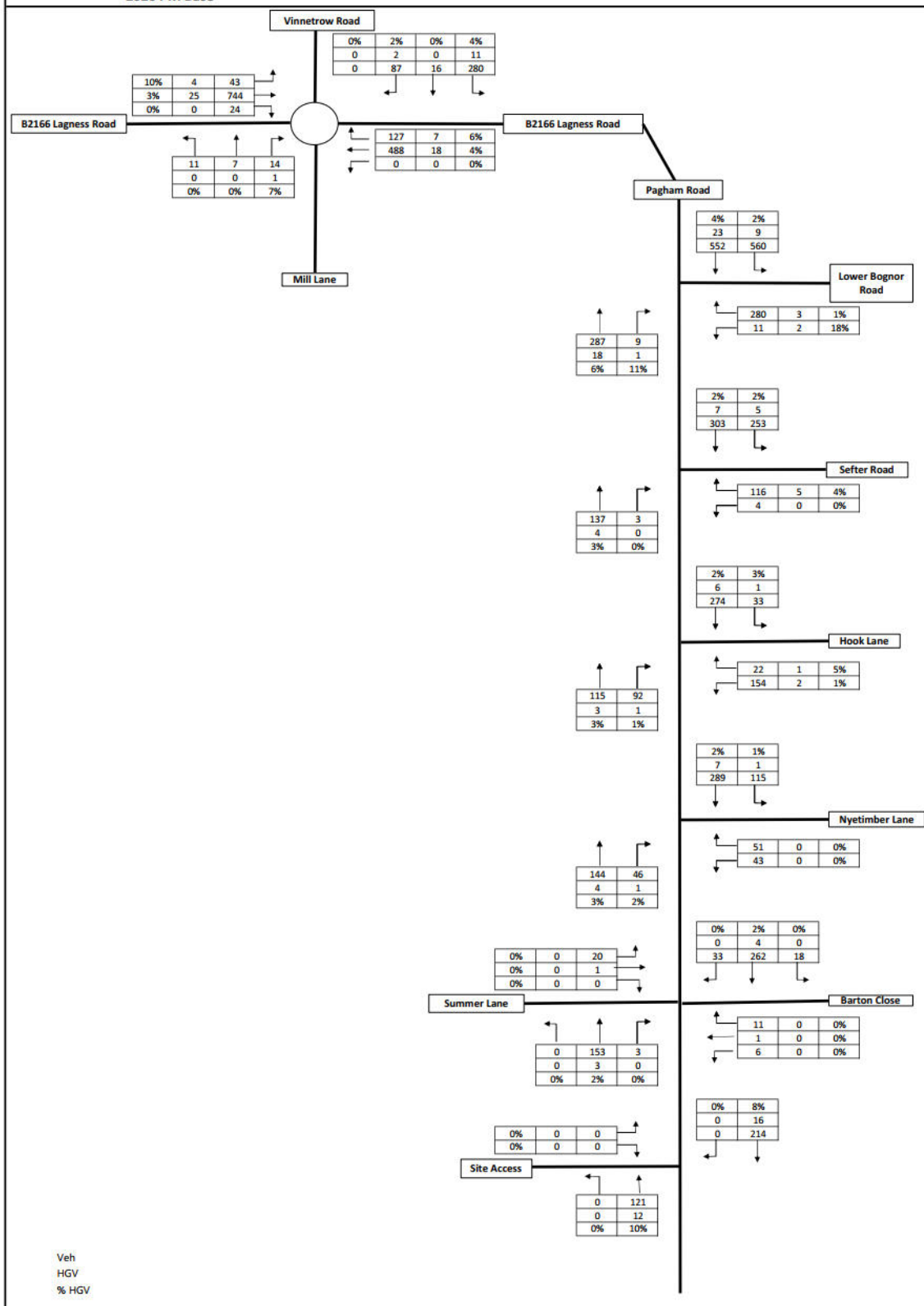




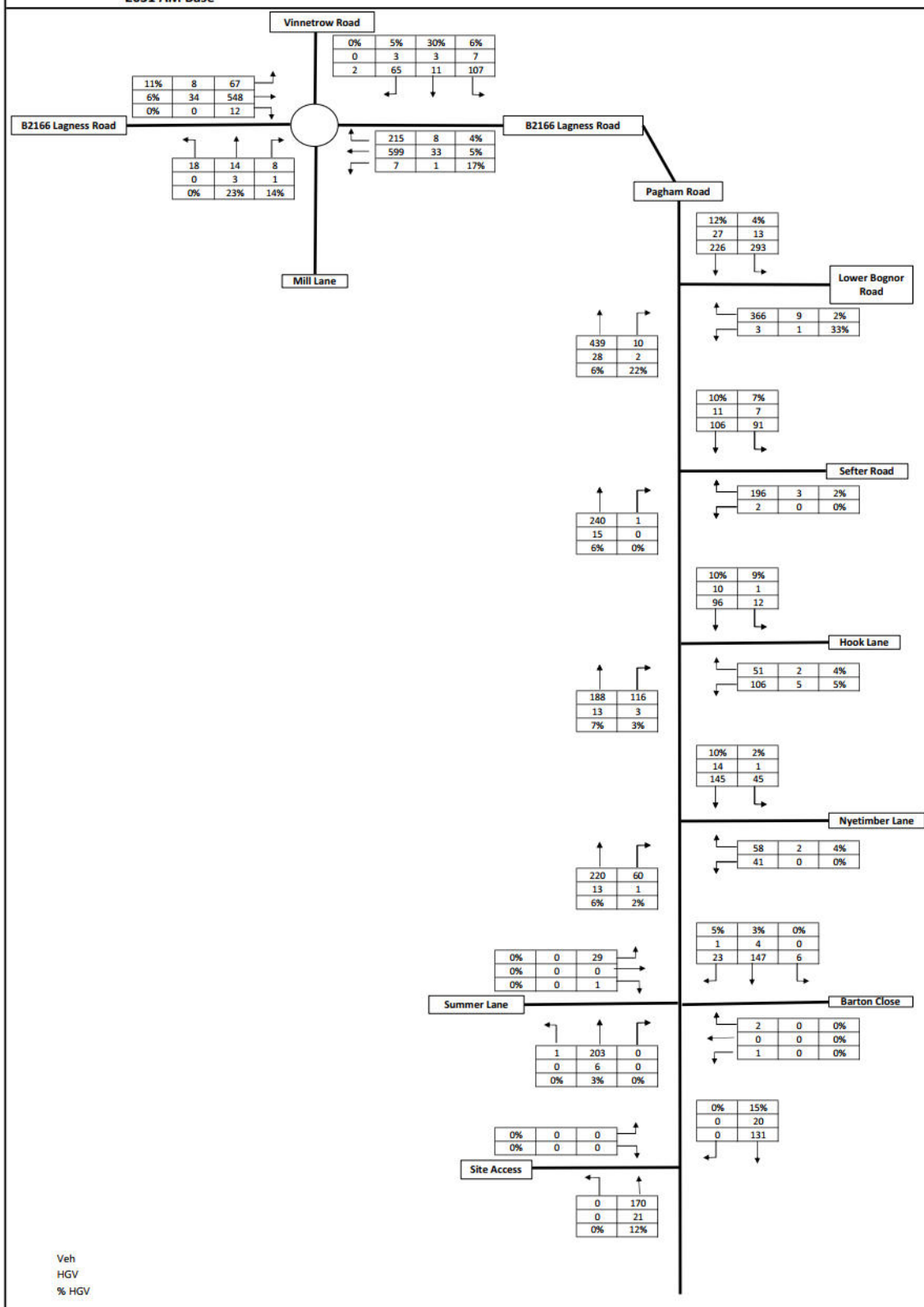
2026 AM Base



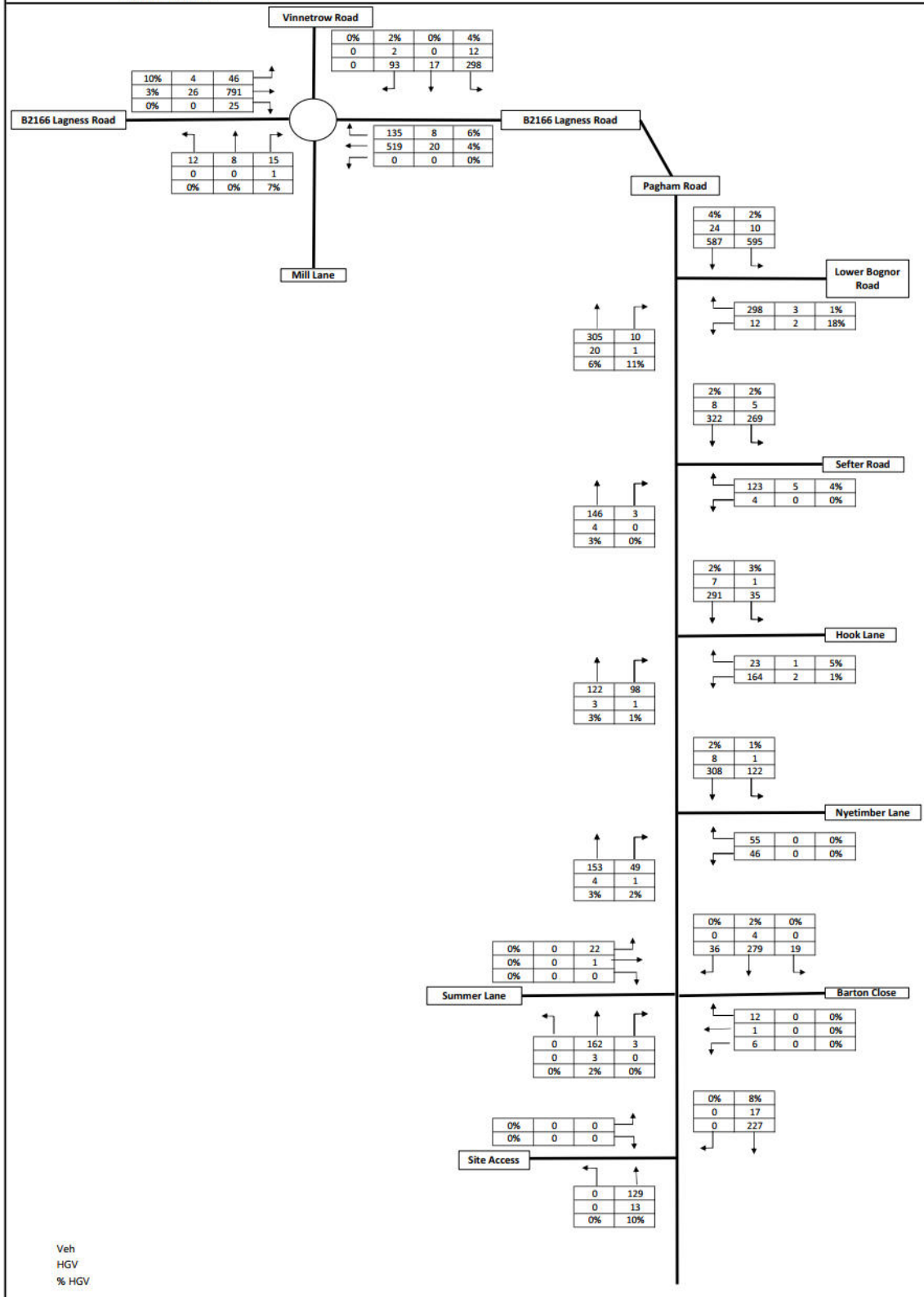
2026 PM Base



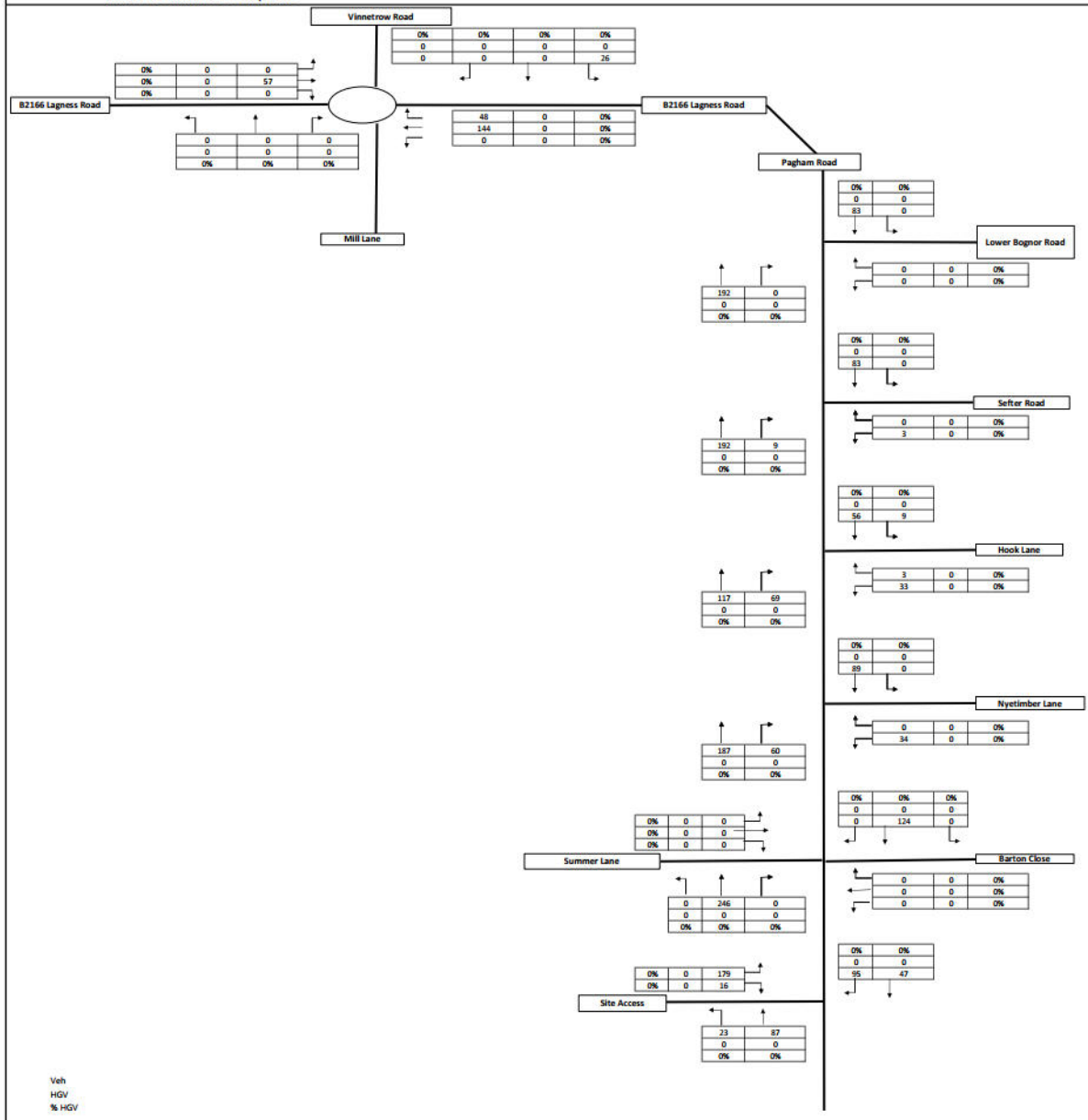
2031 AM Base



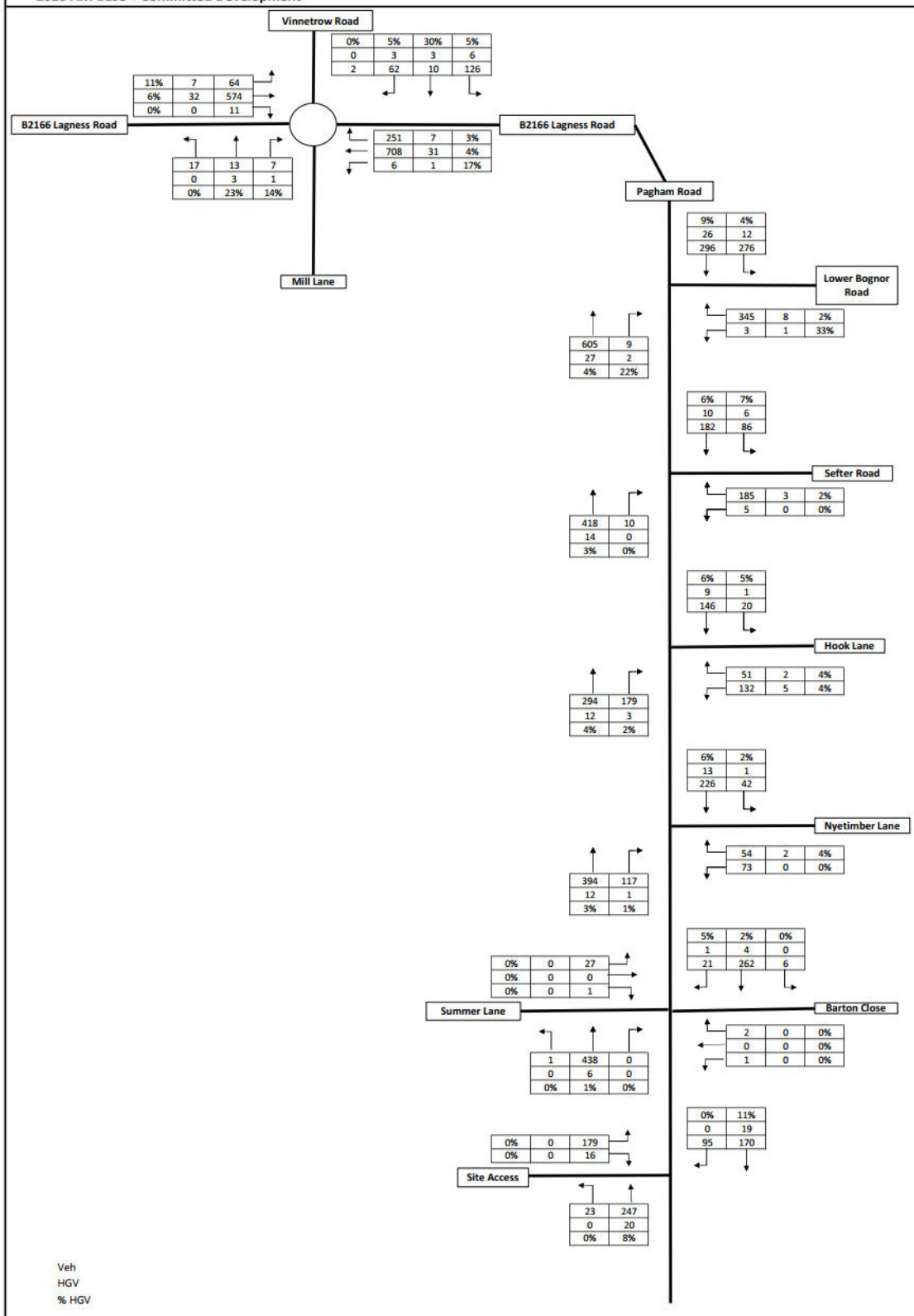
2031 PM Base



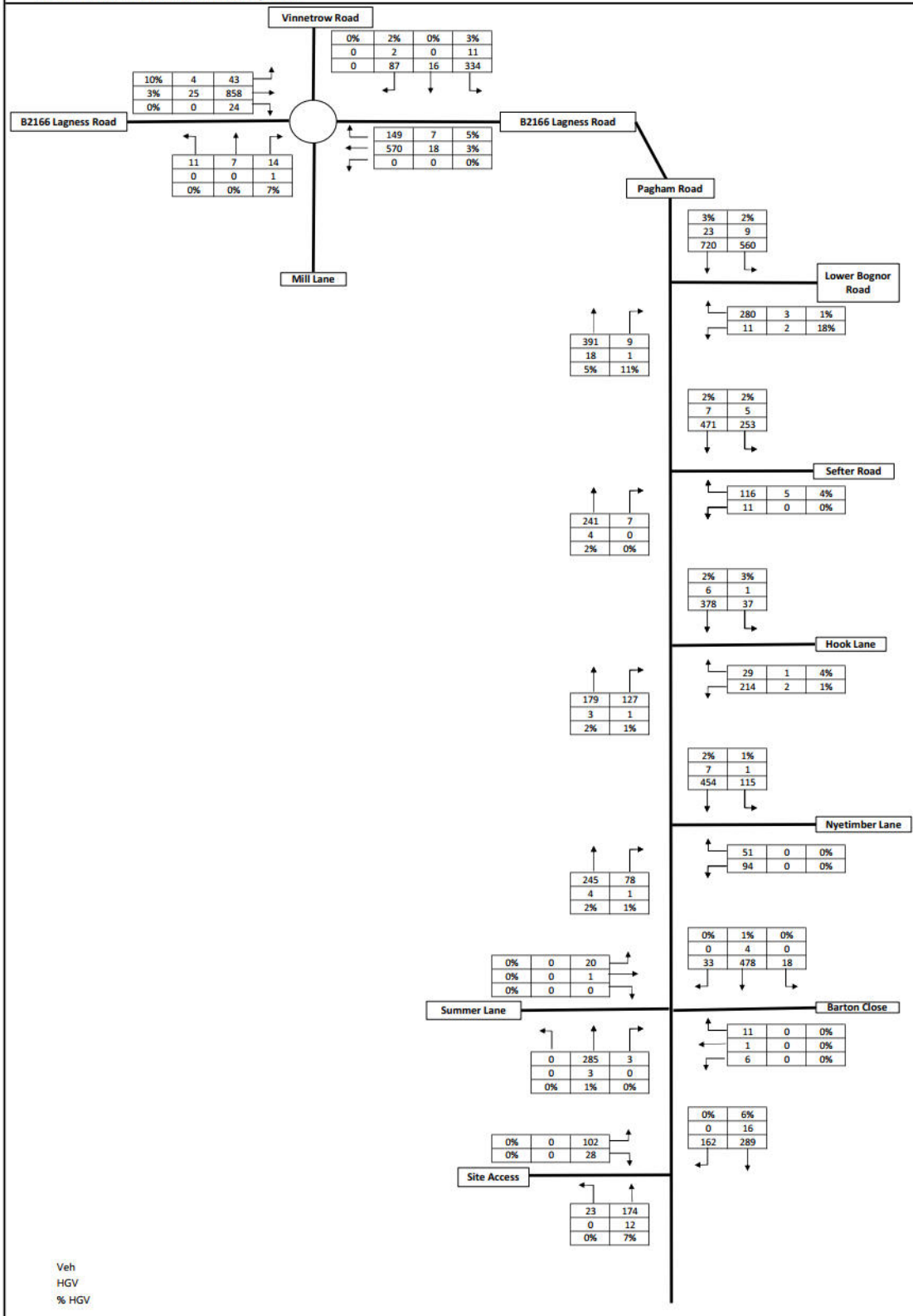
AM Total Committed Development



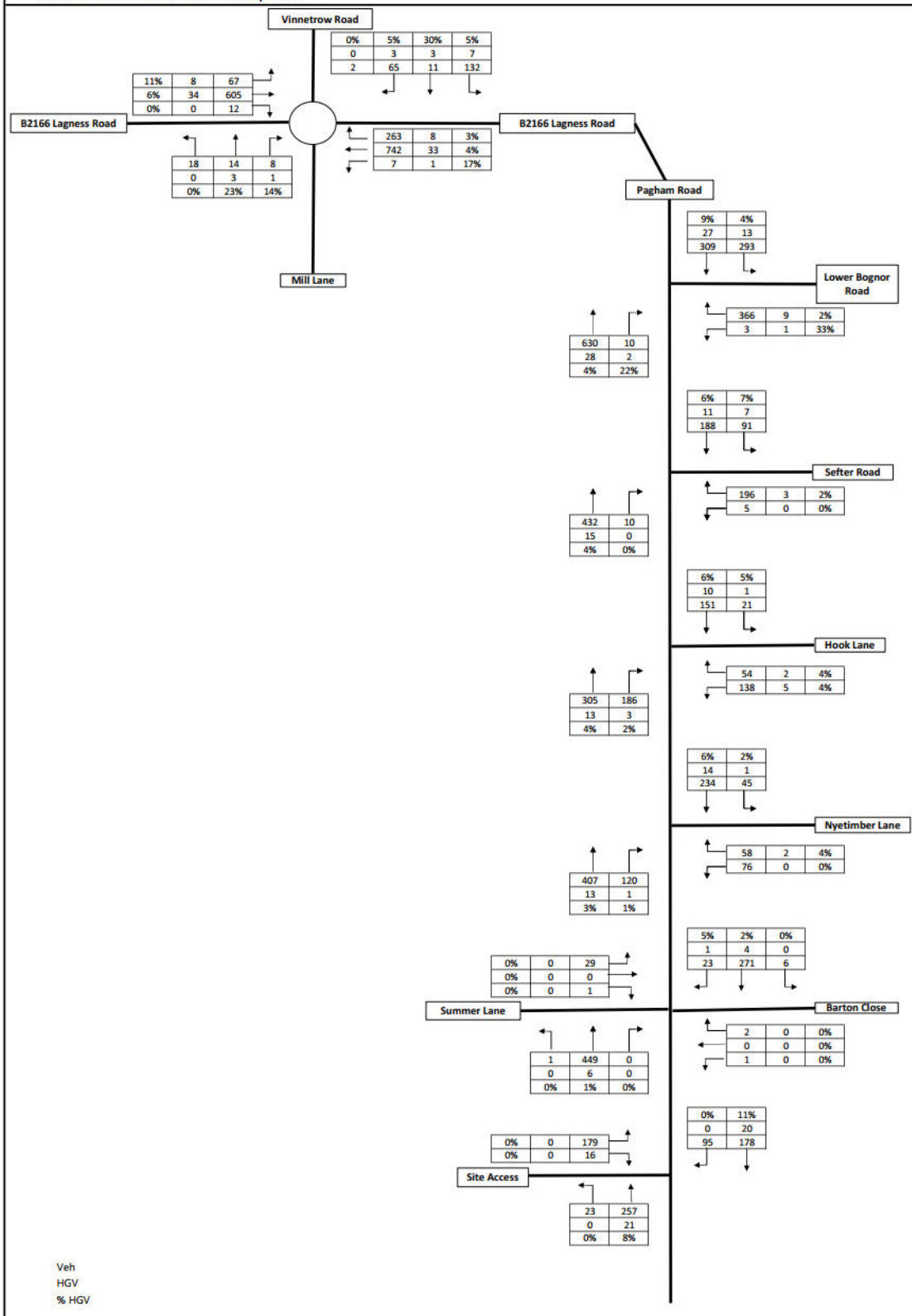
2026 AM Base + Committed Development



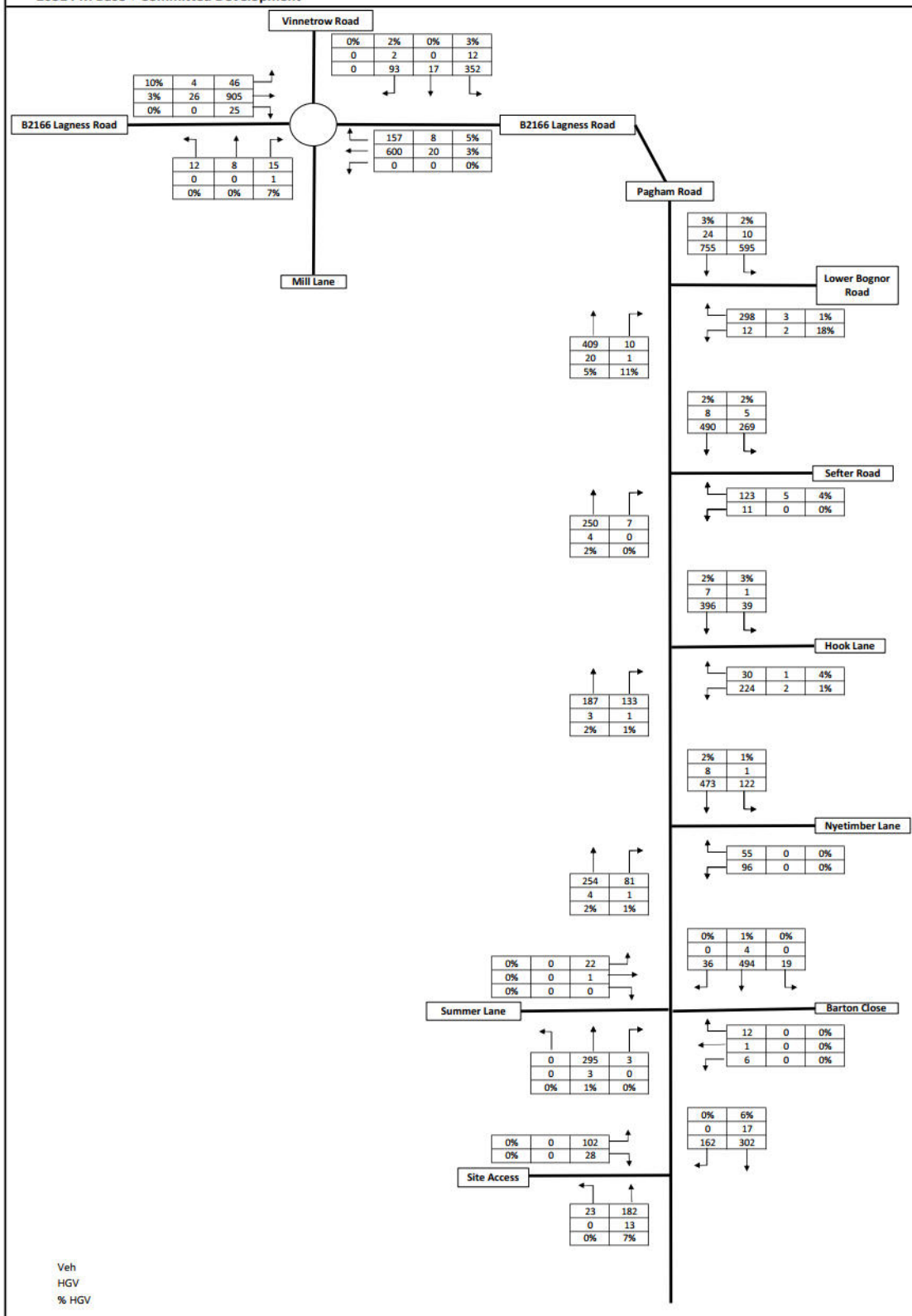
2026 PM Base + Committed Development



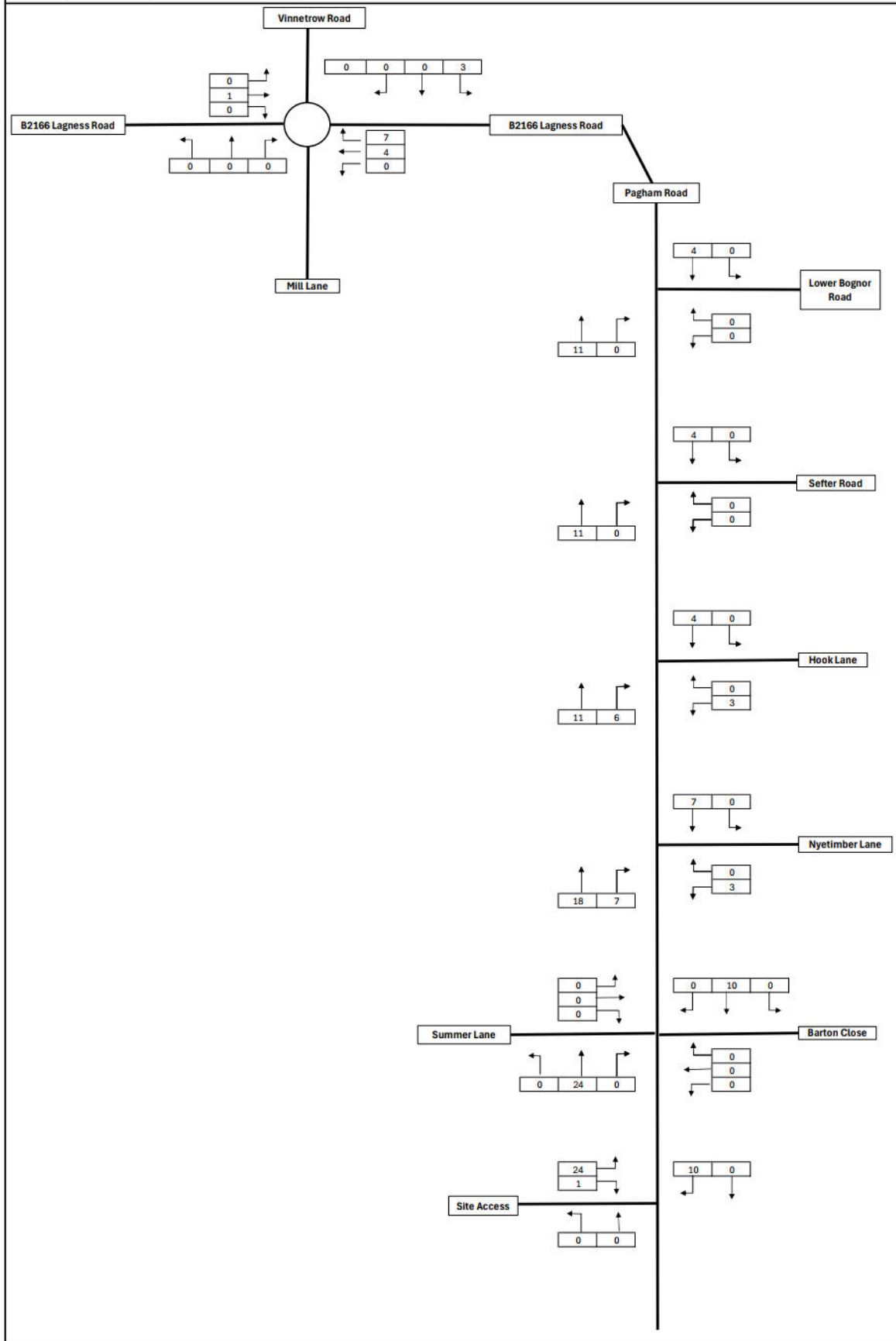
2031 AM Base + Committed Development



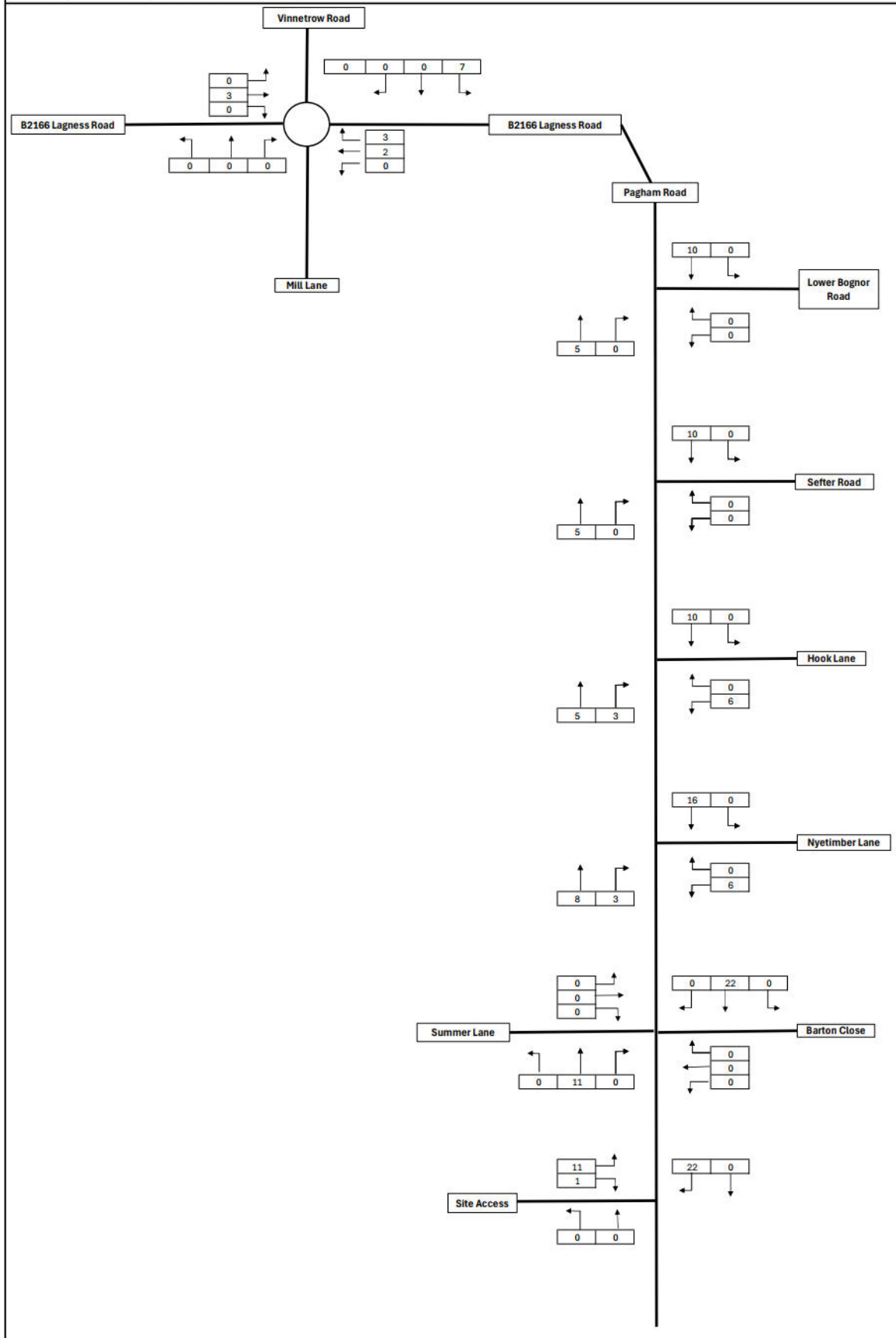
2031 PM Base + Committed Development



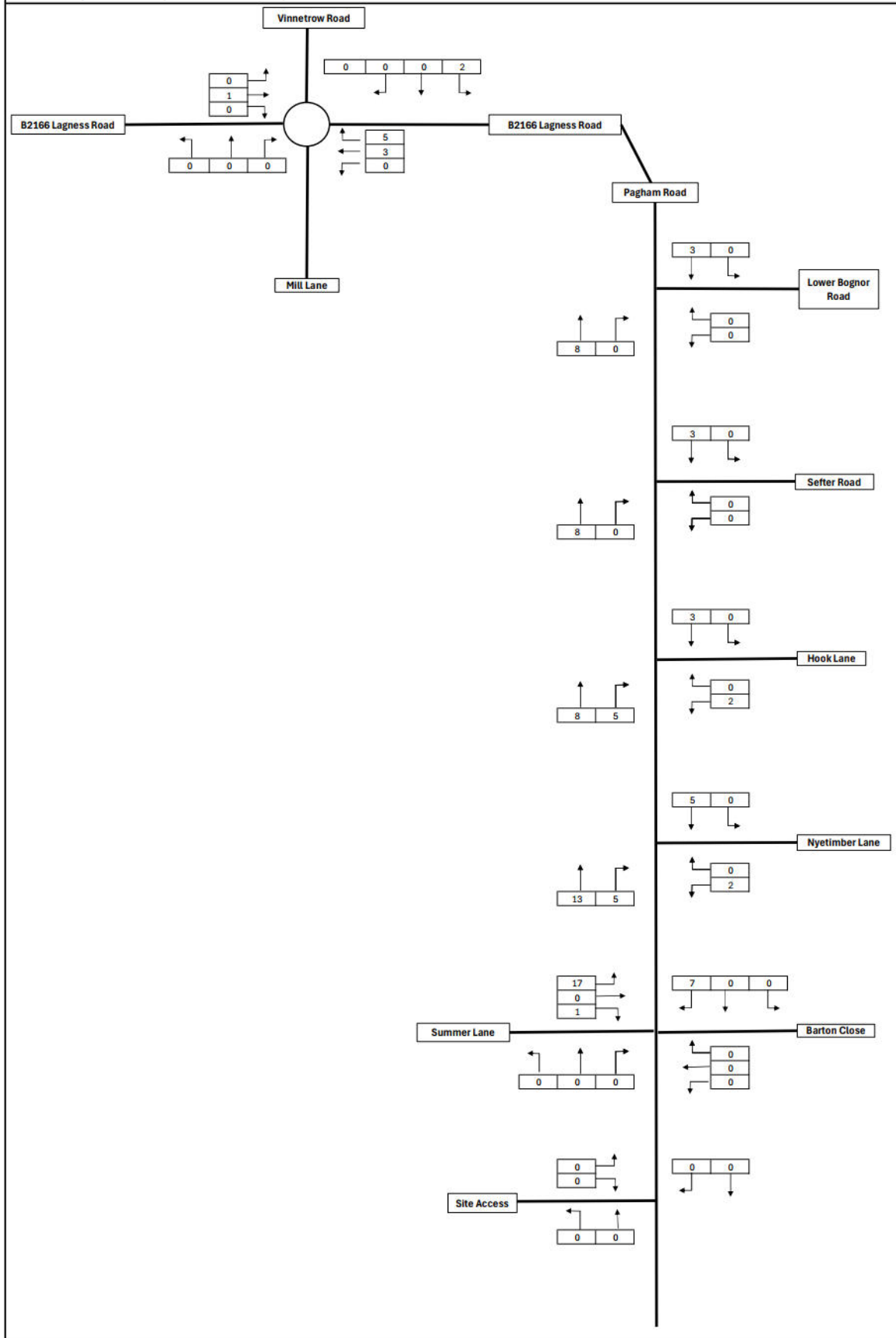
AM Trip Generation (from Consented Access)



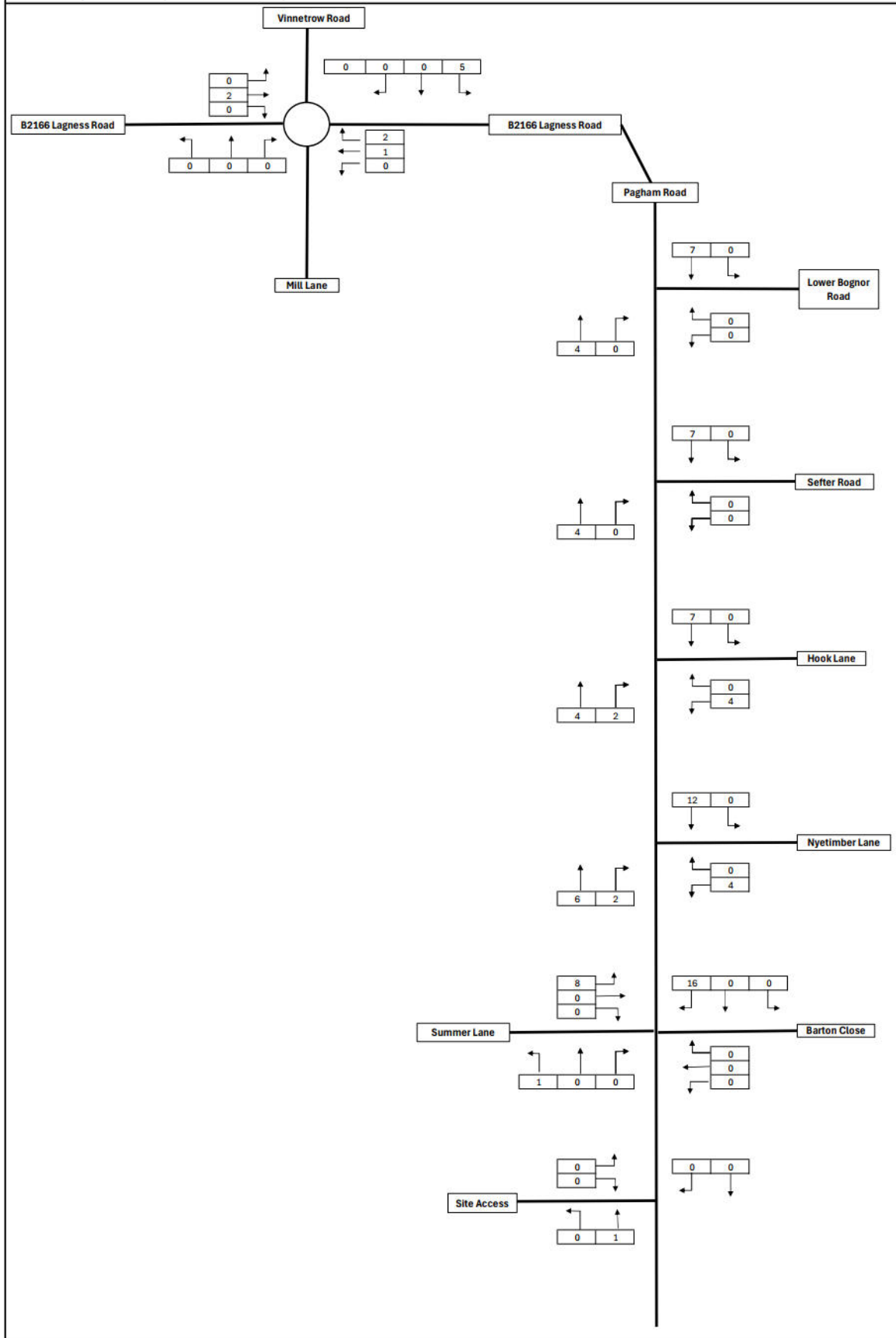
PM Trip Generation (from Consented Access)



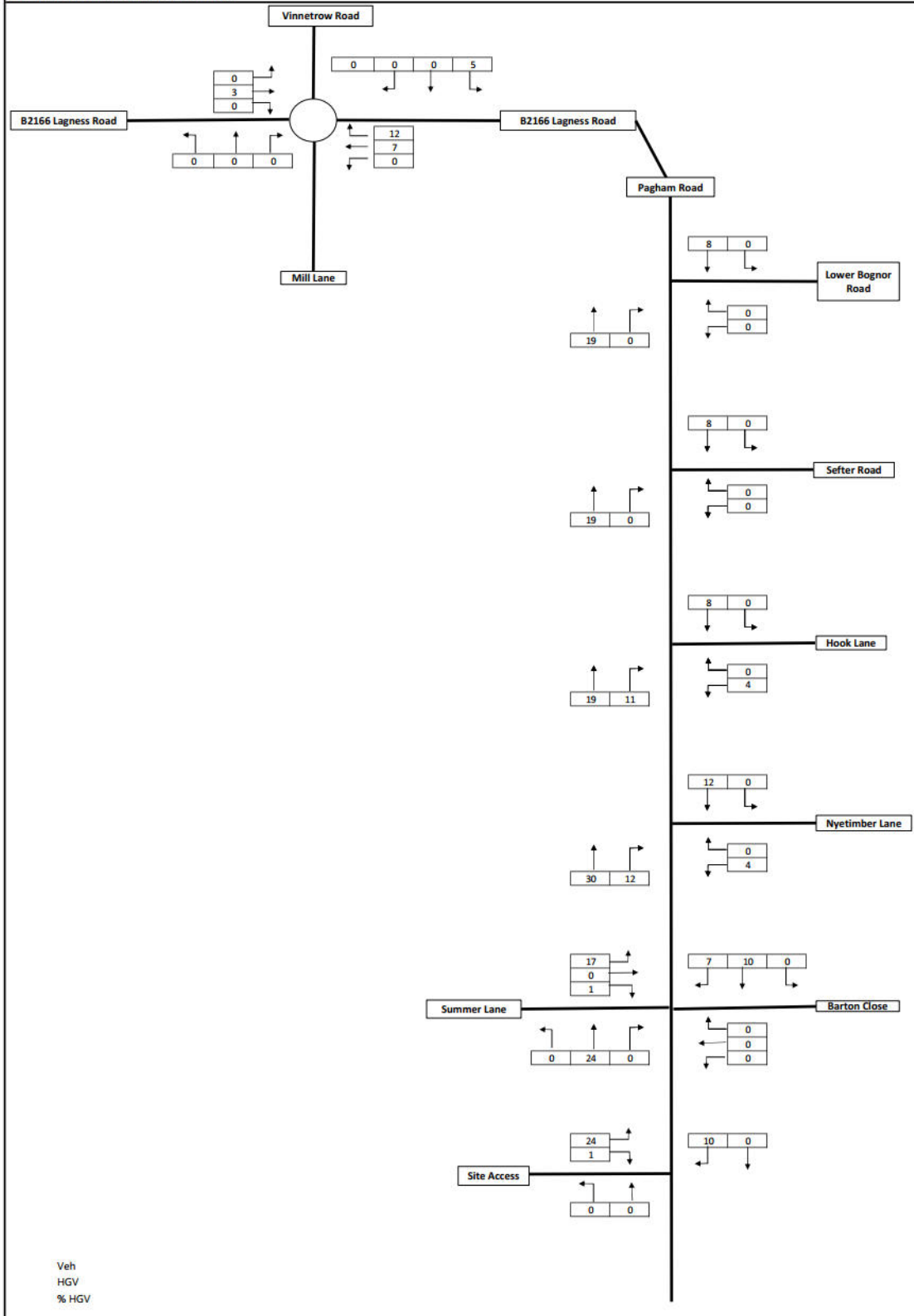
AM Trip Generation (from Summer Lane)



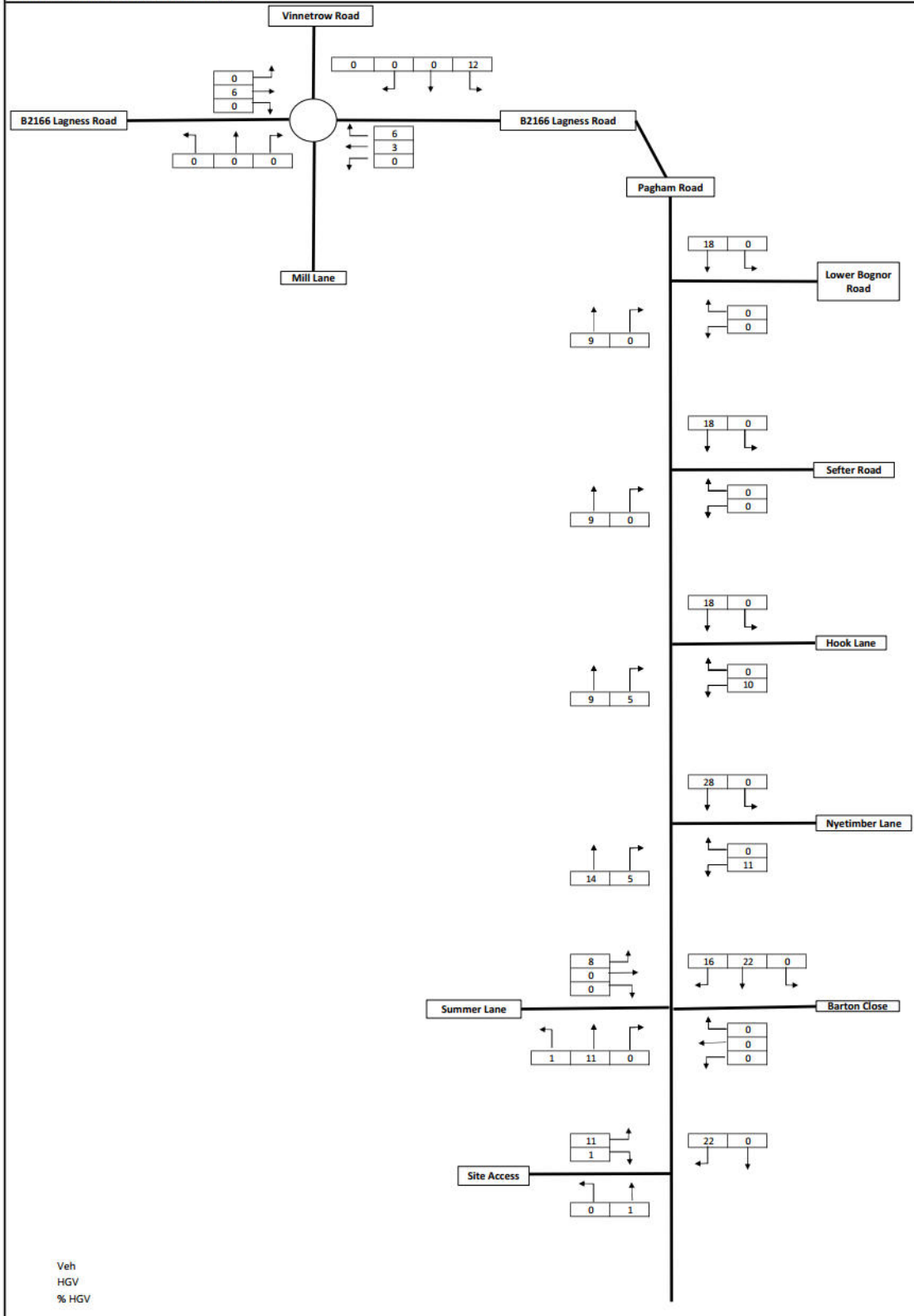
PM Trip Generation (from Summer Lane)



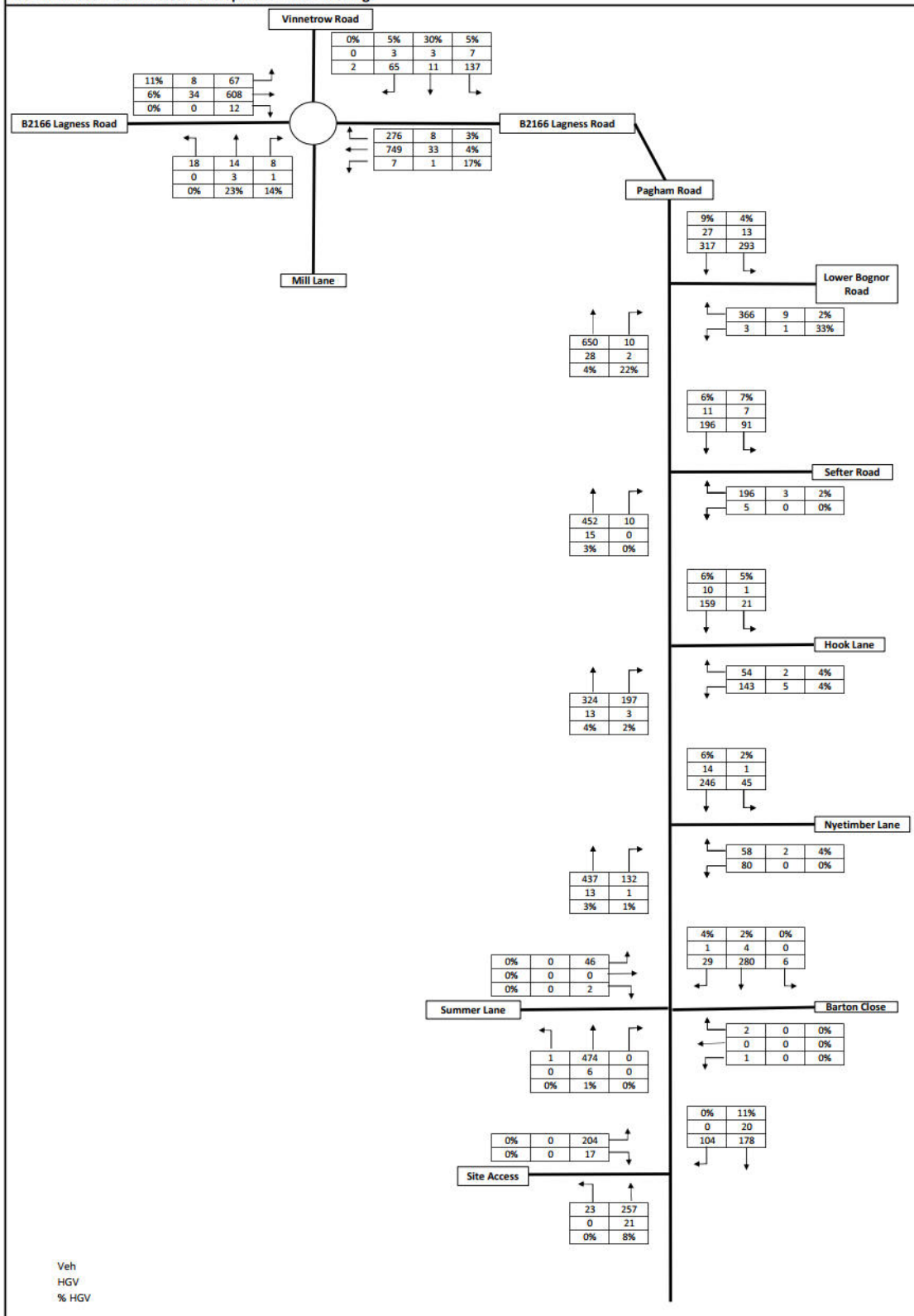
AM Trip Generation (120 dwellings)



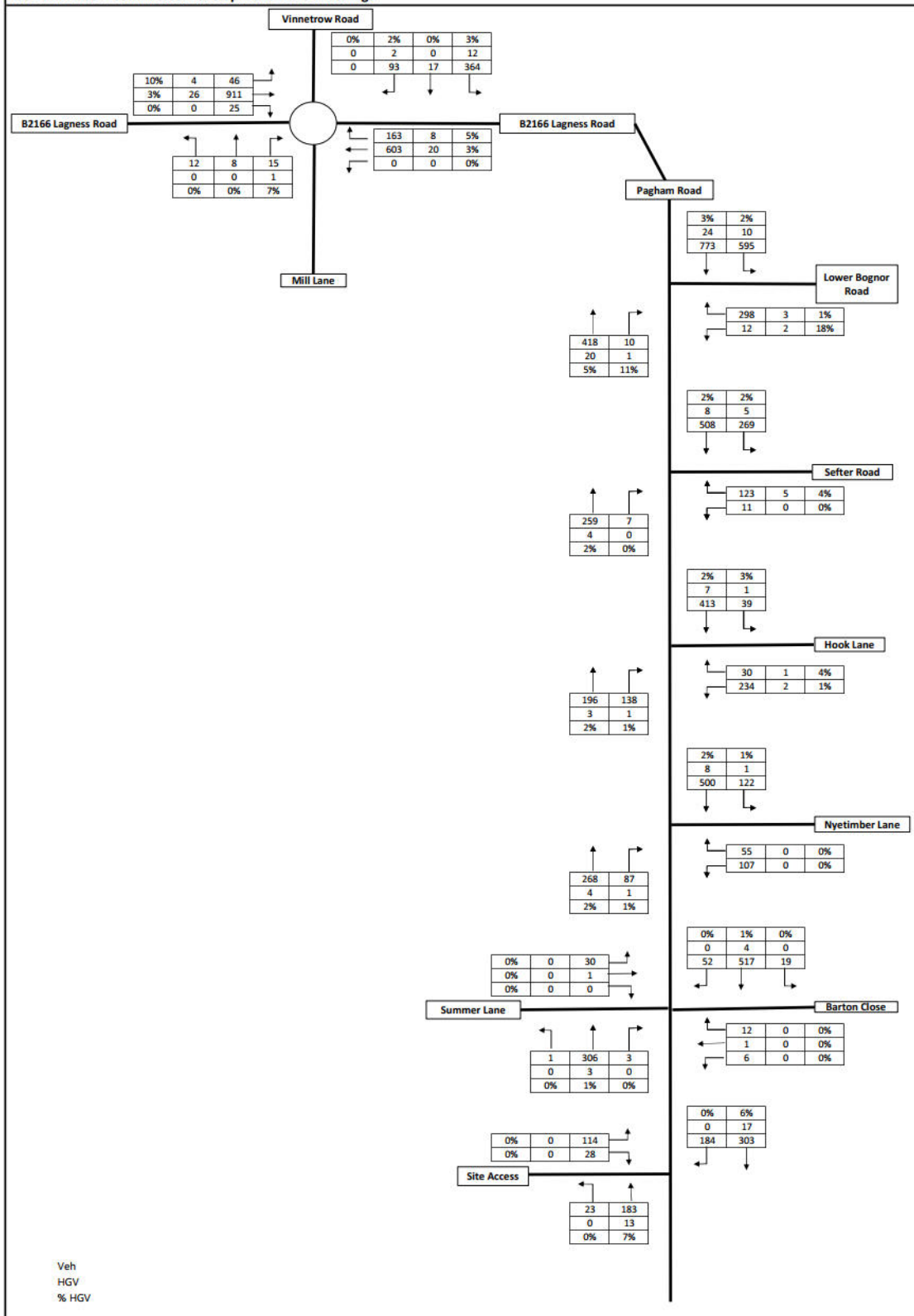
PM Trip Generation (120 dwellings)



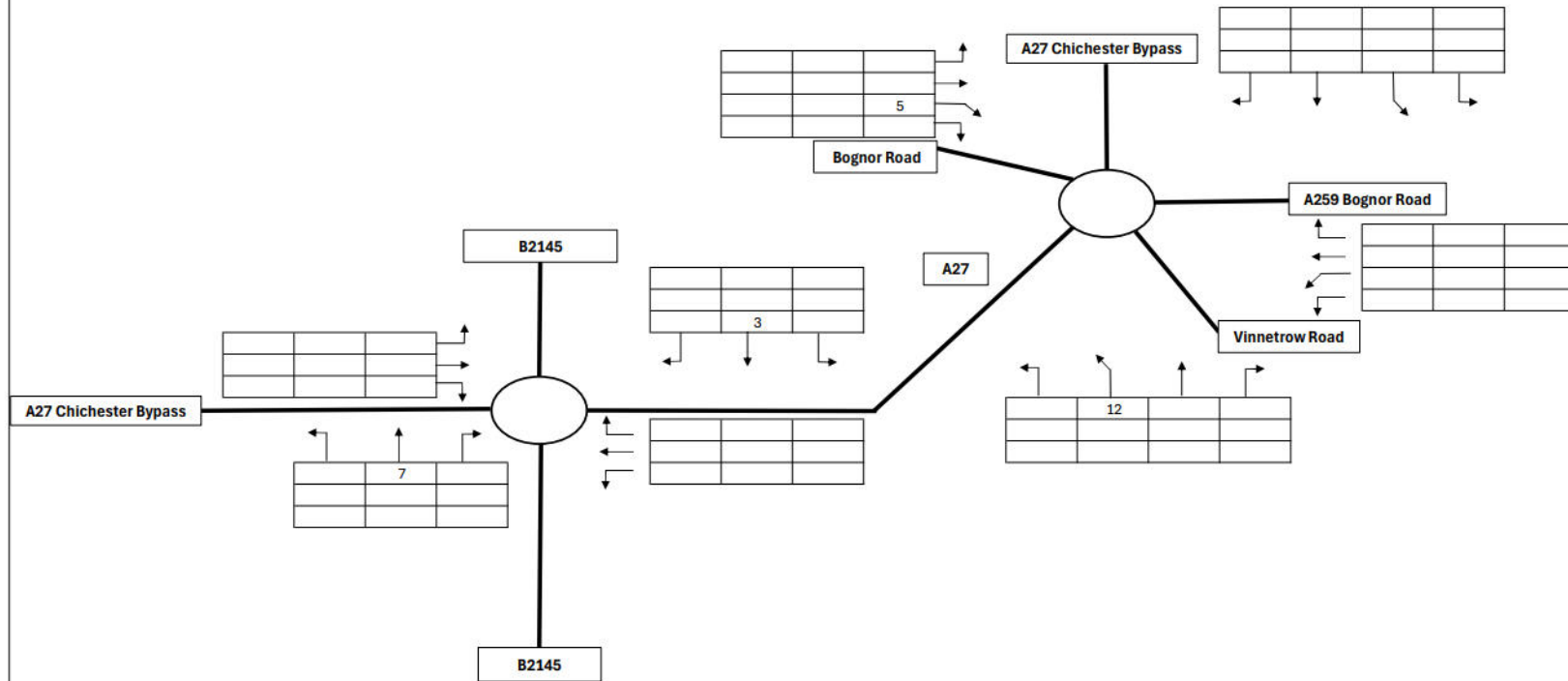
2031 AM Base + Committed Development + 120 Dwellings



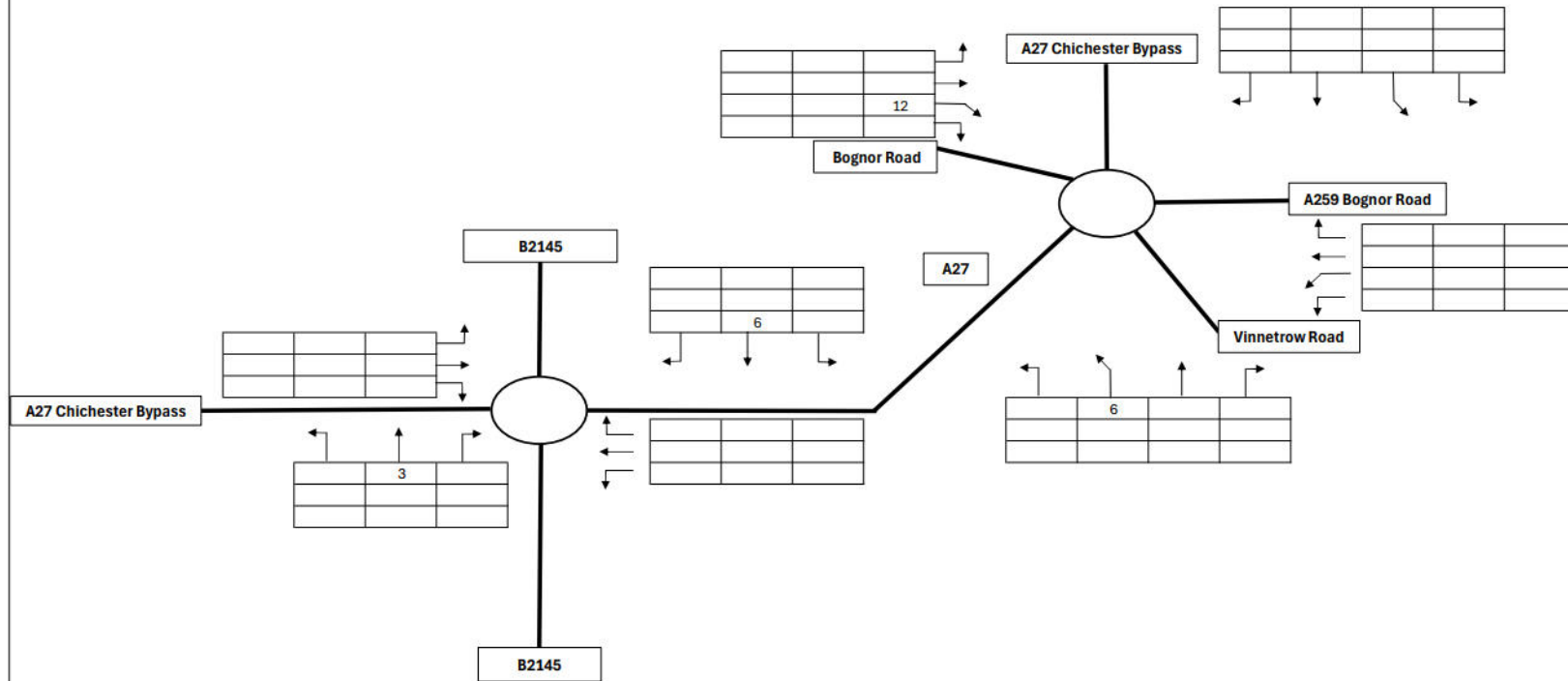
2031 PM Base + Committed Development + 120 Dwellings



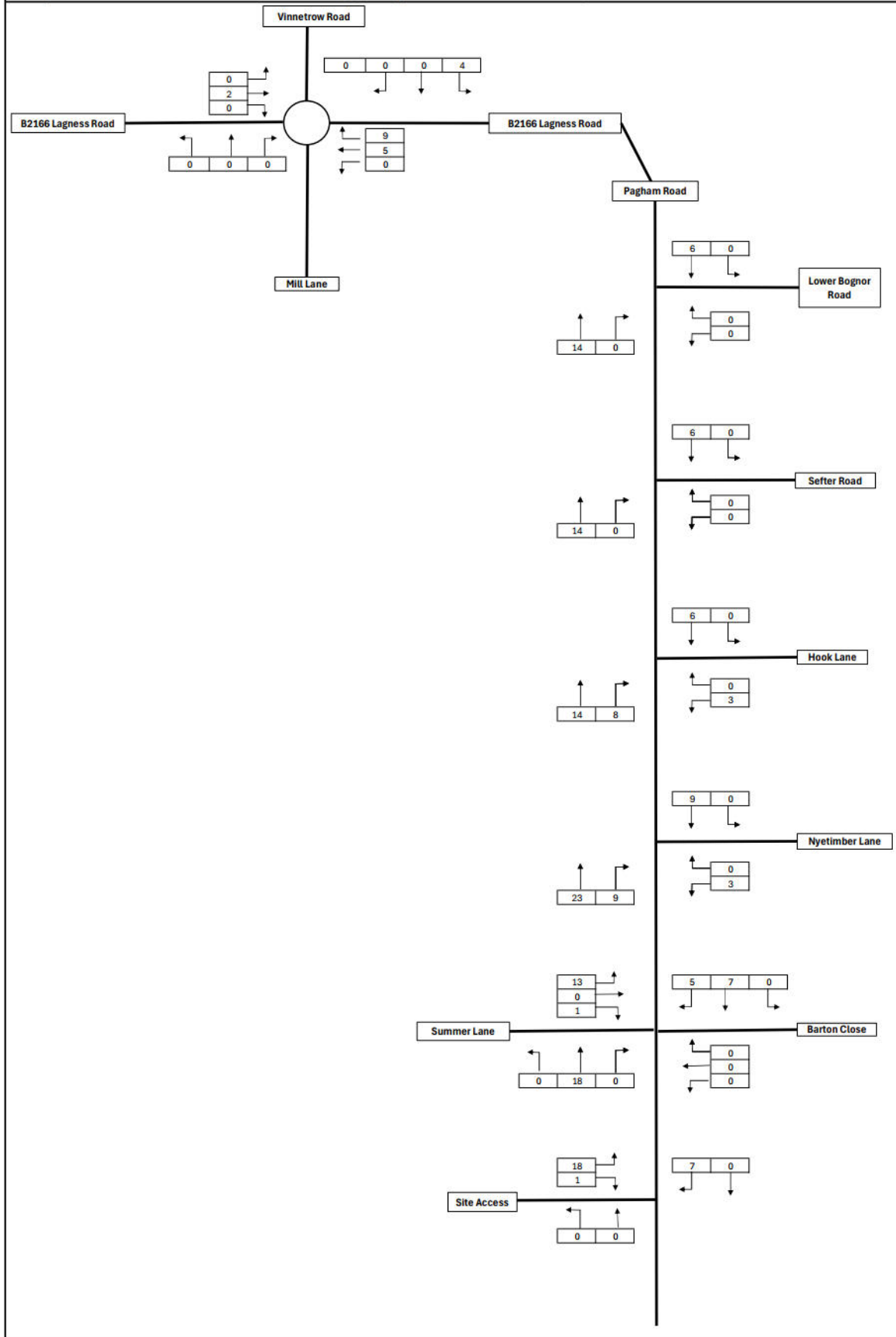
AM Trip Generation Distribution at SRN



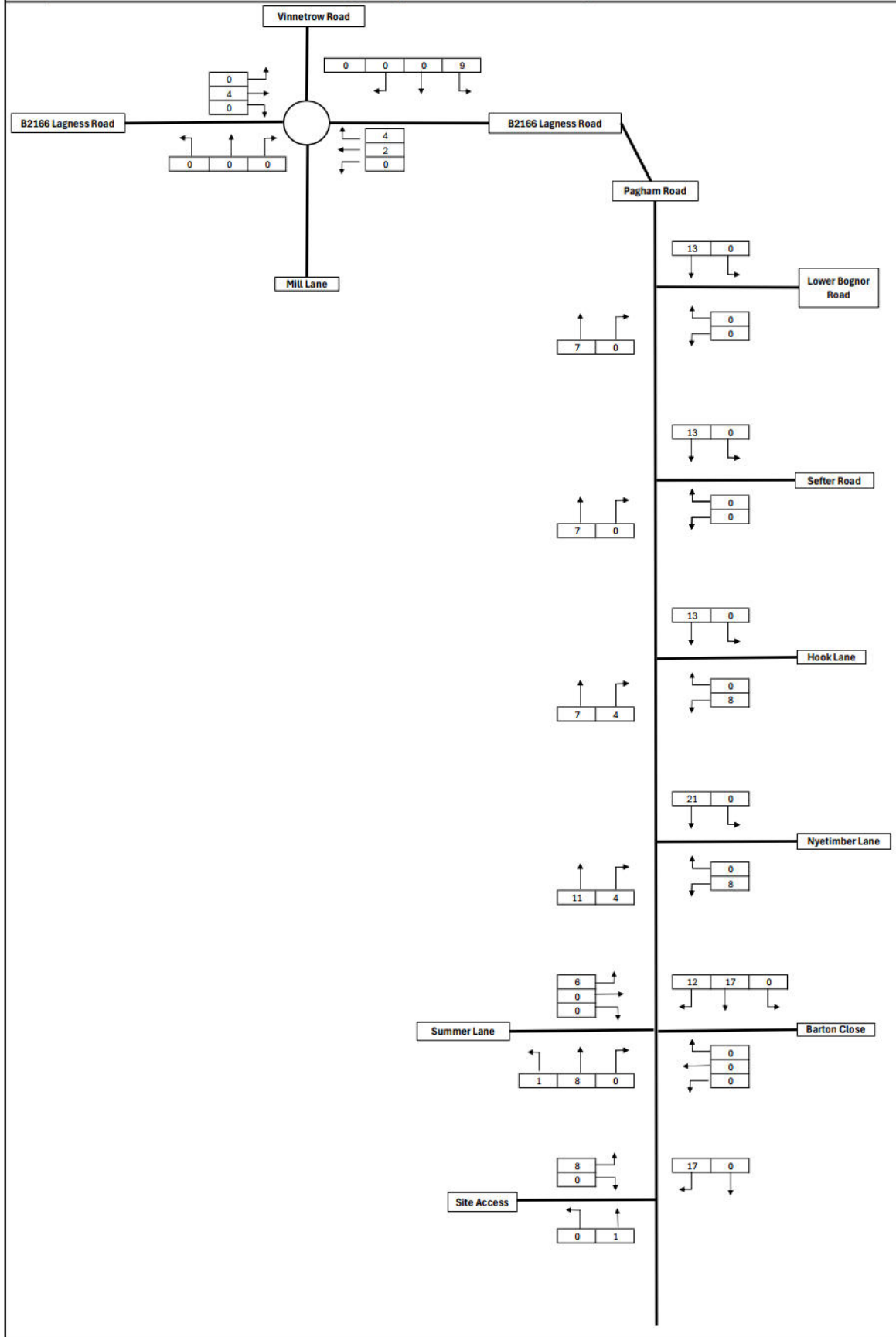
PM Trip Generation Distribution at SRN



AM Trip Generation with 25% Reduction for Vision Led Approach (Combined Access Distribution)



PM Trip Generation with 25% Reduction for Vision Led Approach (Combined Access Distribution)



Appendix 18

Junctions 9 Modelling Outputs

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
File: XXXXXXXXXXXXXXXXXXXX .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: Pagham South Northern Access.j9

Path: C:\Users\JosephTucker\OneDrive - Highgate Transportation\Shared Documents - HTP\2600 - Projects\2607 - 120 Dwellings - Land North of Summer Lane, Pagham\Modelling\Junctions 9\Pagham South Northern Access_Junctions 9 Report

Report generation date: 02/02/2026 15:56:11

»2026 Base + Com Dev, AM
 »2026 Base + Com Dev, PM
 »2031 Base, AM
 »2031 Base, PM
 »2031 Base + Com Dev, AM
 »2031 Base + Com Dev, PM
 »2031 Base + Com Dev + Dev, AM
 »2031 Base + Com Dev + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base + Com Dev								
Stream B-C	0.4	8.15	0.31	A	0.2	6.62	0.17	A
Stream B-A	0.0	9.77	0.05	A	0.1	10.54	0.08	B
Stream C-AB	0.2	5.82	0.14	A	0.3	6.29	0.24	A
2031 Base								
Stream B-C	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2031 Base + Com Dev								
Stream B-C	0.4	8.21	0.31	A	0.2	6.66	0.17	A
Stream B-A	0.0	9.88	0.05	A	0.1	10.68	0.08	B
Stream C-AB	0.2	5.85	0.15	A	0.3	6.32	0.24	A
2031 Base + Com Dev + Dev								
Stream B-C	0.5	8.76	0.35	A	0.2	6.83	0.19	A
Stream B-A	0.1	10.14	0.05	B	0.1	10.98	0.09	B
Stream C-AB	0.2	5.95	0.16	A	0.4	6.61	0.27	A

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

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

File summary

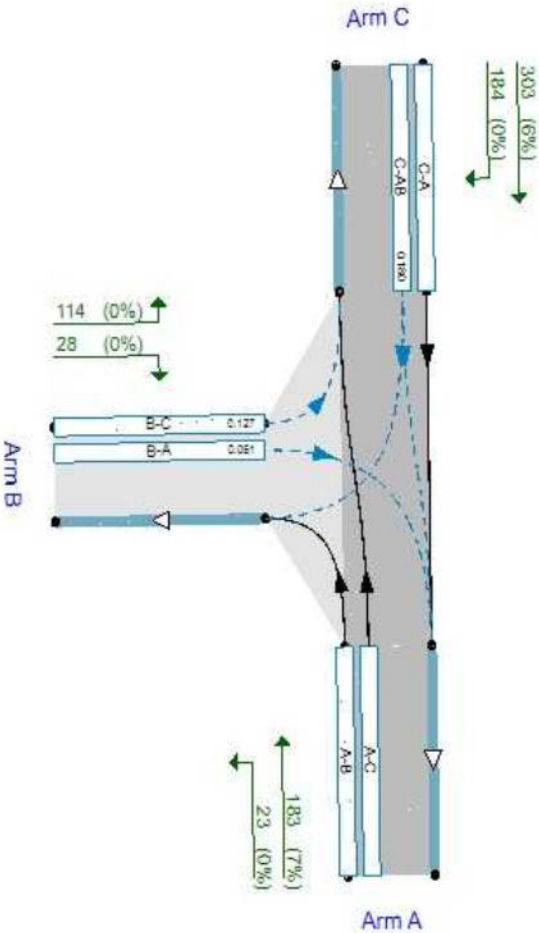
File Description

Title	(untitled)
Location	
Site number	
Date	12/06/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
----------------	-------------	---------------------	-----------------------	------------	---------------------	-------------------	---------------------

m	kph	Veh	Veh	perHour	s	-Min	perMin
---	-----	-----	-----	---------	---	------	--------



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D2	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D3	2031 Base	AM	ONE HOUR	07:45	09:15	15
D4	2031 Base	PM	ONE HOUR	16:45	18:15	15
D5	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D6	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		2.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	250.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.56	3.76	3.58	3.58		1.00	65	44

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	535	0.093	0.236	0.148	0.337
B-C	729	0.107	0.270	-	-
C-B	820	0.304	0.304	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	270	100.000

B		✓	195	100.000
C		✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	23	247
	B	16	0	179
	C	170	95	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	8
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.31	8.15	0.4	1.9	A
B-A	0.05	9.77	0.0	0.5	A
C-AB	0.14	5.82	0.2	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	668	0.202	134	0.3	6.729	A
B-A	12	438	0.028	12	0.0	8.456	A
C-AB	72	754	0.095	71	0.1	5.267	A
C-A	128			128			
A-B	17			17			
A-C	186			186			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	656	0.246	161	0.3	7.266	A
B-A	15	417	0.035	14	0.0	8.948	A
C-AB	85	741	0.115	85	0.1	5.488	A
C-A	153			153			
A-B	21			21			
A-C	222			222			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	197	639	0.309	197	0.4	8.131	A
B-A	18	387	0.046	18	0.0	9.760	A
C-AB	105	723	0.145	104	0.2	5.814	A
C-A	187			187			
A-B	25			25			

A-C	272			272			
-----	-----	--	--	-----	--	--	--

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	197	639	0.309	197	0.4	8.149	A
B-A	18	386	0.046	18	0.0	9.766	A
C-AB	105	723	0.145	105	0.2	5.816	A
C-A	187			187			
A-B	25			25			
A-C	272			272			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	656	0.246	162	0.3	7.289	A
B-A	15	417	0.035	15	0.0	8.954	A
C-AB	85	741	0.115	86	0.1	5.493	A
C-A	153			153			
A-B	21			21			
A-C	222			222			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	668	0.202	135	0.3	6.761	A
B-A	12	437	0.028	12	0.0	8.468	A
C-AB	72	754	0.095	72	0.1	5.275	A
C-A	128			128			
A-B	17			17			
A-C	186			186			

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

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.32	0.00	0.00	0.32	0.32			N/A	N/A
B-A	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.44	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.17	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.44	0.03	0.30	1.33	1.91			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.17	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
--------	------------	-----------	-----------	-----------	-----------	--------------------	----------------	---	--

B-C	0.26	0.00	0.00	0.26	0.26			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2026 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		2.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	197	100.000
B		✓	130	100.000
C		✓	451	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	23	174
	B	28	0	102
	C	289	162	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	7
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.17	6.62	0.2	0.5	A
B-A	0.08	10.54	0.1	0.5	B
C-AB	0.24	6.29	0.3	1.4	A
C-A					

A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	681	0.113	77	0.1	5.956	A
B-A	21	425	0.049	21	0.1	8.908	A
C-AB	122	773	0.158	121	0.2	5.522	A
C-A	218			218			
A-B	17			17			
A-C	131			131			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	671	0.137	92	0.2	6.221	A
B-A	25	403	0.062	25	0.1	9.530	A
C-AB	146	763	0.191	145	0.2	5.825	A
C-A	260			260			
A-B	21			21			
A-C	156			156			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	656	0.172	113	0.2	6.621	A
B-A	31	372	0.082	31	0.1	10.530	B
C-AB	178	750	0.238	178	0.3	6.287	A
C-A	318			318			
A-B	25			25			
A-C	192			192			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	656	0.172	113	0.2	6.624	A
B-A	31	372	0.082	31	0.1	10.538	B
C-AB	178	750	0.238	178	0.3	6.292	A
C-A	318			318			
A-B	25			25			
A-C	192			192			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	670	0.137	92	0.2	6.228	A
B-A	25	402	0.062	25	0.1	9.541	A
C-AB	146	763	0.191	146	0.2	5.835	A
C-A	260			260			
A-B	21			21			
A-C	156			156			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	680	0.113	77	0.1	5.972	A
B-A	21	424	0.049	21	0.1	8.927	A
C-AB	122	773	0.158	122	0.2	5.536	A
C-A	218			218			
A-B	17			17			
A-C	131			131			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-A	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.31	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.03	0.26	0.47	0.52			N/A	N/A
B-A	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.31	0.03	0.31	1.09	1.38			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	170	100.000
B		✓	0	100.000
C		✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	0	170
	B	0	0	0
	C	131	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	12
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	~1	A
B-A	0.00	0.00	0.0	~1	A
C-AB	0.00	0.00	0.0	~1	A
C-A					

A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	687	0.000	0	0.0	0.000	A
B-A	0	525	0.000	0	0.0	0.000	A
C-AB	0	1554	0.000	0	0.0	0.000	A
C-A	99			99			
A-B	0			0			
A-C	128			128			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	680	0.000	0	0.0	0.000	A
B-A	0	514	0.000	0	0.0	0.000	A
C-AB	0	1537	0.000	0	0.0	0.000	A
C-A	118			118			
A-B	0			0			
A-C	153			153			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	670	0.000	0	0.0	0.000	A
B-A	0	500	0.000	0	0.0	0.000	A
C-AB	0	1513	0.000	0	0.0	0.000	A
C-A	144			144			
A-B	0			0			
A-C	187			187			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	670	0.000	0	0.0	0.000	A
B-A	0	500	0.000	0	0.0	0.000	A
C-AB	0	1513	0.000	0	0.0	0.000	A
C-A	144			144			
A-B	0			0			
A-C	187			187			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	680	0.000	0	0.0	0.000	A
B-A	0	514	0.000	0	0.0	0.000	A
C-AB	0	1537	0.000	0	0.0	0.000	A
C-A	118			118			
A-B	0			0			
A-C	153			153			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	687	0.000	0	0.0	0.000	A
B-A	0	525	0.000	0	0.0	0.000	A
C-AB	0	1554	0.000	0	0.0	0.000	A
C-A	99			99			
A-B	0			0			
A-C	128			128			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	129	100.000
B		✓	0	100.000
C		✓	227	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	0	129
	B	0	0	0
	C	227	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	10
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	~1	A
B-A	0.00	0.00	0.0	~1	A
C-AB	0.00	0.00	0.0	~1	A
C-A					

A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	697	0.000	0	0.0	0.000	A
B-A	0	523	0.000	0	0.0	0.000	A
C-AB	0	1576	0.000	0	0.0	0.000	A
C-A	171			171			
A-B	0			0			
A-C	97			97			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	692	0.000	0	0.0	0.000	A
B-A	0	512	0.000	0	0.0	0.000	A
C-AB	0	1563	0.000	0	0.0	0.000	A
C-A	204			204			
A-B	0			0			
A-C	116			116			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	684	0.000	0	0.0	0.000	A
B-A	0	497	0.000	0	0.0	0.000	A
C-AB	0	1546	0.000	0	0.0	0.000	A
C-A	250			250			
A-B	0			0			
A-C	142			142			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	684	0.000	0	0.0	0.000	A
B-A	0	497	0.000	0	0.0	0.000	A
C-AB	0	1546	0.000	0	0.0	0.000	A
C-A	250			250			
A-B	0			0			
A-C	142			142			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	692	0.000	0	0.0	0.000	A
B-A	0	512	0.000	0	0.0	0.000	A
C-AB	0	1563	0.000	0	0.0	0.000	A
C-A	204			204			
A-B	0			0			
A-C	116			116			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	697	0.000	0	0.0	0.000	A
B-A	0	523	0.000	0	0.0	0.000	A
C-AB	0	1576	0.000	0	0.0	0.000	A
C-A	171			171			
A-B	0			0			
A-C	97			97			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2031 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		2.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	280	100.000
B		✓	195	100.000
C		✓	273	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	23	257
	B	16	0	179
	C	178	95	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	8
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.31	8.21	0.4	1.9	A
B-A	0.05	9.88	0.0	0.5	A
C-AB	0.15	5.85	0.2	0.5	A
C-A					

A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	666	0.203	134	0.3	6.755	A
B-A	12	435	0.028	12	0.0	8.512	A
C-AB	72	752	0.095	71	0.1	5.285	A
C-A	134			134			
A-B	17			17			
A-C	193			193			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	653	0.247	161	0.3	7.303	A
B-A	15	413	0.035	14	0.0	9.023	A
C-AB	85	738	0.116	85	0.1	5.512	A
C-A	160			160			
A-B	21			21			
A-C	231			231			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	197	636	0.310	197	0.4	8.189	A
B-A	18	382	0.047	18	0.0	9.870	A
C-AB	105	720	0.145	104	0.2	5.847	A
C-A	196			196			
A-B	25			25			
A-C	282			282			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	197	636	0.310	197	0.4	8.207	A
B-A	18	382	0.047	18	0.0	9.875	A
C-AB	105	720	0.145	105	0.2	5.849	A
C-A	196			196			
A-B	25			25			
A-C	282			282			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	161	653	0.247	162	0.3	7.329	A
B-A	15	413	0.035	15	0.0	9.031	A
C-AB	85	738	0.116	86	0.1	5.514	A
C-A	160			160			
A-B	21			21			
A-C	231			231			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	666	0.203	135	0.3	6.790	A
B-A	12	435	0.028	12	0.0	8.522	A
C-AB	72	752	0.095	72	0.1	5.293	A
C-A	134			134			
A-B	17			17			
A-C	193			193			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.25	0.00	0.00	0.25	0.25			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.32	0.00	0.00	0.32	0.32			N/A	N/A
B-A	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.44	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.17	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.45	0.03	0.30	1.33	1.93			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.17	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	0.00	0.00	0.33	0.33			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.26	0.00	0.00	0.26	0.26			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2031 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		2.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	205	100.000
B		✓	130	100.000
C		✓	464	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	23	182
	B	28	0	102
	C	302	162	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	7
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.17	6.66	0.2	0.6	A
B-A	0.08	10.68	0.1	0.5	B
C-AB	0.24	6.32	0.3	1.4	A
C-A					

A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	679	0.114	77	0.1	5.973	A
B-A	21	422	0.050	21	0.1	8.976	A
C-AB	122	771	0.158	121	0.2	5.538	A
C-A	228			228			
A-B	17			17			
A-C	137			137			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	668	0.138	92	0.2	6.243	A
B-A	25	399	0.063	25	0.1	9.623	A
C-AB	146	761	0.191	145	0.2	5.847	A
C-A	272			272			
A-B	21			21			
A-C	163			163			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	654	0.173	113	0.2	6.652	A
B-A	31	368	0.083	31	0.1	10.670	B
C-AB	178	748	0.239	178	0.3	6.317	A
C-A	333			333			
A-B	25			25			
A-C	200			200			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	654	0.173	113	0.2	6.656	A
B-A	31	368	0.083	31	0.1	10.678	B
C-AB	178	748	0.239	178	0.3	6.322	A
C-A	333			333			
A-B	25			25			
A-C	200			200			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	668	0.138	92	0.2	6.253	A
B-A	25	399	0.063	25	0.1	9.634	A
C-AB	146	761	0.191	146	0.2	5.854	A
C-A	272			272			
A-B	21			21			
A-C	163			163			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	679	0.114	77	0.1	5.986	A
B-A	21	421	0.050	21	0.1	8.995	A
C-AB	122	771	0.158	122	0.2	5.552	A
C-A	228			228			
A-B	17			17			
A-C	137			137			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-A	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.31	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	0.03	0.26	0.48	0.56			N/A	N/A
B-A	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.31	0.03	0.31	1.09	1.39			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

2031 Base + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		3.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	280	100.000
B		✓	221	100.000
C		✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	23	257
	B	17	0	204
	C	178	104	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	8
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.35	8.76	0.5	2.5	A
B-A	0.05	10.14	0.1	0.5	B
C-AB	0.16	5.95	0.2	0.5	A
C-A					

A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	666	0.231	152	0.3	7.000	A
B-A	13	431	0.030	13	0.0	8.604	A
C-AB	78	752	0.104	78	0.1	5.339	A
C-A	134			134			
A-B	17			17			
A-C	193			193			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	653	0.281	183	0.4	7.660	A
B-A	15	408	0.037	15	0.0	9.168	A
C-AB	93	738	0.127	93	0.1	5.582	A
C-A	160			160			
A-B	21			21			
A-C	231			231			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	225	635	0.354	224	0.5	8.737	A
B-A	19	374	0.050	19	0.1	10.134	B
C-AB	115	720	0.159	114	0.2	5.943	A
C-A	196			196			
A-B	25			25			
A-C	283			283			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	225	635	0.354	225	0.5	8.764	A
B-A	19	374	0.050	19	0.1	10.141	B
C-AB	115	720	0.159	115	0.2	5.946	A
C-A	196			196			
A-B	25			25			
A-C	283			283			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	653	0.281	184	0.4	7.687	A
B-A	15	408	0.037	15	0.0	9.178	A
C-AB	93	738	0.127	94	0.1	5.585	A
C-A	160			160			
A-B	21			21			
A-C	231			231			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	665	0.231	154	0.3	7.044	A
B-A	13	431	0.030	13	0.0	8.618	A
C-AB	78	752	0.104	78	0.1	5.349	A
C-A	134			134			
A-B	17			17			
A-C	193			193			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.39	0.00	0.00	0.39	0.39			N/A	N/A
B-A	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.54	0.03	0.26	0.54	0.54			N/A	N/A
B-A	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.19	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.54	0.03	0.29	1.29	2.53			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.19	0.03	0.25	0.46	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.40	0.00	0.00	0.40	0.40			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B-A	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2031 Base + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Northern Site Access	T-Junction	Two-way		2.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	206	100.000
B		✓	142	100.000
C		✓	487	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	23	183
	B	28	0	114
	C	303	184	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	7
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-C	0.19	6.83	0.2	1.1	A
B-A	0.09	10.98	0.1	0.5	B
C-AB	0.27	6.61	0.4	1.4	A
C-A					

A-B					
A-C					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	678	0.127	85	0.1	6.064	A
B-A	21	416	0.051	21	0.1	9.115	A
C-AB	139	770	0.180	138	0.2	5.682	A
C-A	228			228			
A-B	17			17			
A-C	137			137			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	668	0.153	102	0.2	6.363	A
B-A	25	392	0.064	25	0.1	9.818	A
C-AB	165	761	0.217	165	0.3	6.040	A
C-A	272			272			
A-B	21			21			
A-C	164			164			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	653	0.192	125	0.2	6.820	A
B-A	31	359	0.086	31	0.1	10.971	B
C-AB	203	747	0.271	202	0.4	6.598	A
C-A	333			333			
A-B	25			25			
A-C	201			201			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	653	0.192	126	0.2	6.826	A
B-A	31	359	0.086	31	0.1	10.982	B
C-AB	203	747	0.271	203	0.4	6.606	A
C-A	333			333			
A-B	25			25			
A-C	201			201			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	668	0.153	103	0.2	6.372	A
B-A	25	392	0.064	25	0.1	9.833	A
C-AB	165	761	0.217	166	0.3	6.053	A
C-A	272			272			
A-B	21			21			
A-C	164			164			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	678	0.127	86	0.1	6.078	A
B-A	21	415	0.051	21	0.1	9.138	A
C-AB	139	770	0.180	139	0.2	5.700	A
C-A	228			228			
A-B	17			17			
A-C	137			137			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	0.00	0.00	0.14	0.14			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.07	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.03	0.26	0.46	0.48			N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.37	0.03	0.25	0.46	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.03	0.28	0.65	1.08			N/A	N/A
B-A	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.37	0.03	0.31	1.24	1.36			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.2.1013 © Copyright TRL Limited, 2019			
For sale [REDACTED]			
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: 24125 - Summer Lane_Pagham Road.j9

Path: C:\Users\JosephTucker\OneDrive - Highgate Transportation\Shared Documents - HTP\2600 - Projects\2607 - 120 Dwellings - Land North of Summer Lane, Pagham\Modelling\Junctions 9\Summer Lane_Pagham Road

Report generation date: 02/02/2026 16:12:07

»2026 Base, AM
 »2026 Base, PM
 »2026 Base + Com Dev, AM
 »2026 Base + Com Dev, PM
 »2031 Base, AM
 »2031 Base, PM
 »2031 Base + Com Dev, AM
 »2031 Base + Com Dev, PM
 »2031 Base + Com Dev + Dev, AM
 »2031 Base + Com Dev + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base								
Stream B-C	0.0	0.00	0.00	A	0.0	7.04	0.01	A
Stream B-AD	0.0	0.00	0.00	A	0.0	8.05	0.03	A
Stream A-BCD	0.1	5.61	0.04	A	0.1	4.98	0.07	A
Stream D-ABC	0.1	6.19	0.05	A	0.0	6.08	0.04	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	5.34	0.01	A
2026 Base + Com Dev								
Stream B-C	0.0	0.00	0.00	A	0.0	7.76	0.01	A
Stream B-AD	0.0	0.00	0.00	A	0.0	9.63	0.03	A
Stream A-BCD	0.1	5.43	0.05	A	0.2	4.49	0.09	A
Stream D-ABC	0.1	7.00	0.06	A	0.0	6.51	0.04	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	5.08	0.01	A
2031 Base								
Stream B-C	0.0	0.00	0.00	A	0.0	7.13	0.01	A
Stream B-AD	0.0	0.00	0.00	A	0.0	8.14	0.03	A
Stream A-BCD	0.1	5.61	0.05	A	0.2	4.95	0.08	A
Stream D-ABC	0.1	6.24	0.05	A	0.0	6.12	0.04	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	5.32	0.01	A
2031 Base + Com Dev								
Stream B-C	0.0	0.00	0.00	A	0.0	7.84	0.02	A
Stream B-AD	0.0	0.00	0.00	A	0.0	9.81	0.04	A
Stream A-BCD	0.1	5.42	0.06	A	0.2	4.48	0.10	A
Stream D-ABC	0.1	7.08	0.06	A	0.0	6.57	0.04	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	5.06	0.01	A
2031 Base + Com Dev + Dev								
Stream B-C	0.0	0.00	0.00	A	0.0	7.93	0.02	A
Stream B-AD	0.0	0.00	0.00	A	0.0	10.01	0.04	B
Stream A-BCD	0.1	5.44	0.08	A	0.4	4.56	0.15	A
Stream D-ABC	0.1	7.50	0.10	A	0.1	6.67	0.06	A
Stream C-ABD	0.0	0.00	0.00	A	0.0	5.04	0.01	A

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

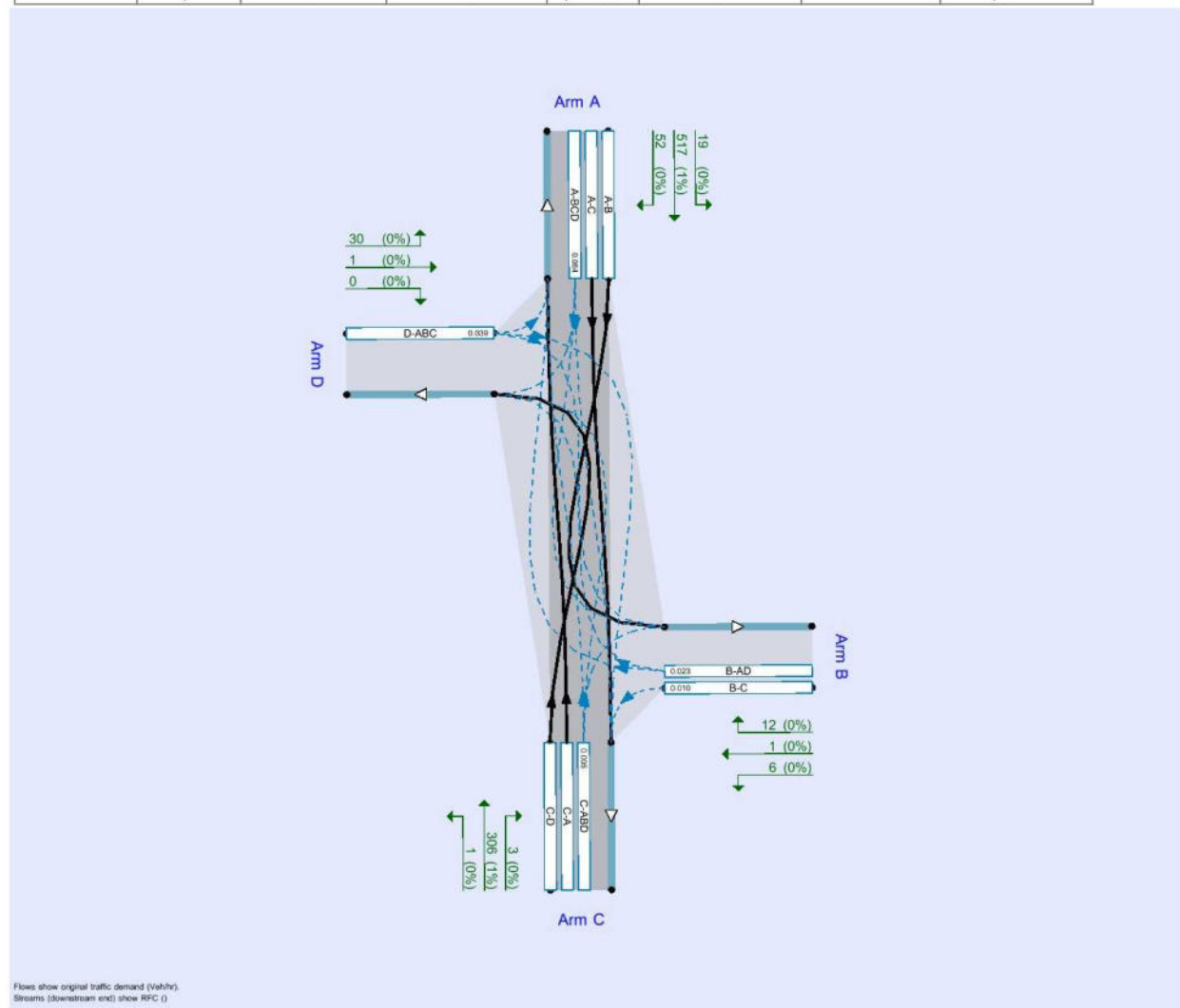
File summary

File Description

Title	
Location	
Site number	
Date	05/05/2022
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	HTP-BL\Brad Loxley
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D5	2031 Base	AM	ONE HOUR	07:45	09:15	15
D6	2031 Base	PM	ONE HOUR	16:45	18:15	15

D7	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Pagham Road (N)		Major
B	Barton Close		Minor
C	Pagham Road (S)		Major
D	Summer Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.47			135.0	✓	0.00
C	8.80			130.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare		7.60	4.90	3.80	2.90	2.80		1.00	27	22
D	One lane	3.64								18	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	652	-	-	-	0.237	0.237	0.237	-	0.237	-	-
B-AD	503	0.081	0.204	-	-	-	0.128	0.291	0.128	0.081	0.204
B-C	646	0.087	0.220	-	-	-	-	-	-	0.087	0.220
C-B	649	0.221	0.221	-	-	-	-	-	-	0.221	0.221
D-A	675	-	-	-	0.245	0.097	0.245	-	0.097	-	-
D-BC	523	0.142	0.142	0.322	0.225	0.089	0.225	-	0.089	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
--------------------	---------------------------

HV Percentages	2.00
----------------	------

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	166	100.000
B		✓	3	100.000
C		✓	192	100.000
D		✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	6	139	21
	B	2	0	1	0
	C	191	0	0	1
	D	27	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	3	5
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.04	5.61	0.1	A
A-B				
A-C				
D-ABC	0.05	6.19	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	622	0.000	0	0.0	0.000	A
B-AD	0	462	0.000	0	0.0	0.000	A
A-BCD	19	660	0.029	19	0.0	5.614	A
A-B	4			4			
A-C	102			102			
D-ABC	21	630	0.033	21	0.0	5.907	A
C-ABD	0	620	0.000	0	0.0	0.000	A
C-D	0.75			0.75			
C-A	144			144			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	617	0.000	0	0.0	0.000	A

B-AD	0	454	0.000	0	0.0	0.000	A
A-BCD	23	668	0.035	23	0.0	5.584	A
A-B	5			5			
A-C	121			121			
D-ABC	25	623	0.040	25	0.0	6.022	A
C-ABD	0	615	0.000	0	0.0	0.000	A
C-D	0.90			0.90			
C-A	172			172			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	610	0.000	0	0.0	0.000	A
B-AD	0	443	0.000	0	0.0	0.000	A
A-BCD	30	680	0.044	30	0.1	5.545	A
A-B	6			6			
A-C	146			146			
D-ABC	31	613	0.050	31	0.1	6.186	A
C-ABD	0	608	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	210			210			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	610	0.000	0	0.0	0.000	A
B-AD	0	443	0.000	0	0.0	0.000	A
A-BCD	30	680	0.044	30	0.1	5.546	A
A-B	6			6			
A-C	146			146			
D-ABC	31	613	0.050	31	0.1	6.186	A
C-ABD	0	608	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	210			210			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	617	0.000	0	0.0	0.000	A
B-AD	0	454	0.000	0	0.0	0.000	A
A-BCD	23	668	0.035	24	0.0	5.584	A
A-B	5			5			
A-C	121			121			
D-ABC	25	623	0.040	25	0.0	6.023	A
C-ABD	0	615	0.000	0	0.0	0.000	A
C-D	0.90			0.90			
C-A	172			172			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	622	0.000	0	0.0	0.000	A
B-AD	0	462	0.000	0	0.0	0.000	A
A-BCD	19	660	0.029	19	0.0	5.613	A
A-B	4			4			
A-C	102			102			
D-ABC	21	630	0.033	21	0.0	5.910	A
C-ABD	0	620	0.000	0	0.0	0.000	A
C-D	0.75			0.75			
C-A	144			144			

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		1.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	313	100.000
B		✓	18	100.000
C		✓	156	100.000
D		✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	18	262	33
	B	11	0	6	1
	C	153	3	0	0
	D	20	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	7.04	0.0	A
B-AD	0.03	8.05	0.0	A
A-BCD	0.07	4.98	0.1	A

A-B				
A-C				
D-ABC	0.04	6.08	0.0	A
C-ABD	0.01	5.34	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	538	0.008	4	0.0	6.747	A
B-AD	9	490	0.018	9	0.0	7.483	A
A-BCD	34	759	0.045	34	0.1	4.967	A
A-B	13			13			
A-C	188			188			
D-ABC	16	631	0.025	16	0.0	5.847	A
C-ABD	3	678	0.004	3	0.0	5.334	A
C-D	0			0			
C-A	115			115			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	529	0.010	5	0.0	6.868	A
B-AD	11	478	0.023	11	0.0	7.710	A
A-BCD	44	780	0.056	44	0.1	4.886	A
A-B	15			15			
A-C	222			222			
D-ABC	19	625	0.030	19	0.0	5.941	A
C-ABD	3	684	0.005	3	0.0	5.289	A
C-D	0			0			
C-A	137			137			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	518	0.013	7	0.0	7.042	A
B-AD	13	461	0.029	13	0.0	8.046	A
A-BCD	59	811	0.073	59	0.1	4.788	A
A-B	18			18			
A-C	267			267			
D-ABC	23	615	0.038	23	0.0	6.077	A
C-ABD	4	693	0.006	4	0.0	5.227	A
C-D	0			0			
C-A	167			167			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	518	0.013	7	0.0	7.043	A
B-AD	13	461	0.029	13	0.0	8.046	A
A-BCD	59	811	0.073	59	0.1	4.792	A
A-B	18			18			
A-C	267			267			
D-ABC	23	615	0.038	23	0.0	6.077	A
C-ABD	4	693	0.006	4	0.0	5.231	A
C-D	0			0			
C-A	167			167			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	529	0.010	5	0.0	6.869	A
B-AD	11	478	0.023	11	0.0	7.713	A
A-BCD	44	780	0.056	44	0.1	4.896	A
A-B	15			15			

A-C	222			222			
D-ABC	19	625	0.030	19	0.0	5.944	A
C-ABD	3	684	0.005	3	0.0	5.293	A
C-D	0			0			
C-A	137			137			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	538	0.008	5	0.0	6.751	A
B-AD	9	490	0.018	9	0.0	7.484	A
A-BCD	34	759	0.045	35	0.1	4.976	A
A-B	13			13			
A-C	188			188			
D-ABC	16	631	0.025	16	0.0	5.848	A
C-ABD	3	678	0.004	3	0.0	5.336	A
C-D	0			0			
C-A	115			115			

2026 Base + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	289	100.000
B		✓	3	100.000
C		✓	439	100.000
D		✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	6	262	21
	B	2	0	1	0
	C	438	0	0	1
	D	27	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	5
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.05	5.43	0.1	A

A-B				
A-C				
D-ABC	0.06	7.00	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	601	0.000	0	0.0	0.000	A
B-AD	0	419	0.000	0	0.0	0.000	A
A-BCD	22	685	0.033	22	0.0	5.427	A
A-B	4			4			
A-C	191			191			
D-ABC	21	584	0.036	21	0.0	6.391	A
C-ABD	0	602	0.000	0	0.0	0.000	A
C-D	0.75			0.75			
C-A	330			330			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	592	0.000	0	0.0	0.000	A
B-AD	0	403	0.000	0	0.0	0.000	A
A-BCD	29	700	0.041	29	0.1	5.368	A
A-B	5			5			
A-C	226			226			
D-ABC	25	568	0.044	25	0.0	6.635	A
C-ABD	0	593	0.000	0	0.0	0.000	A
C-D	0.90			0.90			
C-A	394			394			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	580	0.000	0	0.0	0.000	A
B-AD	0	380	0.000	0	0.0	0.000	A
A-BCD	39	721	0.054	39	0.1	5.287	A
A-B	6			6			
A-C	273			273			
D-ABC	31	545	0.057	31	0.1	7.000	A
C-ABD	0	581	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	482			482			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	580	0.000	0	0.0	0.000	A
B-AD	0	380	0.000	0	0.0	0.000	A
A-BCD	39	721	0.054	39	0.1	5.284	A
A-B	6			6			
A-C	273			273			
D-ABC	31	545	0.057	31	0.1	7.000	A
C-ABD	0	581	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	482			482			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	592	0.000	0	0.0	0.000	A
B-AD	0	403	0.000	0	0.0	0.000	A
A-BCD	29	700	0.041	29	0.1	5.362	A
A-B	5			5			

A-C	226			226			
D-ABC	25	568	0.044	25	0.0	6.639	A
C-ABD	0	593	0.000	0	0.0	0.000	A
C-D	0.90			0.90			
C-A	394			394			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	601	0.000	0	0.0	0.000	A
B-AD	0	419	0.000	0	0.0	0.000	A
A-BCD	22	685	0.033	22	0.0	5.428	A
A-B	4			4			
A-C	191			191			
D-ABC	21	584	0.036	21	0.0	6.397	A
C-ABD	0	602	0.000	0	0.0	0.000	A
C-D	0.75			0.75			
C-A	330			330			

2026 Base + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	529	100.000
B		✓	18	100.000
C		✓	288	100.000
D		✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	18	478	33
	B	11	0	6	1
	C	285	3	0	0
	D	20	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	7.76	0.0	A
B-AD	0.03	9.63	0.0	A
A-BCD	0.09	4.49	0.2	A

A-B				
A-C				
D-ABC	0.04	6.51	0.0	A
C-ABD	0.01	5.08	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	506	0.009	4	0.0	7.181	A
B-AD	9	440	0.021	9	0.0	8.357	A
A-BCD	44	847	0.052	44	0.1	4.484	A
A-B	13			13			
A-C	341			341			
D-ABC	16	605	0.026	16	0.0	6.110	A
C-ABD	3	712	0.005	3	0.0	5.077	A
C-D	0			0			
C-A	214			214			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	491	0.011	5	0.0	7.413	A
B-AD	11	418	0.026	11	0.0	8.848	A
A-BCD	60	887	0.067	60	0.1	4.350	A
A-B	15			15			
A-C	401			401			
D-ABC	19	593	0.032	19	0.0	6.271	A
C-ABD	4	727	0.006	4	0.0	4.980	A
C-D	0			0			
C-A	255			255			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	470	0.014	7	0.0	7.761	A
B-AD	13	387	0.034	13	0.0	9.629	A
A-BCD	86	944	0.092	86	0.2	4.196	A
A-B	18			18			
A-C	478			478			
D-ABC	23	576	0.040	23	0.0	6.510	A
C-ABD	6	748	0.008	6	0.0	4.847	A
C-D	0			0			
C-A	311			311			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	470	0.014	7	0.0	7.762	A
B-AD	13	387	0.034	13	0.0	9.630	A
A-BCD	87	945	0.092	87	0.2	4.200	A
A-B	18			18			
A-C	478			478			
D-ABC	23	576	0.040	23	0.0	6.510	A
C-ABD	6	748	0.008	6	0.0	4.850	A
C-D	0			0			
C-A	311			311			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	491	0.011	5	0.0	7.415	A
B-AD	11	418	0.026	11	0.0	8.851	A
A-BCD	60	887	0.068	60	0.1	4.357	A
A-B	15			15			

A-C	401			401			
D-ABC	19	593	0.032	19	0.0	6.275	A
C-ABD	4	727	0.006	4	0.0	4.985	A
C-D	0			0			
C-A	255			255			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	506	0.009	5	0.0	7.183	A
B-AD	9	440	0.021	9	0.0	8.359	A
A-BCD	45	847	0.053	45	0.1	4.493	A
A-B	13			13			
A-C	341			341			
D-ABC	16	605	0.026	16	0.0	6.114	A
C-ABD	3	712	0.005	3	0.0	5.080	A
C-D	0			0			
C-A	214			214			

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	176	100.000
B		✓	3	100.000
C		✓	204	100.000
D		✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	6	147	23
	B	2	0	1	0
	C	203	0	0	1
	D	29	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	5
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.05	5.61	0.1	A

A-B				
A-C				
D-ABC	0.05	6.24	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	620	0.000	0	0.0	0.000	A
B-AD	0	459	0.000	0	0.0	0.000	A
A-BCD	21	662	0.031	21	0.0	5.611	A
A-B	4			4			
A-C	107			107			
D-ABC	23	628	0.036	22	0.0	5.940	A
C-ABD	0	618	0.000	0	0.0	0.000	A
C-D	0.75			0.75			
C-A	153			153			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	615	0.000	0	0.0	0.000	A
B-AD	0	451	0.000	0	0.0	0.000	A
A-BCD	26	671	0.039	26	0.1	5.584	A
A-B	5			5			
A-C	127			127			
D-ABC	27	621	0.043	27	0.0	6.064	A
C-ABD	0	613	0.000	0	0.0	0.000	A
C-D	0.90			0.90			
C-A	182			182			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	608	0.000	0	0.0	0.000	A
B-AD	0	439	0.000	0	0.0	0.000	A
A-BCD	33	683	0.049	33	0.1	5.548	A
A-B	6			6			
A-C	154			154			
D-ABC	33	610	0.054	33	0.1	6.240	A
C-ABD	0	606	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	224			224			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	608	0.000	0	0.0	0.000	A
B-AD	0	439	0.000	0	0.0	0.000	A
A-BCD	33	683	0.049	33	0.1	5.547	A
A-B	6			6			
A-C	154			154			
D-ABC	33	610	0.054	33	0.1	6.240	A
C-ABD	0	606	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	224			224			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	615	0.000	0	0.0	0.000	A
B-AD	0	451	0.000	0	0.0	0.000	A
A-BCD	26	671	0.039	26	0.1	5.582	A
A-B	5			5			

A-C	127			127			
D-ABC	27	621	0.043	27	0.0	6.064	A
C-ABD	0	613	0.000	0	0.0	0.000	A
C-D	0.90			0.90			
C-A	182			182			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	620	0.000	0	0.0	0.000	A
B-AD	0	459	0.000	0	0.0	0.000	A
A-BCD	21	662	0.032	21	0.0	5.614	A
A-B	4			4			
A-C	107			107			
D-ABC	23	628	0.036	23	0.0	5.943	A
C-ABD	0	618	0.000	0	0.0	0.000	A
C-D	0.75			0.75			
C-A	153			153			

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		1.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	334	100.000
B		✓	19	100.000
C		✓	165	100.000
D		✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	19	279	36
	B	12	0	6	1
	C	162	3	0	0
	D	22	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	7.13	0.0	A
B-AD	0.03	8.14	0.0	A
A-BCD	0.08	4.95	0.2	A

A-B				
A-C				
D-ABC	0.04	6.12	0.0	A
C-ABD	0.01	5.32	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	533	0.008	4	0.0	6.816	A
B-AD	10	488	0.020	10	0.0	7.528	A
A-BCD	38	766	0.050	38	0.1	4.945	A
A-B	14			14			
A-C	200			200			
D-ABC	17	630	0.027	17	0.0	5.871	A
C-ABD	3	679	0.004	3	0.0	5.321	A
C-D	0			0			
C-A	121			121			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	524	0.010	5	0.0	6.946	A
B-AD	12	475	0.025	12	0.0	7.773	A
A-BCD	49	789	0.062	49	0.1	4.863	A
A-B	16			16			
A-C	235			235			
D-ABC	21	623	0.033	21	0.0	5.973	A
C-ABD	3	686	0.005	3	0.0	5.273	A
C-D	0			0			
C-A	145			145			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	511	0.013	7	0.0	7.134	A
B-AD	14	457	0.031	14	0.0	8.140	A
A-BCD	66	821	0.081	66	0.1	4.764	A
A-B	19			19			
A-C	282			282			
D-ABC	25	613	0.041	25	0.0	6.120	A
C-ABD	4	695	0.006	4	0.0	5.208	A
C-D	0			0			
C-A	177			177			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	511	0.013	7	0.0	7.135	A
B-AD	14	457	0.031	14	0.0	8.140	A
A-BCD	66	821	0.081	66	0.2	4.769	A
A-B	19			19			
A-C	282			282			
D-ABC	25	613	0.041	25	0.0	6.120	A
C-ABD	4	695	0.006	4	0.0	5.210	A
C-D	0			0			
C-A	177			177			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	523	0.010	5	0.0	6.947	A
B-AD	12	475	0.025	12	0.0	7.776	A
A-BCD	49	789	0.062	49	0.1	4.874	A
A-B	16			16			

A-C	235			235			
D-ABC	21	623	0.033	21	0.0	5.974	A
C-ABD	3	686	0.005	3	0.0	5.280	A
C-D	0			0			
C-A	145			145			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	533	0.008	5	0.0	6.820	A
B-AD	10	488	0.020	10	0.0	7.529	A
A-BCD	38	766	0.050	39	0.1	4.954	A
A-B	14			14			
A-C	199			199			
D-ABC	17	630	0.027	17	0.0	5.872	A
C-ABD	3	679	0.004	3	0.0	5.323	A
C-D	0			0			
C-A	121			121			

2031 Base + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	300	100.000
B		✓	3	100.000
C		✓	450	100.000
D		✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	6	271	23
	B	2	0	1	0
	C	449	0	0	1
	D	29	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	5
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.06	5.42	0.1	A

A-B				
A-C				
D-ABC	0.06	7.08	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	599	0.000	0	0.0	0.000	A
B-AD	0	417	0.000	0	0.0	0.000	A
A-BCD	24	688	0.035	24	0.0	5.418	A
A-B	5			5			
A-C	197			197			
D-ABC	23	582	0.039	22	0.0	6.434	A
C-ABD	0	601	0.000	0	0.0	0.000	A
C-D	0.81			0.81			
C-A	338			338			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	590	0.000	0	0.0	0.000	A
B-AD	0	400	0.000	0	0.0	0.000	A
A-BCD	31	704	0.045	31	0.1	5.361	A
A-B	6			6			
A-C	233			233			
D-ABC	27	565	0.048	27	0.0	6.690	A
C-ABD	0	591	0.000	0	0.0	0.000	A
C-D	0.96			0.96			
C-A	404			404			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	578	0.000	0	0.0	0.000	A
B-AD	0	377	0.000	0	0.0	0.000	A
A-BCD	43	726	0.059	43	0.1	5.276	A
A-B	7			7			
A-C	280			280			
D-ABC	33	542	0.061	33	0.1	7.076	A
C-ABD	0	579	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	495			495			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	578	0.000	0	0.0	0.000	A
B-AD	0	377	0.000	0	0.0	0.000	A
A-BCD	43	726	0.059	43	0.1	5.273	A
A-B	7			7			
A-C	280			280			
D-ABC	33	542	0.061	33	0.1	7.076	A
C-ABD	0	579	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	495			495			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	590	0.000	0	0.0	0.000	A
B-AD	0	400	0.000	0	0.0	0.000	A
A-BCD	32	704	0.045	32	0.1	5.351	A
A-B	6			6			

A-C	232			232			
D-ABC	27	565	0.048	27	0.1	6.694	A
C-ABD	0	591	0.000	0	0.0	0.000	A
C-D	0.96			0.96			
C-A	404			404			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	599	0.000	0	0.0	0.000	A
B-AD	0	417	0.000	0	0.0	0.000	A
A-BCD	24	689	0.035	24	0.0	5.417	A
A-B	5			5			
A-C	197			197			
D-ABC	23	582	0.039	23	0.0	6.440	A
C-ABD	0	601	0.000	0	0.0	0.000	A
C-D	0.81			0.81			
C-A	338			338			

2031 Base + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	549	100.000
B		✓	19	100.000
C		✓	298	100.000
D		✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	19	494	36
	B	12	0	6	1
	C	295	3	0	0
	D	22	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	7.84	0.0	A
B-AD	0.04	9.81	0.0	A
A-BCD	0.10	4.48	0.2	A

A-B				
A-C				
D-ABC	0.04	6.57	0.0	A
C-ABD	0.01	5.06	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	503	0.010	5	0.0	7.226	A
B-AD	10	436	0.022	10	0.0	8.447	A
A-BCD	49	854	0.057	48	0.1	4.468	A
A-B	14			14			
A-C	351			351			
D-ABC	17	603	0.028	17	0.0	6.144	A
C-ABD	4	715	0.005	4	0.0	5.061	A
C-D	0			0			
C-A	221			221			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	488	0.012	6	0.0	7.471	A
B-AD	12	413	0.028	12	0.0	8.972	A
A-BCD	66	896	0.074	66	0.1	4.335	A
A-B	16			16			
A-C	412			412			
D-ABC	20	590	0.034	20	0.0	6.317	A
C-ABD	5	730	0.006	5	0.0	4.961	A
C-D	0			0			
C-A	264			264			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	466	0.015	7	0.0	7.839	A
B-AD	14	381	0.037	14	0.0	9.808	A
A-BCD	96	956	0.101	96	0.2	4.188	A
A-B	19			19			
A-C	489			489			
D-ABC	25	573	0.043	25	0.0	6.572	A
C-ABD	6	752	0.008	6	0.0	4.823	A
C-D	0			0			
C-A	322			322			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	466	0.015	7	0.0	7.840	A
B-AD	14	381	0.037	14	0.0	9.811	A
A-BCD	96	956	0.101	96	0.2	4.191	A
A-B	19			19			
A-C	489			489			
D-ABC	25	573	0.043	25	0.0	6.572	A
C-ABD	6	752	0.008	6	0.0	4.825	A
C-D	0			0			
C-A	322			322			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	487	0.012	6	0.0	7.473	A
B-AD	12	413	0.028	12	0.0	8.975	A
A-BCD	66	896	0.074	67	0.1	4.345	A
A-B	16			16			

A-C	411			411			
D-ABC	20	590	0.034	20	0.0	6.318	A
C-ABD	5	730	0.006	5	0.0	4.967	A
C-D	0			0			
C-A	264			264			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	503	0.010	5	0.0	7.231	A
B-AD	10	436	0.022	10	0.0	8.452	A
A-BCD	49	854	0.057	49	0.1	4.475	A
A-B	14			14			
A-C	351			351			
D-ABC	17	603	0.028	17	0.0	6.150	A
C-ABD	4	715	0.005	4	0.0	5.063	A
C-D	0			0			
C-A	221			221			

2031 Base + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	316	100.000
B		✓	3	100.000
C		✓	475	100.000
D		✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	6	280	29
	B	2	0	1	0
	C	474	0	0	1
	D	46	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-AD	0.00	0.00	0.0	A
A-BCD	0.08	5.44	0.1	A

A-B				
A-C				
D-ABC	0.10	7.50	0.1	A
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	598	0.000	0	0.0	0.000	A
B-AD	0	413	0.000	0	0.0	0.000	A
A-BCD	32	694	0.046	32	0.1	5.435	A
A-B	5			5			
A-C	201			201			
D-ABC	36	575	0.063	36	0.1	6.671	A
C-ABD	0	599	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	357			357			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	588	0.000	0	0.0	0.000	A
B-AD	0	395	0.000	0	0.0	0.000	A
A-BCD	41	709	0.058	41	0.1	5.392	A
A-B	5			5			
A-C	237			237			
D-ABC	43	557	0.077	43	0.1	6.999	A
C-ABD	0	589	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	426			426			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	576	0.000	0	0.0	0.000	A
B-AD	0	371	0.000	0	0.0	0.000	A
A-BCD	57	732	0.077	56	0.1	5.336	A
A-B	7			7			
A-C	284			284			
D-ABC	53	533	0.099	53	0.1	7.499	A
C-ABD	0	576	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	522			522			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	576	0.000	0	0.0	0.000	A
B-AD	0	370	0.000	0	0.0	0.000	A
A-BCD	57	732	0.077	57	0.1	5.336	A
A-B	7			7			
A-C	284			284			
D-ABC	53	533	0.099	53	0.1	7.502	A
C-ABD	0	576	0.000	0	0.0	0.000	A
C-D	2			2			
C-A	522			522			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	588	0.000	0	0.0	0.000	A
B-AD	0	395	0.000	0	0.0	0.000	A
A-BCD	41	709	0.058	42	0.1	5.389	A
A-B	5			5			

A-C	237			237			
D-ABC	43	557	0.077	43	0.1	7.004	A
C-ABD	0	589	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	426			426			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	598	0.000	0	0.0	0.000	A
B-AD	0	413	0.000	0	0.0	0.000	A
A-BCD	32	694	0.046	32	0.1	5.437	A
A-B	5			5			
A-C	201			201			
D-ABC	36	575	0.063	36	0.1	6.678	A
C-ABD	0	599	0.000	0	0.0	0.000	A
C-D	1			1			
C-A	357			357			

2031 Base + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	588	100.000
B		✓	19	100.000
C		✓	310	100.000
D		✓	31	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	19	517	52
	B	12	0	6	1
	C	306	3	0	1
	D	30	1	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	7.93	0.0	A
B-AD	0.04	10.01	0.0	B
A-BCD	0.15	4.56	0.4	A

A-B				
A-C				
D-ABC	0.06	6.67	0.1	A
C-ABD	0.01	5.04	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	500	0.010	5	0.0	7.276	A
B-AD	10	431	0.023	10	0.0	8.548	A
A-BCD	73	864	0.084	72	0.2	4.547	A
A-B	13			13			
A-C	356			356			
D-ABC	23	604	0.039	23	0.0	6.195	A
C-ABD	4	718	0.005	4	0.0	5.039	A
C-D	0.75			0.75			
C-A	229			229			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	483	0.012	6	0.0	7.535	A
B-AD	12	407	0.029	12	0.0	9.109	A
A-BCD	99	908	0.109	99	0.2	4.452	A
A-B	16			16			
A-C	414			414			
D-ABC	28	591	0.047	28	0.0	6.387	A
C-ABD	5	734	0.006	5	0.0	4.935	A
C-D	0.89			0.89			
C-A	273			273			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	461	0.015	7	0.0	7.926	A
B-AD	14	374	0.038	14	0.0	10.010	B
A-BCD	146	971	0.150	145	0.4	4.363	A
A-B	18			18			
A-C	483			483			
D-ABC	34	574	0.060	34	0.1	6.672	A
C-ABD	6	757	0.008	6	0.0	4.792	A
C-D	1			1			
C-A	334			334			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	461	0.015	7	0.0	7.928	A
B-AD	14	374	0.038	14	0.0	10.014	B
A-BCD	146	971	0.150	146	0.4	4.372	A
A-B	18			18			
A-C	483			483			
D-ABC	34	574	0.060	34	0.1	6.672	A
C-ABD	6	757	0.009	6	0.0	4.794	A
C-D	1			1			
C-A	334			334			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	483	0.012	6	0.0	7.538	A
B-AD	12	407	0.029	12	0.0	9.114	A
A-BCD	100	909	0.110	100	0.2	4.463	A
A-B	15			15			

A-C	413			413			
D-ABC	28	591	0.047	28	0.0	6.391	A
C-ABD	5	734	0.006	5	0.0	4.941	A
C-D	0.89			0.89			
C-A	273			273			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	499	0.010	5	0.0	7.282	A
B-AD	10	431	0.023	10	0.0	8.556	A
A-BCD	73	864	0.085	74	0.2	4.560	A
A-B	13			13			
A-C	356			356			
D-ABC	23	604	0.039	23	0.0	6.199	A
C-ABD	4	718	0.005	4	0.0	5.041	A
C-D	0.75			0.75			
C-A	229			229			

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.2.1013 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL:							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: Nyetimber Ln & Pagham Rd.j9

Path: C:\Users\JosephTucker\OneDrive - Highgate Transportation\Shared Documents - HTP\2600 - Projects\2607 - 120 Dwellings - Land North of Summer Lane, Pagham\Modelling\Junctions 9\Nyetimber

Report generation date: 02/02/2026 15:41:19

»2026 Base, AM
 »2026 Base, PM
 »2026 Base + Com Dev, AM
 »2026 Base + Com Dev, PM
 »2031 Base, AM
 »2031 Base, PM
 »2031 Base + Com Dev, AM
 »2031 Base + Com Dev, PM
 »2031 Base + Com Dev + Dev, AM
 »2031 Base + Com Dev + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base								
Stream B-AC	0.2	8.56	0.20	A	0.3	8.99	0.21	A
Stream C-AB	0.2	5.27	0.11	A	0.1	5.94	0.10	A
2026 Base + Com Dev								
Stream B-AC	0.4	10.19	0.28	B	0.5	11.44	0.34	B
Stream C-AB	0.6	5.65	0.28	A	0.4	6.25	0.19	A
2031 Base								
Stream B-AC	0.3	8.84	0.21	A	0.3	9.38	0.22	A
Stream C-AB	0.2	5.29	0.12	A	0.2	6.00	0.11	A
2031 Base + Com Dev								
Stream B-AC	0.4	10.64	0.30	B	0.6	12.13	0.36	B
Stream C-AB	0.7	5.71	0.30	A	0.4	6.35	0.21	A
2031 Base + Com Dev + Dev								
Stream B-AC	0.5	11.03	0.32	B	0.6	12.87	0.39	B
Stream C-AB	0.8	5.92	0.33	A	0.4	6.47	0.23	A

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

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

File summary

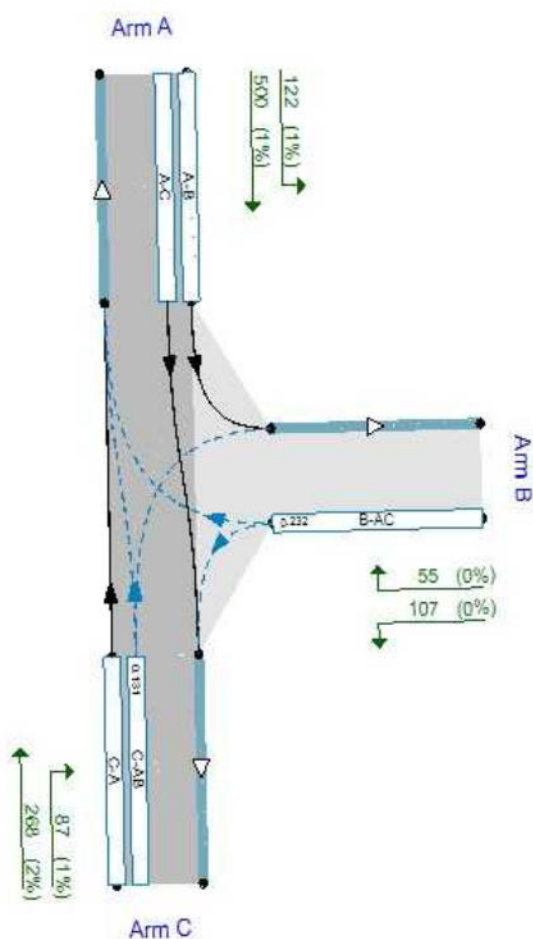
File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
----------------	-------------	---------------------	-----------------------	------------	---------------------	-------------------	---------------------

m	kph	Veh	Veh	perHour	s	-Min	perMin
---	-----	-----	-----	---------	---	------	--------



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D5	2031 Base	AM	ONE HOUR	07:45	09:15	15
D6	2031 Base	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way		2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	178	100.000
B		✓	93	100.000
C		✓	263	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	42	136
	B	54	0	39
	C	207	56	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.20	8.56	0.2	1.1	A
C-AB	0.11	5.27	0.2	0.6	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	551	0.127	69	0.1	7.467	A
C-AB	53	739	0.072	53	0.1	5.242	A
C-A	145			145			
A-B	32			32			
A-C	102			102			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	539	0.155	83	0.2	7.895	A
C-AB	67	752	0.089	67	0.1	5.248	A
C-A	169			169			
A-B	38			38			
A-C	122			122			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	523	0.196	102	0.2	8.547	A
C-AB	88	771	0.114	88	0.2	5.265	A
C-A	202			202			
A-B	46			46			
A-C	150			150			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	523	0.196	102	0.2	8.556	A
C-AB	88	771	0.114	88	0.2	5.275	A

C-A	202			202			
A-B	46			46			
A-C	150			150			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	539	0.155	84	0.2	7.909	A
C-AB	67	753	0.089	67	0.1	5.264	A
C-A	169			169			
A-B	38			38			
A-C	122			122			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	70	551	0.127	70	0.1	7.494	A
C-AB	54	739	0.072	54	0.1	5.255	A
C-A	144			144			
A-B	32			32			
A-C	102			102			

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

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.10	0.00	0.00	0.10	0.10			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.13	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.18	0.03	0.26	0.48	0.63			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.29	0.77	1.15			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way		1.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	404	100.000
B		✓	94	100.000
C		✓	190	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	115	289
	B	51	0	43
	C	144	46	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.21	8.99	0.3	1.2	A
C-AB	0.10	5.94	0.1	0.6	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	544	0.130	70	0.1	7.583	A
C-AB	41	672	0.062	41	0.1	5.707	A
C-A	102			102			
A-B	87			87			
A-C	218			218			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	527	0.160	84	0.2	8.124	A
C-AB	51	672	0.076	51	0.1	5.800	A
C-A	120			120			
A-B	103			103			
A-C	260			260			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	504	0.205	103	0.3	8.981	A
C-AB	66	673	0.099	66	0.1	5.937	A
C-A	143			143			
A-B	127			127			
A-C	318			318			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	103	504	0.205	103	0.3	8.993	A
C-AB	66	673	0.099	66	0.1	5.941	A
C-A	143			143			
A-B	127			127			
A-C	318			318			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	527	0.160	85	0.2	8.141	A
C-AB	51	672	0.076	51	0.1	5.810	A
C-A	119			119			
A-B	103			103			
A-C	260			260			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	544	0.130	71	0.2	7.608	A
C-AB	41	672	0.062	41	0.1	5.716	A
C-A	102			102			
A-B	87			87			
A-C	218			218			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.11	0.03	0.26	0.47	0.51			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.15	0.03	0.26	0.48	0.63			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.30	0.88	1.21			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

2026 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way		2.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	268	100.000
B		✓	127	100.000
C		✓	511	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	42	226
	B	54	0	73
	C	394	117	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	2	2
	B	4	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.28	10.19	0.4	1.6	B
C-AB	0.28	5.65	0.6	1.8	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	540	0.176	94	0.2	8.055	A
C-AB	138	821	0.168	137	0.3	5.257	A
C-A	247			247			
A-B	31			31			
A-C	170			170			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	521	0.218	113	0.3	8.835	A
C-AB	181	850	0.213	180	0.4	5.375	A
C-A	278			278			
A-B	37			37			
A-C	203			203			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	493	0.283	139	0.4	10.157	B
C-AB	252	891	0.283	251	0.6	5.628	A
C-A	311			311			
A-B	46			46			
A-C	249			249			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	493	0.283	139	0.4	10.187	B
C-AB	252	892	0.283	252	0.6	5.647	A
C-A	310			310			
A-B	46			46			
A-C	249			249			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	521	0.219	114	0.3	8.870	A
C-AB	181	851	0.213	182	0.4	5.407	A
C-A	278			278			
A-B	37			37			
A-C	203			203			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	540	0.176	96	0.2	8.102	A
C-AB	138	822	0.169	139	0.3	5.288	A
C-A	246			246			
A-B	31			31			
A-C	170			170			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.41	0.00	0.00	0.41	0.41			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.63	0.03	0.26	0.63	0.63			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.03	0.31	1.28	1.56			N/A	N/A
C-AB	0.64	0.04	0.42	1.18	1.82			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

2026 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	569	100.000
B		✓	145	100.000
C		✓	323	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	115	454
	B	51	0	94
	C	245	78	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.34	11.44	0.5	2.3	B
C-AB	0.19	6.25	0.4	1.3	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	534	0.204	108	0.3	8.434	A
C-AB	80	699	0.114	79	0.2	5.799	A
C-A	163			163			
A-B	87			87			
A-C	342			342			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	130	509	0.256	130	0.3	9.482	A
C-AB	102	705	0.145	102	0.2	5.966	A
C-A	188			188			
A-B	103			103			
A-C	408			408			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	474	0.336	159	0.5	11.398	B
C-AB	138	715	0.193	138	0.4	6.240	A
C-A	217			217			
A-B	127			127			
A-C	500			500			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	474	0.336	159	0.5	11.443	B
C-AB	138	715	0.193	138	0.4	6.251	A
C-A	217			217			
A-B	127			127			
A-C	500			500			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	130	509	0.256	131	0.3	9.534	A
C-AB	102	705	0.145	103	0.2	5.983	A
C-A	188			188			
A-B	103			103			
A-C	408			408			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	534	0.204	109	0.3	8.485	A
C-AB	80	700	0.114	80	0.2	5.821	A
C-A	163			163			
A-B	87			87			
A-C	342			342			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.24	0.00	0.00	0.24	0.24			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.26	0.50	0.50			N/A	N/A
C-AB	0.36	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.30	1.37	2.28			N/A	N/A
C-AB	0.36	0.03	0.32	1.03	1.27			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way		2.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	190	100.000
B		✓	99	100.000
C		✓	280	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	45	145
	B	58	0	41
	C	220	60	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.21	8.84	0.3	1.3	A
C-AB	0.12	5.29	0.2	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	546	0.137	74	0.2	7.616	A
C-AB	58	743	0.078	58	0.1	5.248	A
C-A	153			153			
A-B	34			34			
A-C	109			109			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	534	0.167	89	0.2	8.096	A
C-AB	73	757	0.097	73	0.1	5.259	A
C-A	179			179			
A-B	40			40			
A-C	130			130			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	516	0.211	109	0.3	8.830	A
C-AB	96	777	0.124	96	0.2	5.284	A
C-A	212			212			
A-B	50			50			
A-C	160			160			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	516	0.211	109	0.3	8.841	A
C-AB	96	777	0.124	96	0.2	5.291	A
C-A	212			212			
A-B	50			50			
A-C	160			160			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	533	0.167	89	0.2	8.109	A
C-AB	73	757	0.097	73	0.2	5.275	A
C-A	179			179			
A-B	40			40			
A-C	130			130			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	546	0.137	75	0.2	7.642	A
C-AB	58	744	0.078	58	0.1	5.261	A
C-A	153			153			
A-B	34			34			
A-C	109			109			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.20	0.03	0.26	0.47	0.54			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.30	0.93	1.25			N/A	N/A
C-AB	0.21	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.00	0.00	0.20	0.20			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way		1.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	430	100.000
B		✓	101	100.000
C		✓	202	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	122	308
	B	55	0	46
	C	153	49	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.22	9.38	0.3	1.3	A
C-AB	0.11	6.00	0.2	0.6	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	538	0.141	75	0.2	7.765	A
C-AB	45	671	0.066	44	0.1	5.737	A
C-A	108			108			
A-B	92			92			
A-C	232			232			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	520	0.175	91	0.2	8.376	A
C-AB	55	672	0.083	55	0.1	5.842	A
C-A	126			126			
A-B	110			110			
A-C	277			277			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	495	0.225	111	0.3	9.361	A
C-AB	72	673	0.107	72	0.2	5.990	A
C-A	150			150			
A-B	134			134			
A-C	339			339			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	495	0.225	111	0.3	9.377	A
C-AB	72	673	0.107	72	0.2	5.997	A
C-A	150			150			
A-B	134			134			
A-C	339			339			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	520	0.175	91	0.2	8.397	A
C-AB	56	672	0.083	56	0.1	5.848	A
C-A	126			126			
A-B	110			110			
A-C	277			277			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	538	0.141	76	0.2	7.796	A
C-AB	45	671	0.066	45	0.1	5.749	A
C-A	107			107			
A-B	92			92			
A-C	232			232			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.12	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.16	0.03	0.26	0.48	0.61			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.31	1.02	1.33			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.12	0.00	0.00	0.12	0.12			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

2031 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way		2.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	279	100.000
B		✓	133	100.000
C		✓	527	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	45	234
	B	58	0	76
	C	407	120	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	2	2
	B	4	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.30	10.64	0.4	1.8	B
C-AB	0.30	5.71	0.7	2.0	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	535	0.188	99	0.2	8.246	A
C-AB	144	826	0.174	143	0.3	5.268	A
C-A	253			253			
A-B	34			34			
A-C	176			176			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	514	0.233	120	0.3	9.110	A
C-AB	189	856	0.221	189	0.4	5.400	A
C-A	284			284			
A-B	40			40			
A-C	211			211			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	147	485	0.302	146	0.4	10.604	B
C-AB	265	898	0.295	264	0.7	5.684	A
C-A	315			315			
A-B	49			49			
A-C	258			258			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	147	485	0.303	147	0.4	10.640	B
C-AB	266	899	0.296	266	0.7	5.705	A
C-A	315			315			
A-B	49			49			
A-C	258			258			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	514	0.233	120	0.3	9.151	A
C-AB	190	856	0.222	191	0.5	5.434	A
C-A	284			284			
A-B	40			40			
A-C	211			211			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	535	0.188	101	0.2	8.298	A
C-AB	145	826	0.175	145	0.3	5.300	A
C-A	252			252			
A-B	34			34			
A-C	176			176			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.67	0.03	0.26	0.67	0.67			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.03	0.31	1.33	1.81			N/A	N/A
C-AB	0.68	0.04	0.42	1.41	2.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

2031 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way		2.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	595	100.000
B		✓	151	100.000
C		✓	335	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	122	473
	B	55	0	96
	C	254	81	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.36	12.13	0.6	2.6	B
C-AB	0.21	6.35	0.4	1.3	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	526	0.216	113	0.3	8.676	A
C-AB	84	700	0.120	83	0.2	5.841	A
C-A	168			168			
A-B	92			92			
A-C	356			356			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	136	500	0.271	135	0.4	9.859	A
C-AB	108	706	0.153	108	0.3	6.024	A
C-A	193			193			
A-B	110			110			
A-C	425			425			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	166	463	0.359	166	0.5	12.065	B
C-AB	147	716	0.206	147	0.4	6.331	A
C-A	222			222			
A-B	134			134			
A-C	520			520			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	166	463	0.359	166	0.6	12.125	B
C-AB	148	716	0.206	148	0.4	6.347	A
C-A	222			222			
A-B	134			134			
A-C	520			520			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	136	500	0.271	136	0.4	9.920	A
C-AB	108	706	0.154	109	0.3	6.046	A
C-A	193			193			
A-B	110			110			
A-C	425			425			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	526	0.216	114	0.3	8.743	A
C-AB	84	700	0.121	85	0.2	5.862	A
C-A	168			168			
A-B	92			92			
A-C	356			356			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.26	0.00	0.00	0.26	0.26			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.03	0.26	0.55	0.55			N/A	N/A
C-AB	0.39	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.03	0.30	1.38	2.60			N/A	N/A
C-AB	0.39	0.03	0.35	1.14	1.32			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

2031 Base + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way		3.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	291	100.000
B		✓	138	100.000
C		✓	569	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	45	246
	B	58	0	80
	C	437	132	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	2	2
	B	4	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.32	11.03	0.5	2.0	B
C-AB	0.33	5.92	0.8	3.1	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	104	532	0.195	103	0.2	8.374	A
C-AB	164	838	0.195	162	0.4	5.320	A
C-A	265			265			
A-B	34			34			
A-C	185			185			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	124	510	0.243	123	0.3	9.316	A
C-AB	217	871	0.249	216	0.5	5.502	A
C-A	295			295			
A-B	40			40			
A-C	221			221			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	152	478	0.317	151	0.5	10.983	B
C-AB	307	918	0.335	306	0.8	5.889	A
C-A	319			319			
A-B	49			49			
A-C	271			271			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	152	478	0.317	152	0.5	11.027	B
C-AB	308	918	0.335	308	0.8	5.920	A
C-A	319			319			
A-B	49			49			
A-C	271			271			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	124	509	0.243	124	0.3	9.364	A
C-AB	218	872	0.250	219	0.5	5.542	A
C-A	294			294			
A-B	40			40			
A-C	221			221			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	104	531	0.195	104	0.2	8.432	A
C-AB	164	839	0.196	165	0.4	5.359	A
C-A	264			264			
A-B	34			34			
A-C	185			185			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.37	0.00	0.00	0.37	0.37			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.52	0.52	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.82	0.03	0.26	0.82	0.82			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.03	0.31	1.36	1.98			N/A	N/A
C-AB	0.83	0.04	0.40	1.91	3.13			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.54	0.54	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

2031 Base + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyetimber Lane j/w Pagham Road	T-Junction	Two-way		2.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	622	100.000
B		✓	162	100.000
C		✓	355	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	122	500
	B	55	0	107
	C	268	87	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.39	12.87	0.6	2.9	B
C-AB	0.23	6.47	0.4	1.4	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	524	0.232	120	0.3	8.891	A
C-AB	92	702	0.131	91	0.2	5.887	A
C-A	175			175			
A-B	92			92			
A-C	376			376			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	145	497	0.292	145	0.4	10.222	B
C-AB	118	709	0.167	118	0.3	6.096	A
C-A	200			200			
A-B	110			110			
A-C	449			449			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	458	0.389	177	0.6	12.787	B
C-AB	162	720	0.225	162	0.4	6.449	A
C-A	228			228			
A-B	134			134			
A-C	551			551			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	458	0.389	178	0.6	12.868	B
C-AB	163	721	0.226	163	0.4	6.467	A
C-A	228			228			
A-B	134			134			
A-C	551			551			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	145	496	0.293	146	0.4	10.301	B
C-AB	119	709	0.167	119	0.3	6.119	A
C-A	200			200			
A-B	110			110			
A-C	449			449			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	524	0.232	122	0.3	8.966	A
C-AB	92	702	0.131	92	0.2	5.913	A
C-A	175			175			
A-B	92			92			
A-C	376			376			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.03	0.26	0.62	0.62			N/A	N/A
C-AB	0.44	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.29	1.35	2.92			N/A	N/A
C-AB	0.45	0.04	0.38	1.24	1.39			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.03	0.30	0.88	1.19			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
© Copyright TRL Limited, 2019

For sa

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: Hook Lane & Pagham Road.j9

Path: C:\Users\JosephTucker\OneDrive - Highgate Transportation\Shared Documents - HTp\2600 - Projects\2607 - 120 Dwellings - Land North of Summer Lane, Pagham\Modelling\Junctions 9\Hook Ln

Report generation date: 02/02/2026 15:23:12

- »2026 Base, AM
- »2026 Base, PM
- »2026 Base + Com Dev, AM
- »2026 Base + Com Dev, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base + Com Dev, AM
- »2031 Base + Com Dev, PM
- »2031 Base + Com Dev + Dev, AM
- »2031 Base + Com Dev + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Base							
Stream B-AC	0.4	8.91	0.29	A	0.5	9.22	0.33	A
Stream C-AB	0.4	6.03	0.21	A	0.3	6.55	0.19	A
	2026 Base + Com Dev							
Stream B-AC	0.6	10.65	0.37	B	0.9	12.89	0.49	B
Stream C-AB	0.9	7.10	0.39	A	0.5	7.25	0.28	A
	2031 Base							
Stream B-AC	0.4	9.24	0.31	A	0.5	9.67	0.36	A
Stream C-AB	0.4	6.10	0.23	A	0.3	6.67	0.20	A
	2031 Base + Com Dev							
Stream B-AC	0.7	11.20	0.40	B	1.1	13.80	0.52	B
Stream C-AB	1.0	7.28	0.41	A	0.6	7.43	0.30	A
	2031 Base + Com Dev + Dev							
Stream B-AC	0.7	11.57	0.41	B	1.2	14.69	0.54	B
Stream C-AB	1.1	7.61	0.44	A	0.6	7.58	0.32	A

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

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

File summary

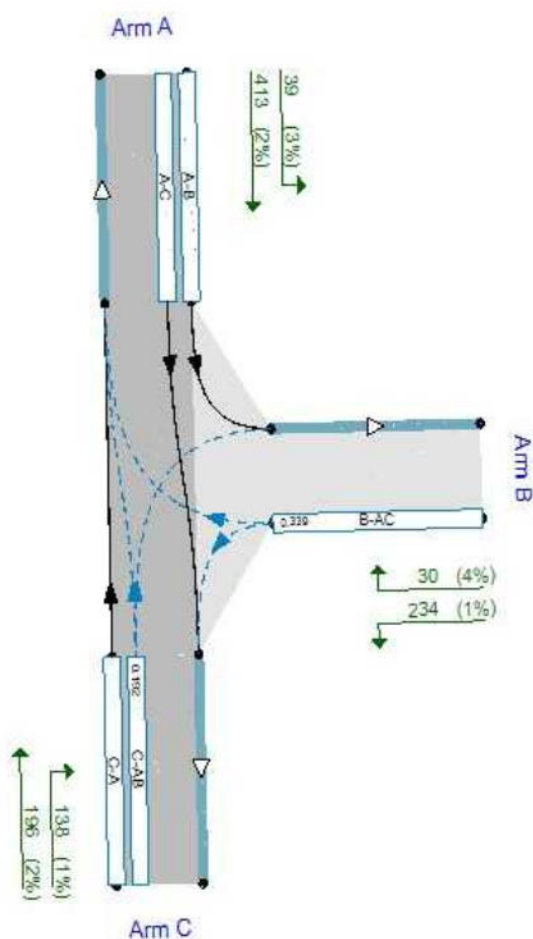
File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
----------------	-------------	---------------------	-----------------------	------------	---------------------	-------------------	---------------------

m	kph	Veh	Veh	perHour	s	-Min	perMin
---	-----	-----	-----	---------	---	------	--------



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D5	2031 Base	AM	ONE HOUR	07:45	09:15	15
D6	2031 Base	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way		3.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	101	100.000
B		✓	148	100.000
C		✓	288	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	11	90
	B	48	0	100
	C	178	110	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	9	10
	B	4	0	5
	C	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.29	8.91	0.4	1.7	A
C-AB	0.21	6.03	0.4	1.3	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	590	0.189	111	0.2	7.500	A
C-AB	101	732	0.139	101	0.2	5.701	A
C-A	115			115			
A-B	8			8			
A-C	68			68			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	580	0.229	133	0.3	8.043	A
C-AB	126	744	0.170	126	0.3	5.824	A
C-A	133			133			
A-B	10			10			
A-C	81			81			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	567	0.287	163	0.4	8.891	A
C-AB	163	761	0.215	163	0.3	6.019	A
C-A	154			154			
A-B	12			12			
A-C	99			99			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	567	0.287	163	0.4	8.910	A
C-AB	164	761	0.215	164	0.4	6.033	A

C-A	154			154			
A-B	12			12			
A-C	99			99			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	580	0.229	133	0.3	8.066	A
C-AB	126	744	0.170	127	0.3	5.848	A
C-A	133			133			
A-B	10			10			
A-C	81			81			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	589	0.189	112	0.2	7.538	A
C-AB	102	732	0.139	102	0.2	5.724	A
C-A	115			115			
A-B	8			8			
A-C	68			68			

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

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.26	0.46	0.48			N/A	N/A
C-AB	0.35	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.31	1.28	1.65			N/A	N/A
C-AB	0.35	0.03	0.33	1.10	1.32			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.26	0.00	0.00	0.26	0.26			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way		3.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	307	100.000
B		✓	176	100.000
C		✓	207	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	33	274
	B	22	0	154
	C	115	92	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	3	2
	B	5	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.33	9.22	0.5	2.2	A
C-AB	0.19	6.55	0.3	1.1	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	617	0.215	131	0.3	7.398	A
C-AB	79	676	0.118	79	0.2	6.027	A
C-A	76			76			
A-B	25			25			
A-C	206			206			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	603	0.262	158	0.4	8.077	A
C-AB	98	675	0.145	98	0.2	6.232	A
C-A	88			88			
A-B	30			30			
A-C	246			246			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	584	0.332	193	0.5	9.194	A
C-AB	125	675	0.185	125	0.3	6.540	A
C-A	103			103			
A-B	36			36			
A-C	302			302			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	584	0.332	194	0.5	9.220	A
C-AB	125	675	0.185	125	0.3	6.551	A
C-A	103			103			
A-B	36			36			
A-C	302			302			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	603	0.262	159	0.4	8.109	A
C-AB	98	675	0.145	98	0.2	6.247	A
C-A	88			88			
A-B	30			30			
A-C	246			246			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	617	0.215	133	0.3	7.444	A
C-AB	80	676	0.118	80	0.2	6.046	A
C-A	76			76			
A-B	25			25			
A-C	206			206			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.03	0.26	0.49	0.49			N/A	N/A
C-AB	0.27	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.03	0.30	1.33	2.23			N/A	N/A
C-AB	0.27	0.03	0.28	0.65	1.08			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

2026 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way		4.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	166	100.000
B		✓	183	100.000
C		✓	473	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	20	146
	B	51	0	132
	C	294	179	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	5	6
	B	4	0	4
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.37	10.65	0.6	2.7	B
C-AB	0.39	7.10	0.9	4.3	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	576	0.239	136	0.3	8.157	A
C-AB	188	781	0.241	186	0.4	6.048	A
C-A	168			168			
A-B	15			15			
A-C	110			110			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	164	561	0.293	164	0.4	9.051	A
C-AB	241	802	0.300	240	0.6	6.402	A
C-A	185			185			
A-B	18			18			
A-C	131			131			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	539	0.373	200	0.6	10.599	B
C-AB	324	833	0.389	322	0.9	7.058	A
C-A	197			197			
A-B	22			22			
A-C	161			161			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	539	0.373	201	0.6	10.646	B
C-AB	324	833	0.389	324	0.9	7.098	A
C-A	197			197			
A-B	22			22			
A-C	161			161			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	164	561	0.293	165	0.4	9.108	A
C-AB	241	803	0.300	242	0.6	6.454	A
C-A	184			184			
A-B	18			18			
A-C	131			131			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	576	0.239	138	0.3	8.225	A
C-AB	189	781	0.242	189	0.4	6.099	A
C-A	167			167			
A-B	15			15			
A-C	110			110			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.41	0.00	0.00	0.41	0.41			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.57	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.58	0.03	0.26	0.58	0.58			N/A	N/A
C-AB	0.87	0.03	0.26	0.87	0.87			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.03	0.29	1.27	2.72			N/A	N/A
C-AB	0.87	0.03	0.32	1.85	4.30			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C-AB	0.59	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			N/A	N/A

2026 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way		4.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	415	100.000
B		✓	243	100.000
C		✓	306	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	37	378
	B	29	0	214
	C	179	127	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	3	2
	B	4	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.49	12.89	0.9	3.4	B
C-AB	0.28	7.25	0.5	1.7	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	183	593	0.309	181	0.4	8.712	A
C-AB	119	687	0.173	118	0.3	6.321	A
C-A	111			111			
A-B	28			28			
A-C	285			285			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	218	574	0.381	218	0.6	10.100	B
C-AB	149	689	0.216	149	0.3	6.662	A
C-A	126			126			
A-B	33			33			
A-C	340			340			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	268	547	0.489	266	0.9	12.772	B
C-AB	196	694	0.282	195	0.5	7.224	A
C-A	141			141			
A-B	41			41			
A-C	416			416			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	268	547	0.489	267	0.9	12.887	B
C-AB	196	694	0.282	196	0.5	7.246	A
C-A	141			141			
A-B	41			41			
A-C	416			416			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	218	573	0.381	220	0.6	10.213	B
C-AB	149	690	0.217	150	0.4	6.690	A
C-A	126			126			
A-B	33			33			
A-C	340			340			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	183	593	0.309	184	0.5	8.818	A
C-AB	119	687	0.174	120	0.3	6.355	A
C-A	111			111			
A-B	28			28			
A-C	285			285			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.25	0.00	0.00	0.25	0.25			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.34	0.00	0.00	0.34	0.34			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.93	0.03	0.26	0.93	0.93			N/A	N/A
C-AB	0.50	0.03	0.26	0.50	0.50			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.95	0.03	0.28	0.95	3.36			N/A	N/A
C-AB	0.51	0.04	0.35	1.46	1.74			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.07	0.73	1.35	1.43			N/A	N/A
C-AB	0.35	0.00	0.00	0.35	0.35			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.39	1.22	1.36			N/A	N/A
C-AB	0.26	0.00	0.00	0.26	0.26			N/A	N/A

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way		4.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	108	100.000
B		✓	157	100.000
C		✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	12	96
	B	51	0	106
	C	188	116	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	9	10
	B	4	0	5
	C	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.31	9.24	0.4	1.9	A
C-AB	0.23	6.10	0.4	1.4	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	118	587	0.201	117	0.2	7.653	A
C-AB	108	735	0.147	107	0.2	5.733	A
C-A	121			121			
A-B	9			9			
A-C	72			72			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	577	0.245	141	0.3	8.257	A
C-AB	135	748	0.180	135	0.3	5.870	A
C-A	138			138			
A-B	11			11			
A-C	86			86			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	173	562	0.307	172	0.4	9.217	A
C-AB	175	766	0.229	175	0.4	6.091	A
C-A	159			159			
A-B	13			13			
A-C	106			106			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	173	562	0.307	173	0.4	9.241	A
C-AB	175	766	0.229	175	0.4	6.103	A
C-A	159			159			
A-B	13			13			
A-C	106			106			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	576	0.245	142	0.3	8.288	A
C-AB	135	748	0.181	135	0.3	5.893	A
C-A	138			138			
A-B	11			11			
A-C	86			86			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	118	586	0.202	118	0.3	7.697	A
C-AB	108	735	0.147	109	0.2	5.758	A
C-A	120			120			
A-B	9			9			
A-C	72			72			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.38	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.03	0.30	1.32	1.90			N/A	N/A
C-AB	0.38	0.03	0.34	1.19	1.39			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way		3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	326	100.000
B		✓	187	100.000
C		✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	35	291
	B	23	0	164
	C	122	98	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	3	2
	B	5	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.36	9.67	0.5	2.6	A
C-AB	0.20	6.67	0.3	1.2	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	613	0.230	140	0.3	7.585	A
C-AB	85	675	0.126	85	0.2	6.091	A
C-A	80			80			
A-B	26			26			
A-C	219			219			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	599	0.281	168	0.4	8.349	A
C-AB	105	675	0.156	105	0.2	6.317	A
C-A	92			92			
A-B	31			31			
A-C	262			262			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	578	0.356	205	0.5	9.634	A
C-AB	135	675	0.200	135	0.3	6.663	A
C-A	107			107			
A-B	39			39			
A-C	320			320			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	578	0.356	206	0.5	9.666	A
C-AB	135	675	0.200	135	0.3	6.673	A
C-A	107			107			
A-B	39			39			
A-C	320			320			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	599	0.281	169	0.4	8.387	A
C-AB	105	675	0.156	106	0.2	6.331	A
C-A	92			92			
A-B	31			31			
A-C	262			262			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	613	0.230	141	0.3	7.637	A
C-AB	86	675	0.127	86	0.2	6.111	A
C-A	80			80			
A-B	26			26			
A-C	219			219			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.03	0.26	0.54	0.54			N/A	N/A
C-AB	0.30	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.03	0.29	1.30	2.56			N/A	N/A
C-AB	0.30	0.03	0.30	0.94	1.23			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

2031 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way		4.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	172	100.000
B		✓	193	100.000
C		✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	21	151
	B	54	0	138
	C	305	186	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	5	6
	B	4	0	4
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.40	11.20	0.7	2.9	B
C-AB	0.41	7.28	1.0	4.8	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	145	572	0.253	144	0.3	8.368	A
C-AB	198	785	0.252	196	0.4	6.102	A
C-A	172			172			
A-B	16			16			
A-C	114			114			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	173	556	0.311	173	0.4	9.367	A
C-AB	253	807	0.314	253	0.6	6.493	A
C-A	188			188			
A-B	19			19			
A-C	136			136			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	212	533	0.397	211	0.6	11.139	B
C-AB	342	839	0.408	341	0.9	7.231	A
C-A	198			198			
A-B	23			23			
A-C	167			167			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	212	533	0.397	212	0.7	11.201	B
C-AB	343	839	0.408	343	1.0	7.275	A
C-A	198			198			
A-B	23			23			
A-C	167			167			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	173	556	0.311	174	0.5	9.437	A
C-AB	254	808	0.314	255	0.6	6.549	A
C-A	187			187			
A-B	19			19			
A-C	136			136			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	145	572	0.253	145	0.3	8.445	A
C-AB	198	785	0.252	199	0.5	6.161	A
C-A	171			171			
A-B	16			16			
A-C	114			114			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.61	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.03	0.26	0.65	0.65			N/A	N/A
C-AB	0.94	0.03	0.26	0.94	0.94			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.03	0.29	1.19	2.89			N/A	N/A
C-AB	0.95	0.03	0.32	1.89	4.76			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.04	0.36	1.17	1.33			N/A	N/A
C-AB	0.63	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

2031 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way		4.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	435	100.000
B		✓	254	100.000
C		✓	320	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	39	396
	B	30	0	224
	C	187	133	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	3	2
	B	4	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.52	13.80	1.1	3.6	B
C-AB	0.30	7.43	0.6	2.0	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	589	0.325	189	0.5	8.976	A
C-AB	126	687	0.183	125	0.3	6.386	A
C-A	115			115			
A-B	29			29			
A-C	298			298			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	228	569	0.402	228	0.7	10.535	B
C-AB	158	690	0.229	158	0.4	6.772	A
C-A	129			129			
A-B	35			35			
A-C	356			356			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	280	540	0.517	278	1.0	13.643	B
C-AB	208	694	0.300	208	0.6	7.404	A
C-A	143			143			
A-B	43			43			
A-C	436			436			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	280	540	0.517	280	1.1	13.797	B
C-AB	209	694	0.301	209	0.6	7.429	A
C-A	143			143			
A-B	43			43			
A-C	436			436			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	228	568	0.402	230	0.7	10.678	B
C-AB	158	690	0.230	159	0.4	6.804	A
C-A	129			129			
A-B	35			35			
A-C	356			356			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	191	588	0.325	192	0.5	9.098	A
C-AB	126	687	0.184	127	0.3	6.431	A
C-A	114			114			
A-B	29			29			
A-C	298			298			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.19	0.92	1.38	1.44			N/A	N/A
C-AB	0.37	0.00	0.00	0.37	0.37			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.04	0.03	0.27	1.04	1.37			N/A	N/A
C-AB	0.55	0.03	0.26	0.55	0.55			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.06	0.03	0.28	1.06	3.55			N/A	N/A
C-AB	0.56	0.03	0.35	1.16	2.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.07	0.74	1.39	1.47			N/A	N/A
C-AB	0.38	0.00	0.00	0.38	0.38			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.04	0.42	1.27	1.40			N/A	N/A
C-AB	0.28	0.00	0.00	0.28	0.28			N/A	N/A

2031 Base + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way		5.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	180	100.000
B		✓	197	100.000
C		✓	521	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	21	159
	B	54	0	143
	C	324	197	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	5	6
	B	4	0	4
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.41	11.57	0.7	3.0	B
C-AB	0.44	7.61	1.1	5.6	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	570	0.260	147	0.3	8.485	A
C-AB	214	793	0.270	212	0.5	6.194	A
C-A	178			178			
A-B	16			16			
A-C	120			120			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	177	553	0.320	177	0.5	9.557	A
C-AB	276	817	0.338	275	0.7	6.653	A
C-A	192			192			
A-B	19			19			
A-C	143			143			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	217	528	0.411	216	0.7	11.493	B
C-AB	375	851	0.441	374	1.1	7.552	A
C-A	198			198			
A-B	23			23			
A-C	175			175			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	217	528	0.411	217	0.7	11.566	B
C-AB	376	851	0.442	376	1.1	7.609	A
C-A	198			198			
A-B	23			23			
A-C	175			175			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	177	552	0.321	178	0.5	9.636	A
C-AB	277	818	0.339	278	0.7	6.722	A
C-A	191			191			
A-B	19			19			
A-C	143			143			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	569	0.260	149	0.4	8.571	A
C-AB	215	793	0.271	216	0.5	6.262	A
C-A	177			177			
A-B	16			16			
A-C	120			120			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.49	0.00	0.00	0.49	0.49			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.68	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.03	0.26	0.68	0.68			N/A	N/A
C-AB	1.09	0.03	0.26	1.09	1.09			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.03	0.29	1.15	2.96			N/A	N/A
C-AB	1.10	0.03	0.31	1.91	5.58			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.04	0.41	1.25	1.37			N/A	N/A
C-AB	0.71	0.55	1.00	1.40	1.45			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.27	0.48	0.79			N/A	N/A
C-AB	0.50	0.50	1.00	1.40	1.45			N/A	N/A

2031 Base + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hook Lane j/w Pagham Road	T-Junction	Two-way		5.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	452	100.000
B		✓	264	100.000
C		✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	39	413
	B	30	0	234
	C	196	138	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	3	2
	B	4	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.54	14.69	1.2	3.8	B
C-AB	0.32	7.58	0.6	2.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	199	586	0.339	197	0.5	9.210	A
C-AB	132	688	0.192	131	0.3	6.451	A
C-A	119			119			
A-B	29			29			
A-C	311			311			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	237	565	0.420	236	0.7	10.937	B
C-AB	167	692	0.241	166	0.4	6.855	A
C-A	133			133			
A-B	35			35			
A-C	371			371			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	535	0.543	289	1.1	14.494	B
C-AB	221	697	0.317	220	0.6	7.553	A
C-A	147			147			
A-B	43			43			
A-C	455			455			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	535	0.543	290	1.2	14.691	B
C-AB	221	697	0.317	221	0.6	7.581	A
C-A	147			147			
A-B	43			43			
A-C	455			455			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	237	565	0.420	239	0.7	11.114	B
C-AB	167	692	0.241	168	0.4	6.893	A
C-A	133			133			
A-B	35			35			
A-C	371			371			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	199	585	0.339	200	0.5	9.352	A
C-AB	133	689	0.193	133	0.3	6.492	A
C-A	119			119			
A-B	29			29			
A-C	311			311			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.51	1.00	1.40	1.45			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.18	0.92	1.39	1.44			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.15	0.03	0.27	1.15	1.77			N/A	N/A
C-AB	0.60	0.03	0.26	0.60	0.60			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.17	0.03	0.28	1.17	3.79			N/A	N/A
C-AB	0.61	0.03	0.34	1.36	2.46			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.74	0.07	0.75	1.30	1.30			N/A	N/A
C-AB	0.41	0.00	0.00	0.41	0.41			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.04	0.43	1.32	1.44			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
For [REDACTED] jk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Sefter Road & Pagham Road.j9

Path: C:\Users\JosephTucker\OneDrive - Highgate Transportation\Shared Documents - HTP\2600 - Projects\2607 - 120 Dwellings - Land North of Summer Lane, Pagham\Modelling\Junctions 9\Sefter

Report generation date: 02/02/2026 16:04:02

»2026 Base, AM
 »2026 Base, PM
 »2026 Base + Com Dev, AM
 »2026 Base + Com Dev, PM
 »2031 Base, AM
 »2031 Base, PM
 »2031 Base + Com Dev, AM
 »2031 Base + Com Dev, PM
 »2031 Base + Com Dev + Dev, AM
 »2031 Base + Com Dev + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base								
Stream B-AC	0.8	14.17	0.45	B	0.5	13.65	0.33	B
Stream C-AB	0.0	4.78	0.00	A	0.0	5.77	0.01	A
2026 Base + Com Dev								
Stream B-AC	1.1	18.49	0.52	C	0.7	18.18	0.41	C
Stream C-AB	0.0	4.39	0.02	A	0.0	5.51	0.02	A
2031 Base								
Stream B-AC	0.9	15.18	0.48	C	0.6	14.56	0.36	B
Stream C-AB	0.0	4.76	0.00	A	0.0	5.80	0.01	A
2031 Base + Com Dev								
Stream B-AC	1.2	20.38	0.56	C	0.8	19.92	0.45	C
Stream C-AB	0.0	4.37	0.03	A	0.0	5.54	0.02	A
2031 Base + Com Dev + Dev								
Stream B-AC	1.3	20.97	0.56	C	0.8	20.44	0.46	C
Stream C-AB	0.0	4.32	0.03	A	0.0	5.50	0.02	A

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

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

File summary

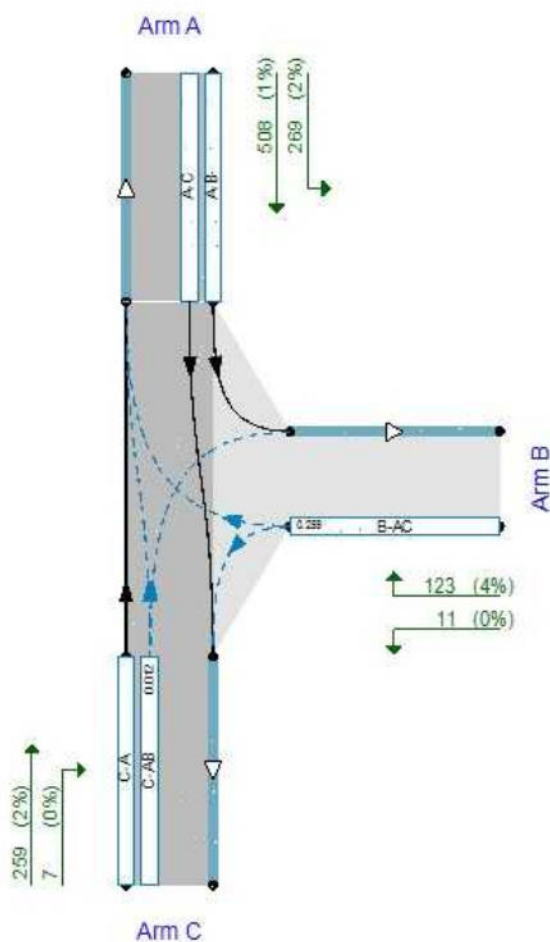
File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
----------------	-------------	---------------------	-----------------------	------------	---------------------	-------------------	---------------------

m	kph	Veh	Veh	perHour	s	-Min	perMin
---	-----	-----	-----	---------	---	------	--------



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D5	2031 Base	AM	ONE HOUR	07:45	09:15	15
D6	2031 Base	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way		4.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	186	100.000
B		✓	187	100.000
C		✓	228	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	86	100
	B	185	0	2
	C	227	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	7	10
	B	2	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.45	14.17	0.8	3.2	B
C-AB	0.00	4.78	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	486	0.290	139	0.4	10.342	B
C-AB	0.97	754	0.001	0.97	0.0	4.777	A
C-A	171			171			
A-B	65			65			
A-C	75			75			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	475	0.354	168	0.5	11.695	B
C-AB	1	768	0.002	1	0.0	4.690	A
C-A	204			204			
A-B	77			77			
A-C	90			90			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	460	0.448	205	0.8	14.066	B
C-AB	2	787	0.002	2	0.0	4.576	A
C-A	249			249			
A-B	95			95			
A-C	110			110			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	460	0.448	206	0.8	14.171	B
C-AB	2	787	0.002	2	0.0	4.583	A

C-A	249			249			
A-B	95			95			
A-C	110			110			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	475	0.354	169	0.6	11.813	B
C-AB	1	768	0.002	1	0.0	4.705	A
C-A	204			204			
A-B	77			77			
A-C	90			90			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	486	0.290	141	0.4	10.473	B
C-AB	0.97	754	0.001	0.98	0.0	4.784	A
C-A	171			171			
A-B	65			65			
A-C	75			75			

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

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.54	1.00	1.40	1.45			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.03	0.26	0.79	0.79			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.80	0.03	0.28	1.02	3.23			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.06	0.62	1.33	1.41			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.03	0.34	1.14	1.32			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way		2.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	556	100.000
B		✓	120	100.000
C		✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	253	303
	B	116	0	4
	C	137	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.33	13.65	0.5	2.2	B
C-AB	0.01	5.77	0.0	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	438	0.206	89	0.3	10.282	B
C-AB	3	645	0.004	3	0.0	5.607	A
C-A	103			103			
A-B	190			190			
A-C	228			228			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	421	0.257	108	0.3	11.488	B
C-AB	3	637	0.005	3	0.0	5.674	A
C-A	123			123			
A-B	227			227			
A-C	272			272			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	396	0.334	132	0.5	13.603	B
C-AB	4	628	0.007	4	0.0	5.765	A
C-A	150			150			
A-B	279			279			
A-C	334			334			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	396	0.334	132	0.5	13.652	B
C-AB	4	628	0.007	4	0.0	5.769	A
C-A	150			150			
A-B	279			279			
A-C	334			334			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	421	0.257	108	0.4	11.559	B
C-AB	3	637	0.005	3	0.0	5.681	A
C-A	123			123			
A-B	227			227			
A-C	272			272			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	438	0.206	91	0.3	10.364	B
C-AB	3	645	0.004	3	0.0	5.613	A
C-A	103			103			
A-B	190			190			
A-C	228			228			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.03	0.26	0.49	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.30	1.36	2.24			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.00	0.00	0.26	0.26			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2026 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way		3.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	268	100.000
B		✓	190	100.000
C		✓	428	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	86	182
	B	185	0	5
	C	418	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.52	18.49	1.1	4.2	C
C-AB	0.02	4.39	0.0	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	143	448	0.319	141	0.5	11.665	B
C-AB	12	833	0.015	12	0.0	4.383	A
C-A	310			310			
A-B	65			65			
A-C	137			137			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	171	429	0.398	170	0.6	13.847	B
C-AB	16	863	0.019	16	0.0	4.244	A
C-A	369			369			
A-B	77			77			
A-C	164			164			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	403	0.519	208	1.0	18.235	C
C-AB	22	907	0.025	22	0.0	4.067	A
C-A	449			449			
A-B	95			95			
A-C	200			200			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	209	403	0.519	209	1.1	18.492	C
C-AB	22	907	0.025	22	0.0	4.073	A
C-A	449			449			
A-B	95			95			
A-C	200			200			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	171	429	0.398	172	0.7	14.096	B
C-AB	16	863	0.019	16	0.0	4.255	A
C-A	369			369			
A-B	77			77			
A-C	164			164			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	143	448	0.319	144	0.5	11.873	B
C-AB	12	833	0.015	12	0.0	4.390	A
C-A	310			310			
A-B	65			65			
A-C	137			137			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.23	0.94	1.39	1.44			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.04	0.03	0.27	1.04	1.96			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.06	0.03	0.28	1.12	4.17			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.06	0.67	1.04	1.04			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.04	0.40	1.27	1.41			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2026 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way		2.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	724	100.000
B		✓	127	100.000
C		✓	248	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	253	471
	B	116	0	11
	C	241	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.41	18.18	0.7	3.3	C
C-AB	0.02	5.51	0.0	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	401	0.238	94	0.3	11.684	B
C-AB	7	667	0.011	7	0.0	5.459	A
C-A	179			179			
A-B	190			190			
A-C	355			355			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	375	0.305	114	0.4	13.770	B
C-AB	9	666	0.014	9	0.0	5.481	A
C-A	214			214			
A-B	227			227			
A-C	423			423			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	338	0.414	139	0.7	18.007	C
C-AB	13	666	0.019	13	0.0	5.505	A
C-A	260			260			
A-B	279			279			
A-C	519			519			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	338	0.414	140	0.7	18.182	C
C-AB	13	666	0.019	13	0.0	5.511	A
C-A	260			260			
A-B	279			279			
A-C	519			519			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	375	0.305	115	0.4	13.930	B
C-AB	9	666	0.014	9	0.0	5.489	A
C-A	214			214			
A-B	227			227			
A-C	423			423			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	401	0.238	96	0.3	11.817	B
C-AB	7	667	0.011	7	0.0	5.462	A
C-A	179			179			
A-B	190			190			
A-C	355			355			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.00	0.00	0.31	0.31			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.03	0.26	0.68	0.68			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.03	0.30	1.43	3.29			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.37	1.19	1.35			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.03	0.27	0.49	0.91			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way		4.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	197	100.000
B		✓	198	100.000
C		✓	241	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	91	106
	B	196	0	2
	C	240	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	7	10
	B	2	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.48	15.18	0.9	3.5	C
C-AB	0.00	4.76	0.0	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	482	0.309	147	0.4	10.690	B
C-AB	1	758	0.001	0.98	0.0	4.753	A
C-A	180			180			
A-B	69			69			
A-C	80			80			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	471	0.378	177	0.6	12.239	B
C-AB	1	773	0.002	1	0.0	4.661	A
C-A	215			215			
A-B	82			82			
A-C	95			95			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	218	455	0.479	217	0.9	15.040	C
C-AB	2	793	0.002	2	0.0	4.541	A
C-A	264			264			
A-B	100			100			
A-C	117			117			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	218	455	0.479	218	0.9	15.183	C
C-AB	2	793	0.002	2	0.0	4.548	A
C-A	264			264			
A-B	100			100			
A-C	117			117			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	178	471	0.378	179	0.6	12.391	B
C-AB	1	773	0.002	1	0.0	4.675	A
C-A	215			215			
A-B	82			82			
A-C	95			95			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	482	0.309	150	0.5	10.846	B
C-AB	1	758	0.001	1	0.0	4.760	A
C-A	180			180			
A-B	69			69			
A-C	80			80			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.89	0.03	0.27	0.89	0.98			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.03	0.28	0.94	3.47			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.06	0.69	1.35	1.43			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.45	0.04	0.39	1.23	1.37			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way		2.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	591	100.000
B		✓	127	100.000
C		✓	149	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	269	322
	B	123	0	4
	C	146	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.36	14.56	0.6	2.6	B
C-AB	0.01	5.80	0.0	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	432	0.221	94	0.3	10.619	B
C-AB	3	642	0.004	3	0.0	5.627	A
C-A	109			109			
A-B	203			203			
A-C	242			242			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	413	0.276	114	0.4	12.001	B
C-AB	3	635	0.005	3	0.0	5.696	A
C-A	131			131			
A-B	242			242			
A-C	289			289			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	387	0.361	139	0.6	14.480	B
C-AB	4	626	0.007	4	0.0	5.790	A
C-A	160			160			
A-B	296			296			
A-C	355			355			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	387	0.361	140	0.6	14.557	B
C-AB	4	626	0.007	4	0.0	5.796	A
C-A	160			160			
A-B	296			296			
A-C	355			355			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	413	0.276	115	0.4	12.087	B
C-AB	3	635	0.005	3	0.0	5.704	A
C-A	131			131			
A-B	242			242			
A-C	289			289			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	432	0.221	96	0.3	10.716	B
C-AB	3	642	0.004	3	0.0	5.630	A
C-A	109			109			
A-B	203			203			
A-C	242			242			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.00	0.00	0.28	0.28			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.03	0.26	0.55	0.55			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.56	0.03	0.30	1.37	2.63			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.03	0.27	0.48	0.78			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2031 Base + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way		4.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	280	100.000
B		✓	201	100.000
C		✓	442	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	91	188
	B	196	0	5
	C	432	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.56	20.38	1.2	4.8	C
C-AB	0.03	4.37	0.0	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	444	0.341	149	0.5	12.140	B
C-AB	12	837	0.015	12	0.0	4.366	A
C-A	321			321			
A-B	69			69			
A-C	142			142			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	181	424	0.426	180	0.7	14.661	B
C-AB	16	868	0.019	16	0.0	4.222	A
C-A	381			381			
A-B	82			82			
A-C	169			169			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	398	0.557	219	1.2	19.984	C
C-AB	23	913	0.026	23	0.0	4.043	A
C-A	464			464			
A-B	101			101			
A-C	207			207			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	398	0.557	221	1.2	20.385	C
C-AB	23	913	0.026	23	0.0	4.048	A
C-A	464			464			
A-B	101			101			
A-C	207			207			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	181	424	0.426	183	0.8	14.993	B
C-AB	16	868	0.019	17	0.0	4.236	A
C-A	381			381			
A-B	82			82			
A-C	169			169			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	444	0.341	152	0.5	12.384	B
C-AB	12	837	0.015	12	0.0	4.372	A
C-A	321			321			
A-B	69			69			
A-C	142			142			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.51	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.72	0.23	0.94	1.39	1.44			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.20	0.03	0.28	1.20	3.72			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.23	0.03	0.29	1.23	4.80			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.76	0.06	0.67	1.17	1.69			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.04	0.41	1.14	1.14			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2031 Base + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way		2.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	760	100.000
B		✓	135	100.000
C		✓	257	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	269	490
	B	123	0	11
	C	250	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.45	19.92	0.8	3.7	C
C-AB	0.02	5.54	0.0	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	395	0.256	100	0.3	12.148	B
C-AB	8	665	0.011	8	0.0	5.479	A
C-A	186			186			
A-B	203			203			
A-C	369			369			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	367	0.329	120	0.5	14.549	B
C-AB	10	664	0.015	10	0.0	5.504	A
C-A	221			221			
A-B	242			242			
A-C	441			441			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	329	0.451	147	0.8	19.666	C
C-AB	14	664	0.021	14	0.0	5.529	A
C-A	269			269			
A-B	297			297			
A-C	540			540			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	329	0.451	148	0.8	19.918	C
C-AB	14	664	0.021	14	0.0	5.535	A
C-A	269			269			
A-B	297			297			
A-C	540			540			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	367	0.329	122	0.5	14.765	B
C-AB	10	664	0.015	10	0.0	5.514	A
C-A	221			221			
A-B	242			242			
A-C	441			441			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	395	0.256	102	0.4	12.306	B
C-AB	8	665	0.012	8	0.0	5.483	A
C-A	186			186			
A-B	203			203			
A-C	369			369			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.03	0.27	0.79	1.06			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.81	0.03	0.29	1.43	3.75			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.05	0.45	1.28	1.39			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.03	0.31	0.97	1.24			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2031 Base + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way		4.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	287	100.000
B		✓	201	100.000
C		✓	462	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	91	196
	B	196	0	5
	C	452	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.56	20.97	1.3	5.0	C
C-AB	0.03	4.32	0.0	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	440	0.344	149	0.5	12.280	B
C-AB	13	846	0.015	13	0.0	4.318	A
C-A	335			335			
A-B	69			69			
A-C	148			148			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	181	420	0.430	180	0.7	14.909	B
C-AB	17	879	0.019	17	0.0	4.170	A
C-A	399			399			
A-B	82			82			
A-C	176			176			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	393	0.564	219	1.2	20.539	C
C-AB	24	927	0.026	24	0.0	3.984	A
C-A	485			485			
A-B	101			101			
A-C	216			216			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	393	0.564	221	1.3	20.971	C
C-AB	24	927	0.026	24	0.0	3.989	A
C-A	485			485			
A-B	101			101			
A-C	216			216			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	181	420	0.430	183	0.8	15.268	C
C-AB	17	879	0.019	17	0.0	4.179	A
C-A	398			398			
A-B	82			82			
A-C	176			176			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	151	440	0.344	152	0.5	12.535	B
C-AB	13	846	0.015	13	0.0	4.323	A
C-A	335			335			
A-B	69			69			
A-C	148			148			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.51	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.22	0.94	1.39	1.45			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.23	0.03	0.28	1.23	4.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.26	0.03	0.29	1.26	4.97			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.06	0.67	1.26	1.75			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.04	0.41	1.26	1.26			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2031 Base + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pagham Rd j/w Sefter Road	T-Junction	Two-way		2.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	777	100.000
B		✓	135	100.000
C		✓	266	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	269	508
	B	123	0	11
	C	259	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.46	20.44	0.8	3.8	C
C-AB	0.02	5.50	0.0	0.5	A
C-A					
A-B					

A-C					
-----	--	--	--	--	--

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	392	0.259	100	0.3	12.275	B
C-AB	8	668	0.012	8	0.0	5.455	A
C-A	193			193			
A-B	203			203			
A-C	382			382			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	363	0.333	120	0.5	14.771	B
C-AB	10	667	0.015	10	0.0	5.474	A
C-A	229			229			
A-B	242			242			
A-C	457			457			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	324	0.457	147	0.8	20.163	C
C-AB	14	669	0.021	14	0.0	5.490	A
C-A	279			279			
A-B	297			297			
A-C	559			559			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	148	324	0.457	148	0.8	20.437	C
C-AB	14	669	0.021	14	0.0	5.496	A
C-A	279			279			
A-B	297			297			
A-C	559			559			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	363	0.333	122	0.5	14.999	B
C-AB	10	667	0.015	10	0.0	5.484	A
C-A	229			229			
A-B	242			242			
A-C	457			457			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	392	0.259	102	0.4	12.441	B
C-AB	8	668	0.012	8	0.0	5.461	A
C-A	193			193			
A-B	203			203			
A-C	382			382			

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

--	--	--	--	--	--	--	--	--	--

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.81	0.03	0.27	0.81	1.22			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.83	0.03	0.29	1.45	3.84			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.05	0.46	1.28	1.39			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.35	0.03	0.31	1.01	1.26			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.2.1013 © Copyright TRL Limited, 2019							
For sale to [REDACTED]							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: Lower Bognor Rd.j9

Path: C:\Users\JosephTucker\OneDrive - Highgate Transportation\Shared Documents - HTP\2600 - Projects\2607 - 120 Dwellings - Land North of Summer Lane, Pagham\Modelling\Junctions 9\Lower Bognor

Report generation date: 02/02/2026 15:31:48

»2026 Base, AM
 »2026 Base, PM
 »2026 Base + Com Dev, AM
 »2026 Base + Com Dev, PM
 »2031 Base, AM
 »2031 Base, PM
 »2031 Base + Com Dev, AM
 »2031 Base + Com Dev, PM
 »2031 Base + Com Dev + Dev, AM
 »2031 Base + Com Dev + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base								
Stream B-AC	11.7	114.76	0.98	F	19.0	210.11	1.07	F
Stream C-AB	0.0	5.56	0.03	A	0.1	6.77	0.04	A
2026 Base + Com Dev								
Stream B-AC	30.4	276.62	1.14	F	48.1	548.69	1.36	F
Stream C-AB	0.1	4.84	0.04	A	0.1	6.31	0.05	A
2031 Base								
Stream B-AC	22.2	192.65	1.07	F	35.7	367.53	1.21	F
Stream C-AB	0.1	5.49	0.04	A	0.1	6.78	0.05	A
2031 Base + Com Dev								
Stream B-AC	46.9	422.05	1.24	F	69.3	828.76	1.56	F
Stream C-AB	0.1	4.78	0.05	A	0.1	6.31	0.06	A
2031 Base + Com Dev + Dev								
Stream B-AC	49.9	460.21	1.27	F	73.8	957.79	1.61	F
Stream C-AB	0.1	4.71	0.05	A	0.1	6.27	0.06	A

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

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

File summary

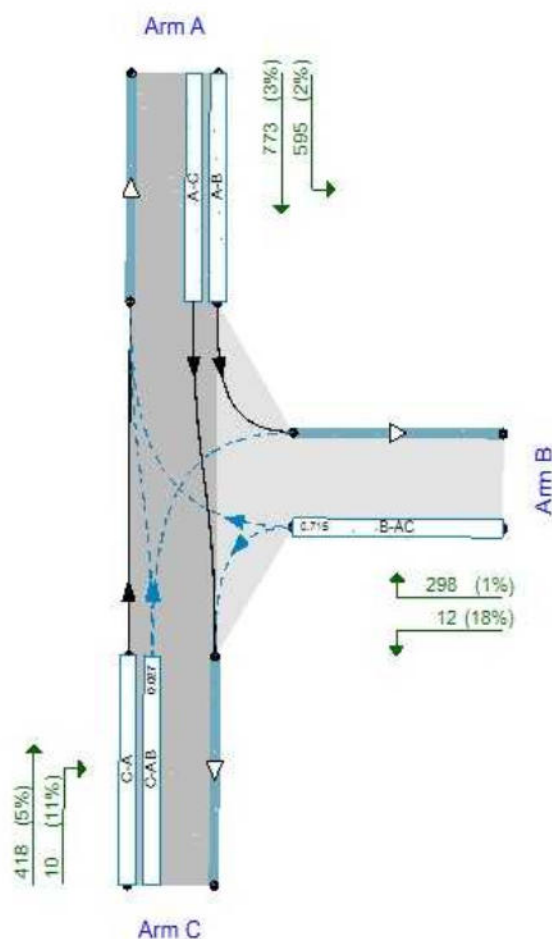
File Description

Title	(untitled)
Location	
Site number	
Date	19/09/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-MD9GBJC\Fiona
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
----------------	-------------	---------------------	-----------------------	------------	---------------------	-------------------	---------------------

m	kph	Veh	Veh	perHour	s	-Min	perMin
---	-----	-----	-----	---------	---	------	--------



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D5	2031 Base	AM	ONE HOUR	07:45	09:15	15
D6	2031 Base	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base + Com Dev	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base + Com Dev	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way		30.77	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			60.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.50	35	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	576	0.099	0.250	0.158	0.358
B-C	736	0.106	0.269	-	-
C-B	609	0.223	0.223	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	489	100.000
B		✓	348	100.000
C		✓	423	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	276	213
	B	345	0	3
	C	414	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	4	12
	B	2	0	33
	C	6	22	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	0.98	114.76	11.7	43.7	F
C-AB	0.03	5.56	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	262	447	0.587	257	1.4	18.468	C
C-AB	13	660	0.019	13	0.0	5.561	A
C-A	306			306			
A-B	208			208			
A-C	160			160			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	424	0.739	308	2.5	29.975	D
C-AB	17	695	0.025	17	0.0	5.337	A
C-A	363			363			
A-B	248			248			
A-C	191			191			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	383	392	0.978	358	8.7	76.587	F
C-AB	26	744	0.035	26	0.0	5.035	A
C-A	440			440			
A-B	304			304			
A-C	235			235			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	383	392	0.978	371	11.7	114.757	F
C-AB	26	744	0.035	26	0.0	5.013	A

C-A	440			440			
A-B	304			304			
A-C	235			235			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	424	0.739	347	3.3	57.204	F
C-AB	18	695	0.025	18	0.0	5.281	A
C-A	363			363			
A-B	248			248			
A-C	191			191			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	262	447	0.587	269	1.5	21.006	C
C-AB	13	660	0.020	13	0.0	5.533	A
C-A	306			306			
A-B	208			208			
A-C	160			160			

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

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.35	0.57	1.24	1.71	1.87			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.53	0.10	1.01	5.81	7.97			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	8.72	0.25	4.79	21.03	28.44			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	11.70	0.16	5.06	30.82	43.65			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	3.25	0.04	0.42	8.95	16.54			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.49	0.03	0.30	2.15	7.37			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lower Bognor Road j/w Pagham Road	T-Junction	Two-way		35.52	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1112	100.000
B		✓	291	100.000
C		✓	296	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A	B	C
	A	0	560	552
	B	280	0	11
	C	287	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	2	4
	B	1	0	18
	C	6	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
B-AC	1.07	210.11	19.0	47.6	F
C-AB	0.04	6.77	0.1	0.5	A
C-A					
A-B					