

Project Title: Land West of Bilsham Road, Yapton

Project No/ Document Reference: A361-TN009

Date: 26 July 2022

Author:

ADDITIONAL INFORMATION FOR A27 / YAPTON LANE ASSESSMENT

1. Introduction

- 1.1. This fourth Technical Note has been prepared following the most recent response from National Highways (NH) Ref: 93768 #17191(SB379), received on 19th July 2022.
- 1.2. Following NH review of the information previously submitted, two additional areas of information have been requested for clarification, these being the AM peak capacity assessment results for the A27 / Yapton Lane Junction and information regarding the application of TEMPRO growth factors. Sections 2 and 3 of this report provide the relevant information to these Actions.
- 1.3. Since the last submission, the applicant has also commissioned a fully classified turning count and queue length survey of the A27 / Yapton Lane. The survey was conducted on Wednesday 13th July 2022 and the results and a revised capacity assessment using this up-to-date traffic base are provided in Section 4.

2. TEMRPO Growth Factor

- 2.1. NH provided the following action regarding the TEMPRO growth factor.

‘ACTION: The TEMPRO calculation needs to be revised so that as per usual practice, only committed developments modelled separately are removed. In this case, we accept that allowance for BN/28/17/RES and Y/71/21/OUT may also be removed. If this results in a different percentage deduction from that set out in technical note 008, the associated queue length calculations and models will need to be updated accordingly.’

- 2.2. Based upon the ‘New Households’ Information in the TEMPRO database the growth factor between 2021 and 2024 as originally modelled includes 403 new households in the agreed selected areas up to the opening year.
- 2.3. This Household information is based upon allocated housing numbers in the adopted local plan, which as it currently stands totals 850 dwellings from sites Y/91/17/OUT / Y/92/17/OUT (550 dwellings in



Yapton) and CM/1/17/OUT (300 dwellings in Climping) which as previously discussed have been manually included within the flows already as 'committed development'.

- 2.4. To avoid 'double counting' the 403 dwellings have been manually removed from the growth factors in TEMPRO and the recalculated growth factor applied to all movements. Table 2.1 summarises, while the TEMPRO extracts and updated turning diagrams have been included in Appendix A.

Table 2.1 – TEMPRO Growth Factors

TEMPRO Data Set	Future HH	AM Growth Factor	PM Growth Factor
Original	14024	1.045967063	1.046797662
Adjusted	13624	1.031144063	1.031348519
Difference	-403	-0.014822999	-0.015449143

- 2.5. As advised by NH, these reduced growth factors have been applied to the future 2024 scenarios on all arms of the junction.

3. A27 / Yapton Lane AM Peak Capacity Assessment Results

- 3.1. As requested by NH the capacity assessment and queue length predictions for the existing and improved geometry during AM peak have been provided in Tables 3.1 and 3.2 below. For simplicity the PM peak has also been included as previously reported in ALP report A361-TN008. The full Junctions 10 outputs has been included in Appendix B.

Table 3.1 – A27 / Yapton Lane Capacity Assessment Results Existing 110m Turning Lane

	AM Peak						PM Peak					
	Mean Queue (Veh)	Max 90th % Queue	Max 95th % Queue	Prob. Of Queue = / +than 110m	Prob of Queue Exactly 110m	RFC	Mean Queue (Veh)	Max 90th % Queue	Max 95th % Queue	Prob. Of Queue = / +than 110m	Prob of Queue Exactly 110m	RFC
2021 Base												
Yapton Lane	1	0.65	0.65	<0.05	0	0.39	0	0.46	0.48	<0.05	0	0.15
A27	1	0.54	0.54	<0.05	0	0.35	3	6.13	16.26	<0.05	0	0.77
2024 Base												
Yapton Lane	1	0.83	2.68	<0.05	0	0.41	0	0.46	0.48	<0.05	0	0.15
A27	1	1.33	2.71	<0.05	0	0.37	3	6.72	14.47	<0.05	0	0.78
2024 Base + Committed												
Yapton Lane	1	1.40	2.22	<0.05	0	0.44	0	0.46	0.48	<0.05	0	0.17
A27	1	1.20	2.93	<0.05	0	0.40	5	13.09	27.92	0.07	0	0.85
2024 Base + Committed + Development												
Yapton Lane	1	1.40	2.10	<0.05	0	0.45	0	0.46	0.48	<0.05	0	0.17
A27	1	1.17	2.96	<0.05	0	0.41	6	14.57	31.09	0.08	0	0.86

- 3.2. As can be seen the AM peak shows that's the junction will operate well within capacity. This is in keeping with the current observed queue lengths which showed no vehicles queuing on the Yapton Lane arm



for the entire survey period and this level of service and junction performance can be expected to continue up to the 2024 + Committed + Development Scenario.

Table 3.2 – A27 / Yapton Lane Capacity Assessment Results Improved 190m Turning Lane

	AM Peak						PM Peak					
	Mean Queue (Veh)	Max 90th % Queue	Max 95th % Queue	Prob. Of Queue = / +than 190m	Prob of Queue Exactly 190m	RFC	Mean Queue (Veh)	Max 90th % Queue	Max 95th % Queue	Prob. Of Queue = / +than 190m	Prob of Queue Exactly 190m	RFC
2021 Base												
Yapton Lane	1	1.02	2.72	<0.05	0	0.39	1	1.33	2.62	<0.05	0	0.36
A27	1	1.36	2.53	<0.05	0	0.35	3	3.16	13.27	<0.05	0	0.77
2024 Base												
Yapton Lane	1	0.83	2.68	<0.05	0	0.41	1	1.33	2.66	<0.05	0	0.36
A27	1	1.33	2.71	<0.05	0	0.37	3	3.28	14.31	<0.05	0	0.78
2024 Base + Committed												
Yapton Lane	1	1.40	2.22	<0.05	0	0.44	1	1.17	2.89	<0.05	0	0.40
A27	1	1.20	2.93	<0.05	0	0.40	5	9.88	26.96	<0.05	0	0.85
2024 Base + Committed + Development												
Yapton Lane	1	1.40	2.10	<0.05	0	0.45	1	1.13	2.91	<0.05	0	0.41
A27	1	1.17	2.96	<0.05	0	0.41	6	11.99	29.87	<0.05	0	0.86

- 3.3. As can be seen, and has previously been reported, the approved mitigation scheme to the right turn lane for the A27 / Yapton Lane junction does not serve to improve the junction's capacity and as such the calculated RFC remains unchanged.
- 3.4. Rather the improvement scheme increases the storage space in the right turn lane to mitigate against the unlikely event that a long queue was to form, backing up into the main carriageway.
- 3.5. Furthermore, Table 3.2 indicates that the maximum 95th % queue calculated in the 2024 Base + Committed + Development PM scenario on the A27 arm, is 32 vehicles.
- 3.6. Given that the probability of such a queue forming is unchanged compared to that of the 2021 base scenario i.e. < 0.05, and that the maximum queue calculated does not exceed the capacity of the improvement scheme i.e. 35 PCU's the previous conclusions drawn regarding the impact of the proposed development of 140 dwellings in Yapton is unchanged and cannot reasonably be considered 'severe'.



4. 2022 Survey Summary and Updated Capacity Assessments

- 4.1. As previously stated, a new turning count and queue length survey was undertaken at the A27 / Yapton Lane junction on Wednesday 13th July 2022. The survey data has been included in Appendix C, while Table 4.1 summarises the peak hour turning counts and queue lengths observed.

Table 4.1 – A27 / Yapton Lane Turning Movements Comparison

Movement	Turning Movement		Avg. Queue Length		Max. Queue Length	
	AM	PM	AM	PM	AM	PM
A27 Eastbound	907	957	0	0	0	0
A27 EB to Yapton Lane	144	243	4	5	6	10
A27 Westbound	1009	827	0	0	0	0
A27 WB to Yapton Lane	44	55	1	1	1	2
Yapton Lane to A27 Westbound	287	147	1	1	3	3
Total	2,391	2,229				

- 4.2. As can be seen the observed queue lengths for the A27 right turn lane did not exceed 10 vehicles, which based upon a PCU measurement of 5.5m is equivalent to c.55m, or half the capacity of the existing 110m right turn lane on the A27.
- 4.3. It is also noted that the movements traveling to and from Yapton Lane are also significantly less than those taken from the Ford Airfield application for the previously calculated 2021 base. By way of comparison the turning data previously utilised to assess the junction is summarised below in Table 4.2

Table 4.2 – A27 / Yapton Lane Turning Movements Comparison

	2017 Tye Lane Survey		2018 Ford Survey		2021 Ford TA Calc'd Base		2022 New Survey	
	AM	PM	AM	PM	AM	PM	AM	PM
A27 EB	885	999	945	840	965	852	907	957
A27 EB- Yapton Lane	165	354	175	371	214	477	144	243
Yapton Lane - A27	495	167	453	170	608	234	287	147
A27 WB - Yapton Lane	40	75	36	65	40	77	44	55
A27 WB - Yapton Lane	1055	881	1008	911	1018	917	1009	827
Total	2640	2476	2617	2357	2845	2557	2391	2229

- 4.4. Compared to the historical surveys undertaken in 2017/ 2018 and the 2021 Ford Airfield Base which have informed the assessments to date, traffic at the junction has noticeably decreased in both the AM and PM peaks by c.250 – 450 movements.
- 4.5. It is therefore reasonable to conclude that the previously calculated traffic movements taken from the Ford Airfield application which were used to inform the original assessments are significantly overestimated.



4.6. Updated traffic diagrams illustrating the revised 2022 Base and future 2024-year traffic scenarios have been included in Appendix D.

5. Revised Capacity Assessments

5.1. Using the latest survey data as a base the previously agreed future years and committed development scenarios have been recalculated and assessed. The scenarios assessed include:

- 2022 Base
- 2024 Base
- 2024 Base + 'Committed' Development
- 2024 Base + 'Committed' Development + Proposed Development

Updated Assessment Results

5.2. Tables 5.1 and 5.2 below summarise the revised capacity assessment results using the updated observed turning movements and queue lengths for the existing junction geometry and the approved mitigation scheme respectively. The full Junctions 10 outputs can be found in Appendix E.

Table 5.1 – A27 / Yapton Lane Capacity Assessment Results Existing Geometry

	AM Peak						PM Peak					
	Mean Queue (Veh)	Max 90th % Queue	Max 95th % Queue	Prob. Of Queue = / +than 110m	Prob of Queue Exactly 110m	RFC	Mean Queue (Veh)	Max 90th % Queue	Max 95th % Queue	Prob. Of Queue = / +than 110m	Prob of Queue Exactly 110m	RFC
2022 Base												
Yapton Lane	1	1.40	3.06	<0.05	0	0.45	0	0.96	1.26	<0.05	0	0.22
A27	0	1.09	1.38	<0.05	0	0.24	1	1.24	2.79	<0.05	0	0.38
2024 Base												
Yapton Lane	1	1.35	3.11	<0.05	0	0.47	0	0.97	1.27	<0.05	0	0.22
A27	0	1.15	1.45	<0.05	0	0.25	1	1.23	2.82	<0.05	0	0.39
2024 Base + Committed												
Yapton Lane	3	4.37	13.73	<0.05	0	0.74	1	1.37	2.21	<0.05	0	0.33
A27	1	1.36	2.60	<0.05	0	0.36	2	1.50	3.65	<0.05	0	0.60
2024 Base + Committed + Development												
Yapton Lane	3	5.39	15.25	<0.05	0	0.76	1	1.36	2.29	<0.05	0	0.34
A27	1	1.34	2.68	<0.05	0	0.37	2	1.64	4.05	<0.05	0	0.62



Table 5.2 – A27 / Yapton Lane Capacity Assessment Results Mitigation Scheme

	AM Peak						PM Peak					
	Mean Queue (Veh)	Max 90th % Queue	Max 95th % Queue	Prob. Of Queue = / +than 190m	Prob of Queue Exactly 190m	RFC	Mean Queue (Veh)	Max 90th % Queue	Max 95th % Queue	Prob. Of Queue = / +than 190m	Prob of Queue Exactly 190m	RFC
	2022 Base											
Yapton Lane	1	1.40	3.06	<0.05	0	0.45	0	0.96	1.26	<0.05	0	0.22
A27	0	1.08	1.36	<0.05	0	0.24	1	1.26	2.76	<0.05	0	0.38
2024 Base												
Yapton Lane	1	1.40	3.11	<0.05	0	0.47	0	0.97	1.27	<0.05	0	0.22
A27	0	1.14	1.43	<0.05	0	0.25	1	1.25	2.79	<0.05	0	0.38
2024 Base + Committed												
Yapton Lane	3	4.37	13.73	<0.05	0	0.74	1	1.37	2.21	<0.05	0	0.33
A27	1	1.36	2.55	<0.05	0	0.35	2	1.46	3.49	<0.05	0	0.60
2024 Base + Committed + Development												
Yapton Lane	3	5.39	15.25	<0.05	0	0.76	1	1.36	2.29	<0.05	0	0.34
A27	1	1.35	2.63	<0.05	0	0.36	2	1.53	3.68	<0.05	0	0.61

- 5.3. As is clearly evidenced, the new up to date survey data indicates that there is plenty of spare capacity at the junction in the 2022 Base.
- 5.4. It is also irrefutably clear that the impact of the 'Committed' and proposed development that has been extensively analysed to date will easily be accommodated within the existing junction arrangement and as such will not result in a severe impact upon capacity or safety with all calculated maximum 95th% queues being significantly less than the existing 20 PCU storage capacity of the A27 Right Turn Lane.

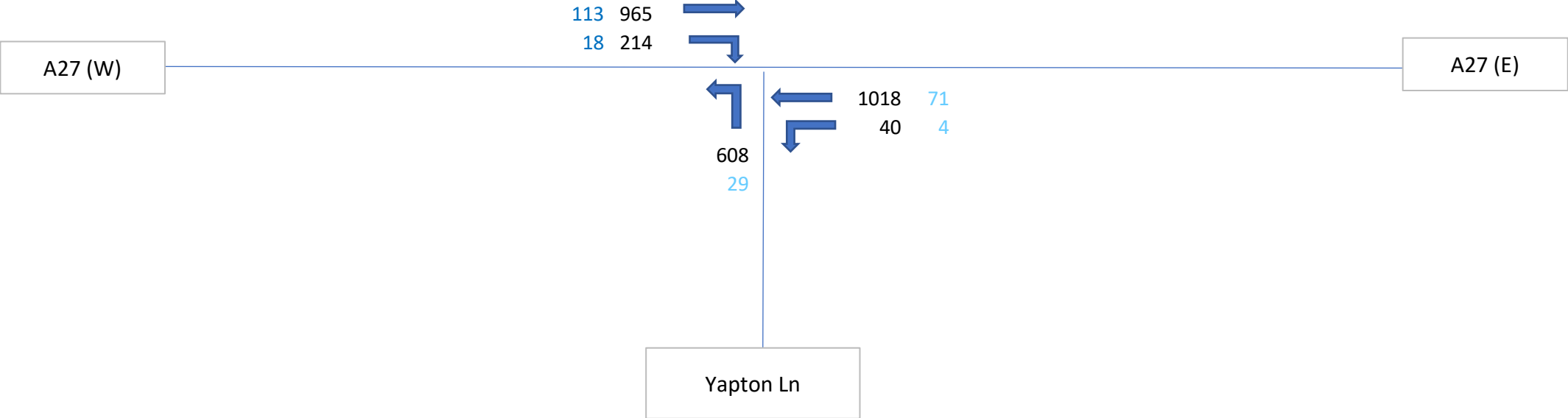
6. Conclusion

- 6.1. This report has been prepared to provide additional information to NH with respects the potential impact of a proposed development of 140 dwellings upon the SRN, at the A27 / Yapton Lane junction.
- 6.2. Set out is a detailed explanation as to how TEMPRO growth factors have been applied to all movements in line with the methodology requested by NH.
- 6.3. In addition a summary of the AM peak scenarios has been included as requested by NH.
- 6.4. Further to the above, revised capacity assessments based upon the recently surveyed A27 / Yapton Lane junction for both the existing and improved geometry have also been undertaken.
- 6.5. These up-to-date assessments clearly show that the junction would continue to operate within capacity in both the AM and PM peak with no significant queue's being expected to form i.e. less than 20 PCU's up to the 2024 + Committed + Development Scenarios.
- 6.6. This additional evidence makes it even clearer that the holding objection implemented by NH is unwarranted and that the impact of the proposed development will not result in a 'severe' impact upon the SRN.



APPENDIX A

TEMPRO Extracts and Revised Turning Diagrams



Job No

A361

Date

MAY
2022

Drawn

LJ

Project :

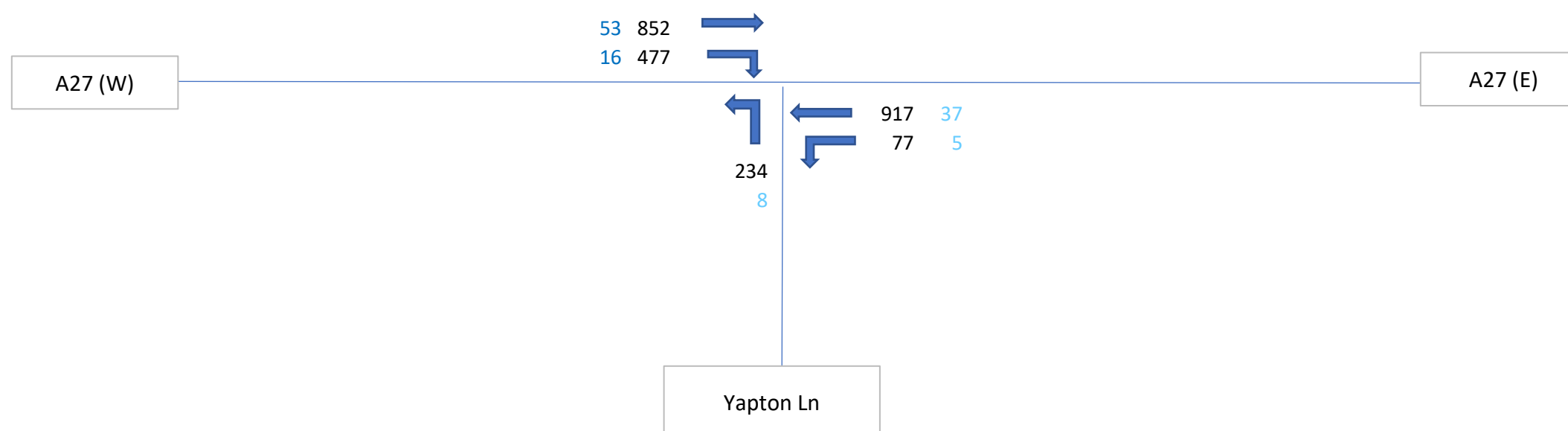
Yapton, West Sussex

Title :

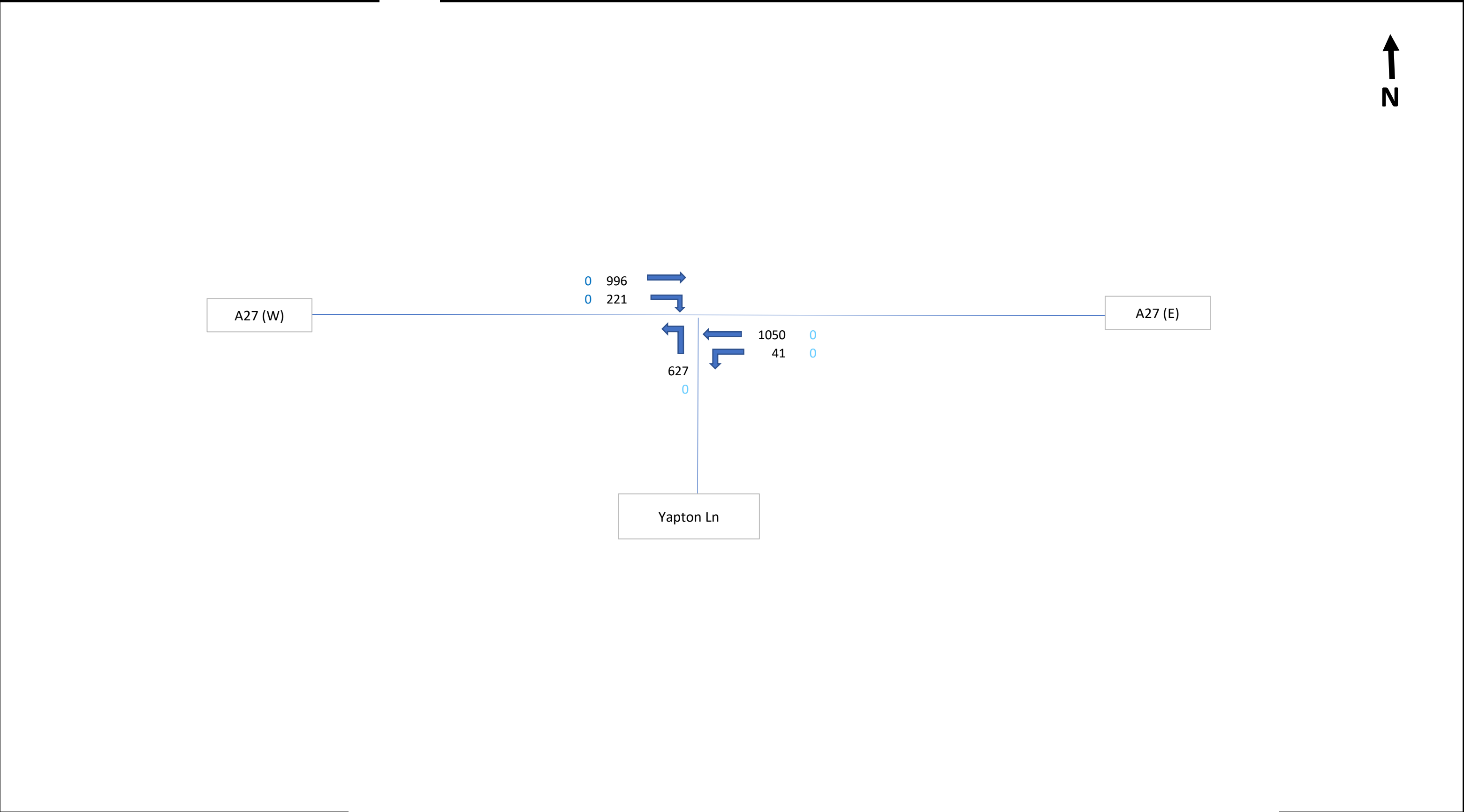
Traffic Movements 2021 Base AM

Figure No :

NA



Job No A361	Project : Yapton, West Sussex
Date MAY 2022	Title : Traffic Movements 2021 Base PM
Drawn LJ	Figure No : NA



Job No

A361

Project :

Yapton, West Sussex

Date

MAY
2022

Title :

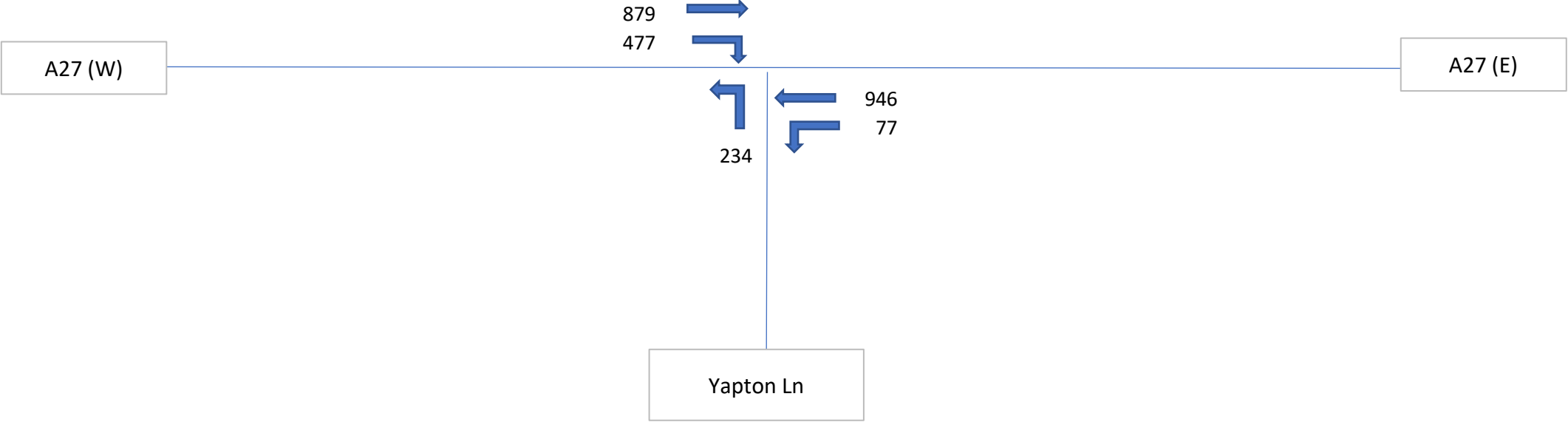
Traffic Movements 2024 Base AM

Drawn

LJ

Figure No :

NA



Job No

A361

Project :

Yapton, West Sussex

Date

June
2022

Title :

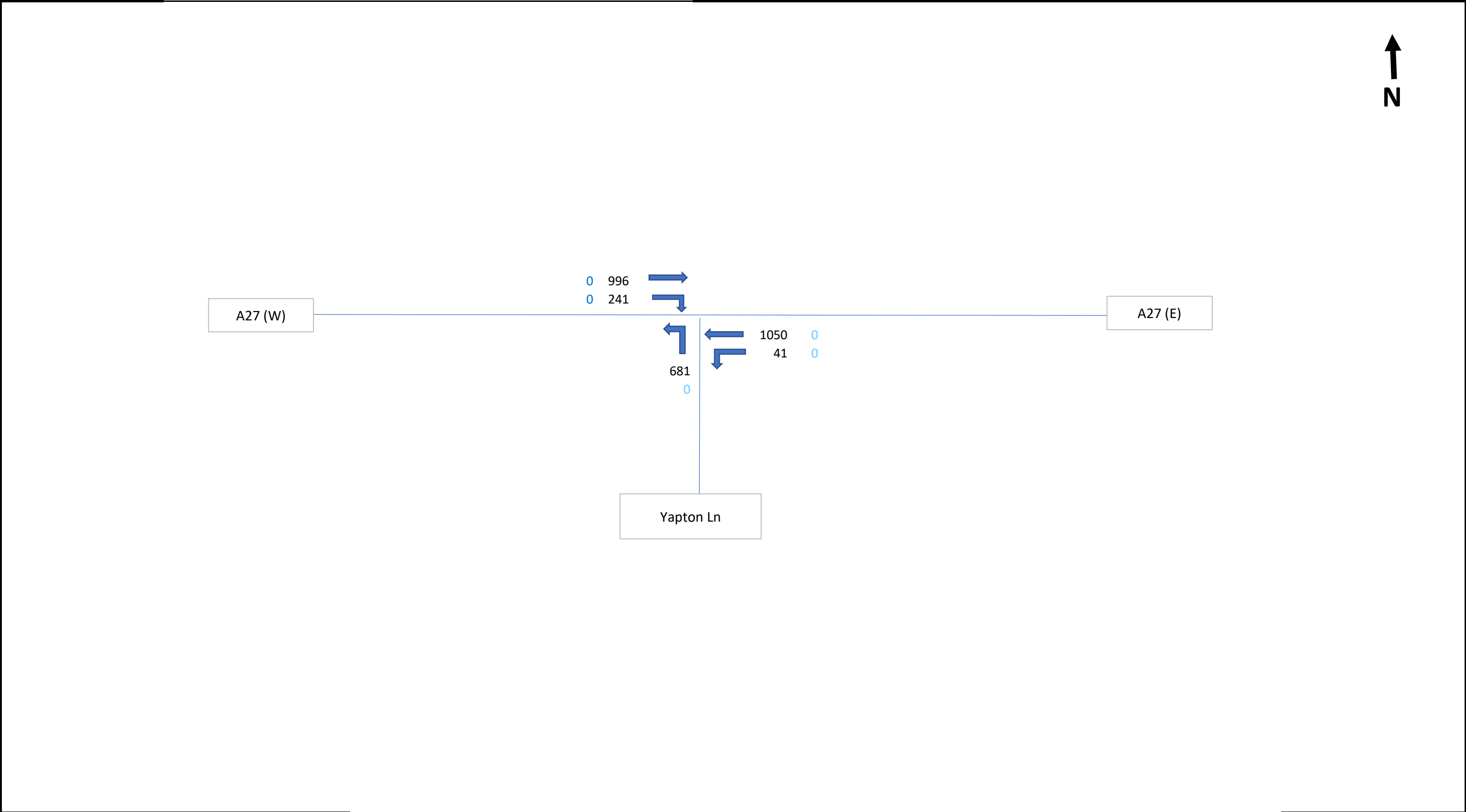
Traffic Movements 2024 Base PM

Drawn

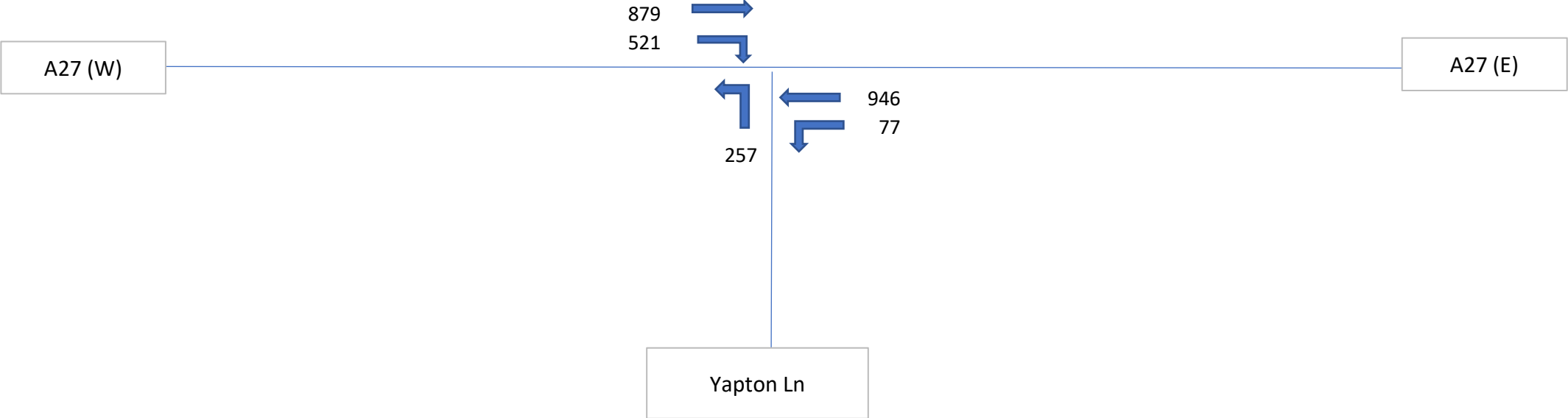
LJ

Figure No :

NA



Job No A361	Project : Yapton, West Sussex
Date MAY 2022	Title : Traffic Movments 2024 + Committed AM
Drawn LJ	Figure No : NA



Job No

A361

Project :

Yapton, West Sussex

Date

June
2022

Title :

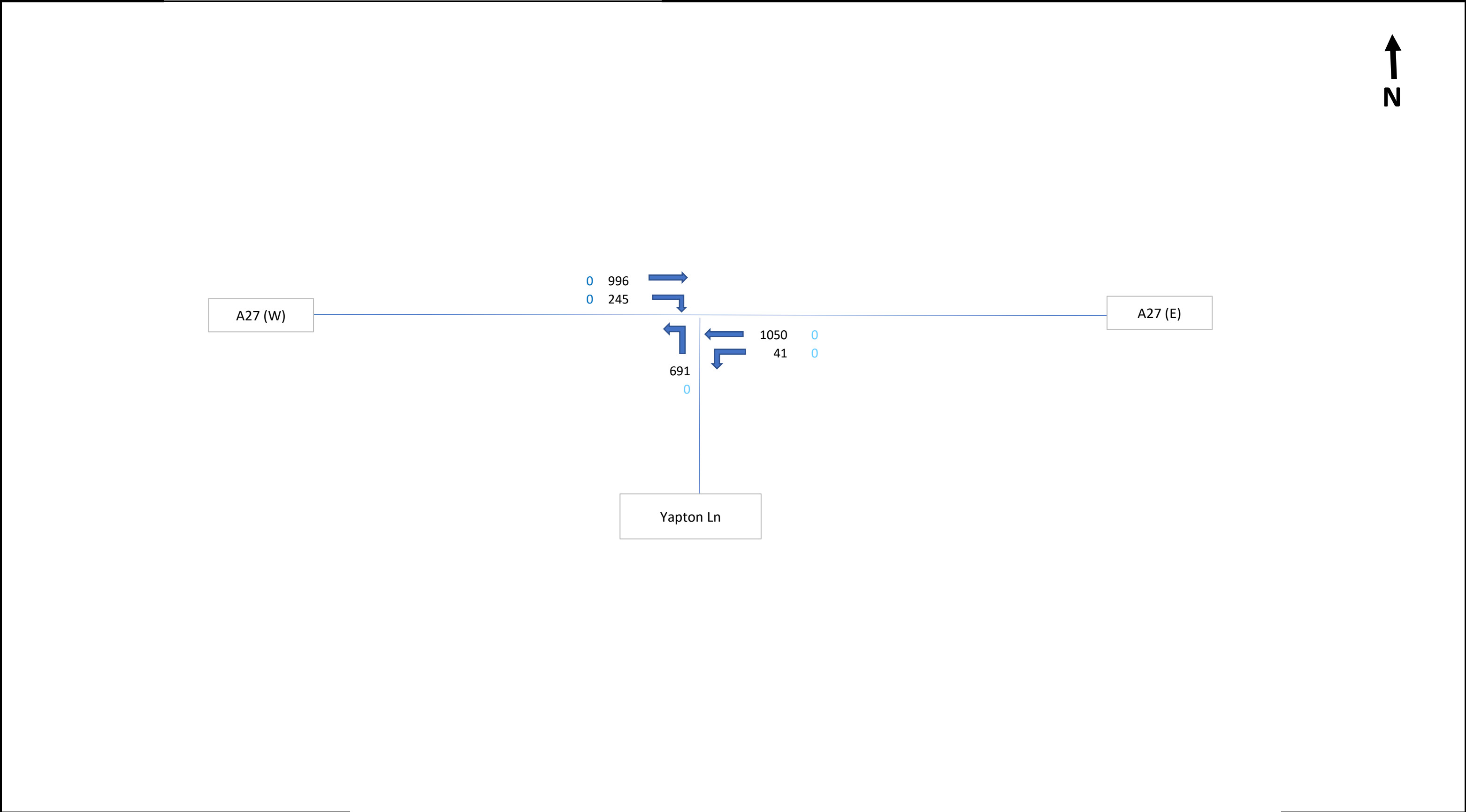
Traffic Movments 2024 + Committed PM

Drawn

LJ

Figure No :

NA



Job No

A361

Date

MAY
2022

Drawn

LJ

Project :

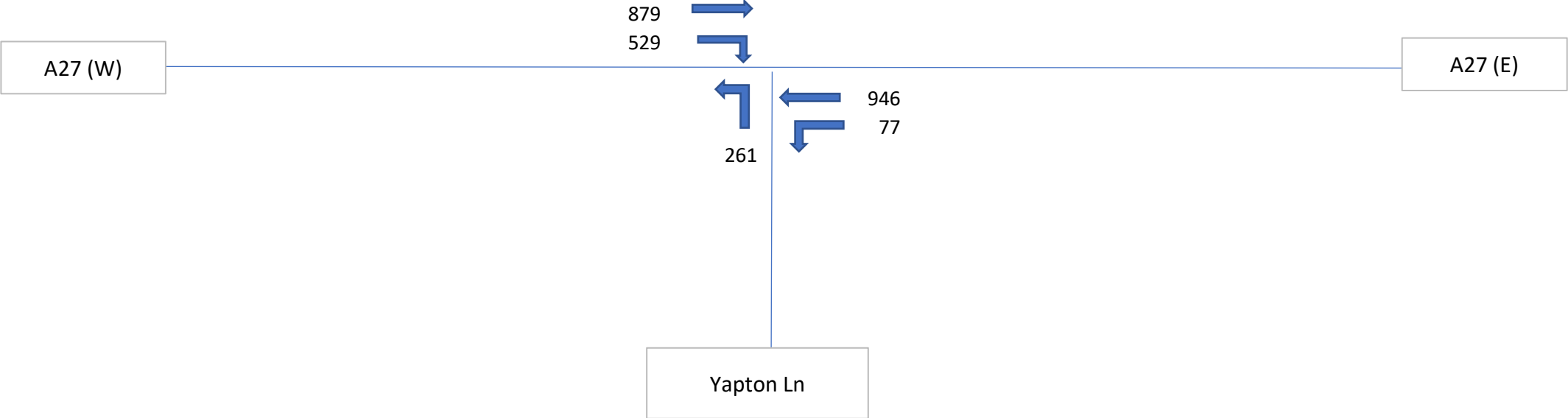
Yapton, West Sussex

Title :

Traffic Movments 2024 + Committed + Dev AM

Figure No :

NA



Job No

A361

Project :

Yapton, West Sussex

Date

June
2022

Title :

Traffic Movments 2024 + Committed + Dev PM

Drawn

LJ

Figure No :

NA

2021 - 2024 Growth Factor

Level	Area	Future HH	AM Local Growth Figure	PM Local Growth Figure
E02006542	Arun 001	3026	1.043232475	1.044152523
E02006543	Arun 002	2795	1.042925792	1.043641385
E02006546	Arun 005	4876	1.046912668	1.047526033
E02006549	Arun 008	3327	1.050797316	1.051870706
		Average	1.045967063	1.046797662

2021 - 2024 Growth Factor Adjusted to Remove 400 Dwellings

Level	Area		AM Local Growth Figure	PM Local Growth Figure
E02006542	Arun 001	2926	1.027898338	1.029942889
E02006543	Arun 002	2695	1.025393762	1.026160469
E02006546	Arun 005	4776	1.036945479	1.036076544
E02006549	Arun 008	3227	1.034338675	1.033214172
		Average	1.031144063	1.031348519



APPENDIX B

Junction 10 Modelling Outputs

Junctions 10					
PICADY 10 - Priority Intersection Module					
Version: 10.0.1.1519					
© Copyright TRL Software Limited, 2021					
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com					
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: A361 - A27 - yapton Road T Junction 220726 2024 AM PEAKs Existing.j10

Path: P:\A361 Lamb Field, B2132 Bilsham Road, Yapton\Deliverables\Transport\Modelling\Junction\Capacity Assessment File\220726 Yapton Lane NH Response -

Report generation date: 26/07/2022 15:50:07

»2021 Base , AM

»2024 Base , AM

»2024 Base + Committed , AM

»2024 Base + Committed + Development , AM

Summary of junction performance

	AM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2021 Base					
Stream B-AC	D1	0.7	3.51	0.39	A	1.37
Stream C-AB		0.5	8.31	0.35	A	
	2024 Base					
Stream B-AC	D2	0.7	3.61	0.41	A	1.42
Stream C-AB		0.6	8.61	0.37	A	
	2024 Base + Committed					
Stream B-AC	D3	0.8	3.84	0.44	A	1.60
Stream C-AB		0.7	9.09	0.40	A	
	2024 Base + Committed + Development					
Stream B-AC	D4	0.8	3.88	0.45	A	1.63
Stream C-AB		0.7	9.19	0.41	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	02/03/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.50	✓	✓	✓			0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D3	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

2021 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.37	A

Arms

Arms

Arm	Name	Description	Arm type
A	A27 East		Major
B	Yapton Ln		Minor
C	A27 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	15.50	✓	7.00	✓	4.64	250.0	✓	20.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	250	250

Queue Markers

Arm	Queue marker	Distance (m)
A		
B	✓	100.00
C	✓	110.00

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	967	0.089	0.226	0.142	0.323
B-C	938	0.084	0.213	-	-
C-B	910	0.207	0.207	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓	Zero Queue Observed	1000

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1058	100.000
B		ONE HOUR	✓	608	100.000
C		ONE HOUR	✓	1179	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
	0	40	1018	
	0	0	608	
	965	214	0	

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
	0	0	0	
	0	0	0	
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.39	3.51	0.7	2.7	A	558	837	43.48	3.12	0.48	43.48	3.12
C-AB	0.35	8.31	0.5	2.5	A	196	295	35.55	7.24	0.40	35.56	7.24
C-A						886	1328					
AB						37	55					
AC						934	1401					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	458	114	1772	0.258	456	0.0	0.3	2.734	A
C-AB	161	40	745	0.216	160	0.0	0.3	6.144	A
C-A	727	182			727				
A-B	30	8			30				
A-C	766	192			766				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	547	137	1740	0.314	546	0.3	0.5	3.016	A
C-AB	192	48	713	0.270	192	0.3	0.4	6.906	A
C-A	868	217			868				
A-B	36	9			36				
A-C	915	229			915				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	669	167	1695	0.395	669	0.5	0.6	3.506	A
C-AB	236	59	669	0.352	235	0.4	0.5	8.285	A
C-A	1062	266			1062				
A-B	44	11			44				
A-C	1121	280			1121				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	669	167	1695	0.395	669	0.6	0.7	3.508	A
C-AB	236	59	669	0.352	236	0.5	0.5	8.311	A
C-A	1062	266			1062				
A-B	44	11			44				
A-C	1121	280			1121				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	547	137	1740	0.314	547	0.7	0.5	3.022	A
C-AB	192	48	713	0.270	193	0.5	0.4	6.932	A
C-A	868	217			868				
A-B	36	9			36				
A-C	915	229			915				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	458	114	1772	0.258	458	0.5	0.3	2.740	A
C-AB	161	40	745	0.216	161	0.4	0.3	6.173	A
C-A	727	182			727				
A-B	30	8			30				
A-C	766	192			766				

Queueing Delay Results for each time segment

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.11	0.34	2.734	A
C-AB	4.07	0.27	6.144	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.74	0.45	3.016	A
C-AB	5.49	0.37	6.906	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	9.55	0.64	3.506	A
C-AB	8.04	0.54	8.285	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	9.75	0.65	3.508	A
C-AB	8.16	0.54	8.311	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.02	0.47	3.022	A
C-AB	5.62	0.37	6.932	A

09:00 - 09:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.32	0.35	2.740	A
C-AB	4.18	0.28	6.173	A

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			< 0.05	0.00
C-AB	0.27	0.00	0.00	0.27	0.27			< 0.05	0.00

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			< 0.05	0.00
C-AB	0.37	0.00	0.00	0.37	0.37			< 0.05	0.00

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	0.25	0.65	0.65			< 0.05	0.00
C-AB	0.54	0.03	0.26	0.54	0.54			< 0.05	0.00

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	1.02	2.72			< 0.05	0.00
C-AB	0.54	0.03	0.30	1.36	2.53			< 0.05	0.00

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	0.00	0.00	0.46	0.46			< 0.05	0.00
C-AB	0.37	0.00	0.00	0.37	0.37			< 0.05	0.00

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	0.35	0.00	0.00	0.35	0.35			< 0.05	0.00
C-AB	0.28	0.00	0.00	0.28	0.28			< 0.05	0.00

2024 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1091	100.000
B		ONE HOUR	✓	627	100.000
C		ONE HOUR	✓	1217	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	41	1050
	B	0	0	627
	C	996	221	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	C	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.41	3.61	0.7	2.7	A	575	863	45.84	3.19	0.51	45.84	3.19
C-AB	0.37	8.61	0.6	2.7	A	203	304	37.75	7.45	0.42	37.75	7.45
C-A						914	1371					
A-B						38	56					
A-C						963	1445					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	472	118	1767	0.267	471	0.0	0.4	2.775	A
C-AB	166	42	740	0.225	165	0.0	0.3	6.253	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	564	141	1733	0.325	563	0.4	0.5	3.074	A
C-AB	199	50	707	0.281	198	0.3	0.4	7.072	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	690	173	1688	0.409	690	0.5	0.7	3.603	A
C-AB	243	61	661	0.368	243	0.4	0.6	8.583	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	690	173	1688	0.409	690	0.7	0.7	3.609	A
C-AB	243	61	661	0.368	243	0.6	0.6	8.614	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	564	141	1733	0.325	564	0.7	0.5	3.083	A
C-AB	199	50	707	0.281	199	0.6	0.4	7.104	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	472	118	1767	0.267	473	0.5	0.4	2.784	A
C-AB	166	42	740	0.225	167	0.4	0.3	6.289	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

Queueing Delay Results for each time segment

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.35	0.36	2.775	A
C-AB	4.28	0.29	6.253	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.09	0.47	3.074	A
C-AB	5.81	0.39	7.072	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	10.12	0.67	3.603	A
C-AB	8.59	0.57	8.583	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	10.34	0.69	3.609	A
C-AB	8.73	0.58	8.614	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.39	0.49	3.083	A
C-AB	5.95	0.40	7.104	A

09:00 - 09:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.57	0.37	2.784	A
C-AB	4.40	0.29	6.289	A

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	0.36	0.00	0.00	0.36	0.36			< 0.05	0.00
C-AB	0.29	0.00	0.00	0.29	0.29			< 0.05	0.00

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	0.48	0.00	0.00	0.48	0.48			< 0.05	0.00
C-AB	0.39	0.00	0.00	0.39	0.39			< 0.05	0.00

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	0.69	0.03	0.25	0.69	0.69			< 0.05	0.00
C-AB	0.57	0.03	0.26	0.57	0.57			< 0.05	0.00

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	0.28	0.83	2.68			< 0.05	0.00
C-AB	0.58	0.03	0.30	1.33	2.71			< 0.05	0.00

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	0.00	0.00	0.48	0.48			< 0.05	0.00
C-AB	0.40	0.00	0.00	0.40	0.40			< 0.05	0.00

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	0.37	0.00	0.00	0.37	0.37			< 0.05	0.00
C-AB	0.29	0.00	0.00	0.29	0.29			< 0.05	0.00

2024 Base + Committed , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1091	100.000
B		ONE HOUR	✓	681	100.000
C		ONE HOUR	✓	1237	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	41	1050
	B	0	0	681
	C	996	241	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.44	3.84	0.8	2.2	A	625	937	52.23	3.34	0.58	52.23	3.34
C-AB	0.40	9.09	0.7	2.9	A	221	332	42.92	7.76	0.48	42.93	7.76
C-A						914	1371					
A-B						38	56					
A-C						963	1445					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	513	128	1767	0.290	511	0.0	0.4	2.863	A
C-AB	181	45	740	0.245	180	0.0	0.3	6.419	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	612	153	1733	0.353	612	0.4	0.5	3.207	A
C-AB	217	54	707	0.307	216	0.3	0.4	7.332	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	750	187	1688	0.444	749	0.5	0.8	3.832	A
C-AB	265	66	661	0.401	264	0.4	0.7	9.052	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	750	187	1688	0.444	750	0.8	0.8	3.838	A
C-AB	265	66	661	0.401	265	0.7	0.7	9.091	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	612	153	1733	0.353	613	0.8	0.5	3.218	A
C-AB	217	54	707	0.307	218	0.7	0.4	7.372	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	513	128	1767	0.290	513	0.5	0.4	2.872	A
C-AB	181	45	740	0.245	182	0.4	0.3	6.460	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

Queueing Delay Results for each time segment

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.99	0.40	2.863	A
C-AB	4.78	0.32	6.419	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.02	0.53	3.207	A
C-AB	6.56	0.44	7.332	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.65	0.78	3.832	A
C-AB	9.87	0.66	9.052	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.93	0.80	3.838	A
C-AB	10.05	0.67	9.091	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.39	0.56	3.218	A
C-AB	6.74	0.45	7.372	A

09:00 - 09:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.25	0.42	2.872	A
C-AB	4.93	0.33	6.460	A

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	0.41	0.00	0.00	0.41	0.41			< 0.05	0.00
C-AB	0.32	0.00	0.00	0.32	0.32			< 0.05	0.00

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	0.07	0.72	1.34	1.42			< 0.05	0.00
C-AB	0.44	0.00	0.00	0.44	0.44			< 0.05	0.00

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	0.25	0.79	0.79			< 0.05	0.00
C-AB	0.66	0.03	0.26	0.66	0.66			< 0.05	0.00

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	0.80	2.22			< 0.05	0.00
C-AB	0.66	0.03	0.29	1.20	2.93			< 0.05	0.00

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	0.55	0.55	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.45	0.00	0.00	0.45	0.45			< 0.05	0.00

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	0.00	0.00	0.41	0.41			< 0.05	0.00
C-AB	0.33	0.03	0.25	0.45	0.48			< 0.05	0.00

2024 Base + Committed + Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1091	100.000
B		ONE HOUR	✓	691	100.000
C		ONE HOUR	✓	1241	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	41	1050
	B	0	0	691
	C	996	245	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.45	3.88	0.8	2.1	A	634	951	53.48	3.37	0.59	53.48	3.37
C-AB	0.41	9.19	0.7	3.0	A	225	337	44.01	7.83	0.49	44.01	7.83
C-A						914	1371					
A-B						38	56					
A-C						963	1445					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	520	130	1767	0.294	519	0.0	0.4	2.880	A
C-AB	184	46	740	0.249	183	0.0	0.3	6.457	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	621	155	1733	0.358	621	0.4	0.6	3.233	A
C-AB	220	55	707	0.312	220	0.3	0.4	7.383	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	761	190	1688	0.451	760	0.6	0.8	3.876	A
C-AB	270	67	661	0.408	269	0.4	0.7	9.152	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	761	190	1688	0.451	761	0.8	0.8	3.884	A
C-AB	270	67	661	0.408	270	0.7	0.7	9.193	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	621	155	1733	0.358	622	0.8	0.6	3.241	A
C-AB	220	55	707	0.312	221	0.7	0.5	7.425	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	520	130	1767	0.294	521	0.6	0.4	2.892	A
C-AB	184	46	740	0.249	185	0.5	0.3	6.493	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

Queueing Delay Results for each time segment

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.11	0.41	2.880	A
C-AB	4.89	0.33	6.457	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.20	0.55	3.233	A
C-AB	6.71	0.45	7.383	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.95	0.80	3.876	A
C-AB	10.14	0.68	9.152	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	12.25	0.82	3.884	A
C-AB	10.33	0.69	9.193	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.58	0.57	3.241	A
C-AB	6.90	0.46	7.425	A

09:00 - 09:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.38	0.43	2.892	A
C-AB	5.04	0.34	6.493	A

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	0.42	0.00	0.00	0.42	0.42			< 0.05	0.00
C-AB	0.33	0.00	0.00	0.33	0.33			< 0.05	0.00

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	0.56	0.07	0.75	1.35	1.43			< 0.05	0.00
C-AB	0.45	0.00	0.00	0.45	0.45			< 0.05	0.00

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	0.81	0.03	0.25	0.81	0.81			< 0.05	0.00
C-AB	0.68	0.03	0.26	0.68	0.68			< 0.05	0.00

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	0.82	0.03	0.27	0.82	2.10			< 0.05	0.00
C-AB	0.68	0.03	0.29	1.17	2.96			< 0.05	0.00

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	0.55	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.46	0.00	0.00	0.46	0.46			< 0.05	0.00

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	0.42	0.00	0.00	0.42	0.42			< 0.05	0.00
C-AB	0.34	0.03	0.25	0.46	0.48			< 0.05	0.00

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.0.1.1519						
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Filename: A361 - A27 - yapton Road T Junction 220726 2024 AM PEAKs Improved.j10

Path: P:\A361 Lamb Field, B2132 Bilsham Road, Yapton\Deliverables\Transport\Modelling\Junction\Capacity Assessment File\220726 Yapton Lane NH Response -

Report generation date: 26/07/2022 15:47:46

»2021 Base , AM

»2024 Base , AM

»2024 Base + Committed , AM

»2024 Base + Committed + Development , AM

Summary of junction performance

	AM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2021 Base					
Stream B-AC	D1	0.7	3.51	0.39	A	1.37
Stream C-AB		0.5	8.31	0.35	A	
	2024 Base					
Stream B-AC	D2	0.7	3.61	0.41	A	1.42
Stream C-AB		0.6	8.61	0.37	A	
	2024 Base + Committed					
Stream B-AC	D3	0.8	3.84	0.44	A	1.60
Stream C-AB		0.7	9.09	0.40	A	
	2024 Base + Committed + Development					
Stream B-AC	D4	0.8	3.88	0.45	A	1.63
Stream C-AB		0.7	9.19	0.41	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	02/03/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.50	✓	✓	✓			0.85	36.00	35.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D3	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

2021 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.37	A

Arms

Arms

Arm	Name	Description	Arm type
A	A27 East		Major
B	Yapton Ln		Minor
C	A27 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	15.50	✓	7.00	✓	4.64	250.0	✓	35.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	250	250

Queue Markers

Arm	Queue marker	Distance (m)
A		
B	✓	100.00
C	✓	190.00

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	967	0.089	0.226	0.142	0.323
B-C	938	0.084	0.213	-	-
C-B	910	0.207	0.207	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓	Zero Queue observed	1000

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1058	100.000
B		ONE HOUR	✓	608	100.000
C		ONE HOUR	✓	1179	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
	A	0	40	1018
	B	0	0	608
	C	965	214	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
	A	0	0	0
	B	0	0	0
	C	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.39	3.51	0.7	2.7	A	558	837	43.48	3.12	0.48	43.48	3.12
C-AB	0.35	8.31	0.5	2.5	A	196	295	35.55	7.24	0.40	35.56	7.24
C-A						886	1328					
AB						37	55					
AC						934	1401					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	458	114	1772	0.258	456	0.0	0.3	2.734	A
C-AB	161	40	745	0.216	160	0.0	0.3	6.144	A
C-A	727	182			727				
A-B	30	8			30				
A-C	766	192			766				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	547	137	1740	0.314	546	0.3	0.5	3.016	A
C-AB	192	48	713	0.270	192	0.3	0.4	6.906	A
C-A	868	217			868				
A-B	36	9			36				
A-C	915	229			915				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	669	167	1695	0.395	669	0.5	0.6	3.506	A
C-AB	236	59	669	0.352	235	0.4	0.5	8.285	A
C-A	1062	266			1062				
A-B	44	11			44				
A-C	1121	280			1121				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	669	167	1695	0.395	669	0.6	0.7	3.508	A
C-AB	236	59	669	0.352	236	0.5	0.5	8.311	A
C-A	1062	266			1062				
A-B	44	11			44				
A-C	1121	280			1121				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	547	137	1740	0.314	547	0.7	0.5	3.022	A
C-AB	192	48	713	0.270	193	0.5	0.4	6.932	A
C-A	868	217			868				
A-B	36	9			36				
A-C	915	229			915				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	458	114	1772	0.258	458	0.5	0.3	2.740	A
C-AB	161	40	745	0.216	161	0.4	0.3	6.176	A
C-A	727	182			727				
A-B	30	8			30				
A-C	766	192			766				

Queueing Delay Results for each time segment

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.11	0.34	2.734	A
C-AB	4.07	0.27	6.144	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.74	0.45	3.016	A
C-AB	5.49	0.37	6.906	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	9.55	0.64	3.506	A
C-AB	8.04	0.54	8.285	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	9.75	0.65	3.508	A
C-AB	8.16	0.54	8.311	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.02	0.47	3.022	A
C-AB	5.62	0.37	6.932	A

09:00 - 09:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.32	0.35	2.740	A
C-AB	4.18	0.28	6.176	A

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			< 0.05	0.00
C-AB	0.27	0.00	0.00	0.27	0.27			< 0.05	0.00

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			< 0.05	0.00
C-AB	0.37	0.00	0.00	0.37	0.37			< 0.05	0.00

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	0.25	0.65	0.65			< 0.05	0.00
C-AB	0.54	0.03	0.26	0.54	0.54			< 0.05	0.00

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	1.02	2.72			< 0.05	0.00
C-AB	0.54	0.03	0.30	1.36	2.53			< 0.05	0.00

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	0.00	0.00	0.46	0.46			< 0.05	0.00
C-AB	0.37	0.00	0.00	0.37	0.37			< 0.05	0.00

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	0.35	0.00	0.00	0.35	0.35			< 0.05	0.00
C-AB	0.28	0.00	0.00	0.28	0.28			< 0.05	0.00

2024 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1091	100.000
B		ONE HOUR	✓	627	100.000
C		ONE HOUR	✓	1217	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	41	1050
	B	0	0	627
	C	996	221	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	C	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.41	3.61	0.7	2.7	A	575	863	45.84	3.19	0.51	45.84	3.19
C-AB	0.37	8.61	0.6	2.7	A	203	304	37.75	7.45	0.42	37.75	7.45
C-A						914	1371					
A-B						38	56					
A-C						963	1445					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	472	118	1767	0.267	471	0.0	0.4	2.775	A
C-AB	166	42	740	0.225	165	0.0	0.3	6.253	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	564	141	1733	0.325	563	0.4	0.5	3.074	A
C-AB	199	50	707	0.281	198	0.3	0.4	7.072	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	690	173	1688	0.409	690	0.5	0.7	3.603	A
C-AB	243	61	661	0.368	243	0.4	0.6	8.583	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	690	173	1688	0.409	690	0.7	0.7	3.609	A
C-AB	243	61	661	0.368	243	0.6	0.6	8.614	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	564	141	1733	0.325	564	0.7	0.5	3.083	A
C-AB	199	50	707	0.281	199	0.6	0.4	7.107	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	472	118	1767	0.267	473	0.5	0.4	2.784	A
C-AB	166	42	740	0.225	167	0.4	0.3	6.289	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

Queueing Delay Results for each time segment

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.35	0.36	2.775	A
C-AB	4.28	0.29	6.253	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.09	0.47	3.074	A
C-AB	5.81	0.39	7.072	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	10.12	0.67	3.603	A
C-AB	8.59	0.57	8.583	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	10.34	0.69	3.609	A
C-AB	8.73	0.58	8.614	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.39	0.49	3.083	A
C-AB	5.95	0.40	7.107	A

09:00 - 09:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.57	0.37	2.784	A
C-AB	4.40	0.29	6.289	A

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	0.36	0.00	0.00	0.36	0.36			< 0.05	0.00
C-AB	0.29	0.00	0.00	0.29	0.29			< 0.05	0.00

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	0.48	0.00	0.00	0.48	0.48			< 0.05	0.00
C-AB	0.39	0.00	0.00	0.39	0.39			< 0.05	0.00

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	0.69	0.03	0.25	0.69	0.69			< 0.05	0.00
C-AB	0.57	0.03	0.26	0.57	0.57			< 0.05	0.00

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	0.28	0.83	2.68			< 0.05	0.00
C-AB	0.58	0.03	0.30	1.33	2.71			< 0.05	0.00

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	0.00	0.00	0.48	0.48			< 0.05	0.00
C-AB	0.40	0.00	0.00	0.40	0.40			< 0.05	0.00

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	0.37	0.00	0.00	0.37	0.37			< 0.05	0.00
C-AB	0.29	0.00	0.00	0.29	0.29			< 0.05	0.00

2024 Base + Committed , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1091	100.000
B		ONE HOUR	✓	681	100.000
C		ONE HOUR	✓	1237	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	41
	B	0	0
	C	996	241

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	C	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.44	3.84	0.8	2.2	A	625	937	52.23	3.34	0.58	52.23	3.34
C-AB	0.40	9.09	0.7	2.9	A	221	332	42.92	7.76	0.48	42.93	7.76
C-A						914	1371					
A-B						38	56					
A-C						963	1445					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	513	128	1767	0.290	511	0.0	0.4	2.863	A
C-AB	181	45	740	0.245	180	0.0	0.3	6.419	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	612	153	1733	0.353	612	0.4	0.5	3.207	A
C-AB	217	54	707	0.307	216	0.3	0.4	7.332	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	750	187	1688	0.444	749	0.5	0.8	3.832	A
C-AB	265	66	661	0.401	264	0.4	0.7	9.052	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	750	187	1688	0.444	750	0.8	0.8	3.838	A
C-AB	265	66	661	0.401	265	0.7	0.7	9.091	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	612	153	1733	0.353	613	0.8	0.5	3.218	A
C-AB	217	54	707	0.307	218	0.7	0.4	7.372	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	513	128	1767	0.290	513	0.5	0.4	2.872	A
C-AB	181	45	740	0.245	182	0.4	0.3	6.460	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

Queueing Delay Results for each time segment

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.99	0.40	2.863	A
C-AB	4.78	0.32	6.419	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.02	0.53	3.207	A
C-AB	6.56	0.44	7.332	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.65	0.78	3.832	A
C-AB	9.87	0.66	9.052	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.93	0.80	3.838	A
C-AB	10.05	0.67	9.091	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.39	0.56	3.218	A
C-AB	6.74	0.45	7.372	A

09:00 - 09:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.25	0.42	2.872	A
C-AB	4.93	0.33	6.460	A

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	0.41	0.00	0.00	0.41	0.41			< 0.05	0.00
C-AB	0.32	0.00	0.00	0.32	0.32			< 0.05	0.00

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	0.07	0.72	1.34	1.42			< 0.05	0.00
C-AB	0.44	0.00	0.00	0.44	0.44			< 0.05	0.00

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	0.25	0.79	0.79			< 0.05	0.00
C-AB	0.66	0.03	0.26	0.66	0.66			< 0.05	0.00

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	0.80	2.22			< 0.05	0.00
C-AB	0.66	0.03	0.29	1.20	2.93			< 0.05	0.00

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	0.55	0.55	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.45	0.00	0.00	0.45	0.45			< 0.05	0.00

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	0.00	0.00	0.41	0.41			< 0.05	0.00
C-AB	0.33	0.03	0.25	0.45	0.48			< 0.05	0.00

2024 Base + Committed + Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1091	100.000
B		ONE HOUR	✓	691	100.000
C		ONE HOUR	✓	1241	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	41	1050
	B	0	0	691
	C	996	245	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.45	3.88	0.8	2.1	A	634	951	53.48	3.37	0.59	53.48	3.37
C-AB	0.41	9.19	0.7	3.0	A	225	337	44.01	7.83	0.49	44.01	7.83
C-A						914	1371					
A-B						38	56					
A-C						963	1445					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	520	130	1767	0.294	519	0.0	0.4	2.880	A
C-AB	184	46	740	0.249	183	0.0	0.3	6.457	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	621	155	1733	0.358	621	0.4	0.6	3.233	A
C-AB	220	55	707	0.312	220	0.3	0.4	7.383	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	761	190	1688	0.451	760	0.6	0.8	3.876	A
C-AB	270	67	661	0.408	269	0.4	0.7	9.152	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	761	190	1688	0.451	761	0.8	0.8	3.884	A
C-AB	270	67	661	0.408	270	0.7	0.7	9.193	A
C-A	1097	274			1097				
A-B	45	11			45				
A-C	1156	289			1156				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	621	155	1733	0.358	622	0.8	0.6	3.241	A
C-AB	220	55	707	0.312	221	0.7	0.5	7.425	A
C-A	895	224			895				
A-B	37	9			37				
A-C	944	236			944				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	520	130	1767	0.294	521	0.6	0.4	2.892	A
C-AB	184	46	740	0.249	185	0.5	0.3	6.493	A
C-A	750	187			750				
A-B	31	8			31				
A-C	790	198			790				

Queueing Delay Results for each time segment

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.11	0.41	2.880	A
C-AB	4.89	0.33	6.457	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.20	0.55	3.233	A
C-AB	6.71	0.45	7.383	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.95	0.80	3.876	A
C-AB	10.14	0.68	9.152	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	12.25	0.82	3.884	A
C-AB	10.33	0.69	9.193	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.58	0.57	3.241	A
C-AB	6.90	0.46	7.425	A

09:00 - 09:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.38	0.43	2.892	A
C-AB	5.04	0.34	6.493	A

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	0.42	0.00	0.00	0.42	0.42			< 0.05	0.00
C-AB	0.33	0.00	0.00	0.33	0.33			< 0.05	0.00

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	0.56	0.07	0.75	1.35	1.43			< 0.05	0.00
C-AB	0.45	0.00	0.00	0.45	0.45			< 0.05	0.00

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	0.81	0.03	0.25	0.81	0.81			< 0.05	0.00
C-AB	0.68	0.03	0.26	0.68	0.68			< 0.05	0.00

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	0.82	0.03	0.27	0.82	2.10			< 0.05	0.00
C-AB	0.68	0.03	0.29	1.17	2.96			< 0.05	0.00

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	0.55	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.46	0.00	0.00	0.46	0.46			< 0.05	0.00

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	0.42	0.00	0.00	0.42	0.42			< 0.05	0.00
C-AB	0.34	0.03	0.25	0.46	0.48			< 0.05	0.00

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.0.1.1519						
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Filename: A361 - A27 - yapton Road T Junction 220726 2024 PM PEAKs Existing.j10

Path: P:\A361 Lamb Field, B2132 Bilsham Road, Yapton\Deliverables\Transport\Modelling\Junction\Capacity Assessment File\220726 Yapton Lane NH Response -

Report generation date: 26/07/2022 15:54:43

»2021 Base , PM

»2024 Base , PM

»2024 Base + Committed , PM

»2024 Base + Committed + Development , PM

Summary of junction performance

	PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2021 Base					
Stream B-AC	D1	0.2	2.47	0.15	A	4.41
Stream C-AB		3.2	22.34	0.77	C	
	2024 Base					
Stream B-AC	D2	0.2	2.48	0.15	A	4.48
Stream C-AB		3.3	23.24	0.78	C	
	2024 Base + Committed					
Stream B-AC	D4	0.2	2.52	0.17	A	6.56
Stream C-AB		5.2	31.82	0.85	D	
	2024 Base + Committed + Development					
Stream B-AC	D6	0.2	2.53	0.17	A	7.08
Stream C-AB		5.7	33.81	0.86	D	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	02/03/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.50	✓	✓	✓			0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D6	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		4.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.41	A

Arms

Arms

Arm	Name	Description	Arm type
A	A27 East		Major
B	Yapton Ln		Minor
C	A27 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	15.50	✓	7.00	✓	4.64	250.0	✓	20.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	250	250

Queue Markers

Arm	Queue marker	Distance (m)
A		
B	✓	100.00
C	✓	110.00

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	967	0.089	0.226	0.142	0.323
B-C	938	0.084	0.213	-	-
C-B	910	0.207	0.207	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓	No Observed Queue	1000

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	994	100.000
B		ONE HOUR	✓	234	100.000
C		ONE HOUR	✓	1329	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
	A	0	77	917
	B	0	0	234
	C	852	477	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
	A	0	0	0
	B	0	0	0
	C	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.15	2.47	0.2	0.5	A	215	322	12.62	2.35	0.14	12.62	2.35
C-AB	0.77	22.34	3.2	16.3	C	439	658	163.49	14.90	1.82	163.53	14.90
C-A						781	1171					
AB						71	106					
AC						841	1262					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	1786	0.099	176	0.0	0.1	2.236	A
C-AB	359	90	755	0.476	356	0.0	0.9	8.939	A
C-A	641	160			641				
A-B	58	14			58				
A-C	690	173			690				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	1756	0.120	210	0.1	0.1	2.328	A
C-AB	429	107	725	0.592	427	0.9	1.4	11.991	B
C-A	766	191			766				
A-B	69	17			69				
A-C	824	206			824				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	64	1715	0.150	257	0.1	0.2	2.469	A
C-AB	529	132	688	0.769	522	1.4	3.0	20.937	C
C-A	934	234			934				
A-B	85	21			85				
A-C	1010	252			1010				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	64	1715	0.150	258	0.2	0.2	2.469	A
C-AB	529	132	688	0.769	528	3.0	3.2	22.344	C
C-A	934	234			934				
A-B	85	21			85				
A-C	1010	252			1010				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	1756	0.120	211	0.2	0.1	2.330	A
C-AB	429	107	725	0.592	436	3.2	1.5	12.714	B
C-A	766	191			766				
A-B	69	17			69				
A-C	824	206			824				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	1786	0.099	176	0.1	0.1	2.238	A
C-AB	359	90	755	0.476	361	1.5	0.9	9.201	A
C-A	641	160			641				
A-B	58	14			58				
A-C	690	173			690				

Queueing Delay Results for each time segment

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	1.62	0.11	2.236	A
C-AB	13.11	0.87	8.939	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.02	0.13	2.328	A
C-AB	20.89	1.39	11.991	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.61	0.17	2.469	A
C-AB	43.38	2.89	20.937	C

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.65	0.18	2.469	A
C-AB	48.96	3.26	22.344	C

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.07	0.14	2.330	A
C-AB	23.12	1.54	12.714	B

18:00 - 18:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	1.66	0.11	2.238	A
C-AB	14.03	0.94	9.201	A

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	0.11	0.00	0.00	0.11	0.11			< 0.05	0.00
C-AB	0.89	0.55	1.00	1.40	1.45			< 0.05	0.00

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	0.14	0.00	0.00	0.14	0.14			< 0.05	0.00
C-AB	1.40	0.08	1.01	2.88	3.94			< 0.05	0.00

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	0.18	0.03	0.25	0.46	0.48			< 0.05	0.00
C-AB	3.04	0.03	0.33	6.13	16.26			< 0.05	0.00

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	0.18	0.03	0.25	0.45	0.48			< 0.05	0.00
C-AB	3.18	0.03	0.30	3.18	13.40			< 0.05	0.00

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	0.14	0.00	0.00	0.14	0.14			< 0.05	0.00
C-AB	1.49	0.05	0.47	3.83	6.04			< 0.05	0.00

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	0.11	0.00	0.00	0.11	0.11			< 0.05	0.00
C-AB	0.92	0.04	0.35	2.24	4.24			< 0.05	0.00

2024 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		4.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.48	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1023	100.000
B		ONE HOUR	✓	234	100.000
C		ONE HOUR	✓	1356	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	77	946
	B	0	0	234
	C	879	477	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.15	2.48	0.2	0.5	A	215	322	12.67	2.36	0.14	12.67	2.36
C-AB	0.78	23.24	3.3	17.0	C	439	659	168.18	15.31	1.87	168.21	15.32
C-A						805	1208					
A-B						71	106					
A-C						868	1302					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	1781	0.099	176	0.0	0.1	2.242	A
C-AB	359	90	750	0.479	356	0.0	0.9	9.039	A
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	1751	0.120	210	0.1	0.1	2.336	A
C-AB	429	107	719	0.596	427	0.9	1.4	12.206	B
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	64	1709	0.151	257	0.1	0.2	2.480	A
C-AB	530	132	683	0.776	523	1.4	3.2	21.648	C
C-A	963	241			963				
A-B	85	21			85				
A-C	1042	260			1042				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	64	1709	0.151	258	0.2	0.2	2.480	A
C-AB	530	132	683	0.776	529	3.2	3.3	23.237	C
C-A	963	241			963				
A-B	85	21			85				
A-C	1042	260			1042				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	1751	0.120	211	0.2	0.1	2.339	A
C-AB	429	107	719	0.596	436	3.3	1.5	12.996	B
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	1781	0.099	176	0.1	0.1	2.243	A
C-AB	359	90	750	0.479	361	1.5	0.9	9.311	A
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

Queueing Delay Results for each time segment

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	1.62	0.11	2.242	A
C-AB	13.26	0.88	9.039	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.02	0.13	2.336	A
C-AB	21.25	1.42	12.206	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.63	0.18	2.480	A
C-AB	44.84	2.99	21.648	C

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.66	0.18	2.480	A
C-AB	51.01	3.40	23.237	C

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.08	0.14	2.339	A
C-AB	23.62	1.57	12.996	B

18:00 - 18:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	1.67	0.11	2.243	A
C-AB	14.20	0.95	9.311	A

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	0.11	0.00	0.00	0.11	0.11			< 0.05	0.00
C-AB	0.90	0.55	1.00	1.40	1.45			< 0.05	0.00

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	0.14	0.00	0.00	0.14	0.14			< 0.05	0.00
C-AB	1.43	0.08	1.01	2.95	4.07			< 0.05	0.00

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	0.18	0.03	0.25	0.46	0.48			< 0.05	0.00
C-AB	3.15	0.03	0.34	6.72	16.97			< 0.05	0.00

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	0.18	0.03	0.25	0.45	0.48			< 0.05	0.00
C-AB	3.31	0.03	0.30	3.31	14.47			< 0.05	0.00

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	0.14	0.00	0.00	0.14	0.14			< 0.05	0.00
C-AB	1.52	0.05	0.46	3.92	6.29			< 0.05	0.00

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	0.11	0.00	0.00	0.11	0.11			< 0.05	0.00
C-AB	0.94	0.03	0.35	2.25	4.36			< 0.05	0.00

2024 Base + Committed , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		6.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1023	100.000
B		ONE HOUR	✓	257	100.000
C		ONE HOUR	✓	1400	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	77
	B	0	0
	C	879	521

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.17	2.52	0.2	0.5	A	236	354	14.12	2.39	0.16	14.12	2.39
C-AB	0.85	31.82	5.2	27.9	D	488	732	233.86	19.16	2.60	233.91	19.17
C-A						797	1195					
A-B						71	106					
A-C						868	1302					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	1781	0.109	193	0.0	0.1	2.267	A
C-AB	392	98	750	0.523	388	0.0	1.1	9.822	A
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	1751	0.132	231	0.1	0.2	2.368	A
C-AB	468	117	720	0.651	466	1.1	1.8	14.009	B
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	283	71	1709	0.166	283	0.2	0.2	2.524	A
C-AB	604	151	712	0.848	592	1.8	4.7	27.692	D
C-A	938	234			938				
A-B	85	21			85				
A-C	1042	260			1042				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	283	71	1709	0.166	283	0.2	0.2	2.524	A
C-AB	604	151	712	0.848	602	4.7	5.2	31.821	D
C-A	938	234			938				
A-B	85	21			85				
A-C	1042	260			1042				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	1751	0.132	231	0.2	0.2	2.371	A
C-AB	468	117	720	0.651	481	5.2	1.9	15.847	C
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	1781	0.109	194	0.2	0.1	2.267	A
C-AB	392	98	750	0.523	396	1.9	1.1	10.237	B
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

Queueing Delay Results for each time segment

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	1.80	0.12	2.267	A
C-AB	15.71	1.05	9.822	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.25	0.15	2.368	A
C-AB	26.45	1.76	14.009	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.93	0.20	2.524	A
C-AB	63.75	4.25	27.692	D

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.97	0.20	2.524	A
C-AB	79.77	5.32	31.821	D

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.31	0.15	2.371	A
C-AB	31.09	2.07	15.847	C

18:00 - 18:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	1.85	0.12	2.267	A
C-AB	17.09	1.14	10.237	B

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	0.12	0.00	0.00	0.12	0.12			< 0.05	0.00
C-AB	1.07	0.55	1.00	1.40	1.45			< 0.05	0.00

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	0.15	0.00	0.00	0.15	0.15			< 0.05	0.00
C-AB	1.79	0.07	1.03	4.19	5.96			< 0.05	0.00

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	0.20	0.03	0.25	0.46	0.48			< 0.05	0.00
C-AB	4.72	0.04	0.44	13.09	24.38			0.07	0.00

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	0.20	0.03	0.25	0.45	0.48			< 0.05	0.00
C-AB	5.16	0.03	0.34	10.49	27.92			0.07	0.00

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	0.15	0.00	0.00	0.15	0.15			< 0.05	0.00
C-AB	1.95	0.04	0.42	5.25	9.16			< 0.05	0.00

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	0.12	0.00	0.00	0.12	0.12			< 0.05	0.00
C-AB	1.12	0.03	0.32	2.37	5.66			< 0.05	0.00

2024 Base + Committed + Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		7.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1023	100.000
B		ONE HOUR	✓	261	100.000
C		ONE HOUR	✓	1408	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	77	946
	B	0	0	261
	C	879	529	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	C	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.17	2.53	0.2	0.5	A	239	359	14.37	2.40	0.16	14.37	2.40
C-AB	0.86	33.81	5.7	31.1	D	499	749	250.30	20.05	2.78	250.35	20.06
C-A						793	1189					
A-B						71	106					
A-C						868	1302					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	1781	0.110	196	0.0	0.1	2.271	A
C-AB	398	100	750	0.531	394	0.0	1.1	9.980	A
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	235	59	1751	0.134	235	0.1	0.2	2.374	A
C-AB	476	119	720	0.661	473	1.1	1.9	14.392	B
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	287	72	1709	0.168	287	0.2	0.2	2.532	A
C-AB	624	156	725	0.861	611	1.9	5.1	28.893	D
C-A	926	232			926				
A-B	85	21			85				
A-C	1042	260			1042				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	287	72	1709	0.168	287	0.2	0.2	2.532	A
C-AB	624	156	725	0.861	622	5.1	5.7	33.812	D
C-A	926	232			926				
A-B	85	21			85				
A-C	1042	260			1042				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	235	59	1751	0.134	235	0.2	0.2	2.376	A
C-AB	476	119	720	0.661	490	5.7	2.0	16.588	C
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	1781	0.110	197	0.2	0.1	2.273	A
C-AB	398	100	750	0.531	402	2.0	1.2	10.431	B
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

Queueing Delay Results for each time segment

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	1.83	0.12	2.271	A
C-AB	16.20	1.08	9.980	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.29	0.15	2.374	A
C-AB	27.54	1.84	14.392	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.99	0.20	2.532	A
C-AB	68.29	4.55	28.893	D

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.03	0.20	2.532	A
C-AB	87.64	5.84	33.812	D

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.35	0.16	2.376	A
C-AB	32.95	2.20	16.588	C

18:00 - 18:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	1.88	0.13	2.273	A
C-AB	17.68	1.18	10.431	B

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	0.12	0.00	0.00	0.12	0.12			< 0.05	0.00
C-AB	1.10	0.55	1.00	1.40	1.45			< 0.05	0.00

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	0.15	0.00	0.00	0.15	0.15			< 0.05	0.00
C-AB	1.87	0.07	1.03	4.46	6.40			< 0.05	0.00

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	0.20	0.03	0.25	0.46	0.48			< 0.05	0.00
C-AB	5.12	0.05	0.47	14.57	26.04			0.08	0.00

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	0.20	0.03	0.25	0.45	0.48			< 0.05	0.00
C-AB	5.68	0.04	0.36	12.82	31.09			0.08	0.00

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	0.16	0.00	0.00	0.16	0.16			< 0.05	0.00
C-AB	2.04	0.04	0.41	5.53	9.81			< 0.05	0.00

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	0.12	0.00	0.00	0.12	0.12			< 0.05	0.00
C-AB	1.16	0.03	0.32	2.36	5.89			< 0.05	0.00

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.0.1.1519						
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Filename: A361 - A27 - yapton Road T Junction 220726 2024 PM PEAKs Improved.j10

Path: P:\A361 Lamb Field, B2132 Bilsham Road, Yapton\Deliverables\Transport\Modelling\Junction\Capacity Assessment File\220726 Yapton Lane NH Response -

Report generation date: 26/07/2022 15:58:40

»2021 Base , PM

»2024 Base , PM

»2024 Base + Committed , PM

»2024 Base + Committed + Development , PM

Summary of junction performance

	PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2021 Base					
Stream B-AC	D1	0.6	7.86	0.36	A	4.91
Stream C-AB		3.2	22.49	0.77	C	
	2024 Base					
Stream B-AC	D2	0.6	7.98	0.36	A	4.99
Stream C-AB		3.3	23.43	0.78	C	
	2024 Base + Committed					
Stream B-AC	D4	0.7	8.46	0.40	A	7.26
Stream C-AB		5.0	33.13	0.85	D	
	2024 Base + Committed + Development					
Stream B-AC	D6	0.7	8.55	0.41	A	7.85
Stream C-AB		5.5	35.63	0.86	E	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	02/03/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.50	✓	✓	✓			0.85	36.00	35.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D4	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D6	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		4.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.91	A

Arms

Arms

Arm	Name	Description	Arm type
A	A27 East		Major
B	Yapton Ln		Minor
C	A27 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	15.50	✓	7.00	✓	4.64	250.0	✓	35.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	250	250

Queue Markers

Arm	Queue marker	Distance (m)
A		
B		
C	✓	190.00

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	967	0.089	0.226	0.142	0.323
B-C	938	0.084	0.213	-	-
C-B	910	0.207	0.207	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	994	100.000
B		ONE HOUR	✓	234	100.000
C		ONE HOUR	✓	1329	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	77	917
	B	0	0	234
	C	852	477	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.36	7.86	0.6	2.6	A	215	322	36.67	6.83	0.41	36.67	6.83
C-AB	0.77	22.49	3.2	16.2	C	438	657	163.12	14.91	1.81	163.15	14.91
C-A						782	1173					
A-B						71	106					
A-C						841	1262					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	786	0.224	175	0.0	0.3	5.884	A
C-AB	359	90	755	0.476	356	0.0	0.9	8.939	A
C-A	641	160			641				
A-B	58	14			58				
A-C	690	173			690				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	756	0.278	210	0.3	0.4	6.586	A
C-AB	429	107	725	0.592	427	0.9	1.4	11.991	B
C-A	766	191			766				
A-B	69	17			69				
A-C	824	206			824				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	64	715	0.360	257	0.4	0.6	7.841	A
C-AB	525	131	683	0.769	519	1.4	3.0	21.064	C
C-A	938	234			938				
A-B	85	21			85				
A-C	1010	252			1010				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	64	715	0.360	258	0.6	0.6	7.864	A
C-AB	525	131	683	0.769	525	3.0	3.2	22.486	C
C-A	938	234			938				
A-B	85	21			85				
A-C	1010	252			1010				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	756	0.278	211	0.6	0.4	6.611	A
C-AB	429	107	725	0.592	435	3.2	1.5	12.712	B
C-A	766	191			766				
A-B	69	17			69				
A-C	824	206			824				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	786	0.224	177	0.4	0.3	5.913	A
C-AB	359	90	755	0.476	361	1.5	0.9	9.201	A
C-A	641	160			641				
A-B	58	14			58				
A-C	690	173			690				

Queueing Delay Results for each time segment

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.16	0.28	5.884	A
C-AB	13.11	0.87	8.939	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.59	0.37	6.586	A
C-AB	20.89	1.39	11.991	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.08	0.54	7.841	A
C-AB	43.27	2.88	21.064	C

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.37	0.56	7.864	A
C-AB	48.70	3.25	22.486	C

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.00	0.40	6.611	A
C-AB	23.12	1.54	12.712	B

18:00 - 18:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.47	0.30	5.913	A
C-AB	14.03	0.94	9.201	A

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	0.89	0.55	1.00	1.40	1.45			< 0.05	0.00

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	1.40	0.08	1.01	2.88	3.94			< 0.05	0.00

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	0.56	0.03	0.26	0.56	0.56			N/A	N/A
C-AB	3.03	0.03	0.33	6.08	16.19			< 0.05	0.00

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	1.33	2.62			N/A	N/A
C-AB	3.16	0.03	0.30	3.16	13.27			< 0.05	0.00

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	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	1.49	0.05	0.47	3.83	6.04			< 0.05	0.00

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	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.92	0.04	0.35	2.24	4.24			< 0.05	0.00

2024 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		4.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1023	100.000
B		ONE HOUR	✓	234	100.000
C		ONE HOUR	✓	1356	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	77	946
	B	0	0	234
	C	879	477	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.36	7.98	0.6	2.7	A	215	322	37.10	6.91	0.41	37.10	6.91
C-AB	0.78	23.43	3.3	16.9	C	438	657	167.70	15.32	1.86	167.73	15.33
C-A						807	1210					
A-B						71	106					
A-C						868	1302					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	781	0.226	175	0.0	0.3	5.929	A
C-AB	359	90	750	0.479	356	0.0	0.9	9.039	A
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	751	0.280	210	0.3	0.4	6.654	A
C-AB	429	107	719	0.596	427	0.9	1.4	12.206	B
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	64	709	0.364	257	0.4	0.6	7.957	A
C-AB	525	131	677	0.776	518	1.4	3.1	21.825	C
C-A	968	242			968				
A-B	85	21			85				
A-C	1042	260			1042				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	64	709	0.364	258	0.6	0.6	7.982	A
C-AB	525	131	677	0.776	525	3.1	3.3	23.425	C
C-A	968	242			968				
A-B	85	21			85				
A-C	1042	260			1042				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	53	751	0.280	211	0.6	0.4	6.682	A
C-AB	429	107	719	0.596	436	3.3	1.5	12.992	B
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	781	0.226	177	0.4	0.3	5.958	A
C-AB	359	90	750	0.479	361	1.5	0.9	9.313	A
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

Queueing Delay Results for each time segment
16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.19	0.28	5.929	A
C-AB	13.26	0.88	9.039	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.64	0.38	6.654	A
C-AB	21.25	1.42	12.206	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.19	0.55	7.957	A
C-AB	44.70	2.98	21.825	C

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.49	0.57	7.982	A
C-AB	50.68	3.38	23.425	C

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.07	0.40	6.682	A
C-AB	23.61	1.57	12.992	B

18:00 - 18:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.51	0.30	5.958	A
C-AB	14.20	0.95	9.313	A

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	0.90	0.55	1.00	1.40	1.45			< 0.05	0.00

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	1.43	0.08	1.01	2.95	4.06			< 0.05	0.00

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	0.56	0.03	0.26	0.56	0.56			N/A	N/A
C-AB	3.14	0.03	0.34	6.67	16.88			< 0.05	0.00

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	0.57	0.03	0.30	1.33	2.66			N/A	N/A
C-AB	3.28	0.03	0.30	3.28	14.31			< 0.05	0.00

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	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	1.52	0.05	0.46	3.92	6.29			< 0.05	0.00

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	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.94	0.03	0.35	2.25	4.36			< 0.05	0.00

2024 Base + Committed , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		7.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1023	100.000
B		ONE HOUR	✓	257	100.000
C		ONE HOUR	✓	1400	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	77	946
	B	0	0	257
	C	879	521	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.40	8.46	0.7	2.9	A	236	354	42.58	7.22	0.47	42.58	7.22
C-AB	0.85	33.13	5.0	27.0	D	479	718	230.73	19.27	2.56	230.78	19.28
C-A						806	1209					
A-B						71	106					
A-C						868	1302					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	781	0.248	192	0.0	0.3	6.099	A
C-AB	392	98	750	0.523	388	0.0	1.1	9.822	A
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	751	0.308	231	0.3	0.4	6.916	A
C-AB	468	117	719	0.651	465	1.1	1.8	14.012	B
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	283	71	709	0.399	282	0.4	0.7	8.424	A
C-AB	576	144	680	0.848	565	1.8	4.6	28.848	D
C-A	965	241			965				
A-B	85	21			85				
A-C	1042	260			1042				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	283	71	709	0.399	283	0.7	0.7	8.457	A
C-AB	576	144	680	0.848	575	4.6	5.0	33.133	D
C-A	965	241			965				
A-B	85	21			85				
A-C	1042	260			1042				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	231	58	751	0.308	232	0.7	0.4	6.952	A
C-AB	468	117	719	0.651	481	5.0	1.9	15.773	C
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	781	0.248	194	0.4	0.3	6.136	A
C-AB	392	98	750	0.523	396	1.9	1.1	10.239	B
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

Queueing Delay Results for each time segment
16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.73	0.32	6.099	A
C-AB	15.71	1.05	9.822	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.43	0.43	6.916	A
C-AB	26.44	1.76	14.012	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	9.49	0.63	8.424	A
C-AB	62.97	4.20	28.848	D

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	9.87	0.66	8.457	A
C-AB	77.55	5.17	33.133	D

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.95	0.46	6.952	A
C-AB	30.97	2.06	15.773	C

18:00 - 18:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.11	0.34	6.136	A
C-AB	17.09	1.14	10.239	B

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	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	1.07	0.55	1.00	1.40	1.45			< 0.05	0.00

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C-AB	1.79	0.07	1.04	4.16	5.91			< 0.05	0.00

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	0.65	0.03	0.26	0.65	0.65			N/A	N/A
C-AB	4.62	0.04	0.43	12.77	23.90			< 0.05	0.00

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	0.66	0.03	0.29	1.17	2.89			N/A	N/A
C-AB	5.01	0.03	0.34	9.88	26.96			< 0.05	0.00

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	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	1.95	0.04	0.42	5.25	9.16			< 0.05	0.00

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	1.12	0.03	0.32	2.37	5.66			< 0.05	0.00

2024 Base + Committed + Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		7.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1023	100.000
B		ONE HOUR	✓	261	100.000
C		ONE HOUR	✓	1408	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	77	946
	B	0	0	261
	C	879	529	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.41	8.55	0.7	2.9	A	239	359	43.58	7.28	0.48	43.59	7.28
C-AB	0.86	35.63	5.5	29.9	E	487	730	246.05	20.21	2.73	246.10	20.22
C-A						805	1208					
A-B						71	106					
A-C						868	1302					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	781	0.252	195	0.0	0.3	6.131	A
C-AB	398	100	750	0.531	394	0.0	1.1	9.980	A
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	235	59	751	0.313	234	0.3	0.4	6.964	A
C-AB	476	119	719	0.661	473	1.1	1.9	14.396	B
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	287	72	709	0.406	286	0.4	0.7	8.511	A
C-AB	587	147	682	0.861	574	1.9	5.0	30.458	D
C-A	963	241			963				
A-B	85	21			85				
A-C	1042	260			1042				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	287	72	709	0.406	287	0.7	0.7	8.546	A
C-AB	587	147	682	0.861	585	5.0	5.5	35.625	E
C-A	963	241			963				
A-B	85	21			85				
A-C	1042	260			1042				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	235	59	751	0.313	236	0.7	0.5	6.999	A
C-AB	476	119	719	0.661	489	5.5	2.0	16.479	C
C-A	790	198			790				
A-B	69	17			69				
A-C	850	213			850				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	781	0.252	197	0.5	0.3	6.167	A
C-AB	398	100	750	0.531	402	2.0	1.2	10.430	B
C-A	662	165			662				
A-B	58	14			58				
A-C	712	178			712				

Queueing Delay Results for each time segment
16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.83	0.32	6.131	A
C-AB	16.20	1.08	9.980	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.57	0.44	6.964	A
C-AB	27.54	1.84	14.396	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	9.73	0.65	8.511	A
C-AB	67.27	4.48	30.458	D

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	10.12	0.67	8.546	A
C-AB	84.61	5.64	35.625	E

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.11	0.47	6.999	A
C-AB	32.75	2.18	16.479	C

18:00 - 18:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.21	0.35	6.167	A
C-AB	17.68	1.18	10.430	B

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	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	1.10	0.55	1.00	1.40	1.45			< 0.05	0.00

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	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	1.87	0.07	1.05	4.43	6.32			< 0.05	0.00

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.03	0.26	0.67	0.67			N/A	N/A
C-AB	4.99	0.05	0.46	14.14	25.44			< 0.05	0.00

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.68	0.03	0.29	1.13	2.91			N/A	N/A
C-AB	5.47	0.04	0.35	11.99	29.87			< 0.05	0.00

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	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	2.04	0.04	0.41	5.53	9.79			< 0.05	0.00

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	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	1.16	0.03	0.32	2.36	5.89			< 0.05	0.00



APPENDIX C

2022 Survey Results



Yapton Lane, Avisford Park - Manual Traffic Survey: Wednesday, 13 July 2022

Produced by Streetwise Services Ltd.

Junction: A - B2132 Shellbridge Road / B - (East) A27 Arundel Road / C - Yapton Lane / D - (West) A27 Arundel Road

Approach: A - B2132 Shellbridge Road

TIME	A to B										A to C										A to D										A to A									
	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL				
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
07:15 - 07:30	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
07:30 - 07:45	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
07:45 - 08:00	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
Hourly Total	7	3	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
08:30 - 08:45	0	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
Hourly Total	6	1	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:00 - 09:15	0	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
09:45 - 10:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
Hourly Total	4	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Session Total	18	4	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:00 - 10:15	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
10:15 - 10:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
10:30 - 10:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
10:45 - 11:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
Hourly Total	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:00 - 11:15	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
11:30 - 11:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
11:45 - 12:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
Hourly Total	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:00 - 12:15	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
12:30 - 12:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
12:45 - 13:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
Hourly Total	6	1	0	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:00 - 13:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
13:30 - 13:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	0				
Hourly Total	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Session Total	19	2	0	0	0	0	0	1	21	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

TIME	From A										To A									
	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL		
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	
07:15 - 07:30	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0.0	0	
07:30 - 07:45	1	1	0	0	0	0	0	2.0	2	4	1	0	0	0	0	0	0	0.0	0	
07:45 - 08:00	4	1	0	0	0	0	0	5.0	5	6	1	0	0	0	0	0	0	0.0	0	
Hourly Total	7	3	0	0	0	0	0	10	10	10	2	0	0	0	0	0	0	0	0	
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1	5	2	0	0	0	0	0	0	0.0	0	
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2	3	2	0	0	0	0	0	0	0.0	0	
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1	8	2	0	0	0	0	0	0	0.0	0	
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3	2	2	1	0	0	0	0	0	0.0	0	
Hourly Total	6	1	0	0	0	0	0	7	7	16	6	1	0	0	0	0	0	0	0	
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1	4	1	0	0	0	0	0	0	0.0	0	
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	0	0.0	0	
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2	4	0	0	0	0	0	0	0	0.0	0	
09:45 - 10:00	2	0	0	0	0	0	0	2.0	2	4	1	0	0	0	0	0	0	0.0	0	
Hourly Total	5	0	0	0	0	0	0	5	5	13	3	0	0	0	0	0	0	0	0	
Session Total	18	4	0	0	0	0	0	0	22	22	47	16	1	0	0	0	0	0	0	
10:00 - 10:15	4	1	0	0	0	0	0	5.0	5	8	1	0	0	0	0	0	0	0.0	0	
10:15 - 10:30	1	0	0	0	0	0	0	1.0	1	4	1	0	0	0	0	0	0	0.0	0	
10:30 - 10:45	1	0	0	0	0	0	0	1.0	1	2	1	0	0	0	0	0	0	0.0	0	
10:45 - 11:00	1	0	0	0	0	0	0	1.0	1	4	0	0	0	0	0	0	0	0.0	0	
Hourly Total	7	1	0	0	0	0	0	8	8	16	3	0	0	0	0	0	0	0	0	
11:00 - 11:15	2	1	0	0	0	0	0	3.0	3	4	2	0	0	0	0	0	0	0.0	0	
11:15 - 11:30	2	1	0	0	0	0	0	3.0	2	4	0	0	0	0	0	0	0	0.0	0	
11:30 - 11:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	
11:45 - 12:00	2	0	0	0	0	0	0	2.0	2	3	0	0	0	0	0	0	0	0.0	0	
Hourly Total	7	2	0	0	0	0	0	9	9	11	2	0	0	0	0	0	0	0	0	
12:00 - 12:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	
12:15 - 12:30	2	1	0	0	0	0	0	3.0	3	7	0	0	0	0	0	0	0	0.0	0	
12:30 - 12:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	
12:45 - 13:00	2	0	0	0	0	0	0	2.0	2	3	0	0	0	0	0	0	0	0.0	0	
Hourly Total	6	1	0	0	0	0	0	7	7	10	0	0	0	0	0	0	0	0	0	
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0	0.0	0	
13:15 - 13:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	
13:30 - 13:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	
13:45 - 14:00	2	0	0	0	0	0	0	2.0	2	5	1	0	0	0	0	0	0	0.0	0	
14:00 - 14:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	
14:15 - 14:30	2	0	0	0	0	0	0	2.0	2	3	0	0	0	0	0	0	0	0.0	0	
14:30 - 14:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	9	0	0	0	0	0	0	9	9	3	0	0	0	0	0	0	0	0	0	
Session Total	19	2	0	0	0	0	0	1	21	22	40	5	0	0	1	0	0	0	0	



Yapton Lane, Arvisford Park - Manual Traffic Survey: Wednesday, 13 July 2022

Produced by Streetwise Services Ltd.

Junction: A - B2132 Shellbridge Road / B - (East) A27 Arundel Road / C - Yapton Lane / D - (West) A27 Arundel Road

Approach: B - (East) A27 Arundel Road

TIME	CAR	LDV	B to C							B to D							B to A							B to B														
			DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL		
07:00 - 07:15	0	1	0	0	0	1	1	0	3.2	9	104	59	2	12	1	0	3	268.8	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1		
07:15 - 07:30	0	0	0	0	0	1	0	0	10.0	1	100	52	11	11	4	0	0	237.0	239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0		
07:30 - 07:45	11	2	0	0	1	0	0	0	16.0	14	101	41	0	0	0	0	3	280.0	249	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1		
07:45 - 08:00	7	3	1	0	0	0	0	0	16.0	14	200	34	0	0	7	1	0	3	283.0	271	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	2	
Hourly Total	18	4	1	0	1	0	0	0	45.2	38	411	146	23	20	12	0	0	598.8	560	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1		
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	110	111	100	41	7	4	0	0	1	241.1	235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	2		
08:15 - 08:30	0	0	1	0	0	0	0	0	10.0	10	101	34	0	4	0	0	0	0	247.2	240	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1	
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	9	104	40	0	10	1	0	0	0	250.0	249	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	2	
08:45 - 09:00	12	0	2	0	0	0	0	0	16.0	17	102	30	0	11	0	0	0	4	241.4	226	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1	
Hourly Total	33	0	3	1	0	0	0	0	49	47	733	162	39	29	15	0	0	9	1012	951	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.0	6	
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	2	100	37	0	11	11	0	0	0	247.6	243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1	
09:15 - 09:30	5	3	1	0	0	0	0	0	11.0	10	141	20	0	10	3	0	0	1	239.1	206	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	
09:30 - 09:45	0	0	1	2	0	0	0	0	3.0	15	103	20	0	20	1	0	0	2	237.9	236	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1	
09:45 - 10:00	0	0	1	0	0	0	0	0	1.0	14	101	27	0	11	3	0	0	0	237.4	236	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	22	10	3	2	2	1	0	0	15.0	33	621	120	20	65	20	0	0	8	953	858	8	2	0	0	0	0	0	0	0	0	0	0	0	0	2.0	2		
Busstop Total	00	20	7	7	2	2	0	0	140	120	2070	004	02	120	11	0	0	20	3010	2013	00	11	0	0	0	0	0	0	0	0	0	0	0	0	12	12		
10:00 - 10:15	0	0	0	0	0	1	0	0	1.0	14	140	43	12	10	0	0	0	1	233.4	216	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1	
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	113	100	31	0	0	0	0	0	7	237.0	232	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2.0	2	
10:30 - 10:45	0	0	2	1	0	0	0	0	3.0	15	100	10	2	0	0	0	0	0	233.0	209	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	
10:45 - 11:00	10	0	0	1	0	0	0	0	11.0	16	100	10	0	4	0	0	0	0	231.1	180	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1	
Hourly Total	10	0	3	2	1	0	0	0	15.0	41	55	641	20	24	1	0	0	11	301	257	10	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3.0	3	
11:00 - 11:15	10	0	0	2	0	0	0	0	12.0	10	200	20	0	1	0	0	0	0	200.0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	
11:15 - 11:30	5	1	0	0	0	0	0	0	6.0	6	102	20	0	4	1	0	0	0	193.3	190	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1	
11:30 - 11:45	0	1	1	1	0	0	0	0	3.0	9	100	14	1	1	3	0	0	0	162.4	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	
11:45 - 12:00	0	0	1	1	0	0	0	0	2.0	10	100	17	0	0	0	0	0	0	114.0	100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2.0	2	
Hourly Total	20	0	2	4	0	0	0	0	23.0	49	431	614	20	10	5	0	0	0	12	708	740	10	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	3	
12:00 - 12:15	0	0	0	1	0	0	0	0	1.0	10	100	17	2	4	1	0	0	0	1	192.2	193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	4	
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	6	103	10	0	3	4	0	0	0	1	192.0	192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	1
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	6	100	10	0	0	0	0	0	0	1	190.0	190	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	3	1	0	0	0	0	0	0	4.0	4	105	14	0	0	1	0	0	0	1	190.0	190	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	20	1	2	1	0	0	0	0	23.0	20	431	614	20	10	5	0	0	0	12	708	740	10	0	0	0	0	0	0	0	0	0	0	0	0	0	4.0	4	
Busstop Total	01	17	0	0	1	0	0	0	120	120	1010	206	02	42	10	0	0	0	12	2200	2217	46	3	0	0	1	0	0	0	0	0	0	0	0	12	11		

TIME	From B									To B									
	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	
07:00 - 07:15	101	00	2	12	2	0	1	3	2079	268	100	00	21	7	1	0	2	2324	234
07:15 - 07:30	101	00	11	4	0	0	0	1	204	268	100	00	0	0	0	0	0	274	268
07:30 - 07:45	200	00	0	0	0	0	0	3	2768	268	100	00	0	1	0	0	2	3338	313
07:45 - 08:00	200	00	21	10	1	0	0	3	2977	268	143	00	13	5	0	0	1	3244	261
Hourly Total	702	00	34	26	2	0	1	8	7117	1083	345	00	34	12	1	0	3	8249	793
08:00 - 08:15	100	00	7	4	0	0	0	1	2061	268	100	00	15	14	0	0	1	2241	201
08:15 - 08:30	200	00	36	6	4	0	0	0	2032	268	101	40	7	15	1	0	1	2264	203
08:30 - 08:45	200	00	210	0	0	0	0	0	2017	268	101	00	11	11	0	0	0	2278	201
08:45 - 09:00	100	00	177	43	12	11	0	0	2049	267	100	44	11	12	0	0	0	2261	205
Hourly Total	700	00	177	53	26	1	1	0	7001	1040	324	578	48	52	2	0	2	7910	751
09:00 - 09:15	100	00	38	5	104	0	0	0	2016	268	100	00	0	0	0	0	0	2284	208
09:15 - 09:30	147	00	0	39	19	4	0	1	2026	220	120	44	10	17	0	0	0	2161	191
09:30 - 09:45	100	00	20	10	24	1	0	2	2009	262	140	40	12	10	0	0	0	2230	212
09:45 - 10:00	100	00	11	0	4	13	0	0	2018	262	140	00	12	10	0	0	0	2230	212
Hourly Total	603	00	138	28	67	5	0	8	8107	600	578	168	50	52	2	0	2	8252	805
Busseon Total	2012	00	533	30	128	13	2	26	3215	3009	1786	822	164	103	8	0	11	3804	3530
18:00 - 18:15	100	00	06	12	10	1	0	1	2084	238	100	00	0	0	0	0	0	2388	231
18:15 - 18:30	100	00	32	5	8	2	0	7	2411	238	101	40	3	0	1	0	4	2519	244
18:30 - 18:45	100	00	17	0	4	0	0	2	2018	238	100	00	0	0	0	0	0	2256	236
18:45 - 19:00	170	00	14	4	0	0	0	1	2166	238	100	35	0	0	0	0	0	2474	238
Hourly Total	370	00	138	28	28	3	0	11	3217	594	720	135	21	10	1	0	13	3369	309
19:00 - 19:15	100	00	0	0	0	0	0	0	2009	238	100	00	0	0	0	0	0	2247	224
19:15 - 19:30	100	00	28	3	4	1	0	4	2013	100	161	14	1	4	3	0	0	1917	163
19:30 - 19:45	147	00	15	2	2	3	0	4	1772	175	101	13	3	3	0	0	5	1974	185
19:45 - 20:00	100	00	17	7	7	0	0	3	2123	175	100	00	0	0	0	0	0	2298	186
Hourly Total	600	00	52	17	12	4	0	12	6217	601	650	61	7	12	5	0	13	729	779
19:00 - 19:15	100	00	12	0	0	0	0	0	1993	175	100	00	1	1	0	0	0	1917	177
19:15 - 19:30	100	00	20	4	0	0	0	0	1983	175	100	00	0	0	0	0	0	2083	180
19:30 - 19:45	100	00	7	0	1	0	0	1	1763	175	101	10	2	1	0	0	0	1973	186
19:45 - 20:00	100	00	10	0	0	0	0	1	1852	142	124	11	1	2	0	0	4	1827	140
Hourly Total	400	00	69	16	10	0	0	2	6791	717	624	23	4	3	0	0	4	728	777
Busseon Total	1001	00	287	58	51	12	6	32	2401	2401	1220	335	39	11	0	39	201	2465	2465



Yapton Lane, Avisford Park - Manual Traffic Survey: Wednesday, 13 July 2022

Produced by Streetwise Services Ltd.

Junction: A - B2132 Shellbridge Road / B - (East) A27 Arundel Road / C - Yapton Lane / D - (West) A27 Arundel Road

Approach: C - Yapton Lane

C to B																	C to A																	C to B																	C to C																
TIME	CAR	LOV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LOV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LOV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LOV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL																															
07:00 - 07:15	30	23	9	5	1	0	0	68	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																
07:15 - 07:30	40	17	7	5	0	0	0	84.5	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
07:30 - 07:45	74	21	2	4	0	0	0	107.2	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
07:45 - 08:00	60	11	2	1	0	0	0	76.3	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
Hourly Total	234	72	20	15	1	0	0	351	321	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																
08:00 - 08:15	69	11	4	2	0	0	0	81.6	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
08:15 - 08:30	48	9	7	8	0	0	0	86.7	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
08:30 - 08:45	40	10	4	3	1	0	0	69.5	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
08:45 - 09:00	36	10	2	7	0	0	0	66.1	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
Hourly Total	168	40	17	26	1	0	0	331	265	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
09:00 - 09:15	44	0	0	3	0	0	0	48.5	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
09:15 - 09:30	40	8	2	5	0	0	0	62.5	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
09:30 - 09:45	29	5	7	6	1	0	0	56.5	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
09:45 - 10:00	15	0	3	2	0	0	0	26.5	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
Hourly Total	128	25	18	16	1	0	0	225	186	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
Busstop Total	628	127	88	81	3	0	0	875	778	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
10:00 - 10:15	90	6	3	0	0	0	0	108	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
10:15 - 10:30	23	4	2	0	0	0	0	30.5	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
10:30 - 10:45	38	5	0	1	0	0	0	45.5	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
10:45 - 11:00	25	0	2	0	0	0	0	33.5	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
Hourly Total	116	20	5	1	0	0	0	145	147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
11:00 - 11:15	34	4	1	3	1	0	0	48.5	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
11:15 - 11:30	31	2	1	0	0	0	0	34.5	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
11:30 - 11:45	36	5	0	1	0	0	0	43.5	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
11:45 - 12:00	16	3	0	3	0	0	0	24.5	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
Hourly Total	117	14	2	6	1	0	0	150	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
12:00 - 12:15	30	2	1	0	1	1	0	36.1	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
12:15 - 12:30	20	2	0	1	0	0	0	25.5	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
12:30 - 12:45	19	4	1	2	0	0	0	26.1	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
12:45 - 13:00	20	2	0	2	0	0	0	26.6	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
Hourly Total	95	10	4	5	1	1	0	125	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	
Busstop Total	528	44	12	12	2	1	0	624	464	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																	

TIME	From C								To C								
	CAR	LOV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU TOTAL	CAR	LOV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU TOTAL	
07:00 - 07:15	30	23	9	5	1	0	0	68.5	60	33	10	5	1	0	0	53.5	
07:15 - 07:30	40	17	7	5	0	0	0	69.5	78	30	16	2	0	0	1	66.5	
07:30 - 07:45	74	21	2	4	0	0	0	107.2	161	32	12	2	0	0	0	168.5	
07:45 - 08:00	60	11	2	1	0	0	0	78.3	74	30	13	3	0	0	0	81.7	
Hourly Total	234	72	20	15	1	0	0	355	322	100	25	10	1	0	1	229	
08:00 - 08:15	88	11	4	2	0	0	0	105	77	36	12	2	2	0	0	144.5	
08:15 - 08:30	48	9	7	8	0	0	0	86.5	75	32	7	6	2	0	0	124.5	
08:30 - 08:45	40	10	4	3	1	0	0	68.5	62	24	4	2	4	0	1	104.5	
08:45 - 09:00	36	10	2	7	0	0	0	66.1	56	21	10	5	1	0	0	98.5	
Hourly Total	168	40	17	26	1	0	0	335	265	121	38	16	6	0	1	190	
09:00 - 09:15	44	0	0	3	0	0	0	48.5	62	25	4	2	1	0	0	73.5	
09:15 - 09:30	40	8	2	5	0	0	0	62.5	56	16	8	4	1	1	0	74.5	
09:30 - 09:45	29	5	7	5	1	0	0	56.5	46	10	4	3	0	0	0	71.5	
09:45 - 10:00	15	0	3	2	0	0	0	26.5	26	30	7	0	2	0	0	64.5	
Hourly Total	128	25	18	16	1	0	0	220	186	80	23	15	7	1	0	149	
Busstop Total	628	127	88	81	3	0	0	875	776	388	107	37	31	2	2	3	676
10:00 - 10:15	90	6	3	0	0	0	0	108	46	43	18	0	0	1	0	168	
10:15 - 10:30	23	4	2	0	0	0	0	30.5	31	50	12	1	2	0	1	84.5	
10:30 - 10:45	38	5	0	1	0	0	0	45.5	44	50	16	0	0	0	0	95.5	
10:45 - 11:00	25	0	2	0	0	0	0	33.5	32	63	10	3	0	0	0	98.5	
Hourly Total	116	20	8	1	0	0	0	140	145	218	38	16	3	0	1	311	
11:00 - 11:15	34	4	1	3	1	0	0	46.5	45	61	18	2	0	0	0	104.5	
11:15 - 11:30	31	2	1	0	0	0	0	34.5	34	65	13	2	1	0	0	83.5	
11:30 - 11:45	36	5	0	1	0	0	0	43.5	42	49	6	3	4	0	0	63.5	
11:45 - 12:00	16	3	0	3	0	0	0	24.5	25	41	10	4	0	0	0	74.5	
Hourly Total	117	14	2	6	1	0	0	150	140	216	47	12	15	0	0	317	
12:00 - 12:15	30	2	1	0	1	1	0	36.1	36	41	11	0	2	0	0	56.5	
12:15 - 12:30	20	2	0	1	0	0	0	25.5	26	21	6	2	3	0	0	44.5	
12:30 - 12:45	19	4	1	2	0	0	0	26.1	26	40	3	0	1	0	0	47.5	
12:45 - 13:00	20	2	0	2	0	0	0	26.6	26	24	4	0	4	0	0	37.6	
Hourly Total	95	10	4	5	1	1	0	125	117	130	24	6	6	0	0	160	
Busstop Total	528	44	12	12	2	1	0	624	460	660	127	38	35	1	0	4	824



Yapton Lane, Arvisford Park - Manual Traffic Survey: Wednesday, 13 July 2022

Produced by Streetwise Services Ltd.

Junction: A - B2132 Shellbridge Road / B - (East) A27 Arundel Road / C - Yapton Lane / D - (West) A27 Arundel Road

Approach: D - (West) A27 Arundel Road

TIME	D to A									D to B									D to C									D to D								
	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	137	63	21	7	1	0	2	204.5	233	27	9	0	3	0	0	0	0	0.0	30	0	0	0	0	0	0	0.0	0
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1	142	33	14	6	0	0	2	216.8	197	23	13	2	3	0	0	0	1	46.3	42	0	0	0	0	0	0	0.0	0
07:30 - 07:45	2	1	0	0	0	0	0	3.0	3	149	34	15	9	1	0	2	219.0	210	21	10	2	4	0	0	0	0	43.2	37	1	1	0	0	0	0	2.0	2
07:45 - 08:00	2	0	0	0	0	0	0	2.0	2	137	16	13	6	0	0	1	214.4	206	28	10	2	1	0	0	0	0	45.3	47	0	1	0	0	0	0	1.0	1
Hourly Total	5	1	0	0	0	0	0	6	6	565	102	43	27	2	0	7	711	636	98	42	6	11	0	0	0	1	139	1	2	0	0	0	0	0	3	3
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1	133	39	11	14	0	0	1	221.1	198	38	7	2	2	0	0	0	1	43.0	40	0	0	0	0	0	0	0.0	0
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1	150	48	7	16	1	0	1	231.4	239	23	7	5	2	0	0	0	0	42.1	37	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	107	47	17	11	1	0	0	206.3	272	18	3	2	3	0	0	0	0	30.9	26	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	1	0	0	0	0	0	1.0	1	124	44	11	12	0	0	0	222.3	201	19	7	3	1	0	0	0	0	32.8	30	0	1	0	0	0	0	1.0	1
Hourly Total	1	2	0	0	0	0	0	3	3	522	139	46	50	2	0	2	704	622	95	24	10	6	0	0	0	2	107	122	0	1	0	0	0	0	1	1
09:00 - 09:15	2	0	0	0	0	0	0	2.0	2	152	35	15	14	0	0	2	236.6	224	21	4	2	1	0	0	0	0	30.3	28	1	1	0	0	0	0	2.0	2
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	120	44	10	17	0	0	0	218.1	191	11	5	3	1	0	0	0	1	23.2	21	2	0	0	0	0	0	2.0	2
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	127	48	12	10	2	0	0	228.5	209	16	1	2	1	0	0	0	0	36.3	34	0	0	0	0	0	0	0.0	0
09:45 - 10:00	3	1	0	0	0	0	0	4.0	4	160	37	15	11	0	0	1	245.3	264	31	0	5	2	0	0	0	0	56.1	31	0	1	0	0	0	0	1.0	1
Hourly Total	6	1	0	0	0	0	0	6	6	589	168	55	52	2	0	3	845	840	62	13	12	6	0	0	0	1	106	64	3	2	0	0	0	0	0	0
Busstop Total	11	0	0	0	0	0	0	0	10	18	1766	528	184	131	0	0	11	2880	2896	250	79	30	24	0	0	3	629	336	4	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0	156	60	6	6	0	0	0	252.8	226	35	15	5	0	0	0	0	0	66.6	61	0	0	0	0	0	0	0.0	0
10:15 - 10:30	2	0	0	0	0	0	0	2.0	2	179	49	3	6	1	0	4	249.9	241	41	13	1	0	0	0	0	0	87.2	86	0	1	0	0	0	0	1.0	1
10:30 - 10:45	0	1	0	0	0	0	0	1.0	1	167	49	6	1	0	0	2	256.1	265	50	13	4	2	0	0	0	0	73.4	69	0	0	0	0	0	0	0.0	0
10:45 - 11:00	1	0	0	0	0	0	0	1.0	1	187	35	6	6	0	0	2	245.8	236	48	10	2	5	0	0	0	0	72.5	65	1	0	0	0	0	0	1.0	1
Hourly Total	3	1	0	0	0	0	0	3	3	720	153	21	19	1	0	10	918	917	174	46	12	6	0	0	0	1	188	143	1	1	0	0	0	0	2	2
11:00 - 11:15	1	1	0	0	0	0	0	2.0	2	175	33	2	2	2	0	2	228.4	216	51	21	3	3	0	0	0	0	79.4	69	1	0	0	0	0	0	1.0	1
11:15 - 11:30	3	0	0	0	0	0	0	3.0	3	159	13	1	4	3	0	0	168.7	180	60	12	2	1	0	0	0	0	77.3	75	0	0	0	0	0	0	0.0	0
11:30 - 11:45	2	0	0	0	0	0	0	2.0	2	160	13	3	3	0	0	0	166.4	164	37	5	2	3	0	0	0	3	65.1	66	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0	164	10	1	3	0	0	1	163.2	165	36	16	5	4	0	0	0	0	62.7	65	0	0	0	0	0	0	2.0	2
Hourly Total	6	1	0	0	0	0	0	9	9	744	79	7	12	5	0	14	727	765	187	59	18	11	0	0	0	3	207	239	1	2	0	0	0	0	3	3
12:00 - 12:15	1	0	0	0	0	0	0	1.0	1	153	10	1	0	0	0	0	176.3	173	32	11	1	0	0	0	0	0	45.3	44	1	0	0	0	0	0	1.0	1
12:15 - 12:30	2	0	0	0	0	0	0	2.0	2	176	14	1	4	2	0	2	204.1	189	27	8	1	2	0	0	0	0	30.1	30	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0	160	18	2	1	0	0	0	168.2	166	37	3	0	1	0	0	0	0	43.3	41	1	0	0	0	0	0	1.0	1
12:45 - 13:00	2	0	0	0	0	0	0	2.0	2	124	11	1	2	0	0	4	143.7	140	21	3	0	4	0	0	0	0	30.3	30	2	0	0	0	0	0	2.0	2
Hourly Total	5	0	0	0	0	0	0	5	5	623	60	5	7	5	0	11	729	719	137	23	1	6	0	0	0	0	101	149	4	0	0	0	0	0	4	4
Busstop Total	14	2	0	0	0	0	0	0	16	18	1990	522	33	36	11	0	36	2480	2422	478	116	23	27	0	0	4	665	642	6	3	0	0	0	0	0	0

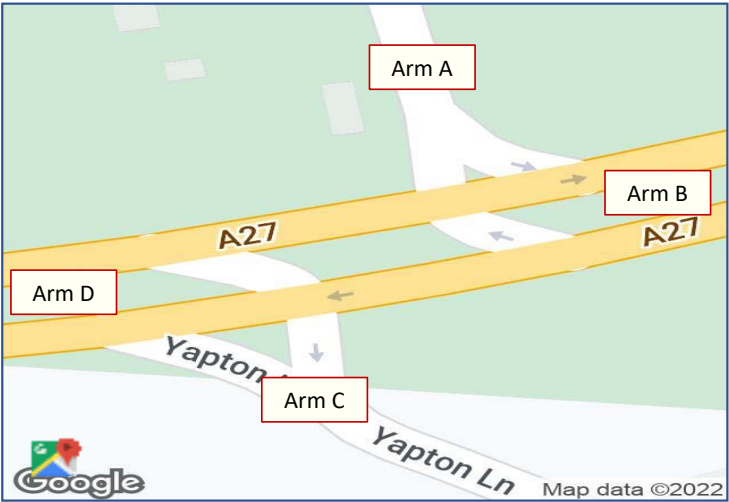
From D										To D									
TIME	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	DDV1	DDV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	
07:00 - 07:15	169	14	21	10	1	0	0	2	207.3	273	194	57	11	17	3	0	0	338.0	
07:15 - 07:30	168	46	16	9	0	0	0	3	237.9	248	216	60	16	9	0	0	0	335.9	
07:30 - 07:45	179	46	17	13	1	0	0	2	277.2	262	266	63	11	9	0	0	0	367.4	
07:45 - 08:00	167	61	15	6	0	0	0	1	264.7	266	260	66	6	6	1	0	0	399.6	
Hourly Total	623	127	59	38	2	0	0	8	1255	1224	1220	255	45	3	0	0	0	1601	
08:00 - 08:15	161	47	13	18	0	0	0	2	265.1	239	230	52	11	6	0	0	0	322.1	
08:15 - 08:30	162	38	12	17	1	0	0	1	264.6	269	245	48	12	9	0	0	0	324.3	
08:30 - 08:45	215	50	19	14	0	0	0	0	322.7	269	235	58	12	13	2	0	0	4	
08:45 - 09:00	153	53	14	13	0	0	0	0	288.3	233	198	50	11	18	0	0	0	4	
Hourly Total	712	208	66	62	0	0	0	3	1149	1029	827	262	46	2	0	0	0	1717	
09:00 - 09:15	170	44	20	15	0	0	0	1	244.9	259	222	47	11	14	0	0	0	296.3	
09:15 - 09:30	133	49	13	18	0	0	0	1	243.3	214	183	44	10	24	3	0	0	2	
09:30 - 09:45	147	45	14	11	2	0	0	0	246.3	242	224	36	28	2	0	0	0	2	
09:45 - 10:00	186	49	20	13	0	0	0	1	286.3	183	163	33	6	16	4	0	0	1	
Hourly Total	640	184	67	67	2	0	0	3	1061	953	752	153	43	61	9	0	0	7	
Busstop Total	2021	616	194	155	0	0	0	14	3302	3078	2811	634	127	179	14	0	0	50	
10:00 - 10:15	169	63	11	6	0	0	0	0	249.3	278	179	49	14	10	0	0	0	3	
10:15 - 10:30	221	62	4	7	1	0	0	0	309.1	309	196	36	7	5	1	0	0	0	
10:30 - 10:45	247	63	10	3	0	0	0	2	322.7	329	196	41	2	6	0	0	0	2	
10:45 - 11:00	221	43	8	11	0	0	0	2	320.1	303	185	23	5	4	0	0	1	2	
Hourly Total	859	239	33	27	1	0	0	14	1011	1206	756	149	38	26	1	0	0	15	
11:00 - 11:15	161	47	13	18	0	0	0	2	265.1	239	230	52	11	6	0	0	0	2	
11:15 - 11:30	222	29	3	5	3	0	0	0	269.0	258	183	28	4	4	1	0	0	4	
11:30 - 11:45	161	47	13	18	0	0	0	2	265.1	239	230	52	11	6	0	0	0	2	
11:45 - 12:00	196	16	5	6	0	0	0	0	241.0	226	173	19	1	2	3	0	0	4	
Hourly Total	849	183	42	47	3	0	0	6	1049.9	1023	729	112	22	27	6	0	0	10	
12:00 - 12:15	162	121	17	33	8	0	0	17	1019	1025	732	89	17	14	9	8	12	1	
12:15 - 12:30	167	21	15	10	0	0	0	0	233.6	219	137	10	3	4	0	0	0	2	
12:30 - 12:45	205	26	2	6	2	0	0	2	246.4	231	167	17	6	0	0	0	0	2	
12:45 - 01:00	207	22	2	2	0	0	0	0	238.6	228	167	12	6	3	0	0	1	1	
01:00 - 01:15	194	14	1	6	0	0	0	4	179.6	174	127	10	3	0	0	0	1	1	
Hourly Total	828	229	55	69	10	0	0	23	1021	979	726	147	33	27	12	8	13	5	
Busstop Total	2488	637	36	65	11	0	0	42	3199	3089	2320	312	64	54	12	1	27	2239	



Yapton Lane, Avisford Park - Manual Traffic Survey: Wednesday, 13 July 2022

Produced by Streetwise Services Ltd.

Junction: A - B2132 Shellbridge Road / B - (East) A27 Arundel Road / C - Yapton Lane / D - (West) A27 Arundel Road



Matrix Totals: Counts

Show single Session: No

07:00 to 10:00

Custom Start / End: 07:45 08:45

Show Peak Times: No

		Arm Destination				Arm Origin
		A	B	C	D	
A	0	9	0	0	9	100.00%
B	25	7	44	1009	1085	100.00%
C	0	0	0	287	287	100.00%
D	4	907	144	1	1056	100.00%
Total	29	923	188	1297		
% Total	100.00%	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes



Yapton Lane, Avisford Park: Queue Length Survey - Wednesday, 13 July 2022

Produced by Streetwise Services Ltd.

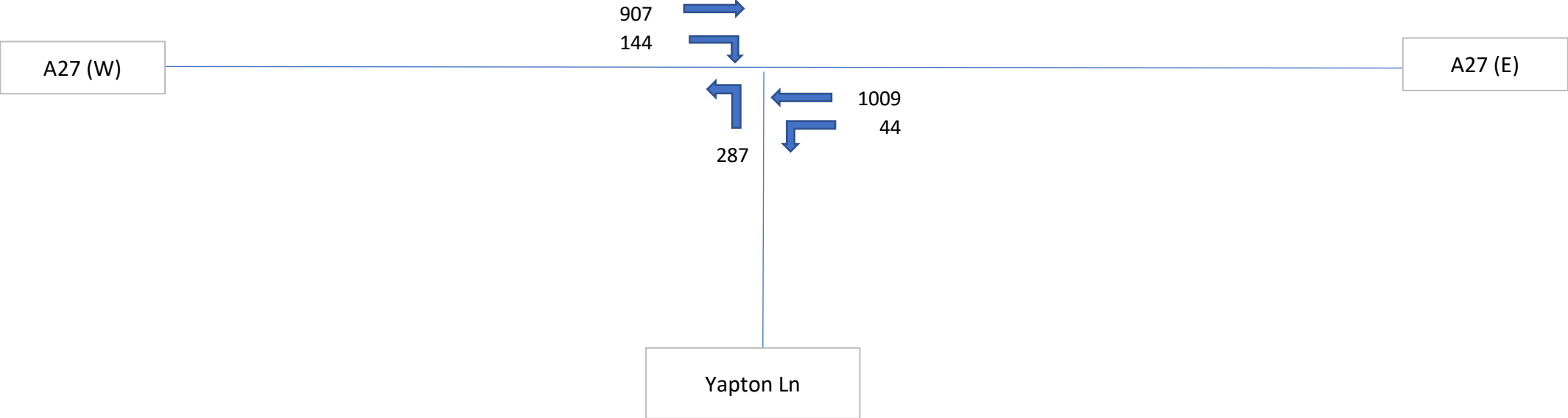
Junction: A - B2132 Shellbridge Road / B - (East) A27 Arundel Road / C - Yapton Lane / D - (West) A27 Arundel Road

	A - B2132 Shellbridge Road	B - (East) A27 Arundel Road	C - Yapton Lane	D - (West) A27 Arundel Road
	Lane 1	Lane 1	Lane 1	Lane 1
Survey Period	MAX	MAX	MAX	MAX
07:00 - 07:05	0	1	0	6
07:05 - 07:10	0	0	1	5
07:10 - 07:15	0	0	0	3
07:15 - 07:20	0	1	0	5
07:20 - 07:25	0	1	0	2
07:25 - 07:30	0	2	0	3
07:30 - 07:35	0	0	0	5
07:35 - 07:40	0	1	0	1
07:40 - 07:45	0	1	0	2
07:45 - 07:50	0	1	0	4
07:50 - 07:55	0	1	0	6
07:55 - 08:00	0	0	0	4
08:00 - 08:05	0	1	0	4
08:05 - 08:10	0	1	0	4
08:10 - 08:15	0	1	0	4
08:15 - 08:20	0	0	0	6
08:20 - 08:25	0	0	0	2
08:25 - 08:30	0	1	1	3
08:30 - 08:35	0	2	0	2
08:35 - 08:40	0	0	0	3
08:40 - 08:45	0	3	0	2
08:45 - 08:50	0	2	0	7
08:50 - 08:55	1	0	0	3
08:55 - 09:00	0	1	1	2
09:00 - 09:05	0	0	0	3
09:05 - 09:10	0	1	0	4
09:10 - 09:15	0	0	0	2
09:15 - 09:20	0	0	0	1
09:20 - 09:25	0	1	0	2
09:25 - 09:30	0	0	1	3
09:30 - 09:35	0	1	0	2
09:35 - 09:40	0	1	0	1
09:40 - 09:45	0	0	0	1
09:45 - 09:50	0	0	0	4
09:50 - 09:55	0	0	0	3
09:55 - 10:00	0	1	0	2
16:00 - 16:05	0	1	0	2
16:05 - 16:10	1	0	0	2
16:10 - 16:15	0	2	3	10
16:15 - 16:20	1	1	3	6
16:20 - 16:25	0	0	0	3
16:25 - 16:30	0	0	2	5
16:30 - 16:35	0	0	0	3
16:35 - 16:40	0	0	0	4
16:40 - 16:45	0	1	0	5
16:45 - 16:50	0	0	0	5
16:50 - 16:55	0	0	2	4
16:55 - 17:00	0	1	0	5
17:00 - 17:05	1	1	0	5
17:05 - 17:10	0	0	0	5
17:10 - 17:15	1	1	0	3
17:15 - 17:20	0	1	0	2
17:20 - 17:25	0	1	0	4
17:25 - 17:30	1	0	0	5
17:30 - 17:35	0	0	0	2
17:35 - 17:40	0	1	0	3
17:40 - 17:45	0	1	0	2
17:45 - 17:50	0	1	0	4
17:50 - 17:55	0	1	0	9
17:55 - 18:00	0	1	0	2
18:00 - 18:05	0	1	0	3
18:05 - 18:10	0	1	0	2
18:10 - 18:15	0	3	0	4
18:15 - 18:20	0	0	2	6
18:20 - 18:25	0	0	0	1
18:25 - 18:30	0	0	0	2
18:30 - 18:35	0	0	1	2
18:35 - 18:40	0	1	0	2
18:40 - 18:45	0	1	0	2
18:45 - 18:50	0	1	3	1
18:50 - 18:55	0	0	0	3
18:55 - 19:00	0	1	0	4



APPENDIX D

Updated Turning Diagrams Based on 2022 Survey



Job No

A361

Project :

Yapton, West Sussex

Date

JULY
2022

Title :

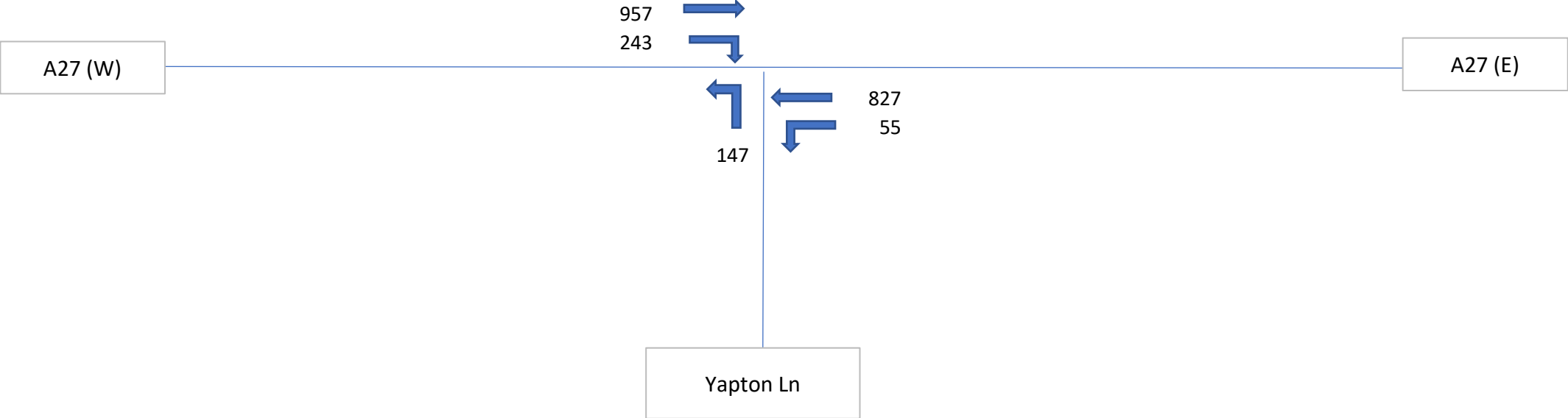
Traffic Movements 2022 Base AM

Drawn

LJ

Figure No :

NA



Job No

A361

Date

JULY
2022

Drawn

LJ

Project :

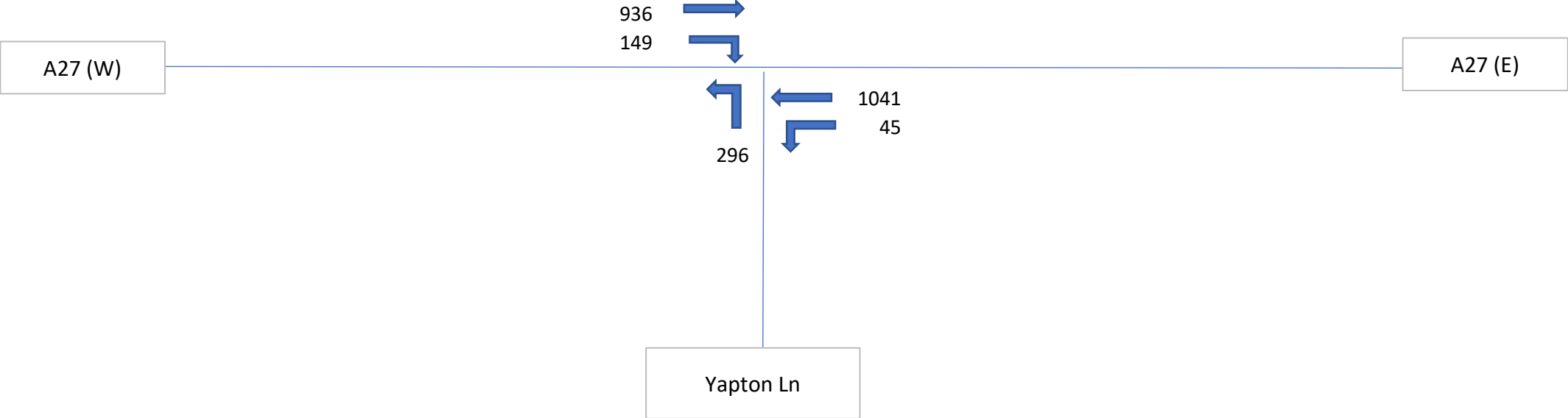
Yapton, West Sussex

Title :

Traffic Movements 2022 Base PM

Figure No :

NA



Job No

A361

Project :

Yapton, West Sussex

Date

JULY
2022

Title :

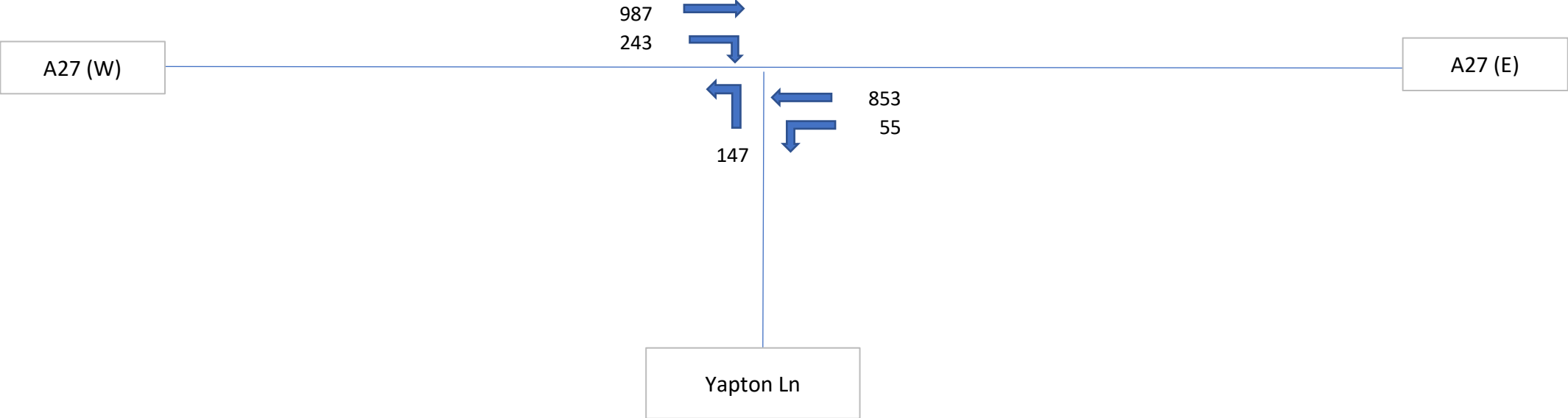
Traffic Movements 2024 Base AM

Drawn

LJ

Figure No :

NA



Job No

A361

Project :

Yapton, West Sussex

Date

JULY
2022

Title :

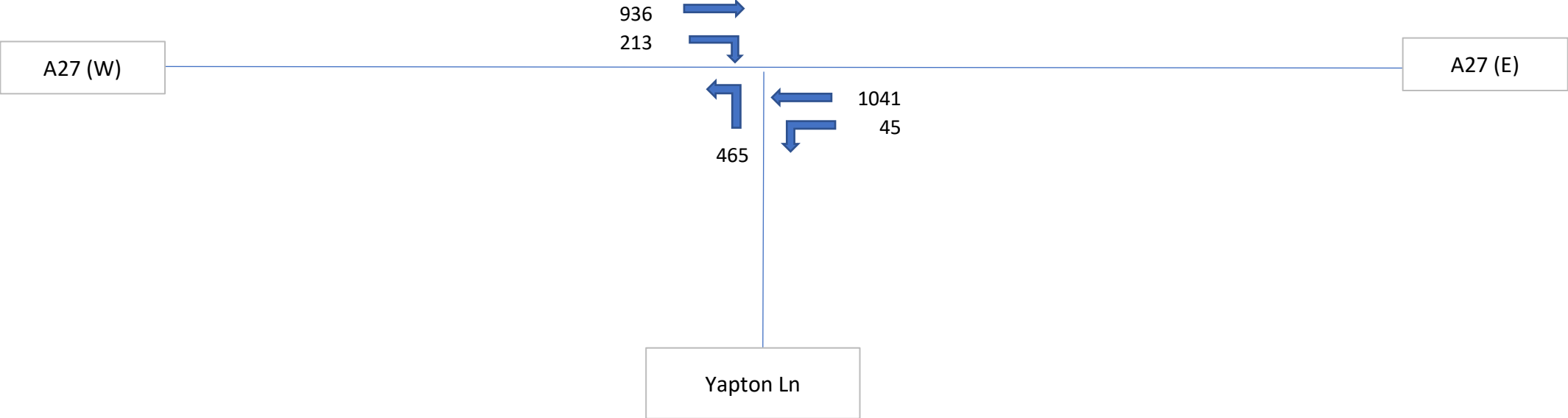
Traffic Movements 2024 Base PM

Drawn

LJ

Figure No :

NA



Job No

A361

Project :

Yapton, West Sussex

Date

JULY
2022

Title :

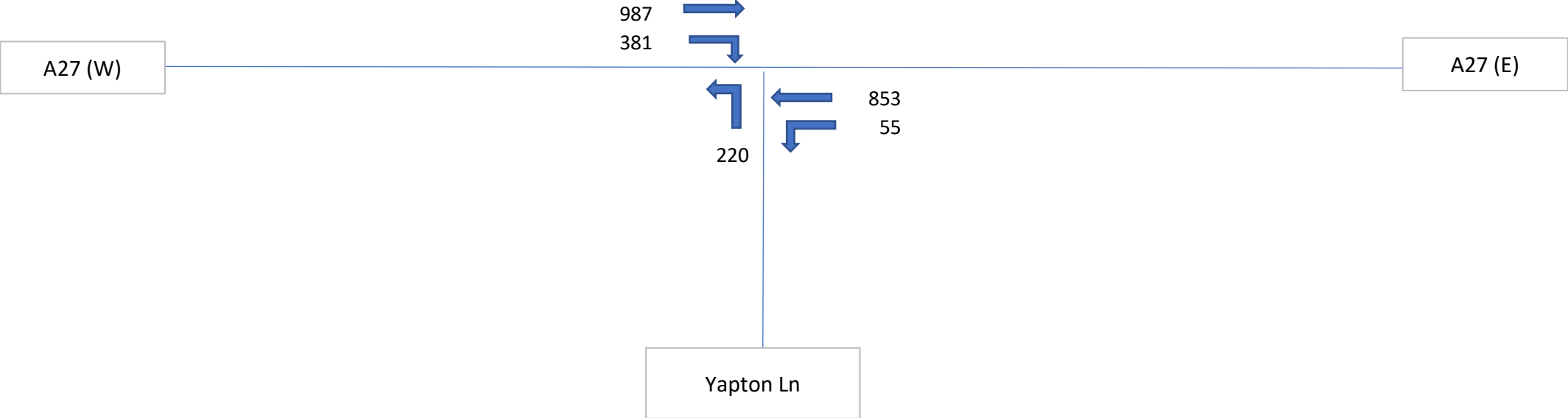
Traffic Movements 2024 Base + Committed AM

Drawn

LJ

Figure No :

NA



Job No

A361

Project :

Yapton, West Sussex

Date

JULY
2022

Title :

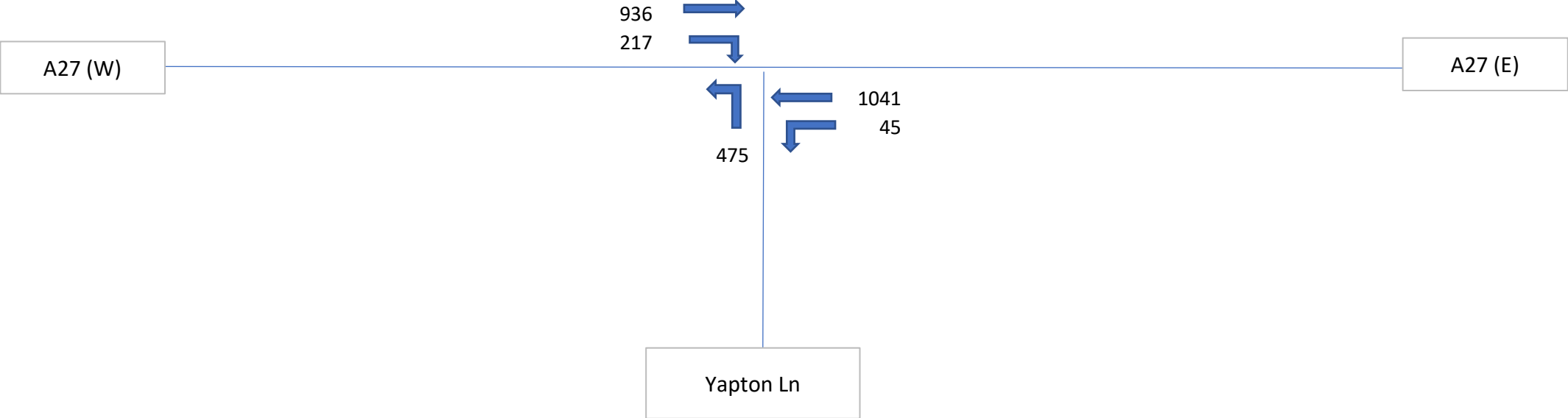
Traffic Movements 2024 Base + Committed PM

Drawn

LJ

Figure No :

NA



Job No

A361

Project :

Yapton, West Sussex

Date

JULY
2022

Title :

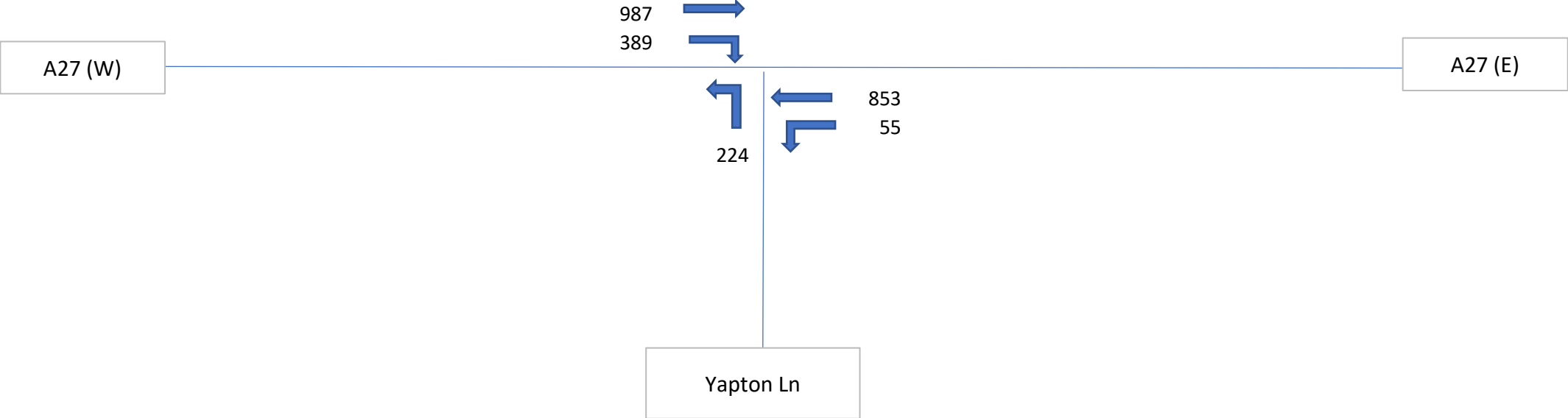
Traffic Movements 2024 Base + Com + Dev AM

Drawn

LJ

Figure No :

NA



Job No

A361

Project :

Yapton, West Sussex

Date

JULY
2022

Title :

Traffic Movements 2024 Base + Com + Dev PM

Drawn

LJ

Figure No :

NA



APPENDIX E

Updated Junction 10 Assessment Reports

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.1.1519											
© Copyright TRL Software Limited, 2021											
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
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: A361 - A27 - yapton Road T Junction One Hour Existing.j10

Path: P:\A361 Lamb Field, B2132 Bilsham Road, Yapton\Deliverables\Transport\Modelling\Junction\Capacity Assessment

File\220721 Yapton Lane NH Response

Report generation date: 26/07/2022 13:50:59

- »2022 Base , AM
- »2022 Base , PM
- »2024 Base, AM
- »2024 Base , PM
- »2024 Base + Committed , AM
- »2024 Base + Committed , PM
- »2024 Base + Committed + Development, AM
- »2024 Base + Committed + Development , PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2022 Base											
Stream B-AC	D1	0.8	9.45	0.45	A	1.56	D2	0.3	6.24	0.22	A	1.32
Stream C-AB		0.3	7.15	0.24	A			0.6	8.32	0.38	A	
	2024 Base											
Stream B-AC	D3	0.8	9.63	0.46	A	1.56	D4	0.3	6.31	0.22	A	1.30
Stream C-AB		0.3	7.25	0.24	A			0.6	8.43	0.39	A	
	2024 Base + Committed											
Stream B-AC	D5	2.6	19.05	0.73	C	3.90	D6	0.5	7.34	0.33	A	2.64
Stream C-AB		0.5	8.47	0.35	A			1.5	13.06	0.60	B	
	2024 Base + Committed + Development											
Stream B-AC	D7	2.8	20.08	0.74	C	4.14	D8	0.5	7.41	0.34	A	2.76
Stream C-AB		0.5	8.54	0.36	A			1.6	13.49	0.62	B	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	02/03/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.50	✓	✓	✓			0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2022 Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2024 Base	AM	ONE HOUR	07:30	09:00	15	✓
D4	2024 Base	PM	ONE HOUR	16:30	18:00	15	✓
D5	2024 Base + Committed	AM	ONE HOUR	07:30	09:00	15	✓
D6	2024 Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓
D7	2024 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓
D8	2024 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2022 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	A27 East		Major
B	Yapton Ln		Minor
C	A27 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	15.50	✓	7.00	✓	4.50	250.0	✓	20.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	250	250

Queue Markers

Arm	Queue marker	Distance (m)
A		
B	✓	100.00
C	✓	110.00

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	967	0.089	0.226	0.142	0.323
B-C	938	0.084	0.213	-	-
C-B	899	0.204	0.204	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1053	100.000
B		ONE HOUR	✓	287	100.000
C		ONE HOUR	✓	1051	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	44	1009
	B	0	0	287
	C	907	144	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.45	9.45	0.8	3.1	A	263	395	51.70	7.85	0.57	51.70	7.85
C-AB	0.24	7.15	0.3	1.4	A	132	198	21.31	6.45	0.24	21.32	6.45
C-A						832	1248					
A-B						40	61					
A-C						926	1389					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	216	54	773	0.280	215	0.0	0.4	6.429	A
C-AB	108	27	737	0.147	108	0.0	0.2	5.717	A
C-A	683	171			683				
A-B	33	8			33				
A-C	760	190			760				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	65	741	0.348	257	0.4	0.5	7.434	A
C-AB	129	32	705	0.184	129	0.2	0.2	6.248	A
C-A	815	204			815				
A-B	40	10			40				
A-C	907	227			907				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	697	0.453	315	0.5	0.8	9.394	A
C-AB	159	40	662	0.240	158	0.2	0.3	7.143	A
C-A	999	250			999				
A-B	48	12			48				
A-C	1111	278			1111				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	697	0.453	316	0.8	0.8	9.449	A
C-AB	159	40	662	0.240	159	0.3	0.3	7.152	A
C-A	999	250			999				
A-B	48	12			48				
A-C	1111	278			1111				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	65	741	0.348	259	0.8	0.5	7.486	A
C-AB	129	32	705	0.184	130	0.3	0.2	6.261	A
C-A	815	204			815				
A-B	40	10			40				
A-C	907	227			907				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	216	54	773	0.280	217	0.5	0.4	6.479	A
C-AB	108	27	737	0.147	109	0.2	0.2	5.733	A
C-A	683	171			683				
A-B	33	8			33				
A-C	760	190			760				

Queueing Delay Results for each time segment

07:30 - 07:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.56	0.37	6.429	A
C-AB	2.55	0.17	5.717	A

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.69	0.51	7.434	A
C-AB	3.35	0.22	6.248	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.74	0.78	9.394	A
C-AB	4.68	0.31	7.143	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	12.29	0.82	9.449	A
C-AB	4.72	0.31	7.152	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.39	0.56	7.486	A
C-AB	3.41	0.23	6.261	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.03	0.40	6.479	A
C-AB	2.61	0.17	5.733	A

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			< 0.05	0.00
C-AB	0.17	0.00	0.00	0.17	0.17			< 0.05	0.00

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	0.53	0.53	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.22	0.00	0.00	0.22	0.22			< 0.05	0.00

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	0.81	0.03	0.26	0.81	0.81			< 0.05	0.00
C-AB	0.31	0.03	0.25	0.46	0.48			< 0.05	0.00

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	0.82	0.03	0.28	0.84	3.06			< 0.05	0.00
C-AB	0.31	0.03	0.31	1.09	1.38			< 0.05	0.00

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	0.54	0.06	0.66	1.33	1.42			< 0.05	0.00
C-AB	0.23	0.00	0.00	0.23	0.23			< 0.05	0.00

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	0.39	0.03	0.30	0.90	1.20			< 0.05	0.00
C-AB	0.17	0.00	0.00	0.17	0.17			< 0.05	0.00

2022 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	882	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	1200	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	55	827
	B	0	0	147
	C	957	243	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.22	6.24	0.3	1.3	A	135	202	19.23	5.70	0.21	19.23	5.70
C-AB	0.38	8.32	0.6	2.8	A	223	334	40.50	7.26	0.45	40.50	7.27
C-A						878	1317					
A-B						50	76					
A-C						759	1138					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	802	0.138	110	0.0	0.2	5.202	A
C-AB	183	46	763	0.240	182	0.0	0.3	6.181	A
C-A	720	180			720				
A-B	41	10			41				
A-C	623	156			623				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	775	0.170	132	0.2	0.2	5.596	A
C-AB	218	55	737	0.297	218	0.3	0.4	6.935	A
C-A	860	215			860				
A-B	49	12			49				
A-C	743	186			743				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	739	0.219	162	0.2	0.3	6.236	A
C-AB	268	67	700	0.382	267	0.4	0.6	8.289	A
C-A	1054	263			1054				
A-B	61	15			61				
A-C	911	228			911				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	739	0.219	162	0.3	0.3	6.241	A
C-AB	268	67	700	0.382	268	0.6	0.6	8.318	A
C-A	1054	263			1054				
A-B	61	15			61				
A-C	911	228			911				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	775	0.170	132	0.3	0.2	5.603	A
C-AB	218	55	737	0.297	219	0.6	0.4	6.968	A
C-A	860	215			860				
A-B	49	12			49				
A-C	743	186			743				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	802	0.138	111	0.2	0.2	5.215	A
C-AB	183	46	763	0.240	183	0.4	0.3	6.214	A
C-A	720	180			720				
A-B	41	10			41				
A-C	623	156			623				

Queueing Delay Results for each time segment

16:30 - 16:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.32	0.15	5.202	A
C-AB	4.65	0.31	6.181	A

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.00	0.20	5.596	A
C-AB	6.26	0.42	6.935	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.08	0.27	6.236	A
C-AB	9.13	0.61	8.289	A

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.18	0.28	6.241	A
C-AB	9.27	0.62	8.318	A

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.17	0.21	5.603	A
C-AB	6.41	0.43	6.968	A

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.46	0.16	5.215	A
C-AB	4.78	0.32	6.214	A

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			< 0.05	0.00
C-AB	0.31	0.00	0.00	0.31	0.31			< 0.05	0.00

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	0.20	0.00	0.00	0.20	0.20			< 0.05	0.00
C-AB	0.42	0.00	0.00	0.42	0.42			< 0.05	0.00

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	0.28	0.03	0.25	0.46	0.48			< 0.05	0.00
C-AB	0.61	0.03	0.26	0.61	0.61			< 0.05	0.00

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	0.28	0.03	0.30	0.96	1.26			< 0.05	0.00
C-AB	0.61	0.03	0.29	1.24	2.79			< 0.05	0.00

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	0.21	0.00	0.00	0.21	0.21			< 0.05	0.00
C-AB	0.43	0.00	0.00	0.43	0.43			< 0.05	0.00

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	0.16	0.00	0.00	0.16	0.16			< 0.05	0.00
C-AB	0.32	0.00	0.00	0.32	0.32			< 0.05	0.00

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1083	100.000
B		ONE HOUR	✓	287	100.000
C		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	44	1039
	B	0	0	287
	C	934	144	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.46	9.63	0.8	3.1	A	263	395	52.43	7.96	0.58	52.43	7.96
C-AB	0.24	7.25	0.3	1.4	A	132	198	21.55	6.52	0.24	21.55	6.52
C-A						857	1286					
A-B						40	61					
A-C						953	1430					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	216	54	768	0.281	215	0.0	0.4	6.483	A
C-AB	108	27	732	0.148	108	0.0	0.2	5.760	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	65	735	0.351	257	0.4	0.5	7.523	A
C-AB	129	32	700	0.185	129	0.2	0.2	6.309	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	690	0.458	315	0.5	0.8	9.569	A
C-AB	159	40	655	0.242	158	0.2	0.3	7.240	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	690	0.458	316	0.8	0.8	9.627	A
C-AB	159	40	655	0.242	159	0.3	0.3	7.249	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	65	735	0.351	259	0.8	0.5	7.580	A
C-AB	129	32	700	0.185	130	0.3	0.2	6.319	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	216	54	768	0.281	217	0.5	0.4	6.536	A
C-AB	108	27	732	0.148	109	0.2	0.2	5.777	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

Queueing Delay Results for each time segment

07:30 - 07:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.61	0.37	6.483	A
C-AB	2.57	0.17	5.760	A

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.78	0.52	7.523	A
C-AB	3.38	0.23	6.309	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.94	0.80	9.569	A
C-AB	4.74	0.32	7.240	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	12.51	0.83	9.627	A
C-AB	4.79	0.32	7.249	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.50	0.57	7.580	A
C-AB	3.44	0.23	6.319	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.09	0.41	6.536	A
C-AB	2.63	0.18	5.777	A

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			< 0.05	0.00
C-AB	0.17	0.00	0.00	0.17	0.17			< 0.05	0.00

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	0.53	0.53	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.23	0.00	0.00	0.23	0.23			< 0.05	0.00

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	0.83	0.03	0.26	0.83	0.83			< 0.05	0.00
C-AB	0.32	0.03	0.25	0.46	0.48			< 0.05	0.00

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	0.84	0.03	0.28	0.84	3.09			< 0.05	0.00
C-AB	0.32	0.03	0.31	1.11	1.40			< 0.05	0.00

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	0.55	0.06	0.68	1.34	1.42			< 0.05	0.00
C-AB	0.23	0.00	0.00	0.23	0.23			< 0.05	0.00

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	0.40	0.03	0.31	0.96	1.23			< 0.05	0.00
C-AB	0.18	0.00	0.00	0.18	0.18			< 0.05	0.00

2024 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	907	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	1229	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	55	852
	B	0	0	147
	C	986	243	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.22	6.31	0.3	1.3	A	135	202	19.39	5.75	0.22	19.39	5.75
C-AB	0.39	8.43	0.6	2.8	A	223	334	40.91	7.34	0.45	40.92	7.34
C-A						905	1357					
A-B						50	76					
A-C						782	1173					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	798	0.139	110	0.0	0.2	5.232	A
C-AB	183	46	759	0.241	182	0.0	0.3	6.220	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	770	0.172	132	0.2	0.2	5.638	A
C-AB	218	55	732	0.298	218	0.3	0.4	6.997	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	733	0.221	162	0.2	0.3	6.300	A
C-AB	268	67	695	0.385	267	0.4	0.6	8.397	A
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	733	0.221	162	0.3	0.3	6.305	A
C-AB	268	67	695	0.385	268	0.6	0.6	8.428	A
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	770	0.172	132	0.3	0.2	5.647	A
C-AB	218	55	732	0.298	219	0.6	0.4	7.031	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	798	0.139	111	0.2	0.2	5.243	A
C-AB	183	46	759	0.241	183	0.4	0.3	6.258	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

Queueing Delay Results for each time segment
16:30 - 16:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.34	0.16	5.232	A
C-AB	4.68	0.31	6.220	A

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.03	0.20	5.638	A
C-AB	6.32	0.42	6.997	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.12	0.27	6.300	A
C-AB	9.24	0.62	8.397	A

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.23	0.28	6.305	A
C-AB	9.39	0.63	8.428	A

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.20	0.21	5.647	A
C-AB	6.47	0.43	7.031	A

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.48	0.17	5.243	A
C-AB	4.81	0.32	6.258	A

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			< 0.05	0.00
C-AB	0.31	0.00	0.00	0.31	0.31			< 0.05	0.00

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	0.21	0.00	0.00	0.21	0.21			< 0.05	0.00
C-AB	0.42	0.00	0.00	0.42	0.42			< 0.05	0.00

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	0.28	0.03	0.25	0.46	0.48			< 0.05	0.00
C-AB	0.62	0.03	0.26	0.62	0.62			< 0.05	0.00

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	0.28	0.03	0.30	0.97	1.27			< 0.05	0.00
C-AB	0.62	0.03	0.29	1.23	2.81			< 0.05	0.00

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	0.21	0.00	0.00	0.21	0.21			< 0.05	0.00
C-AB	0.43	0.00	0.00	0.43	0.43			< 0.05	0.00

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	0.16	0.00	0.00	0.16	0.16			< 0.05	0.00
C-AB	0.32	0.00	0.00	0.32	0.32			< 0.05	0.00

2024 Base + Committed , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		3.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base + Committed	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1083	100.000
B		ONE HOUR	✓	456	100.000
C		ONE HOUR	✓	1143	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	44
	B	0	0
	C	934	209

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.73	19.05	2.6	12.3	C	418	628	134.42	12.85	1.49	134.45	12.85
C-AB	0.35	8.47	0.5	2.5	A	192	288	35.33	7.37	0.39	35.34	7.37
C-A						857	1286					
A-B						40	61					
A-C						953	1430					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	86	768	0.447	340	0.0	0.8	8.349	A
C-AB	157	39	732	0.215	156	0.0	0.3	6.240	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	410	102	735	0.557	408	0.8	1.2	10.946	B
C-AB	188	47	700	0.269	188	0.3	0.4	7.023	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	502	126	690	0.728	497	1.2	2.5	18.197	C
C-AB	230	58	655	0.351	229	0.4	0.5	8.444	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	502	126	690	0.728	502	2.5	2.6	19.047	C
C-AB	230	58	655	0.351	230	0.5	0.5	8.471	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	410	102	735	0.557	415	2.6	1.3	11.415	B
C-AB	188	47	700	0.269	189	0.5	0.4	7.050	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	86	768	0.447	345	1.3	0.8	8.548	A
C-AB	157	39	732	0.215	158	0.4	0.3	6.273	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

Queueing Delay Results for each time segment

07:30 - 07:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.32	0.75	8.349	A
C-AB	4.04	0.27	6.240	A

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	17.52	1.17	10.946	B
C-AB	5.45	0.36	7.023	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	33.87	2.26	18.197	C
C-AB	8.00	0.53	8.444	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	38.17	2.54	19.047	C
C-AB	8.12	0.54	8.471	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	20.69	1.38	11.415	B
C-AB	5.58	0.37	7.050	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	12.84	0.86	8.548	A
C-AB	4.15	0.28	6.273	A

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.55	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.27	0.00	0.00	0.27	0.27			< 0.05	0.00

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	1.23	0.08	0.99	2.33	3.03			< 0.05	0.00
C-AB	0.36	0.00	0.00	0.36	0.36			< 0.05	0.00

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	2.50	0.03	0.31	3.51	12.34			< 0.05	0.00
C-AB	0.53	0.03	0.26	0.53	0.53			< 0.05	0.00

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.58	0.03	0.29	2.58	9.08			< 0.05	0.00
C-AB	0.54	0.03	0.30	1.37	2.51			< 0.05	0.00

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	1.29	0.05	0.56	3.05	4.64			< 0.05	0.00
C-AB	0.37	0.00	0.00	0.37	0.37			< 0.05	0.00

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	0.82	0.04	0.37	1.93	3.38			< 0.05	0.00
C-AB	0.28	0.00	0.00	0.28	0.28			< 0.05	0.00

2024 Base + Committed , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		2.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	907	100.000
B		ONE HOUR	✓	220	100.000
C		ONE HOUR	✓	1367	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	55
	B	0	0
	C	986	381

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.33	7.34	0.5	2.2	A	202	303	32.68	6.48	0.36	32.68	6.48
C-AB	0.60	13.06	1.5	3.6	B	350	524	89.29	10.22	0.99	89.31	10.22
C-A						905	1357					
A-B						50	76					
A-C						782	1173					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	166	41	798	0.208	165	0.0	0.3	5.678	A
C-AB	287	72	759	0.378	284	0.0	0.6	7.546	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	198	49	770	0.257	197	0.3	0.3	6.282	A
C-AB	343	86	732	0.468	341	0.6	0.9	9.189	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	242	61	733	0.331	242	0.3	0.5	7.321	A
C-AB	420	105	695	0.604	417	0.9	1.5	12.851	B
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	242	61	733	0.331	242	0.5	0.5	7.339	A
C-AB	420	105	695	0.604	419	1.5	1.5	13.063	B
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	198	49	770	0.257	198	0.5	0.3	6.299	A
C-AB	343	86	732	0.468	345	1.5	0.9	9.356	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	166	41	798	0.208	166	0.3	0.3	5.704	A
C-AB	287	72	759	0.378	288	0.9	0.6	7.660	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

Queueing Delay Results for each time segment

16:30 - 16:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.78	0.25	5.678	A
C-AB	8.87	0.59	7.546	A

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.02	0.33	6.282	A
C-AB	12.92	0.86	9.189	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.11	0.47	7.321	A
C-AB	21.82	1.45	12.851	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.35	0.49	7.339	A
C-AB	22.79	1.52	13.063	B

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.37	0.36	6.299	A
C-AB	13.61	0.91	9.356	A

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.05	0.27	5.704	A
C-AB	9.28	0.62	7.660	A

Queue Variation Results for each time segment

16:30 - 16:45

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	0.00	0.00	0.26	0.26			< 0.05	0.00
C-AB	0.60	0.55	1.00	1.40	1.45			< 0.05	0.00

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			< 0.05	0.00
C-AB	0.86	0.12	0.91	1.44	1.44			< 0.05	0.00

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	0.03	0.25	0.49	0.49			< 0.05	0.00
C-AB	1.47	0.03	0.27	1.47	3.32			< 0.05	0.00

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	0.30	1.37	2.21			< 0.05	0.00
C-AB	1.50	0.03	0.28	1.50	3.64			< 0.05	0.00

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	0.35	0.00	0.00	0.35	0.35			< 0.05	0.00
C-AB	0.90	0.07	0.82	1.50	1.88			< 0.05	0.00

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	0.26	0.00	0.00	0.26	0.26			< 0.05	0.00
C-AB	0.62	0.05	0.45	1.46	1.53			< 0.05	0.00

2024 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		4.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2024 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1083	100.000
B		ONE HOUR	✓	465	100.000
C		ONE HOUR	✓	1146	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	44	1039
	B	0	0	465
	C	934	212	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.74	20.08	2.8	13.7	C	427	640	141.92	13.30	1.58	141.95	13.31
C-AB	0.36	8.54	0.5	2.6	A	195	292	36.06	7.41	0.40	36.06	7.42
C-A						857	1286					
A-B						40	61					
A-C						953	1430					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	88	768	0.456	347	0.0	0.8	8.476	A
C-AB	160	40	732	0.218	158	0.0	0.3	6.265	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	418	105	735	0.568	416	0.8	1.3	11.214	B
C-AB	191	48	700	0.272	190	0.3	0.4	7.060	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	512	128	690	0.742	506	1.3	2.7	19.067	C
C-AB	233	58	655	0.356	233	0.4	0.5	8.509	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	512	128	690	0.742	512	2.7	2.8	20.079	C
C-AB	233	58	655	0.356	233	0.5	0.5	8.537	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	418	105	735	0.568	424	2.8	1.4	11.751	B
C-AB	191	48	700	0.272	191	0.5	0.4	7.088	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	88	768	0.456	352	1.4	0.9	8.693	A
C-AB	160	40	732	0.218	160	0.4	0.3	6.298	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

Queueing Delay Results for each time segment

07:30 - 07:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.71	0.78	8.476	A
C-AB	4.11	0.27	6.265	A

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	18.26	1.22	11.214	B
C-AB	5.56	0.37	7.060	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	35.98	2.40	19.067	C
C-AB	8.17	0.54	8.509	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	40.88	2.73	20.079	C
C-AB	8.30	0.55	8.537	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	21.75	1.45	11.751	B
C-AB	5.69	0.38	7.088	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	13.33	0.89	8.693	A
C-AB	4.22	0.28	6.298	A

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.82	0.55	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.28	0.00	0.00	0.28	0.28			< 0.05	0.00

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	1.28	0.08	0.99	2.54	3.41			< 0.05	0.00
C-AB	0.37	0.00	0.00	0.37	0.37			< 0.05	0.00

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	2.67	0.03	0.32	4.33	13.68			< 0.05	0.00
C-AB	0.55	0.03	0.26	0.55	0.55			< 0.05	0.00

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.76	0.03	0.29	2.76	10.37			< 0.05	0.00
C-AB	0.55	0.03	0.30	1.36	2.58			< 0.05	0.00

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	1.35	0.05	0.50	3.33	5.03			< 0.05	0.00
C-AB	0.38	0.00	0.00	0.38	0.38			< 0.05	0.00

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	0.85	0.04	0.37	2.01	3.67			< 0.05	0.00
C-AB	0.28	0.00	0.00	0.28	0.28			< 0.05	0.00

2024 Base + Committed + Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		2.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2024 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	907	100.000
B		ONE HOUR	✓	224	100.000
C		ONE HOUR	✓	1375	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	55	852
	B	0	0	224
	C	986	389	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.34	7.41	0.5	2.3	A	206	308	33.51	6.52	0.37	33.51	6.52
C-AB	0.62	13.49	1.6	4.0	B	357	535	93.34	10.46	1.04	93.36	10.46
C-A						905	1357					
A-B						50	76					
A-C						782	1173					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	798	0.211	168	0.0	0.3	5.705	A
C-AB	293	73	759	0.386	290	0.0	0.6	7.640	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	770	0.261	201	0.3	0.4	6.319	A
C-AB	350	87	732	0.478	349	0.6	0.9	9.358	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	247	62	733	0.337	246	0.4	0.5	7.388	A
C-AB	428	107	695	0.617	426	0.9	1.6	13.252	B
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	247	62	733	0.337	247	0.5	0.5	7.405	A
C-AB	428	107	695	0.617	428	1.6	1.6	13.492	B
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	770	0.261	202	0.5	0.4	6.339	A
C-AB	350	87	732	0.478	352	1.6	0.9	9.543	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	798	0.211	169	0.4	0.3	5.732	A
C-AB	293	73	759	0.386	294	0.9	0.6	7.760	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

Queueing Delay Results for each time segment
16:30 - 16:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.87	0.26	5.705	A
C-AB	9.17	0.61	7.640	A

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.14	0.34	6.319	A
C-AB	13.43	0.90	9.358	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.31	0.49	7.388	A
C-AB	22.94	1.53	13.252	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.55	0.50	7.405	A
C-AB	24.03	1.60	13.492	B

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.50	0.37	6.339	A
C-AB	14.18	0.95	9.543	A

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.14	0.28	5.732	A
C-AB	9.60	0.64	7.760	A

Queue Variation Results for each time segment

16:30 - 16:45

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	0.00	0.00	0.27	0.27			< 0.05	0.00
C-AB	0.62	0.55	1.00	1.40	1.45			< 0.05	0.00

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	0.35	0.00	0.00	0.35	0.35			< 0.05	0.00
C-AB	0.90	0.12	0.92	1.14	1.61			< 0.05	0.00

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	0.50	0.03	0.25	0.50	0.50			< 0.05	0.00
C-AB	1.55	0.03	0.28	1.55	4.03			< 0.05	0.00

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	0.30	1.36	2.29			< 0.05	0.00
C-AB	1.58	0.03	0.28	1.58	3.85			< 0.05	0.00

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	0.36	0.00	0.00	0.36	0.36			< 0.05	0.00
C-AB	0.93	0.07	0.82	1.63	1.99			< 0.05	0.00

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	0.27	0.00	0.00	0.27	0.27			< 0.05	0.00
C-AB	0.64	0.04	0.45	1.03	1.68			< 0.05	0.00

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.1.1519											
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Filename: A361 - A27 - yapton Road T Junction One Hour Improved.j10

Path: P:\A361 Lamb Field, B2132 Bilsham Road, Yapton\Deliverables\Transport\Modelling\Junction\Capacity Assessment

File\220721 Yapton Lane NH Response

Report generation date: 26/07/2022 13:52:21

- »2022 Base , AM
- »2022 Base , PM
- »2024 Base, AM
- »2024 Base , PM
- »2024 Base + Committed , AM
- »2024 Base + Committed , PM
- »2024 Base + Committed + Development, AM
- »2024 Base + Committed + Development , PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2022 Base											
Stream B-AC	D1	0.8	9.45	0.45	A	1.56	D2	0.3	6.24	0.22	A	1.30
Stream C-AB		0.3	7.04	0.24	A			0.6	8.16	0.38	A	
	2024 Base											
Stream B-AC	D3	0.8	9.63	0.46	A	1.55	D4	0.3	6.31	0.22	A	1.29
Stream C-AB		0.3	7.13	0.24	A			0.6	8.26	0.38	A	
	2024 Base + Committed											
Stream B-AC	D5	2.6	19.05	0.73	C	3.89	D6	0.5	7.34	0.33	A	2.58
Stream C-AB		0.5	8.31	0.35	A			1.5	12.68	0.60	B	
	2024 Base + Committed + Development											
Stream B-AC	D7	2.8	20.08	0.74	C	4.13	D8	0.5	7.41	0.34	A	2.69
Stream C-AB		0.5	8.38	0.35	A			1.5	13.08	0.61	B	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	02/03/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.50	✓	✓	✓			0.85	36.00	35.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2022 Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2024 Base	AM	ONE HOUR	07:30	09:00	15	✓
D4	2024 Base	PM	ONE HOUR	16:30	18:00	15	✓
D5	2024 Base + Committed	AM	ONE HOUR	07:30	09:00	15	✓
D6	2024 Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓
D7	2024 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓
D8	2024 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2022 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	A27 East		Major
B	Yapton Ln		Minor
C	A27 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	15.50	✓	7.00	✓	4.64	250.0	✓	35.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	250	250

Queue Markers

Arm	Queue marker	Distance (m)
A		
B	✓	100.00
C	✓	190.00

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	967	0.089	0.226	0.142	0.323
B-C	938	0.084	0.213	-	-
C-B	910	0.207	0.207	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1053	100.000
B		ONE HOUR	✓	287	100.000
C		ONE HOUR	✓	1051	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	44	1009
	B	0	0	287
	C	907	144	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.45	9.45	0.8	3.1	A	263	395	51.70	7.85	0.57	51.70	7.85
C-AB	0.24	7.04	0.3	1.4	A	132	198	21.00	6.36	0.23	21.00	6.36
C-A						832	1248					
A-B						40	61					
A-C						926	1389					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	216	54	773	0.280	215	0.0	0.4	6.429	A
C-AB	108	27	746	0.145	108	0.0	0.2	5.637	A
C-A	683	171			683				
A-B	33	8			33				
A-C	760	190			760				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	65	741	0.348	257	0.4	0.5	7.434	A
C-AB	129	32	714	0.181	129	0.2	0.2	6.156	A
C-A	815	204			815				
A-B	40	10			40				
A-C	907	227			907				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	697	0.453	315	0.5	0.8	9.394	A
C-AB	159	40	670	0.237	158	0.2	0.3	7.031	A
C-A	999	250			999				
A-B	48	12			48				
A-C	1111	278			1111				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	697	0.453	316	0.8	0.8	9.449	A
C-AB	159	40	670	0.237	159	0.3	0.3	7.039	A
C-A	999	250			999				
A-B	48	12			48				
A-C	1111	278			1111				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	65	741	0.348	259	0.8	0.5	7.486	A
C-AB	129	32	714	0.181	130	0.3	0.2	6.168	A
C-A	815	204			815				
A-B	40	10			40				
A-C	907	227			907				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	216	54	773	0.280	217	0.5	0.4	6.479	A
C-AB	108	27	746	0.145	109	0.2	0.2	5.654	A
C-A	683	171			683				
A-B	33	8			33				
A-C	760	190			760				

Queueing Delay Results for each time segment

07:30 - 07:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.56	0.37	6.429	A
C-AB	2.51	0.17	5.637	A

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.69	0.51	7.434	A
C-AB	3.30	0.22	6.156	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.74	0.78	9.394	A
C-AB	4.61	0.31	7.031	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	12.29	0.82	9.449	A
C-AB	4.65	0.31	7.039	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.39	0.56	7.486	A
C-AB	3.35	0.22	6.168	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.03	0.40	6.479	A
C-AB	2.57	0.17	5.654	A

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.00	0.00	0.38	0.38			< 0.05	0.00
C-AB	0.17	0.00	0.00	0.17	0.17			< 0.05	0.00

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	0.53	0.53	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.22	0.00	0.00	0.22	0.22			< 0.05	0.00

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	0.81	0.03	0.26	0.81	0.81			< 0.05	0.00
C-AB	0.31	0.03	0.25	0.46	0.48			< 0.05	0.00

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	0.82	0.03	0.28	0.84	3.06			< 0.05	0.00
C-AB	0.31	0.03	0.31	1.08	1.36			< 0.05	0.00

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	0.54	0.06	0.66	1.33	1.42			< 0.05	0.00
C-AB	0.22	0.00	0.00	0.22	0.22			< 0.05	0.00

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	0.39	0.03	0.30	0.90	1.20			< 0.05	0.00
C-AB	0.17	0.00	0.00	0.17	0.17			< 0.05	0.00

2022 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	882	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	1200	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	55	827
	B	0	0	147
	C	957	243	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.22	6.24	0.3	1.3	A	135	202	19.23	5.70	0.21	19.23	5.70
C-AB	0.38	8.16	0.6	2.8	A	223	334	39.78	7.14	0.44	39.78	7.14
C-A						878	1317					
A-B						50	76					
A-C						759	1138					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	802	0.138	110	0.0	0.2	5.202	A
C-AB	183	46	772	0.237	182	0.0	0.3	6.083	A
C-A	720	180			720				
A-B	41	10			41				
A-C	623	156			623				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	775	0.170	132	0.2	0.2	5.596	A
C-AB	218	55	746	0.293	218	0.3	0.4	6.816	A
C-A	860	215			860				
A-B	49	12			49				
A-C	743	186			743				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	739	0.219	162	0.2	0.3	6.236	A
C-AB	268	67	709	0.377	267	0.4	0.6	8.130	A
C-A	1054	263			1054				
A-B	61	15			61				
A-C	911	228			911				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	739	0.219	162	0.3	0.3	6.241	A
C-AB	268	67	709	0.377	268	0.6	0.6	8.158	A
C-A	1054	263			1054				
A-B	61	15			61				
A-C	911	228			911				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	775	0.170	132	0.3	0.2	5.603	A
C-AB	218	55	746	0.293	219	0.6	0.4	6.849	A
C-A	860	215			860				
A-B	49	12			49				
A-C	743	186			743				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	802	0.138	111	0.2	0.2	5.215	A
C-AB	183	46	772	0.237	183	0.4	0.3	6.118	A
C-A	720	180			720				
A-B	41	10			41				
A-C	623	156			623				

Queueing Delay Results for each time segment
16:30 - 16:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.32	0.15	5.202	A
C-AB	4.58	0.31	6.083	A

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.00	0.20	5.596	A
C-AB	6.16	0.41	6.816	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.08	0.27	6.236	A
C-AB	8.95	0.60	8.130	A

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.18	0.28	6.241	A
C-AB	9.09	0.61	8.158	A

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.17	0.21	5.603	A
C-AB	6.30	0.42	6.849	A

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.46	0.16	5.215	A
C-AB	4.70	0.31	6.118	A

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			< 0.05	0.00
C-AB	0.31	0.00	0.00	0.31	0.31			< 0.05	0.00

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	0.20	0.00	0.00	0.20	0.20			< 0.05	0.00
C-AB	0.41	0.00	0.00	0.41	0.41			< 0.05	0.00

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	0.28	0.03	0.25	0.46	0.48			< 0.05	0.00
C-AB	0.60	0.03	0.26	0.60	0.60			< 0.05	0.00

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	0.28	0.03	0.30	0.96	1.26			< 0.05	0.00
C-AB	0.60	0.03	0.29	1.26	2.76			< 0.05	0.00

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	0.21	0.00	0.00	0.21	0.21			< 0.05	0.00
C-AB	0.42	0.00	0.00	0.42	0.42			< 0.05	0.00

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	0.16	0.00	0.00	0.16	0.16			< 0.05	0.00
C-AB	0.31	0.00	0.00	0.31	0.31			< 0.05	0.00

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1083	100.000
B		ONE HOUR	✓	287	100.000
C		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	44	1039
	B	0	0	287
	C	934	144	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.46	9.63	0.8	3.1	A	263	395	52.43	7.96	0.58	52.43	7.96
C-AB	0.24	7.13	0.3	1.4	A	132	198	21.22	6.42	0.24	21.22	6.42
C-A						857	1286					
A-B						40	61					
A-C						953	1430					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	216	54	768	0.281	215	0.0	0.4	6.483	A
C-AB	108	27	741	0.146	108	0.0	0.2	5.678	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	65	735	0.351	257	0.4	0.5	7.523	A
C-AB	129	32	708	0.183	129	0.2	0.2	6.216	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	690	0.458	315	0.5	0.8	9.569	A
C-AB	159	40	663	0.239	158	0.2	0.3	7.126	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	316	79	690	0.458	316	0.8	0.8	9.627	A
C-AB	159	40	663	0.239	159	0.3	0.3	7.134	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	65	735	0.351	259	0.8	0.5	7.580	A
C-AB	129	32	708	0.183	130	0.3	0.2	6.228	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	216	54	768	0.281	217	0.5	0.4	6.536	A
C-AB	108	27	741	0.146	109	0.2	0.2	5.696	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

Queueing Delay Results for each time segment

07:30 - 07:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.61	0.37	6.483	A
C-AB	2.53	0.17	5.678	A

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.78	0.52	7.523	A
C-AB	3.33	0.22	6.216	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.94	0.80	9.569	A
C-AB	4.67	0.31	7.126	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	12.51	0.83	9.627	A
C-AB	4.71	0.31	7.134	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	8.50	0.57	7.580	A
C-AB	3.39	0.23	6.228	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	6.09	0.41	6.536	A
C-AB	2.59	0.17	5.696	A

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			< 0.05	0.00
C-AB	0.17	0.00	0.00	0.17	0.17			< 0.05	0.00

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	0.53	0.53	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.22	0.00	0.00	0.22	0.22			< 0.05	0.00

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	0.83	0.03	0.26	0.83	0.83			< 0.05	0.00
C-AB	0.31	0.03	0.25	0.46	0.48			< 0.05	0.00

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	0.84	0.03	0.28	0.84	3.09			< 0.05	0.00
C-AB	0.31	0.03	0.31	1.09	1.38			< 0.05	0.00

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	0.55	0.06	0.68	1.34	1.42			< 0.05	0.00
C-AB	0.23	0.00	0.00	0.23	0.23			< 0.05	0.00

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	0.40	0.03	0.31	0.96	1.23			< 0.05	0.00
C-AB	0.17	0.00	0.00	0.17	0.17			< 0.05	0.00

2024 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		1.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	907	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	1229	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	55	852
	B	0	0	147
	C	986	243	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.22	6.31	0.3	1.3	A	135	202	19.39	5.75	0.22	19.39	5.75
C-AB	0.38	8.26	0.6	2.8	A	223	334	40.19	7.21	0.45	40.19	7.21
C-A						905	1357					
A-B						50	76					
A-C						782	1173					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	798	0.139	110	0.0	0.2	5.232	A
C-AB	183	46	768	0.238	182	0.0	0.3	6.124	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	770	0.172	132	0.2	0.2	5.638	A
C-AB	218	55	741	0.295	218	0.3	0.4	6.877	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	733	0.221	162	0.2	0.3	6.300	A
C-AB	268	67	703	0.381	267	0.4	0.6	8.235	A
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	40	733	0.221	162	0.3	0.3	6.305	A
C-AB	268	67	703	0.381	268	0.6	0.6	8.264	A
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	132	33	770	0.172	132	0.3	0.2	5.647	A
C-AB	218	55	741	0.295	219	0.6	0.4	6.908	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	798	0.139	111	0.2	0.2	5.243	A
C-AB	183	46	768	0.238	183	0.4	0.3	6.159	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

Queueing Delay Results for each time segment

16:30 - 16:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.34	0.16	5.232	A
C-AB	4.60	0.31	6.124	A

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.03	0.20	5.638	A
C-AB	6.21	0.41	6.877	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.12	0.27	6.300	A
C-AB	9.07	0.60	8.235	A

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.23	0.28	6.305	A
C-AB	9.21	0.61	8.264	A

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.20	0.21	5.647	A
C-AB	6.36	0.42	6.908	A

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	2.48	0.17	5.243	A
C-AB	4.73	0.32	6.159	A

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			< 0.05	0.00
C-AB	0.31	0.00	0.00	0.31	0.31			< 0.05	0.00

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	0.21	0.00	0.00	0.21	0.21			< 0.05	0.00
C-AB	0.41	0.00	0.00	0.41	0.41			< 0.05	0.00

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	0.28	0.03	0.25	0.46	0.48			< 0.05	0.00
C-AB	0.61	0.03	0.26	0.61	0.61			< 0.05	0.00

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	0.28	0.03	0.30	0.97	1.27			< 0.05	0.00
C-AB	0.61	0.03	0.29	1.25	2.79			< 0.05	0.00

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	0.21	0.00	0.00	0.21	0.21			< 0.05	0.00
C-AB	0.42	0.00	0.00	0.42	0.42			< 0.05	0.00

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	0.16	0.00	0.00	0.16	0.16			< 0.05	0.00
C-AB	0.32	0.00	0.00	0.32	0.32			< 0.05	0.00

2024 Base + Committed , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		3.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base + Committed	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1083	100.000
B		ONE HOUR	✓	456	100.000
C		ONE HOUR	✓	1143	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	44	1039
	B	0	0	456
	C	934	209	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.73	19.05	2.6	12.3	C	418	628	134.42	12.85	1.49	134.45	12.85
C-AB	0.35	8.31	0.5	2.4	A	192	288	34.73	7.24	0.39	34.74	7.25
C-A						857	1286					
A-B						40	61					
A-C						953	1430					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	86	768	0.447	340	0.0	0.8	8.349	A
C-AB	157	39	741	0.212	156	0.0	0.3	6.145	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	410	102	735	0.557	408	0.8	1.2	10.946	B
C-AB	188	47	708	0.265	188	0.3	0.4	6.908	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	502	126	690	0.728	497	1.2	2.5	18.197	C
C-AB	230	58	663	0.347	229	0.4	0.5	8.302	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	502	126	690	0.728	502	2.5	2.6	19.047	C
C-AB	230	58	663	0.347	230	0.5	0.5	8.314	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	410	102	735	0.557	415	2.6	1.3	11.415	B
C-AB	188	47	708	0.265	189	0.5	0.4	6.934	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	86	768	0.447	345	1.3	0.8	8.548	A
C-AB	157	39	741	0.212	158	0.4	0.3	6.175	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

Queueing Delay Results for each time segment

07:30 - 07:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.32	0.75	8.349	A
C-AB	3.97	0.26	6.145	A

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	17.52	1.17	10.946	B
C-AB	5.37	0.36	6.908	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	33.87	2.26	18.197	C
C-AB	7.85	0.52	8.302	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	38.17	2.54	19.047	C
C-AB	7.97	0.53	8.314	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	20.69	1.38	11.415	B
C-AB	5.49	0.37	6.934	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	12.84	0.86	8.548	A
C-AB	4.08	0.27	6.175	A

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.55	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.27	0.00	0.00	0.27	0.27			< 0.05	0.00

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	1.23	0.08	0.99	2.33	3.03			< 0.05	0.00
C-AB	0.36	0.00	0.00	0.36	0.36			< 0.05	0.00

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	2.50	0.03	0.31	3.51	12.34			< 0.05	0.00
C-AB	0.52	0.03	0.26	0.52	0.52			< 0.05	0.00

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.58	0.03	0.29	2.58	9.08			< 0.05	0.00
C-AB	0.53	0.03	0.30	1.37	2.45			< 0.05	0.00

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	1.29	0.05	0.56	3.05	4.64			< 0.05	0.00
C-AB	0.36	0.00	0.00	0.36	0.36			< 0.05	0.00

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	0.82	0.04	0.37	1.93	3.38			< 0.05	0.00
C-AB	0.27	0.00	0.00	0.27	0.27			< 0.05	0.00

2024 Base + Committed , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		2.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	907	100.000
B		ONE HOUR	✓	220	100.000
C		ONE HOUR	✓	1367	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	55	852
	B	0	0	220
	C	986	381	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.33	7.34	0.5	2.2	A	202	303	32.68	6.48	0.36	32.68	6.48
C-AB	0.60	12.68	1.5	3.5	B	350	524	87.07	9.96	0.97	87.08	9.96
C-A						905	1357					
A-B						50	76					
A-C						782	1173					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	166	41	798	0.208	165	0.0	0.3	5.678	A
C-AB	287	72	768	0.373	284	0.0	0.6	7.404	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	198	49	770	0.257	197	0.3	0.3	6.282	A
C-AB	343	86	741	0.462	341	0.6	0.8	8.987	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	242	61	733	0.331	242	0.3	0.5	7.321	A
C-AB	419	105	703	0.597	417	0.8	1.4	12.483	B
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	242	61	733	0.331	242	0.5	0.5	7.339	A
C-AB	419	105	703	0.597	419	1.4	1.5	12.676	B
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	198	49	770	0.257	198	0.5	0.3	6.299	A
C-AB	343	86	741	0.462	345	1.5	0.9	9.140	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	166	41	798	0.208	166	0.3	0.3	5.704	A
C-AB	287	72	768	0.373	288	0.9	0.6	7.508	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

Queueing Delay Results for each time segment

16:30 - 16:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.78	0.25	5.678	A
C-AB	8.71	0.58	7.404	A

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.02	0.33	6.282	A
C-AB	12.64	0.84	8.987	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.11	0.47	7.321	A
C-AB	21.22	1.41	12.483	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.35	0.49	7.339	A
C-AB	22.12	1.47	12.676	B

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.37	0.36	6.299	A
C-AB	13.29	0.89	9.140	A

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.05	0.27	5.704	A
C-AB	9.09	0.61	7.508	A

Queue Variation Results for each time segment

16:30 - 16:45

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	0.00	0.00	0.26	0.26			< 0.05	0.00
C-AB	0.59	0.55	1.00	1.40	1.45			< 0.05	0.00

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			< 0.05	0.00
C-AB	0.84	0.12	0.91	1.31	1.31			< 0.05	0.00

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	0.03	0.25	0.49	0.49			< 0.05	0.00
C-AB	1.43	0.03	0.27	1.43	2.85			< 0.05	0.00

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	0.30	1.37	2.21			< 0.05	0.00
C-AB	1.45	0.03	0.28	1.45	3.49			< 0.05	0.00

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	0.35	0.00	0.00	0.35	0.35			< 0.05	0.00
C-AB	0.88	0.08	0.82	1.41	1.81			< 0.05	0.00

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	0.26	0.00	0.00	0.26	0.26			< 0.05	0.00
C-AB	0.60	0.05	0.45	1.40	1.40			< 0.05	0.00

2024 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		4.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2024 Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1083	100.000
B		ONE HOUR	✓	465	100.000
C		ONE HOUR	✓	1146	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	44	1039
	B	0	0	465
	C	934	212	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.74	20.08	2.8	13.7	C	427	640	141.92	13.30	1.58	141.95	13.31
C-AB	0.35	8.38	0.5	2.5	A	195	292	35.44	7.29	0.39	35.45	7.29
C-A						857	1286					
A-B						40	61					
A-C						953	1430					

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	88	768	0.456	347	0.0	0.8	8.476	A
C-AB	160	40	741	0.215	159	0.0	0.3	6.169	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	418	105	735	0.568	416	0.8	1.3	11.214	B
C-AB	191	48	708	0.269	190	0.3	0.4	6.944	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	512	128	690	0.742	506	1.3	2.7	19.067	C
C-AB	233	58	663	0.352	233	0.4	0.5	8.352	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	512	128	690	0.742	512	2.7	2.8	20.079	C
C-AB	233	58	663	0.352	233	0.5	0.5	8.378	A
C-A	1028	257			1028				
A-B	48	12			48				
A-C	1144	286			1144				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	418	105	735	0.568	424	2.8	1.4	11.751	B
C-AB	191	48	708	0.269	191	0.5	0.4	6.973	A
C-A	840	210			840				
A-B	40	10			40				
A-C	934	234			934				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	88	768	0.456	352	1.4	0.9	8.693	A
C-AB	160	40	741	0.215	160	0.4	0.3	6.201	A
C-A	703	176			703				
A-B	33	8			33				
A-C	782	196			782				

Queueing Delay Results for each time segment

07:30 - 07:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	11.71	0.78	8.476	A
C-AB	4.05	0.27	6.169	A

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	18.26	1.22	11.214	B
C-AB	5.47	0.36	6.944	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	35.98	2.40	19.067	C
C-AB	8.02	0.53	8.352	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	40.88	2.73	20.079	C
C-AB	8.15	0.54	8.378	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	21.75	1.45	11.751	B
C-AB	5.60	0.37	6.973	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	13.33	0.89	8.693	A
C-AB	4.16	0.28	6.201	A

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.82	0.55	1.00	1.40	1.45			< 0.05	0.00
C-AB	0.27	0.00	0.00	0.27	0.27			< 0.05	0.00

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	1.28	0.08	0.99	2.54	3.41			< 0.05	0.00
C-AB	0.36	0.00	0.00	0.36	0.36			< 0.05	0.00

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	2.67	0.03	0.32	4.33	13.68			< 0.05	0.00
C-AB	0.54	0.03	0.26	0.54	0.54			< 0.05	0.00

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.76	0.03	0.29	2.76	10.37			< 0.05	0.00
C-AB	0.54	0.03	0.30	1.36	2.52			< 0.05	0.00

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	1.35	0.05	0.50	3.33	5.03			< 0.05	0.00
C-AB	0.37	0.00	0.00	0.37	0.37			< 0.05	0.00

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	0.85	0.04	0.37	2.01	3.67			< 0.05	0.00
C-AB	0.28	0.00	0.00	0.28	0.28			< 0.05	0.00

2024 Base + Committed + Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Warning	Queue lengths in feet / metres	Analysis Options	When this option is switched on, it is necessary to specify all lanes for multiple lane arms so as to get correct queue lengths in feet / metres.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A27/Yapton Lane	T-Junction	Two-way	Two-way	Two-way		2.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2024 Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	907	100.000
B		ONE HOUR	✓	224	100.000
C		ONE HOUR	✓	1375	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	55	852
	B	0	0	224
	C	986	389	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	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	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.34	7.41	0.5	2.3	A	206	308	33.51	6.52	0.37	33.51	6.52
C-AB	0.61	13.08	1.5	3.7	B	357	535	90.96	10.19	1.01	90.97	10.19
C-A						905	1357					
A-B						50	76					
A-C						782	1173					

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	798	0.211	168	0.0	0.3	5.705	A
C-AB	293	73	768	0.381	290	0.0	0.6	7.495	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	770	0.261	201	0.3	0.4	6.319	A
C-AB	350	87	741	0.472	349	0.6	0.9	9.149	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	247	62	733	0.337	246	0.4	0.5	7.388	A
C-AB	428	107	703	0.609	426	0.9	1.5	12.863	B
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	247	62	733	0.337	247	0.5	0.5	7.405	A
C-AB	428	107	703	0.609	428	1.5	1.5	13.080	B
C-A	1086	271			1086				
A-B	61	15			61				
A-C	938	235			938				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	770	0.261	202	0.5	0.4	6.339	A
C-AB	350	87	741	0.472	352	1.5	0.9	9.318	A
C-A	886	222			886				
A-B	49	12			49				
A-C	766	191			766				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	798	0.211	169	0.4	0.3	5.732	A
C-AB	293	73	768	0.381	294	0.9	0.6	7.605	A
C-A	742	186			742				
A-B	41	10			41				
A-C	641	160			641				

Queueing Delay Results for each time segment
16:30 - 16:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	3.87	0.26	5.705	A
C-AB	9.00	0.60	7.495	A

16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.14	0.34	6.319	A
C-AB	13.13	0.88	9.149	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.31	0.49	7.388	A
C-AB	22.29	1.49	12.863	B

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	7.55	0.50	7.405	A
C-AB	23.30	1.55	13.080	B

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	5.50	0.37	6.339	A
C-AB	13.84	0.92	9.318	A

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	4.14	0.28	5.732	A
C-AB	9.41	0.63	7.605	A

Queue Variation Results for each time segment

16:30 - 16:45

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	0.00	0.00	0.27	0.27			< 0.05	0.00
C-AB	0.61	0.55	1.00	1.40	1.45			< 0.05	0.00

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	0.35	0.00	0.00	0.35	0.35			< 0.05	0.00
C-AB	0.88	0.12	0.92	1.50	1.52			< 0.05	0.00

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	0.50	0.03	0.25	0.50	0.50			< 0.05	0.00
C-AB	1.51	0.03	0.28	1.51	3.55			< 0.05	0.00

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	0.30	1.36	2.29			< 0.05	0.00
C-AB	1.53	0.03	0.28	1.53	3.67			< 0.05	0.00

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	0.36	0.00	0.00	0.36	0.36			< 0.05	0.00
C-AB	0.91	0.07	0.82	1.55	1.92			< 0.05	0.00

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	0.27	0.00	0.00	0.27	0.27			< 0.05	0.00
C-AB	0.62	0.05	0.45	1.48	1.58			< 0.05	0.00

Transport
Development Planning
Sustainable
Deliver
Trusted
Enable
Site Appraisal
Hydrology
Highways
Civil Engineering
Successful
Travel Planning
Support
Drainage
Dynamic
Masterplanning
Flood Risk Assessment
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