APPENDIX B

Originally Submitted Transport Assessment

Transport Assessment

PROPOSED RESIDENTIAL DEVELOPMENT

Spindlewood Drive, Bexhill–on-Sea

July 2017

CONTENTS

Appendices

Drawings

1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared to support a planning application for up to 170 residential dwellings on land to the west of Spindlewood Drive, Bexhill-on-Sea.

1.2 The proposed development site is located on a greenfield land, and is bounded by dwellings situated on Barnhorn Road, Spindlewood Drive and Maple Walk to the north, east and south respectively.

1.3 Referring to Rother District Council (RDC) Core Strategy, Bexhill is by far the largest settlement in Rother district. It has a population of 43,713 people which is equivalent to some 48% of that of the district as a whole.

1.4 Bexhill is identified within RDC Core Strategy as being "one of only a couple of areas of strategic scope for additional green field development in the Sussex Coast sub-region". It is also mentioned that "Hastings/Bexhill area remains one of the areas of greatest need for regeneration".

1.5 The RDC Strategic Housing Land Availability Assessment (SHLAA) identifies this site as BX105 – Land South of Barnhorn Road (Land off Spindlewood Drive). The work carried out between the applicant, Highways England (HE) and East Sussex County Council (ESCC) demonstrated that the development would be acceptable. The conclusion in the SHLAA is that the site is acceptable and an application is forthcoming (This is that application).

1.6 This site is accessible by foot, cycle and car, which can be improved to facilitate public transport, with links into surrounding residential areas within Bexhill-on-sea and coastal areas. It is therefore considered beneficial to bring this site forward as residential development in order to meet the housing requirements of the Rother District Council (RDC).

1.7 A significant amount of work has taken place between the applicant team, RDC, ESCC and Highways England, prior to the planning application submission. The scope of the assessment was agreed, this included the following;

- Trip Generation
- Trip Distribution and Assignment
- Study Area
- Committed Development
- Predicted Effect and Mitigation.

1.8 The Applicant is committed to sustainable travel, therefore a Travel Plan has been written to accompany the planning application. This will encourage non-car modes of sustainable transport.

2. EXISTING SITUATION

Highway Network

2.1 Access to the development site would be gained via Spindlewood Drive. This is a typical residential estate road, with the carriageway being designed to accommodate two-way traffic flows and footways on either side of the carriageway. Spindlewood Drive has a length of approximately 310 metres and provides access to in the region of 45 dwellings as well as three Cul-de-sac.

2.2 Spindlewood Drive links to Maple Walk and Meads Road via a simple priority junction, which form part of the residential estate road network.

2.3 The Little Common roundabout is a 5 arm roundabout located approximately 470 metres from the proposed site. This provides access to the A259, Bexhill town centre & Hastings to the east and Westham to the west.

2.4 Access to the coast is gained via Cooden Sea Road to the south.

2.5 Due to the geometry of the highway network, traffic speeds are likely to be in the region of 20mph on Spindlewood Drive, Maple Walk and Meads Road.

2.6 As is typical for most towns, overall the network is well trafficked at peak times, with the majority of junctions operating with some localised queueing and delay.

Accessibility

Pedestrian and Cyclists

2.7 Spindlewood Drive is bounded on both flanks by footways, giving pedestrian access onto Maple Walk and Meads Road, with approximately 1.8 metres of width available on the western flank and 1.9 metres on the east flank. The proposed footway within the site would be a minimum of 2 metres in width, allowing a wheelchair or pushchair to pass simultaneously. Both flanks will be lit to the required standard.

2.8 This would ensure pedestrian access from the proposed site into surrounding residential areas and Little Common high street, which is located approximately 480 metres from the proposed site.

2.9 Dropped kerbing is located along Meads Road and continues along Spindlewood Drive. The proposed development would also provide dropped kerbs and tactile paving at the site access and within the scheme, allowing enhanced accessibility for pedestrians entering and leaving the development.

2.10 Due to the nature of both Meads Road and Maple Walk on approach to Spindlewood Drive, slow moving traffic is expected due to being located in a residential area, allowing safe road crossing opportunities.

2.11 Cycling is carried out on road. Although there are no cycle routes passing the proposed site frontage, it considered as being safe for cyclists to use the road without high risk of a collision with a vehicle, given its residential nature.

2.12 The Cycling in East Sussex: Coastal Route Guide displays cycling routes from Brighton to Camber. This route passes through Bexhill to the south, allowing safe cycling capacity travelling east and westbound. This route can be accessed approximately 0.8 miles south of the proposed site.

2.13 It is considered that for employment people will consider a walk of up to 2km being acceptable and 1km being desirable. The Department of Transport (DfT) guidance suggests that trips of 5km can be carried out by cycle.

2.14 An indicative 2km walking catchment plan is include within Appendix A. A 2km catchment would include all of Little Common and Cooden,

2.15 The 5km cycling catchment diagram is included in Appendix B. A 5km catchment would include Little Common, Bexhill, Ninfield and Norman's Bay.

2.16 Overall the site would be an extension to Little Common and is considered to be accessible by cyclists and on foot.

Public Transport

2.17 The closest bus stops are located on Cooden Sea Road, less than 700 metres from the development site. Bus services which travel on Cooden Sea Road provide access to a number of areas including Bexhill, Hastings and Eastbourne.

2.18 The desirable acceptable distance to walk to a bus stop is considered to be 400 metres, i.e a 5 minute walk at a steady pace. However the preferred maximum distance can be up to 2 km.

2.19 Although the distance from the site to the bus stops is excess of 400 metres, the additional distance is not considered to be sufficient to discourage public transport users as it would not add more than 5 minutes on to the total walking distance.

2.20 The table below provides information on the bus operation times, frequency and major destinations.

Number – Route	Start / Finish	Weekday Frequency	Saturday Frequency	Sunday Frequency
2 Ninfield - Bexhill, opp Town Hall - Little Common, St Martha's Church - Langney, in Asda grounds	09:50/10:36	Once Daily	No Service	No Service
96 Bexhill - Bexhill, opp Town Hall - Little Common, St Martha's Church - Little Common, adj Cowdray Close	09:35/17:00	Every hour 2 hours after 14:35	Every hour No service for 2 hours after 11:35	No Service
99 Silverhill, o/s 383 London Road - Hastings Town Centre - Little Common - Roselands -	06:16/22:01	Every 20 mins	Every 20 mins	Every hour

Eastbourne Town Centre				
320 Barnhorn - Little Common - Ninfield, adj Moor Hall Drive - Battle, opp Claverham College	07:45/08:42	Once Daily	No Service	No Service

Table 2.1 – Bus Frequency Table.

2.21 The closest rail service is located at Cooden Beach train station, located less than 1 mile to the south of the proposed site access. Cycle and Bus routes provide designated access from the site to the rail way station.

2.22 A Travel Plan has also been produced to accompany the planning application. This will further encourage sustainable travel patterns.

2.23 The proposed site is considered to be accessible by all modes of transport and in a sustainable location, with good public transport, walking and cycling links.

3. ACCIDENT ANALYSIS

3.1 In accordance with national guidance, an assessment of personal injury accident statistics has been carried out within the agreed study area for latest 5-year period.

3.2 Accident statistics have been investigated to highlight any common themes and to ensure that the development would not affect the accident rate. In order to determine if the area has any abnormal accident characteristics, the locally recorded data has been compared against the national average for the same time period.

3.3 The full accident data is available at Appendix H.

3.4 The personal injury accident data is provided by the Department for Transport (DfT) as part of the ALLSTATS19 dataset. The dataset is released annually and latest iteration provides all recorded personal injury accidents between 2005 and 2015. Exigo Project Solutions Ltd is licensed to receive 'contributory factor' information from the DfT in relation to recorded accidents, however, due to the sensitivity of the data this information cannot be reproduced to public as not to breach the license and to fully adhere with the Data Protection Act.

3.5 There have been 27 recorded personal injury accidents since 2010 within the study area. There were no fatalities within the recorded data.

3.6 A total of 20 accidents in total were recorded where there is no specific crossing point (74%) with the remaining 7 accidents taking place at various points on the study network. There are ample opportunities for safe passage along the network, especially on Cooden Sea Road and Little Common Roundabout, with a number of pedestrian controlled crossings available. This suggests that there is no issue with the geometric design of the junctions.

3.7 Accidents peak at 08:00 and 15:00, showing similarities to the national UK accident trends. This can be seen in the national accident data.

3.8 Weather conditions at the time of accidents within the studied network show similar results to that recorded within the national accident data, with fine no high wind conditions having the dominance in the number of accidents.

3.9 81% of all accidents were recorded as being slight in severity with the remaining 26% being recorded as severe. This proportion of accident severity falls below the national averages.

3.10 Over two thirds (66%) of the accidents recorded in the study were attributed to 'driver or rider error'. A further 17% were due to 'impairment / distraction' (7%) and 'behaviour or inexperience' (10%). Notably, no accidents recorded in the study area were attributed to the existing 'road environment'. The latter demonstrates that the design of the existing junctions within the study does not contribute to road traffic accidents at present.

3.11 Based on the above, it is considered that the proposed development would not have a negative effect on the existing accident rate, which is considered in line with the UK Average.

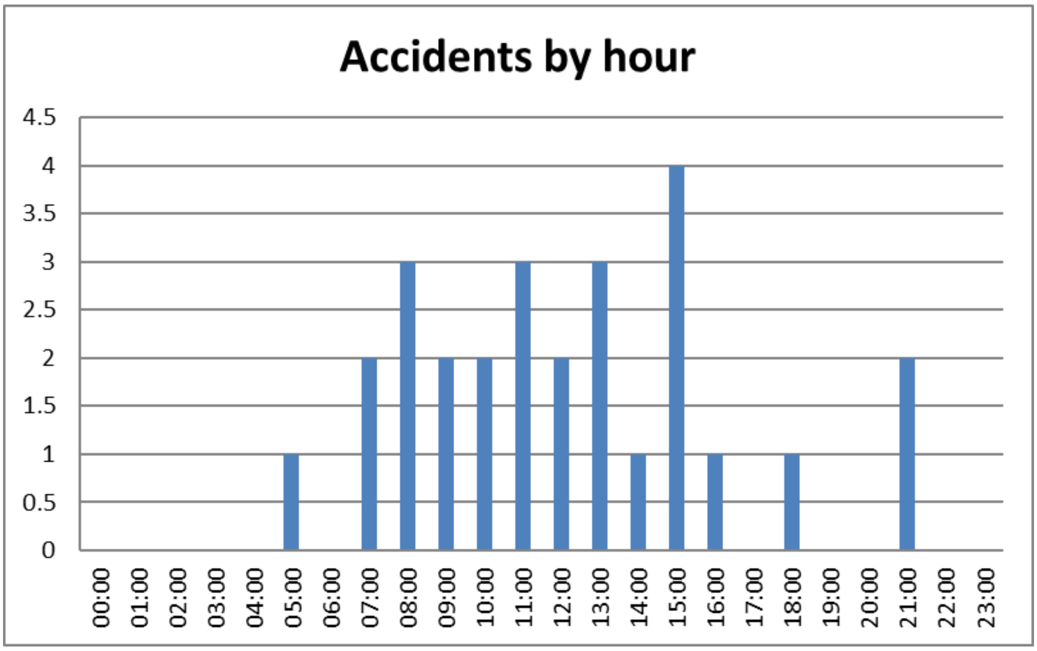


Table 3.1 – Local Accidents by Hour 2010 – 2015

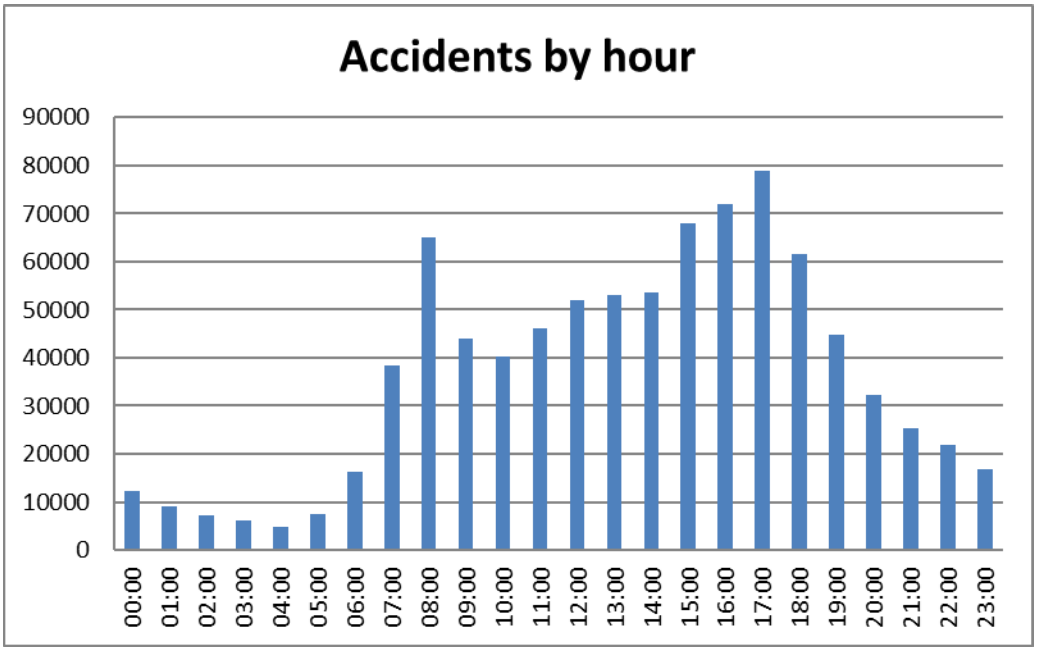


Table 3.2 – National Accidents by Hour

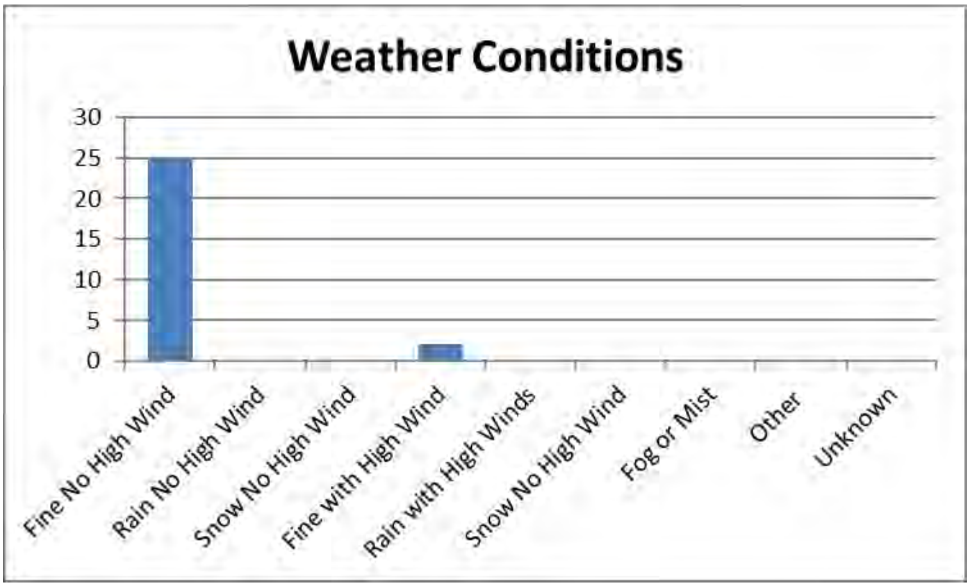


Table 3.3 Local Weather Conditions 2010 – 2015

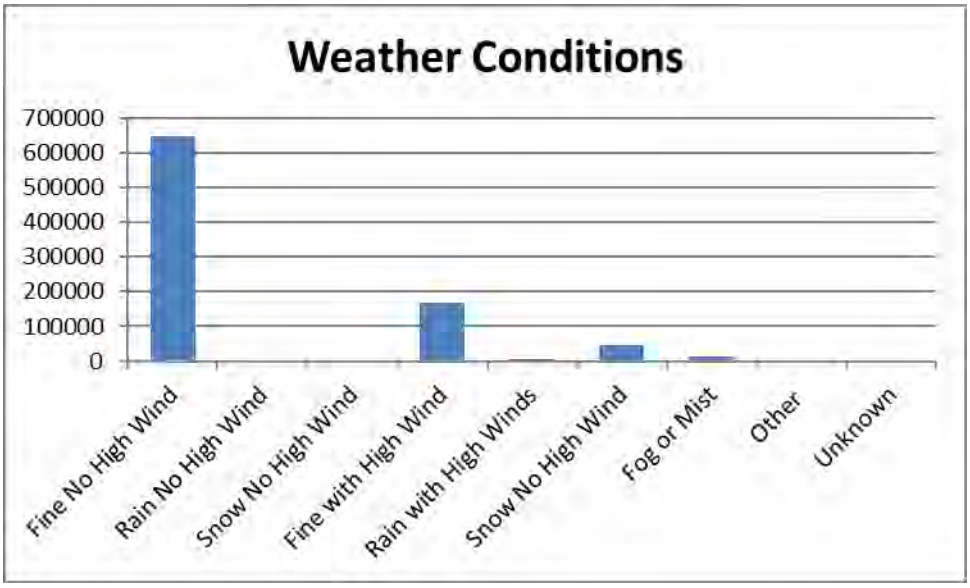


Table 3.4 – National Weather Conditions

Table 3.5 – Local Accident Severity 2010 – 2015

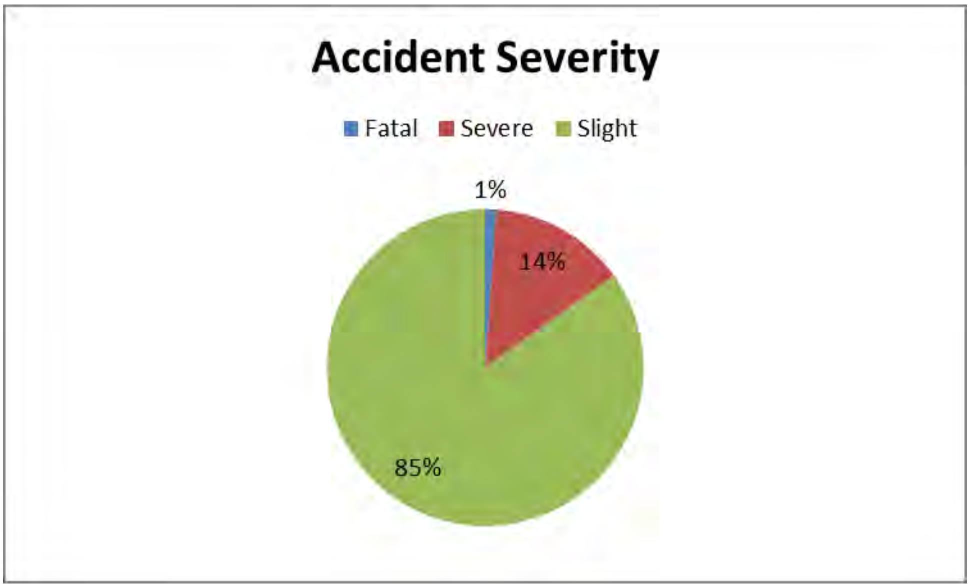


Table 3.6 – National Accident Severity

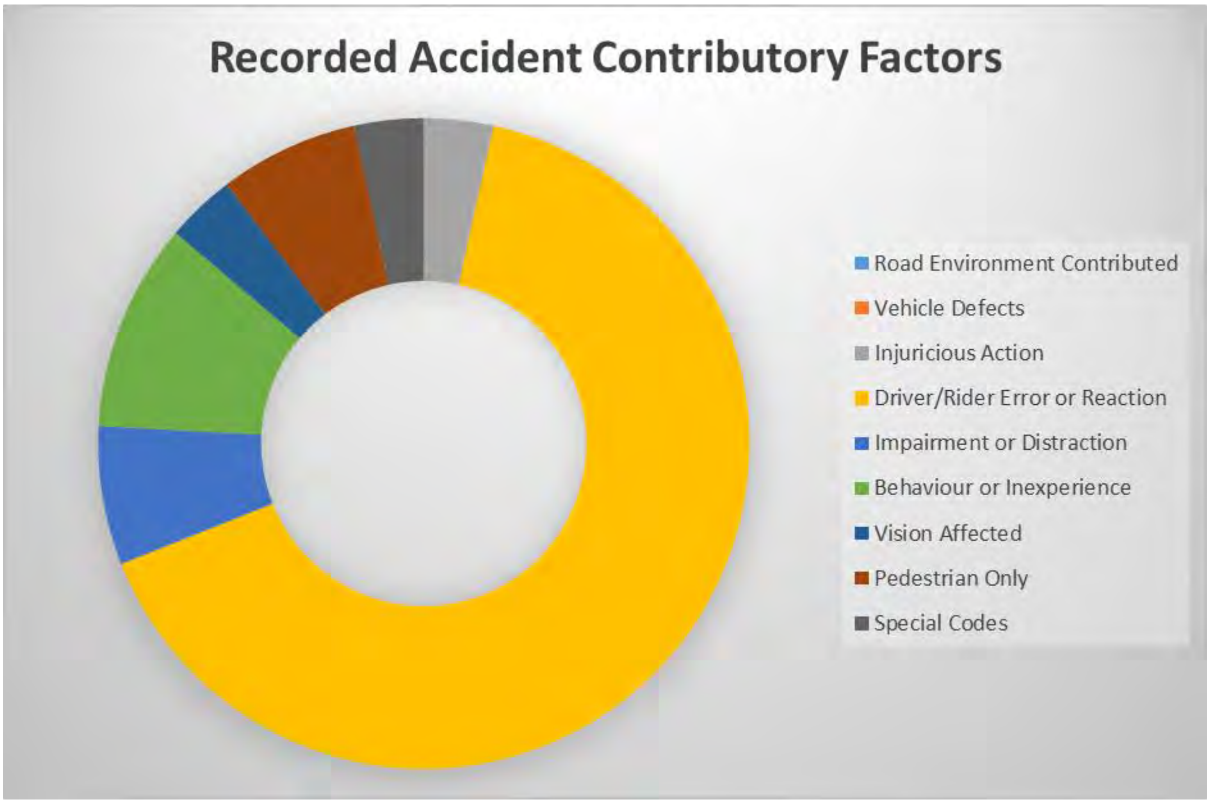


Table 3.7 – Summary of Accident Contributory Factors

4. TRANSPORT PLANNING POLICY

National Planning Policy

4.1 The former Planning Policy Statement (PPS) 13 'Transport' (2011) was replaced by the National Planning Policy Framework (NPPF) on the 27th March 2012. This document replaces all previous PPGs and PPS documents.

4.2 One of the 'core principles' of the NPPF is 'promoting sustainable transport'. The main objective of the NPPF is to "*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in location which are or can be made sustainable*" (page 6). Paragraph 37 states that planning policies should aim for "*a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.*"

4.3 Paragraph 32 of the NPPF continues the requirement of Transport Assessments for all developments that generate significant amounts of movement. It also states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. In addition a Travel Plan is required which will promote the use of sustainable modes of transport (Paragraph 36).

Local Planning Policy

East Sussex Local Transport Plan 2011-2026

4.4 East Sussex County Council as a local transport authority operates to deliver infrastructure required to enable sustainable economic growth throughout Greater Essex, Medway, Kent and East Sussex via a Local Transport Plan (LTP).

4.5 The East Sussex LTP3 (2011-2026) main objectives are to reflect those outlined in the Sustainable Community Strategy for East Sussex, 'Pride of Place' and the Council Plan for the region. The LTP3 main aims are:

- Improve economic competitiveness and growth
- Improve safety, health and security
- Tackle climate change
- Improve accessibility and enhance social inclusion
- Improve quality of life

4.6 East Sussex have identified key areas within the region which have identified for needing greater investment. These include:

- Hastings/Bexhill
- Eastbourne/South Wealden
- Newhaven

4.7 LTP3 aims to benefit these areas by delivering sustainable economic growth and the following transport infrastructure:

- Localising road improvements to tackle congestion at bottlenecks on the network
- Target strategic transport improvements within and outside East Sussex to improve the connectivity within the county and within the south east London and beyond
- Road safety through enforcement, education and engineering measures including integration of highway maintenance with safety improvement schemes
- Promotion and infrastructure for public transport e.g. accessible bus stops, shelters
- Implementation of infrastructure to support integrated sustainable travel – walking, cycling, public transport, car sharing etc. For example – bus priority measures, cycle lanes and facilities, improvements to pedestrian routes to key trip attractors, better rail/bus/cycle interchanges, less street clutter and enhanced public spaces
- Better use of technology to make the best use of the existing transport network e.g. Urban Traffic Control (linking of traffic signals), Real Time Bus Information, charging points for electric vehicles and smart ticketing initiatives
- Parking control and enforcement

East Sussex 'Pride of Place'

4.8 The East Sussex 'Pride of Place' document sets out to 'raise the quality of life for all residents by securing their future prosperity and well-being and improving the places where they live, work and spend their leisure time'.

4.9 East Sussex have identified the issues in which affect the quality of life for people in East Sussex and have set out strategic priorities which include:

- Developing our economy, creating jobs and increasing prosperity
- Providing high quality education, learning & skills opportunities
- Improving travel choices and access to services
- Providing high quality affordable housing
- Protecting our natural and built environments and adapting and responding to climate change
- Improving health and well-being
- Ensuring people and communities are safe and secure
- Creating strong communities and community leadership
- Enabling people to enjoy culture, sports and leisure

Summary

4.10 Overall the development would achieve the aspirations of national and local policy. The site is located within an accessible area and would provide modal transport choice. The proposed Travel Plan would further encourage sustainable travel patterns.

5. DEVELOPMENT PROPOSALS

5.1 The development proposals are for the construction of up to 170 dwellings on land to the east of Spindlewood Drive, Bexhill.

Internal layout

5.2 This is an Outline application with access to be agreed but all other matters reserved. As such the internal layout would be agreed at the Reserved Matters stage. Notwithstanding this, the layout will be designed to the Council's residential development guidelines and will ensure adequate provision for pedestrians, cyclists, vehicles and service vehicles.

5.3 A pedestrian and cycle link is included from Barnhorn Road to the site via the existing farm access.

Site Access

5.4 Discussions have been held with local stakeholders, Highways England and ESCC about the access point. An alternative access was investigated on Barnhorn Road, the design parameters were provided by Highways England, as a result of limited land ownership on this link the design parameters could not be met without deviations from the standards.

5.5 Access to the site would be gained via a simple priority junction onto Spindlewood Drive. Visibility splays of 2.4m x 43m can be achieved in both directions. A plan of the proposed junction arrangement is included with this Transport Assessment.

5.6 This access point has been agreed with ESCC as this is located on their network.

Off-Site Improvements

5.7 As a direct result of the access being located on Spindlewood Drive, traffic associated with the development must use Cooden Sea Road and Meads Road. The effect of this has been assessed and any effect has been mitigated.

5.8 Improvements are proposed at the Cooden Sea Road/ Meads Road junction. These improvements consist of improvements to the alignment of the Meads Road approach to the junction, and are considered to represent benefit to the junction.

6. TRANSPORT CONTEXT

Existing Transport Network

6.1 Access to the site is via Spindlewood Drive, which is accessed by Meads Road or Maple Walk. Cooden Sea Road (B2182) provides access from main thoroughfares within Bexhill.

6.2 Due to the geometry of Spindlewood Drive, traffic speeds are in the region of 20mph, which continue along Meads Road and Maple Walk.

6.3 The Little Common roundabout is a 5 arm roundabout which is located circa 467 metres from the proposed site, and allows travel to most locations within Bexhill, with access onto the A259. The A259 allows travel towards Bexhill centre and Hastings to the east and Westham to the west. Access towards the coast is also obtained via Cooden Sea Road to the south.

6.4 Overall the network is well trafficked at peak times, comparable to most towns, with all junctions operating with some localised queuing and delay.

Planned Changes to the Network

6.5 Although the development did not propose any changes to the network, planning permission was granted in July 2009 for a link road between Bexhill and Hastings (RR/247/CC (EIA)).

6.6 This has been taken into consideration when assessing the traffic impact of the proposed development.

Area of Influence

6.7 The proposed development would result in the largest impact on turning movements at the proposed access point.

6.8 Spindlewood Drive is most likely to be affected by the proposed development in terms of an increase in traffic flow. Due to its proximity, the proposed development is also expected to have an effect on capacity at the Little Common Roundabout.

6.9 The proposed site is located within Middle Layer Super output Area (MSOA) of Rother 009. The population of Rother 010 is 6845 residents and is therefore representative of the selected area.

6.10 The modal split for Rother 010 MSOA is shown in Table 5.1.

6.11 Table 5.1 omits those 'working from home' and 'unemployed' within the area, denoting the remaining 3321 (49%) people in Rother 009 MSOA.

Mode Of Travel	Rother 009 Super Output Area Middle Layer		Rother Non-Metropolitan District	
Underground, Metro, Light Rai, Tram	6	0%	110	0%
Train	245	7%	2679	8%
Bus	52	2%	561	2%
Taxi	5	0%	106	0%
Motorcycle, Scooter or Moped	18	1%	284	1%
Car/Van	2535	76%	23694	70%
Passenger in Car/Van	176	5%	1760	5%
Bicycle	54	2%	496	1%
On Foot	211	6%	4054	12%
Other	19	1%	246	1%
Total	3321	100%	33990	100%

Table 5.1 – Mode of travel to Work in MSOA Rother 009 in Comparison to Rother Non-Metropolitan District (Neighbourhood Statistics 2013)

6.12 The modal split shown in table 5.1 identifies a clear dominance of the car as a mode of transport within the Rother 009 and Rother Non-Metropolitan District, with 76% being the driver and 5% being passenger.

Distance Travelled to Work	Rother 009 Super Output Area Middle Layer	
Less Than 2km	542	21%
2KM to Less Than 5km	556	22%
5KM to Less Than 10km	456	18%
10KM to Less Than 20km	494	20%
20KM to Less Than 30km	77	3%
30KM to less Than 40km	104	4%
40KM to less than 60km	109	4%
60km and Over	179	7%
Total	2526	100%

Table 5.2 – Distance of Travel to Work in MSOA Rother 009 (Neighbourhood Statistics 2004)

6.13 Table 5.2 states that 43% of people travel between 2km and 5km.

6.14 It should be noted that 20% of commuters travel 10km to 20km to work. This must be taken into account, as the distance reaches east towards Hastings and west towards Westham and Eastbourne. These destinations can be accessed via the A259, suggesting it would not be unreasonable to assume that commuters would travel to these destinations for work.

6.15 This suggests that the impact on Spindlewood Drive and Little Common Roundabout must be assessed, which has been carried out within section 7 of this Transport Assessment.

7. TRIP GENERATION AND EFFECT

7.1 This section investigates the proposed land use, trip generation and mode.

7.2 The development will cause the largest effect at peak times. This section of the TA investigates the effect of providing up to 170 dwellings on the existing land off Spindlewood Drive.

Trip Generation

7.3 The TRICS database has been investigated to determine the proposed trip generation.

7.4 The output file is provided at Appendix C of this report.

7.5 Based on the TRICS Good Practice Guide, the following parameters were selected, making the sample representative;

- Residential – Private Housing
- 100 – 240 Dwellings
- Weekday Surveys Only
- Location – Suburban Area (PPS6 out of Centre)
- Past 10 Year Surveys Only

7.6 The peak hour was determined by the existing traffic surveys. The resultant trip rates and traffic flows are shown in Table 7.1.

	Arrivals	Departures	Total
AM Peak 07:45 – 08:45 (170 Dwellings)	28 (0.165)	64 (0.379)	92 (0.544)
PM Peak 16:45 – 17:45 (170 Dwellings)	64 (0.377)	41 (0.244)	105 (0.621)

Table 7.1 – Trip Generation for proposed 170 Residential Dwellings

7.7 Local census data has been considered, which includes multimodal information and the number of trips by mode, displayed in table 7.2.

Mode Of Travel	Rother 009 Super Output Area Middle Layer	AM Peak 07:45 – 08:45 (170 Dwellings)	PM Peak 16:45 – 17:45 (170 Dwellings)
Underground, Metro, Light Rai, Tram	0%	0	0
Train	7%	6	7

Bus	2%	2	2
Taxi	0%	0	0
Motorcycle, Scooter or Moped	1%	1	1
Car/Van	76%	70	80
Passenger in Car/Van	5%	5	5
Bicycle	2%	2	2
On Foot	6%	6	6
Other	1%	1	1
Total	100%	92	105

Table 7.2 – Modal Split 2013 for Rother 009 MSOA Two Way Trips

7.8 Based on the traffic count data, the AM peak was determined to occur between 07:45 and 08:45 and the PM peak between 16:45 and 17:45. These are the times the majority of people would be leaving and arriving from places of work or school.

7.9 It is clear from table 7.2 that car trips are expected the most within the Rother 009 MSOA ward with 70 trips made by car in the AM peak and 80 in the PM peak.

Traffic Surveys

7.10 Traffic data within Little Common has been collected by an independent traffic survey company between 07:30 – 10:30 hrs and 15:30 – 18:30 hrs.

7.11 The identified peak hours of 07:45 - 08:45 and 16:45 – 17:45 corresponds with the application for the Barnhorn Green development.

7.12 Traffic data is provided at Appendix D of this report. Traffic flow diagrams have been produced and are available at Appendix E of this report.

Traffic Growth and Assessment Years

7.13 In line with DfT methodology, traffic growth has been applied using NRTF and TEMPRO. TEMPRO figures have been used to predict the application submission year of 2017.

	Weekday AM Peak Hour 2015 - 2017
Traffic Growth Factor	1.0306

Table 7.3 – NRTF and TEMPRO Growth Factors AM Peak

	Weekday PM Peak Hour 2015 - 2017
Traffic Growth Factor	1.0298

Table 7.4 – NRTF and TEMRPO Growth Factors PM Peak

7.14 The 2028 assessment year has been based on the SATURN data which was provided by the Local Authority.

Trip Distribution and Assignment

7.15 The network traffic flows for the 2028 development scenarios were derived using the SATURN roundabout model data, which took a holistic approach and the effect of the proposed link road within the area, as well as new origins and destinations. Background traffic on the rest of the network was distributed based on existing turning proportions, working backwards from the roundabout junction.

Committed Development

7.16 The 'Barnhorn Green' development (application numbers RR/2012/1978/P and RR/2015/3115/P) has been taken into account when considering the traffic impact for the development proposals for the 2017 assessment year.

7.17 The committed development traffic flows have been taken from the PBA TA dated September 2012. Unfortunately the traffic flow diagrams did not include separate development traffic flows. For the purposes of this assessment they were derived by subtracting the 2022 base flows from the 2022 + committed + development traffic flows. This can be seen within the traffic flow diagrams included with this TA. Flows have also been taken from the recent PBA Transport Statement which sees an additional 67 houses added to the proposed committed developments.

7.18 As previously discussed, the 2028 assessment year flows have been taken directly from the SATURN data.

7.19 This approach was agreed with RDC, HE and ESCC. The results of the base + committed development traffic flows have been verified by both ESCC and the HE.

Junction Analysis

7.20 It was agreed with ESCC and the HE that the proposed development would have an effect impact the following junctions;

- Little Common 5 Arm Roundabout – Barnhorn Road / Chestnut Walk / Pear tree Lane / Little Common Road / Cooden Sea Road
- Cooden Sea Road / Meads Road / Church Hill Avenue – Staggered Cross Junction
- Maple Walk / Meads Road / Spindlewood Drive T-Junction
- Proposed Site Access / Spindlewood Drive T-Junction

7.21 The junction model results are summarised below.

Little Common Roundabout - SCC SATURN Model

7.22 As established with Rother District Council, it was agreed that the Applicant would commission ESCC to include the proposed development trip generation and distribution within the Council's SATURN model. This provides a consistent approach.

7.23 The agreed trip generation and distribution relating to Spindlewood Drive was provided to ESCC alongside the agreed fees, and the results have been issued.

7.24 The outcome of the assessment demonstrated a 2% impact compared to the base in the AM peak and a 2% impact in the PM peak at the Little Common roundabout. The impact in relation to the SHLAA sites is far greater, at 10% and 9% respectively in the 2028 assessment year.

7.25 Given that the effect of the proposed Spindlewood Drive development is low in both scenarios and the fact that the junction is currently operating within capacity, the development is not predicted to result in the roundabout exceeding capacity for any of the tested scenarios.

7.26 The SATURN model included the predicted effect of the Link Road, as such flows alter significantly at the Little Common Roundabout. The agreed traffic flows in the Saturn model have also been tested within ARCADY, for robustness.

7.27 The 2017 assessment year scenarios have been based on the 2015 surveyed flows, growthed to 2017. The 'base' scenario includes the committed development, whilst the development scenario also includes the proposed development traffic. The 2028 scenario is based on the SATURN data provided.

Base 2017 + Committed	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Barnhorn Road	1.07	103	0.90	8
Chestnut Walk	0.43	1	0.22	0
Pear Tree Lane	0.84	5	0.46	1
Little Common Road	0.82	4	0.59	1
Cooden Sea Road	0.54	1	0.55	1
Base 2017 + Development	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Barnhorn Road	1.099	124	0.92	10
Chestnut Walk	0.45	1	0.24	0
Pear Tree Lane	0.86	5	0.49	1
Little Common Road	0.83	5	0.61	2
Cooden Sea Road	0.60	2	0.58	1
Base 2028	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Barnhorn Road	0.74	3	0.83	5

Chestnut Walk	0.35	1	0.44	1
Pear Tree Lane	0.20	0	0.34	1
Little Common Road	0.64	2	0.51	1
Cooden Sea Road	0.49	1	0.52	1
Base 2028 + Development	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Barnhorn Road	0.75	3	0.86	6
Chestnut Walk	0.27	0	0.47	1
Pear Tree Lane	0.21	0	0.36	1
Little Common Road	0.65	2	0.53	1
Cooden Sea Road	0.54	1	0.55	1

Table 7.1 – ARCADY Summary – Little Common Roundabout

7.28 The 2017 assessment predicts that overall the junction would be within capacity, however the Barnhorn Road arm is predicted to be overcapacity for the weekday AM peak scenario. Notwithstanding this, a comparison of the 'base' and 'development' scenarios demonstrates that the proposed development would have a negligible impact on the Barnhorn Green arm and on the junction as a whole.

7.29 The Saturn Model results show significantly lower RFC's and queues within the 2028 scenarios when compared to the ARCADY assessment. The results take into account the proposed Link Road improvements, which would redistribute a high percentage of traffic away from Little Common Roundabout, during AM and PM peaks.

7.30 Based on the summary above, the junction is considered to operate satisfactorily for the tested development scenarios, and the development would have a negligible impact on the operation of the junction.

Cooden Sea Road / Church Hill Avenue / Meads Road Junction

Base 2017 + Committed	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Church Hill Avenue	0.152	0	0.153	0
Cooden Sea Road (E)	0.037	0	0.067	0
Meads Road	0.072	0	0.078	0
Cooden Sea Road (W)	0.059	0	0.048	0
Base 2017 + Development	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Church Hill Avenue	0.159	0	0.162	0

Cooden Sea Road (E)	0.088	0	0.179	0
Meads Road	0.229	0	0.184	0
Cooden Sea Road (W)	0.062	0	0.052	0
Base 2028	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Church Hill Avenue	0.144	0	0.175	0
Cooden Sea Road (E)	0.025	0	0.072	0
Meads Road	0.082	0	0.085	0
Cooden Sea Road (W)	0.059	0	0.058	0
Base 2028 + Development	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Church Hill Avenue	0.148	0	0.184	0
Cooden Sea Road (E)	0.077	0	0.184	0
Meads Road	0.236	0	0.189	0
Cooden Sea Road (W)	0.061	0	0.059	0

Table 7.2 – PICADY Summary - Cooden Sea Road / Meads Road / Church Hill Avenue

7.31 The junction is predicted to operate well within capacity for the 2017 and 2028 assessment years during the weekday AM and PM peak periods for the 'base' and 'development' scenarios.

Maple Walk/ Spindlewood Drive Junction

Base 2017 + Committed	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Spindlewood Drive	0.025	0	0.04	0
Meads Road	0.010	0	0.010	0
Base 2017 + Development	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Spindlewood Drive	0.139	0	0.080	0
Meads Road	0.062	0	0.129	0
Base 2028	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue

Spindlewood Drive	0.033	0	0.004	0
Meads Road	0.015	0	0.017	0
Base 2028 + Development	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Spindlewood Drive	0.147	0	0.079	0
Meads Road	0.068	0	0.138	0

Table 7.3 – PICADY Summary – Maple Walk/ Spindlewood Drive Junction

7.32 Based on the summary above, the Maple Walk/ Meads Road/ Spindlewood Drive junction is predicted to operate well within capacity during all of the tested scenarios. The development proposals are likely to have an extremely limited impact on the operation of the junction.

Spindlewood Drive/ Site Access Junction

Base 2017 + Development	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Proposed Site Access	0.162	0	0.104	0
Spindlewood Drive	0.000	0	0.000	0
Base 2028 + Development	AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue
Proposed Site Access	0.163	0	0.105	0
Spindlewood Drive	0.000	0	0.000	0

Table 7.4 – PICADY Summary – Spindlewood Drive/ Site Access Junction

7.33 Based on the summary above, the proposed site access junction is predicted to operate satisfactorily, with no predicted capacity or queuing issues.

Traffic Impact Summary

7.34 The junction modelling results predict that all but one junction will continue to operate within operational capacity and limited queueing for all of the development scenarios.

7.35 The Barnhorn Lane arm of the Little Common Roundabout is likely to exceed operational capacity by 0.01 in the 2017 assessment year. However, the proposed development has a negligible impact when compared to the committed development scenario.

7.36 The proposals are therefore considered to have a limited impact on the highway network and the traffic generated by the proposed development can be accommodated on the highway network without any required improvement to junction capacity.

7.37 The effect of the development has been agreed with both ESCC and HE, it is therefore agreed that no further capacity improvements are required.

8. CONCLUSION

8.1 This Transport Assessment has investigated the effect of providing up to 170 residential dwellings at the land, west of Spindlewood Drive, Bexhill-on-Sea.

8.2 Bexhill has been identified within the RDC Core Strategy as being one of only a couple of areas of strategic scope for additional development in the Sussex Coast sub-region, one which remains in need of regeneration. Due to the surrounding residential dwellings and close proximity to employment within Bexhill it is an ideal location for residential development.

8.3 Housing development is necessary to accommodate population growth, council targets are set by national government and appropriate sites allocated by Local Authorities, this site has been allocated

8.4 The site would take access by all modes from Spindlewood Drive, which would allow sufficient access for pedestrians, cyclists and vehicles. An additional pedestrian and cycle route is included from Barnhorn Drive.

8.5 The site is located within acceptable walking distance of bus services, allowing access into Bexhill and surrounding settlements.

8.6 The proposed site access meets the requirements of ESCC in terms of geometry and visibility, this element has been approved.

8.7 The capacity assessment has confirmed that the development proposals would have a very minor impact on the local highway network. The junctions within the study area have been assessed and require no further capacity improvements to make the development acceptable.

8.8 The Meads Road / Cooden Sea Road junction has some geometrical issues away from the junction that cause link capacity issues, this was identified early in the process and it was agreed with ESCC that the alignment would be improved as part of the off site highway works.

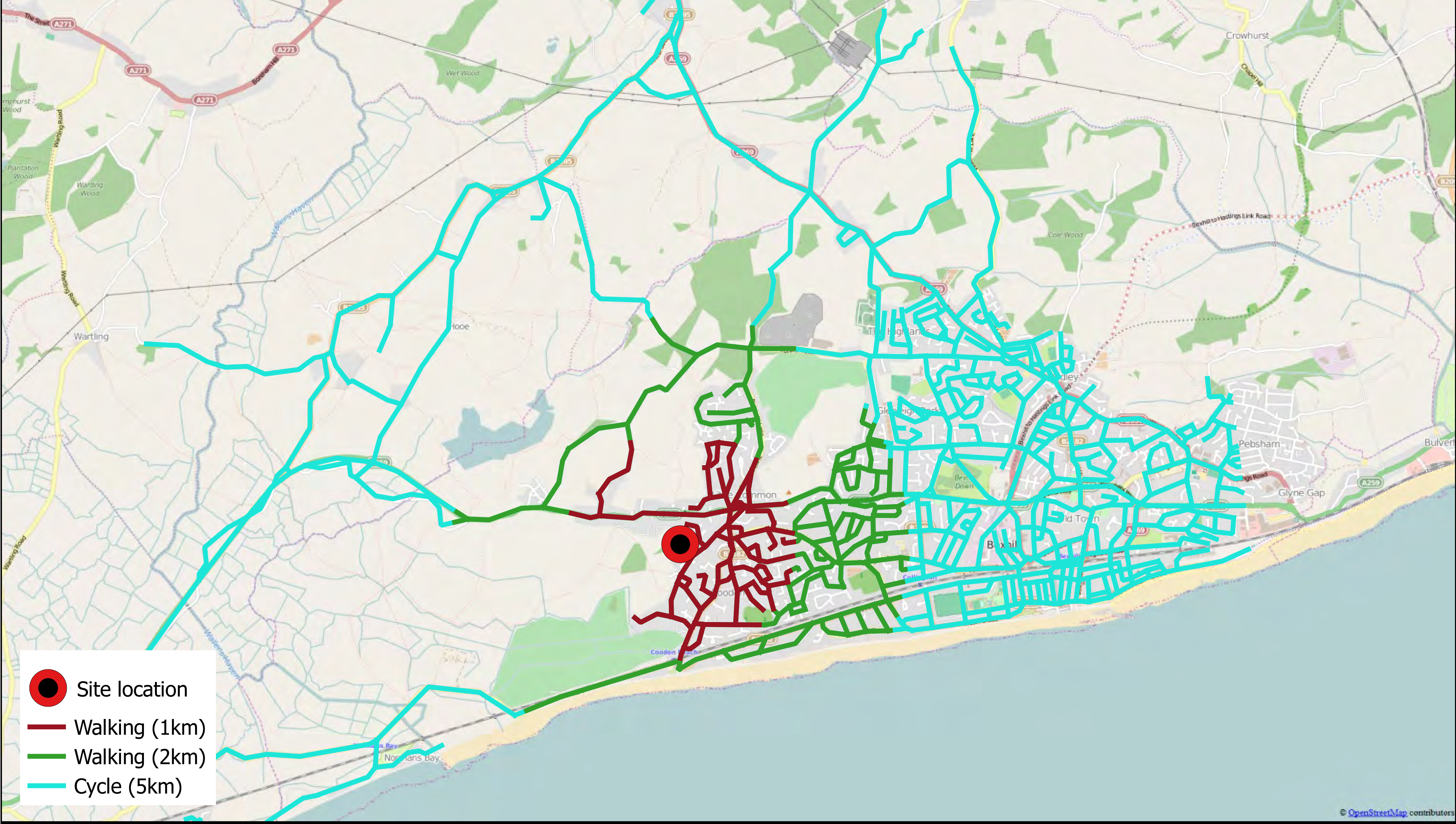
8.9 Little Common Roundabout does show capacity issues at present which would be exacerbated by committed developments. However the proposed development would have a negligible impact in comparison, therefore it was agreed that this development would not be required to enhance any junction other than agreed as part of the committed developments.

8.10 The NPPF is clear in respect of the dealing with the impact of a development, NPPF states that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

8.11 As a result of the findings of this TA and the commitment made by the applicant, it is considered that there are no grounds to support a refusal on highways grounds.

APPENDIX A

2km Walk in Catchment & 5km Cycling Catchment



© OpenStreetMap contributors

SCALE
1:50,000

DRAWN BY
JA

CHECKED BY
PR

DRAWING REFERENCE
T277/GIS/01

REV
n/a

DATE
29/5/2015

CAD REF
N/A

EXIGO
PROJECT SOLUTIONS

Exigo Project Solutions, Unit 2c - The Gateway
Silkwood Park, Wakefield, WF5 9TJ

SCHEME
Bexhill

ON BEHALF OF

DRAWING TITLE
Location Plan

APPENDIX B

TRICS Data

Calculation Reference: AUDIT-250601-150430-0440

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
12	CONNAUGHT		
	GA	GALWAY	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	108 to 225 (units:)
Range Selected by User:	100 to 240 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 11/12/14

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7

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

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	3

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

Filtering Stage 3 selection:

Use Class:

C3	7 days

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 days

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

Travel Plan:

No	7 days

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

LIST OF SITES relevant to selection parameters

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

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

2 GA-03-A-02 TERRACED GALWAY
BOHERMORE
TOWNPARKS
GALWAY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 185
Survey date: TUESDAY 19/09/06 Survey Type: MANUAL

3 LN-03-A-02 MIXED HOUSES LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

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

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

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

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

6 TV-03-A-01 HOUSES & FLATS TEES VALLEY
POWLETT ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 225
Survey date: THURSDAY 14/04/05 Survey Type: MANUAL

7 WO-03-A-03 DETACHED WORCESTERSHIRE
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 138
Survey date: FRIDAY 05/05/06 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-06	Ireland
AN-03-A-08	Ireland
DL-03-A-03	Ireland
DN-03-A-05	Ireland
FA-03-A-02	Scotland
SR-03-A-01	Scotland

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	155	0.069	7	155	0.238	7	155	0.307
08:00 - 09:00	7	155	0.165	**7**	**155**	**0.379**	7	155	0.544
09:00 - 10:00	7	155	0.192	7	155	0.218	7	155	0.410
10:00 - 11:00	7	155	0.161	7	155	0.158	7	155	0.319
11:00 - 12:00	7	155	0.183	7	155	0.182	7	155	0.365
12:00 - 13:00	7	155	0.209	7	155	0.200	7	155	0.409
13:00 - 14:00	7	155	0.218	7	155	0.180	7	155	0.398
14:00 - 15:00	7	155	0.182	7	155	0.195	7	155	0.377
15:00 - 16:00	7	155	0.254	7	155	0.213	7	155	0.467
16:00 - 17:00	7	155	0.299	7	155	0.180	7	155	0.479
17:00 - 18:00	**7**	**155**	**0.377**	7	155	0.244	**7**	**155**	**0.621**
18:00 - 19:00	7	155	0.258	7	155	0.241	7	155	0.499
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.567			2.628			5.195

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

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

Parameter summary

Trip rate parameter range selected:	108 - 225 (units:)
Survey date date range:	01/01/05 - 11/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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

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

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	155	0.001	7	155	0.001	7	155	0.002
08:00 - 09:00	7	155	0.004	7	155	0.003	7	155	0.007
09:00 - 10:00	**7**	**155**	**0.006**	7	155	0.005	**7**	**155**	**0.011**
10:00 - 11:00	7	155	0.003	7	155	0.002	7	155	0.005
11:00 - 12:00	7	155	0.005	7	155	0.005	7	155	0.010
12:00 - 13:00	7	155	0.006	7	155	0.004	7	155	0.010
13:00 - 14:00	7	155	0.003	**7**	**155**	**0.006**	7	155	0.009
14:00 - 15:00	7	155	0.002	7	155	0.004	7	155	0.006
15:00 - 16:00	7	155	0.002	7	155	0.002	7	155	0.004
16:00 - 17:00	7	155	0.000	7	155	0.000	7	155	0.000
17:00 - 18:00	7	155	0.000	7	155	0.000	7	155	0.000
18:00 - 19:00	7	155	0.000	7	155	0.000	7	155	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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

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

Parameter summary

Trip rate parameter range selected:	108 - 225 (units:)
Survey date date range:	01/01/05 - 11/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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

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

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	155	0.000	7	155	0.000	7	155	0.000
08:00 - 09:00	7	**155**	**0.001**	7	**155**	**0.001**	7	**155**	**0.002**
09:00 - 10:00	7	155	0.000	7	155	0.000	7	155	0.000
10:00 - 11:00	7	155	0.000	7	155	0.000	7	155	0.000
11:00 - 12:00	7	155	0.001	7	155	0.001	7	155	0.002
12:00 - 13:00	7	155	0.001	7	155	0.001	7	155	0.002
13:00 - 14:00	7	155	0.000	7	155	0.000	7	155	0.000
14:00 - 15:00	7	155	0.000	7	155	0.000	7	155	0.000
15:00 - 16:00	7	155	0.001	7	155	0.001	7	155	0.002
16:00 - 17:00	7	155	0.000	7	155	0.000	7	155	0.000
17:00 - 18:00	7	155	0.000	7	155	0.000	7	155	0.000
18:00 - 19:00	7	155	0.000	7	155	0.000	7	155	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

Parameter summary

Trip rate parameter range selected:	108 - 225 (units:)
Survey date date range:	01/01/05 - 11/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	155	0.007	7	155	0.011	7	155	0.018
08:00 - 09:00	7	155	0.007	7	**155**	**0.022**	7	**155**	**0.029**
09:00 - 10:00	7	155	0.006	7	155	0.008	7	155	0.014
10:00 - 11:00	7	155	0.002	7	155	0.009	7	155	0.011
11:00 - 12:00	7	155	0.009	7	155	0.003	7	155	0.012
12:00 - 13:00	7	155	0.008	7	155	0.011	7	155	0.019
13:00 - 14:00	7	155	0.007	7	155	0.006	7	155	0.013
14:00 - 15:00	7	155	0.008	7	155	0.006	7	155	0.014
15:00 - 16:00	7	**155**	**0.015**	7	155	0.005	7	155	0.020
16:00 - 17:00	7	155	0.011	7	155	0.007	7	155	0.018
17:00 - 18:00	7	155	0.007	7	155	0.015	7	155	0.022
18:00 - 19:00	7	155	0.007	7	155	0.004	7	155	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.107			0.201

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

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

Parameter summary

Trip rate parameter range selected:	108 - 225 (units:)
Survey date date range:	01/01/05 - 11/12/14
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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

APPENDIX C

Traffic Count Data

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

LITTLE COMMON ROUNDABOUT A259 / B2182

	COODEN SEA ROAD SOUTH LEFT TURN TO A259 WEST					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	38	2	1			**41**
0745-0800	57		2			**59**
0800-0815	39	2		1		**42**
0815-0830	45	1				**46**
0830-0845	40	1	1	1		**43**
0845-0900	37	1		2		**40**
0900-0915	47	1	2			**50**
0915-0930	40		1			**41**
0930-0945	37	1		1		**39**
0945-1000	45	3				**48**
1000-1015	49	3				**52**
1015-1030	42	1				**43**
0730-1030	**516**	**16**	**7**	**5**	**0**	**544**
0730-0830	179	5	3	1	0	**188**
0745-0845	181	4	3	2	0	**190**
0800-0900	161	5	1	4	0	**171**
0815-0915	169	4	3	3	0	**179**
0830-0930	164	3	4	3	0	**174**
0845-0945	161	3	3	3	0	**170**
0900-1000	169	5	3	1	0	**178**
0915-1015	171	7	1	1	0	**180**
0930-1030	173	8	0	1	0	**182**

	COODEN SEA ROAD SOUTH AHEAD TO CHESTNUT WALK					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	2					**2**
0745-0800	3					**3**
0800-0815	3					**3**
0815-0830	4					**4**
0830-0845	4				1	**5**
0845-0900	10					**10**
0900-0915	2	1				**3**
0915-0930	7					**7**
0930-0945	7					**7**
0945-1000	5					**5**
1000-1015	5					**5**
1015-1030	5					**5**
0730-1030	**57**	**1**	**0**	**0**	**1**	**59**
0730-0830	12	0	0	0	0	**12**
0745-0845	14	0	0	0	1	**15**
0800-0900	21	0	0	0	1	**22**
0815-0915	20	1	0	0	1	**22**
0830-0930	23	1	0	0	1	**25**
0845-0945	26	1	0	0	0	**27**
0900-1000	21	1	0	0	0	**22**
0915-1015	24	0	0	0	0	**24**
0930-1030	22	0	0	0	0	**22**

	COODEN SEA ROAD SOUTH AHEAD TO PEARTREE LANE					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	18					**18**
0745-0800	27			2		**29**
0800-0815	31					**31**
0815-0830	28	1				**29**
0830-0845	28					**28**
0845-0900	24					**24**
0900-0915	26			2		**28**
0915-0930	25					**25**
0930-0945	21	1				**22**
0945-1000	25					**25**
1000-1015	34			1	2	**37**
1015-1030	30	2		1	1	**34**
0730-1030	**317**	**4**	**0**	**6**	**3**	**330**
0730-0830	104	1	0	2	0	**107**
0745-0845	114	1	0	2	0	**117**
0800-0900	111	1	0	0	0	**112**
0815-0915	106	1	0	2	0	**109**
0830-0930	103	0	0	2	0	**105**
0845-0945	96	1	0	2	0	**99**
0900-1000	97	1	0	2	0	**100**
0915-1015	105	1	0	1	2	**109**
0930-1030	110	3	0	2	3	**118**

	COODEN SEA ROAD SOUTH RIGHT TURN TO A259 LITTLE COMMON RD EAST					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	16	1	1			**18**
0745-0800	15	1	1			**17**
0800-0815	13			1		**14**
0815-0830	18					**18**
0830-0845	19					**19**
0845-0900	27					**27**
0900-0915	23	1				**24**
0915-0930	14	1	1			**16**
0930-0945	26	1		1		**28**
0945-1000	17			1		**18**
1000-1015	20					**20**
1015-1030	22					**22**
0730-1030	**230**	**5**	**3**	**3**	**0**	**241**
0730-0830	62	2	2	1	0	**67**
0745-0845	65	1	1	1	0	**68**
0800-0900	77	0	0	1	0	**78**
0815-0915	87	1	0	0	0	**88**
0830-0930	83	2	1	0	0	**86**
0845-0945	90	3	1	1	0	**95**
0900-1000	80	3	1	2	0	**86**
0915-1015	77	2	1	2	0	**82**
0930-1030	85	1	0	2	0	**88**

	COODEN SEA ROAD SOUTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	0					**0**
0745-0800	0					**0**
0800-0815	2					**2**
0815-0830	0					**0**
0830-0845	0					**0**
0845-0900	0					**0**
0900-0915	0					**0**
0915-0930	1					**1**
0930-0945	0					**0**
0945-1000	2					**2**
1000-1015	1	1	1			**3**
1015-1030	2					**2**
0730-1030	**8**	**1**	**1**	**0**	**0**	**10**
0730-0830	2	0	0	0	0	**2**
0745-0845	2	0	0	0	0	**2**
0800-0900	2	0	0	0	0	**2**
0815-0915	0	0	0	0	0	**0**
0830-0930	1	0	0	0	0	**1**
0845-0945	1	0	0	0	0	**1**
0900-1000	3	0	0	0	0	**3**
0915-1015	4	1	1	0	0	**6**
0930-1030	5	1	1	0	0	**7**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

LITTLE COMMON ROUNDABOUT A259 / B2182

	COODEN SEA ROAD SOUTH LEFT TURN TO A259 WEST						COODEN SEA ROAD SOUTH AHEAD TO CHESTNUT WALK						COODEN SEA ROAD SOUTH AHEAD TO PEARTREE LANE						COODEN SEA ROAD SOUTH RIGHT TURN TO A259 LITTLE COMMON RD EAST						COODEN SEA ROAD SOUTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
1530-1545	46	1	2			**49**	6					**6**	44	1		1	1	**47**	38		1		1	**40**	0					**0**
1545-1600	47	2	1			**50**	4					**4**	43				1	**44**	27	1				**28**	3					**3**
1600-1615	59			1		**60**	13				2	**15**	33	1				**34**	23					**23**	1					**1**
1615-1630	43		3			**46**	8	1				**9**	24	1		1	1	**27**	25			1		**26**	2					**2**
1630-1645	43	1	2			**46**	6					**6**	24				1	**25**	15					**15**	0					**0**
1645-1700	51	1	1	1	1	**55**	9					**9**	32		1		1	**34**	20					**20**	0					**0**
1700-1715	57		1	1		**59**	18				1	**19**	30	2				**32**	17			1		**18**	0					**0**
1715-1730	50		1			**51**	14					**14**	24	1				**25**	16			1		**17**	3					**3**
1730-1745	63	1				**64**	13				1	**14**	33				1	**34**	19					**19**	0					**0**
1745-1800	61		1	3		**65**	10					**10**	27					**27**	16			1		**17**	1					**1**
1800-1815	56					**56**	9					**9**	33					**33**	16		1	1		**18**	1					**1**
1815-1830	38	2	2			**42**	9					**9**	15				2	**17**	13					**13**	0					**0**
1530-1830	**614**	**8**	**14**	**6**	**1**	**643**	**119**	**1**	**0**	**0**	**4**	**124**	**362**	**6**	**1**	**2**	**8**	**379**	**245**	**1**	**2**	**5**	**1**	**254**	**11**	**0**	**0**	**0**	**0**	**11**
1530-1630	195	3	6	1	0	**205**	31	1	0	0	2	**34**	144	3	0	2	3	**152**	113	1	1	1	1	**117**	6	0	0	0	0	**6**
1545-1645	192	3	6	1	0	**202**	31	1	0	0	2	**34**	124	2	0	1	3	**130**	90	1	0	1	0	**92**	6	0	0	0	0	**6**
1600-1700	196	2	6	2	1	**207**	36	1	0	0	2	**39**	113	2	1	1	3	**120**	83	0	0	1	0	**84**	3	0	0	0	0	**3**
1615-1715	194	2	7	2	1	**206**	41	1	0	0	1	**43**	110	3	1	1	3	**118**	77	0	0	2	0	**79**	2	0	0	0	0	**2**
1630-1730	201	2	5	2	1	**211**	47	0	0	0	1	**48**	110	3	1	0	2	**116**	68	0	0	2	0	**70**	3	0	0	0	0	**3**
1645-1745	221	2	3	2	1	**229**	54	0	0	0	2	**56**	119	3	1	0	2	**125**	72	0	0	2	0	**74**	3	0	0	0	0	**3**
1700-1800	231	1	3	4	0	**239**	55	0	0	0	2	**57**	114	3	0	0	1	**118**	68	0	0	3	0	**71**	4	0	0	0	0	**4**
1715-1815	230	1	2	3	0	**236**	46	0	0	0	1	**47**	117	1	0	0	1	**119**	67	0	1	3	0	**71**	5	0	0	0	0	**5**
1730-1830	218	3	3	3	0	**227**	41	0	0	0	1	**42**	108	0	0	0	3	**111**	64	0	1	2	0	**67**	2	0	0	0	0	**2**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

LITTLE COMMON ROUNDABOUT   A259 / B2182

	A259 FROM WEST LEFT TURN TO CHESTNUT WALK					
	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	7					7
0745-0800	4			1		5
0800-0815	1					1
0815-0830	2					2
0830-0845	4					4
0845-0900	3					3
0900-0915	2					2
0915-0930	3					3
0930-0945	0					0
0945-1000	2					2
1000-1015	3					3
1015-1030	0	1				1
0730-1030	31	1	0	1	0	33
0730-0830	14	0	0	1	0	15
0745-0845	11	0	0	1	0	12
0800-0900	10	0	0	0	0	10
0815-0915	11	0	0	0	0	11
0830-0930	12	0	0	0	0	12
0845-0945	8	0	0	0	0	8
0900-1000	7	0	0	0	0	7
0915-1015	8	0	0	0	0	8
0930-1030	5	1	0	0	0	6

	A259 FROM WEST LEFT TO PEARTREE LANE					
	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	7					7
0745-0800	26					26
0800-0815	24	2				26
0815-0830	21					21
0830-0845	12					12
0845-0900	8		1	1		10
0900-0915	15					15
0915-0930	9		1			10
0930-0945	5	2				7
0945-1000	16					16
1000-1015	15	1			1	17
1015-1030	10			1		11
0730-1030	168	5	2	2	1	178
0730-0830	78	2	0	0	0	80
0745-0845	83	2	0	0	0	85
0800-0900	65	2	1	1	0	69
0815-0915	56	0	1	1	0	58
0830-0930	44	0	2	1	0	47
0845-0945	37	2	2	1	0	42
0900-1000	45	2	1	0	0	48
0915-1015	45	3	1	0	1	50
0930-1030	46	3	0	1	1	51

	A259 FROM WEST AHEAD TO A259 EAST					
	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	119	7				126
0745-0800	177	11				188
0800-0815	141	10		2	1	154
0815-0830	135	17				152
0830-0845	150	11		4	1	166
0845-0900	137	12	1			150
0900-0915	119	15	3			137
0915-0930	93	14	3	2		112
0930-0945	91	10	1	4		106
0945-1000	99	10	2	5		116
1000-1015	100	9	1	3		113
1015-1030	107	7				114
0730-1030	1468	133	11	20	2	1634
0730-0830	572	45	0	2	1	620
0745-0845	603	49	0	6	2	660
0800-0900	563	50	1	6	2	622
0815-0915	541	55	4	4	1	605
0830-0930	499	52	7	6	1	565
0845-0945	440	51	8	6	0	505
0900-1000	402	49	9	11	0	471
0915-1015	383	43	7	14	0	447
0930-1030	397	36	4	12	0	449

	A259 FROM WEST RIGHT TURN TO COODEN SEA RD B2182 SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	37	3	1	1		42
0745-0800	64		1			65
0800-0815	64	4	1	1		70
0815-0830	68					68
0830-0845	71	3	1	1		76
0845-0900	36	2				38
0900-0915	28	1	1	1	1	32
0915-0930	31	2				33
0930-0945	34	1			1	36
0945-1000	22	2			1	25
1000-1015	20	2				22
1015-1030	37	2				39
0730-1030	512	22	5	4	3	546
0730-0830	233	7	3	2	0	245
0745-0845	267	7	3	2	0	279
0800-0900	239	9	2	2	0	252
0815-0915	203	6	2	2	1	214
0830-0930	166	8	2	2	1	179
0845-0945	129	6	1	1	2	139
0900-1000	115	6	1	1	3	126
0915-1015	107	7	0	0	2	116
0930-1030	113	7	0	0	2	122

	A259 FROM WEST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	0					0
0745-0800	0					0
0800-0815	0					0
0815-0830	0					0
0830-0845	0					0
0845-0900	0					0
0900-0915	0					0
0915-0930	0					0
0930-0945	0					0
0945-1000	0					0
1000-1015	0					0
1015-1030	0					0
0730-1030	0	0	0	0	0	0
0730-0830	0	0	0	0	0	0
0745-0845	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0
0815-0915	0	0	0	0	0	0
0830-0930	0	0	0	0	0	0
0845-0945	0	0	0	0	0	0
0900-1000	0	0	0	0	0	0
0915-1015	0	0	0	0	0	0
0930-1030	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

LITTLE COMMON ROUNDABOUT A259 / B2182

	A259 FROM WEST LEFT TURN TO CHESTNUT WALK						A259 FROM WEST LEFT TO PEARTREE LANE						A259 FROM WEST AHEAD TO A259 EAST						A259 FROM WEST RIGHT TURN TO COODEN SEA RD B2182 SOUTH						A259 FROM WEST U TURNS					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
1530-1545	9					**9**	16					**16**	99	5	1	3	1	**109**	35	2			2	**39**	0					**0**
1545-1600	2					**2**	27		1			**28**	139	7	1	1		**148**	52	1	1	1		**55**	0					**0**
1600-1615	3					**3**	22		1	2		**25**	117	9	2			**128**	39	3	4	2		**48**	0					**0**
1615-1630	3				1	**4**	14			6		**20**	129	2	2			**133**	36		2	1		**39**	0					**0**
1630-1645	1					**1**	17					**17**	124	11	2	4		**141**	44				1	**45**	0					**0**
1645-1700	3		1			**4**	20			1		**21**	139	4	1	3		**147**	33		1			**34**	0					**0**
1700-1715	4					**4**	21	1		1		**23**	136	3		1		**140**	49		1			**50**	0					**0**
1715-1730	3					**3**	10					**10**	143	9		2		**154**	36		1	1		**38**	0					**0**
1730-1745	4					**4**	25					**25**	125	10	2	5		**142**	31	2	1			**34**	0					**0**
1745-1800	4					**4**	19					**19**	161	3	1	5		**170**	50	1	1			**52**	0	1				**1**
1800-1815	7					**7**	30					**30**	146	7	3	7		**163**	66		4	1		**71**	0					**0**
1815-1830	3					**3**	27					**27**	154	2	2	3		**161**	34		1			**35**	0					**0**
1530-1830	**46**	**0**	**1**	**0**	**1**	**48**	**248**	**1**	**2**	**10**	**0**	**261**	**1612**	**72**	**17**	**34**	**1**	**1736**	**505**	**9**	**17**	**6**	**3**	**540**	**0**	**1**	**0**	**0**	**0**	**1**
1530-1630	17	0	0	0	1	**18**	79	0	2	8	0	**89**	484	23	6	4	1	**518**	162	6	7	4	2	**181**	0	0	0	0	0	**0**
1545-1645	9	0	0	0	1	**10**	80	0	2	8	0	**90**	509	29	7	5	0	**550**	171	4	7	4	1	**187**	0	0	0	0	0	**0**
1600-1700	10	0	1	0	1	**12**	73	0	1	9	0	**83**	509	26	7	7	0	**549**	152	3	7	3	1	**166**	0	0	0	0	0	**0**
1615-1715	11	0	1	0	1	**13**	72	1	0	8	0	**81**	528	20	5	8	0	**561**	162	0	4	1	1	**168**	0	0	0	0	0	**0**
1630-1730	11	0	1	0	0	**12**	68	1	0	2	0	**71**	542	27	3	10	0	**582**	162	0	3	1	1	**167**	0	0	0	0	0	**0**
1645-1745	14	0	1	0	0	**15**	76	1	0	2	0	**79**	543	26	3	11	0	**583**	149	2	4	1	0	**156**	0	0	0	0	0	**0**
1700-1800	15	0	0	0	0	**15**	75	1	0	1	0	**77**	565	25	3	13	0	**606**	166	3	4	1	0	**174**	0	1	0	0	0	**1**
1715-1815	18	0	0	0	0	**18**	84	0	0	0	0	**84**	575	29	6	19	0	**629**	183	3	7	2	0	**195**	0	1	0	0	0	**1**
1730-1830	18	0	0	0	0	**18**	101	0	0	0	0	**101**	586	22	8	20	0	**636**	181	3	7	1	0	**192**	0	1	0	0	0	**1**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

LITTLE COMMON ROUNDABOUT A259 / B2182

	CHESTNUT WALK LEFT TURN TO PEARTREE LANE						CHESTNUT WALK LEFT TO A259 EAST						CHESTNUT WALK AHEAD TO COODEN SEA RD B2182 SOUTH						CHESTNUT WALK RIGHT TURN TO A259 WEST						CHESTNUT WALK U TURNS					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	1					**1**	8					**8**	7					**7**	7	1				**8**	0					**0**
0745-0800	2					**2**	11		1			**12**	9					**9**	9		1			**10**	0					**0**
0800-0815	0					**0**	7					**7**	10				1	**11**	2					**2**	0					**0**
0815-0830	1					**1**	5					**5**	11	1			1	**13**	5					**5**	0					**0**
0830-0845	0					**0**	4					**4**	10		1			**11**	3					**3**	0					**0**
0845-0900	1					**1**	6	1			1	**8**	9					**9**	3					**3**	0					**0**
0900-0915	0					**0**	6		1			**7**	8		1		1	**10**	7	1				**8**	0					**0**
0915-0930	0					**0**	7					**7**	4					**4**	3					**3**	0					**0**
0930-0945	2					**2**	7			1		**8**	8		1		1	**10**	10					**10**	0					**0**
0945-1000	3					**3**	5		1			**6**	5					**5**	2					**2**	0					**0**
1000-1015	4					**4**	7					**7**	12		1			**13**	5					**5**	0					**0**
1015-1030	1					**1**	6		1			**7**	9	1				**10**	2					**2**	0					**0**
0730-1030	**15**	**0**	**0**	**0**	**0**	**15**	**79**	**1**	**4**	**1**	**1**	**86**	**102**	**2**	**4**	**0**	**4**	**112**	**58**	**2**	**1**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**
0730-0830	4	0	0	0	0	**4**	31	0	1	0	0	**32**	37	1	0	0	2	**40**	23	1	1	0	0	**25**	0	0	0	0	0	**0**
0745-0845	3	0	0	0	0	**3**	27	0	1	0	0	**28**	40	1	1	0	2	**44**	19	0	1	0	0	**20**	0	0	0	0	0	**0**
0800-0900	2	0	0	0	0	**2**	22	1	0	0	1	**24**	40	1	1	0	2	**44**	13	0	0	0	0	**13**	0	0	0	0	0	**0**
0815-0915	2	0	0	0	0	**2**	21	1	1	0	1	**24**	38	1	2	0	2	**43**	18	1	0	0	0	**19**	0	0	0	0	0	**0**
0830-0930	1	0	0	0	0	**1**	23	1	1	0	1	**26**	31	0	2	0	1	**34**	16	1	0	0	0	**17**	0	0	0	0	0	**0**
0845-0945	3	0	0	0	0	**3**	26	1	1	1	1	**30**	29	0	2	0	2	**33**	23	1	0	0	0	**24**	0	0	0	0	0	**0**
0900-1000	5	0	0	0	0	**5**	25	0	2	1	0	**28**	25	0	2	0	2	**29**	22	1	0	0	0	**23**	0	0	0	0	0	**0**
0915-1015	9	0	0	0	0	**9**	26	0	1	1	0	**28**	29	0	2	0	1	**32**	20	0	0	0	0	**20**	0	0	0	0	0	**0**
0930-1030	10	0	0	0	0	**10**	25	0	2	1	0	**28**	34	1	2	0	1	**38**	19	0	0	0	0	**19**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

LITTLE COMMON ROUNDABOUT A259 / B2182

	CHESTNUT WALK LEFT TURN TO PEARTREE LANE						CHESTNUT WALK LEFT TO A259 EAST						CHESTNUT WALK AHEAD TO COODEN SEA RD B2182 SOUTH						CHESTNUT WALK RIGHT TURN TO A259 WEST						CHESTNUT WALK U TURNS					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
1530-1545	1					**1**	6	1				**7**	8					**8**	1					**1**	0					**0**
1545-1600	2					**2**	5					**5**	7			1		**8**	3					**3**	0					**0**
1600-1615	0					**0**	6		1			**7**	3					**3**	1					**1**	0					**0**
1615-1630	1					**1**	4		1			**5**	4	1				**5**	4					**4**	0					**0**
1630-1645	1					**1**	4	1				**5**	2	1			1	**4**	1					**1**	0					**0**
1645-1700	1					**1**	4	1	1			**6**	4					**4**	0					**0**	0					**0**
1700-1715	1					**1**	4		1			**5**	9				2	**11**	2					**2**	0					**0**
1715-1730	1					**1**	1		1			**2**	2					**2**	2					**2**	0					**0**
1730-1745	1					**1**	7				1	**8**	11					**11**	4					**4**	1					**1**
1745-1800	1					**1**	2					**2**	10					**10**	3					**3**	0					**0**
1800-1815	0					**0**	7					**7**	5					**5**	0					**0**	0					**0**
1815-1830	1					**1**	8					**8**	10					**10**	4					**4**	0					**0**
1530-1830	**11**	**0**	**0**	**0**	**0**	**11**	**58**	**3**	**5**	**0**	**1**	**67**	**75**	**2**	**0**	**1**	**3**	**81**	**25**	**0**	**0**	**0**	**0**	**25**	**1**	**0**	**0**	**0**	**0**	**1**
1530-1630	4	0	0	0	0	**4**	21	1	2	0	0	**24**	22	1	0	1	0	**24**	9	0	0	0	0	**9**	0	0	0	0	0	**0**
1545-1645	4	0	0	0	0	**4**	19	1	2	0	0	**22**	16	2	0	1	1	**20**	9	0	0	0	0	**9**	0	0	0	0	0	**0**
1600-1700	3	0	0	0	0	**3**	18	2	3	0	0	**23**	13	2	0	0	1	**16**	6	0	0	0	0	**6**	0	0	0	0	0	**0**
1615-1715	4	0	0	0	0	**4**	16	2	3	0	0	**21**	19	2	0	0	3	**24**	7	0	0	0	0	**7**	0	0	0	0	0	**0**
1630-1730	4	0	0	0	0	**4**	13	2	3	0	0	**18**	17	1	0	0	3	**21**	5	0	0	0	0	**5**	0	0	0	0	0	**0**
1645-1745	4	0	0	0	0	**4**	16	1	3	0	1	**21**	26	0	0	0	2	**28**	8	0	0	0	0	**8**	1	0	0	0	0	**1**
1700-1800	4	0	0	0	0	**4**	14	0	2	0	1	**17**	32	0	0	0	2	**34**	11	0	0	0	0	**11**	1	0	0	0	0	**1**
1715-1815	3	0	0	0	0	**3**	17	0	1	0	1	**19**	28	0	0	0	0	**28**	9	0	0	0	0	**9**	1	0	0	0	0	**1**
1730-1830	3	0	0	0	0	**3**	24	0	0	0	1	**25**	36	0	0	0	0	**36**	11	0	0	0	0	**11**	1	0	0	0	0	**1**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

LITTLE COMMON ROUNDABOUT A259 / B2182

	PEARTREE LANE LEFT TURN TO A259 EAST						PEARTREE LANE AHEAD TO COODEN SEA RD B2182 SOUTH						PEARTREE LANE AHEAD TO A259 WEST						PEARTREE LANE RIGHT TURN TO CHESTNUT WALK						PEARTREE LANE U TURNS					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	5					**5**	16		1		1	**18**	33					**33**	0					**0**	0					**0**
0745-0800	5					**5**	20	1				**21**	46	2				**48**	0					**0**	0					**0**
0800-0815	6	1				**7**	26	1				**27**	35					**35**	0					**0**	0					**0**
0815-0830	11					**11**	49					**49**	25		1			**26**	0					**0**	0					**0**
0830-0845	9					**9**	54	1			1	**56**	18					**18**	0					**0**	0					**0**
0845-0900	11	1				**12**	49	1			2	**52**	19		1			**20**	0					**0**	0					**0**
0900-0915	10					**10**	37	1				**38**	24	3				**27**	0					**0**	0					**0**
0915-0930	8					**8**	36		1	3		**40**	25	1				**26**	0					**0**	0					**0**
0930-0945	9	1				**10**	33	1				**34**	15					**15**	0					**0**	0					**0**
0945-1000	7					**7**	31	2			1	**34**	16					**16**	0					**0**	0					**0**
1000-1015	10					**10**	29	1				**30**	16			1		**17**	1					**1**	1					**1**
1015-1030	9					**9**	24			1	1	**26**	19					**19**	0					**0**	0					**0**
0730-1030	**100**	**3**	**0**	**0**	**0**	**103**	**404**	**9**	**2**	**4**	**6**	**425**	**291**	**6**	**2**	**1**	**0**	**300**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**
0730-0830	27	1	0	0	0	**28**	111	2	1	0	1	**115**	139	2	1	0	0	**142**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0745-0845	31	1	0	0	0	**32**	149	3	0	0	1	**153**	124	2	1	0	0	**127**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0800-0900	37	2	0	0	0	**39**	178	3	0	0	3	**184**	97	0	2	0	0	**99**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0815-0915	41	1	0	0	0	**42**	189	3	0	0	3	**195**	86	3	2	0	0	**91**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0830-0930	38	1	0	0	0	**39**	176	3	1	3	3	**186**	86	4	1	0	0	**91**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0845-0945	38	2	0	0	0	**40**	155	3	1	3	2	**164**	83	4	1	0	0	**88**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0900-1000	34	1	0	0	0	**35**	137	4	1	3	1	**146**	80	4	0	0	0	**84**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0915-1015	34	1	0	0	0	**35**	129	4	1	3	1	**138**	72	1	0	1	0	**74**	1	0	0	0	0	**1**	1	0	0	0	0	**1**
0930-1030	35	1	0	0	0	**36**	117	4	0	1	2	**124**	66	0	0	1	0	**67**	1	0	0	0	0	**1**	1	0	0	0	0	**1**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

LITTLE COMMON ROUNDABOUT A259 / B2182

	PEARTREE LANE LEFT TURN TO A259 EAST						PEARTREE LANE AHEAD TO COODEN SEA RD B2182 SOUTH						PEARTREE LANE AHEAD TO A259 WEST						PEARTREE LANE RIGHT TURN TO CHESTNUT WALK						PEARTREE LANE U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1530-1545	6					**6**	34					**34**	15			1		**16**	0					**0**	0					**0**
1545-1600	6					**6**	30		1	1		**32**	11					**11**	0					**0**	0					**0**
1600-1615	9			1		**10**	44					**44**	16					**16**	0					**0**	0					**0**
1615-1630	3		1			**4**	30			1		**31**	7	1		1		**9**	1					**1**	0					**0**
1630-1645	3	1				**4**	29	2				**31**	15					**15**	0					**0**	0					**0**
1645-1700	4					**4**	41	1			1	**43**	9					**9**	0					**0**	0					**0**
1700-1715	4					**4**	35	1				**36**	12					**12**	0					**0**	0					**0**
1715-1730	3	1				**4**	31			2		**33**	14	1				**15**	0					**0**	0					**0**
1730-1745	3					**3**	34				1	**35**	13				1	**14**	0					**0**	0					**0**
1745-1800	6					**6**	35			2	1	**38**	14					**14**	0					**0**	0					**0**
1800-1815	6					**6**	37					**37**	12				1	**13**	0					**0**	0					**0**
1815-1830	7					**7**	20				1	**21**	16					**16**	0					**0**	0					**0**
1530-1830	**60**	**2**	**1**	**1**	**0**	**64**	**400**	**4**	**1**	**6**	**4**	**415**	**154**	**2**	**0**	**2**	**2**	**160**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
1530-1630	24	0	1	1	0	**26**	138	0	1	2	0	**141**	49	1	0	2	0	**52**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1545-1645	21	1	1	1	0	**24**	133	2	1	2	0	**138**	49	1	0	1	0	**51**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1600-1700	19	1	1	1	0	**22**	144	3	0	1	1	**149**	47	1	0	1	0	**49**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1615-1715	14	1	1	0	0	**16**	135	4	0	1	1	**141**	43	1	0	1	0	**45**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1630-1730	14	2	0	0	0	**16**	136	4	0	2	1	**143**	50	1	0	0	0	**51**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1645-1745	14	1	0	0	0	**15**	141	2	0	2	2	**147**	48	1	0	0	1	**50**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1700-1800	16	1	0	0	0	**17**	135	1	0	4	2	**142**	53	1	0	0	1	**55**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1715-1815	18	1	0	0	0	**19**	137	0	0	4	2	**143**	53	1	0	0	2	**56**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1730-1830	22	0	0	0	0	**22**	126	0	0	2	3	**131**	55	0	0	0	2	**57**	0	0	0	0	0	**0**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

LITTLE COMMON ROUNDABOUT A259 / B2182

	A259 LITTLE COMMON RD EAST LEFT TURN TO COODEN SEA RD B2182 SOUTH						A259 LITTLE COMMON RD EAST AHEAD TO A259 WEST						A259 LITTLE COMMON RD EAST RIGHT TURN TO CHESTNUT WALK						A259 LITTLE COMMON RD EAST RIGHT TURN TO PEARTREE LANE NORTH						A259 LITTLE COMMON RD E U TURNS					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	4	1				**5**	187	7		6		**200**	2		1			**3**	4		1			**5**	0					**0**
0745-0800	13	1	1			**15**	159	7	2	4	1	**173**	1					**1**	6	1				**7**	0					**0**
0800-0815	3					**3**	155	8	2	5		**170**	2					**2**	3					**3**	2					**2**
0815-0830	13					**13**	145	10		2		**157**	7					**7**	6					**6**	1					**1**
0830-0845	16	1	1			**18**	106	17	2	2		**127**	0	1	1			**2**	1					**1**	0					**0**
0845-0900	22	1				**23**	108	8		1		**117**	7					**7**	3		1			**4**	0					**0**
0900-0915	15		1			**16**	118	11	2	2		**133**	4					**4**	7					**7**	1					**1**
0915-0930	7	2		1		**10**	125	10	2			**137**	4					**4**	6	2	2			**10**	0					**0**
0930-0945	16					**16**	106	12	1			**119**	3	1				**4**	4	1	1			**6**	2					**2**
0945-1000	9	1		1	1	**12**	108	7	3			**118**	4					**4**	2	2				**4**	1					**1**
1000-1015	5		1			**6**	133	12	2	6		**153**	3					**3**	3					**3**	3					**3**
1015-1030	16			1		**17**	122	9	2	2		**135**	5					**5**	6		1			**7**	1					**1**
0730-1030	**139**	**7**	**4**	**3**	**1**	**154**	**1572**	**118**	**18**	**30**	**1**	**1739**	**42**	**2**	**2**	**0**	**0**	**46**	**51**	**6**	**6**	**0**	**0**	**63**	**11**	**0**	**0**	**0**	**0**	**11**
0730-0830	33	2	1	0	0	**36**	646	32	4	17	1	**700**	12	0	1	0	0	**13**	19	1	1	0	0	**21**	3	0	0	0	0	**3**
0745-0845	45	2	2	0	0	**49**	565	42	6	13	1	**627**	10	1	1	0	0	**12**	16	1	0	0	0	**17**	3	0	0	0	0	**3**
0800-0900	54	2	1	0	0	**57**	514	43	4	10	0	**571**	16	1	1	0	0	**18**	13	0	1	0	0	**14**	3	0	0	0	0	**3**
0815-0915	66	2	2	0	0	**70**	477	46	4	7	0	**534**	18	1	1	0	0	**20**	17	0	1	0	0	**18**	2	0	0	0	0	**2**
0830-0930	60	4	2	1	0	**67**	457	46	6	5	0	**514**	15	1	1	0	0	**17**	17	2	3	0	0	**22**	1	0	0	0	0	**1**
0845-0945	60	3	1	1	0	**65**	457	41	5	3	0	**506**	18	1	0	0	0	**19**	20	3	4	0	0	**27**	3	0	0	0	0	**3**
0900-1000	47	3	1	2	1	**54**	457	40	8	2	0	**507**	15	1	0	0	0	**16**	19	5	3	0	0	**27**	4	0	0	0	0	**4**
0915-1015	37	3	1	2	1	**44**	472	41	8	6	0	**527**	14	1	0	0	0	**15**	15	5	3	0	0	**23**	6	0	0	0	0	**6**
0930-1030	46	1	1	2	1	**51**	469	40	8	8	0	**525**	15	1	0	0	0	**16**	15	3	2	0	0	**20**	7	0	0	0	0	**7**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

LITTLE COMMON ROUNDABOUT A259 / B2182

	A259 LITTLE COMMON RD EAST LEFT TURN TO COODEN SEA RD B2182 SOUTH						A259 LITTLE COMMON RD EAST AHEAD TO A259 WEST						A259 LITTLE COMMON RD EAST RIGHT TURN TO CHESTNUT WALK						A259 LITTLE COMMON RD EAST RIGHT TURN TO PEARTREE LANE NORTH						A259 LITTLE COMMON RD E U TURNS					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
1530-1545	22					**22**	133	5	2	1		**141**	3					**3**	14					**14**	0					**0**
1545-1600	9	1				**10**	97	1		2		**100**	8					**8**	5			1		**6**	0					**0**
1600-1615	12			1		**13**	127	5		2		**134**	10					**10**	10		2			**12**	2					**2**
1615-1630	7			1		**8**	157	7	1	1		**166**	10					**10**	7					**7**	0					**0**
1630-1645	21			1		**22**	122	1		6		**129**	1					**1**	7					**7**	1					**1**
1645-1700	23					**23**	139	2	1			**142**	4					**4**	13					**13**	1					**1**
1700-1715	13			1		**14**	132	4	2	1		**139**	7	1				**8**	5					**5**	0					**0**
1715-1730	16					**16**	131	4	1	2		**138**	9					**9**	8		1			**9**	0					**0**
1730-1745	7					**7**	125	4	1			**130**	6					**6**	9					**9**	0					**0**
1745-1800	11					**11**	103	3		2		**108**	7					**7**	2					**2**	1					**1**
1800-1815	15					**15**	122	4	1	1		**128**	7					**7**	8					**8**	0					**0**
1815-1830	7					**7**	127	2		1		**130**	6					**6**	8					**8**	0					**0**
1530-1830	**163**	**1**	**0**	**4**	**0**	**168**	**1515**	**42**	**9**	**19**	**0**	**1585**	**78**	**1**	**0**	**0**	**0**	**79**	**96**	**0**	**3**	**1**	**0**	**100**	**5**	**0**	**0**	**0**	**0**	**5**
1530-1630	50	1	0	2	0	**53**	514	18	3	6	0	**541**	31	0	0	0	0	**31**	36	0	2	1	0	**39**	2	0	0	0	0	**2**
1545-1645	49	1	0	3	0	**53**	503	14	1	11	0	**529**	29	0	0	0	0	**29**	29	0	2	1	0	**32**	3	0	0	0	0	**3**
1600-1700	63	0	0	3	0	**66**	545	15	2	9	0	**571**	25	0	0	0	0	**25**	37	0	2	0	0	**39**	4	0	0	0	0	**4**
1615-1715	64	0	0	3	0	**67**	550	14	4	8	0	**576**	22	1	0	0	0	**23**	32	0	0	0	0	**32**	2	0	0	0	0	**2**
1630-1730	73	0	0	2	0	**75**	524	11	4	9	0	**548**	21	1	0	0	0	**22**	33	0	1	0	0	**34**	2	0	0	0	0	**2**
1645-1745	59	0	0	1	0	**60**	527	14	5	3	0	**549**	26	1	0	0	0	**27**	35	0	1	0	0	**36**	1	0	0	0	0	**1**
1700-1800	47	0	0	1	0	**48**	491	15	4	5	0	**515**	29	1	0	0	0	**30**	24	0	1	0	0	**25**	1	0	0	0	0	**1**
1715-1815	49	0	0	0	0	**49**	481	15	3	5	0	**504**	29	0	0	0	0	**29**	27	0	1	0	0	**28**	1	0	0	0	0	**1**
1730-1830	40	0	0	0	0	**40**	477	13	2	4	0	**496**	26	0	0	0	0	**26**	27	0	0	0	0	**27**	1	0	0	0	0	**1**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

	PEDESTRIANS CROSSING NORTH TO SOUTH	PEDESTRIANS CROSSING SOUTH TO NORTH	NUMBER OF TIMES PEDESTRIAN CROSSING IS CALLED
	PEDS	PEDS	
0730-0745	2	4	2
0745-0800	2	3	2
0800-0815	4	0	4
0815-0830	9	0	4
0830-0845	27	1	9
0845-0900	14	7	9
0900-0915	4	7	7
0915-0930	10	10	11
0930-0945	10	6	8
0945-1000	9	18	9
1000-1015	6	11	10
1015-1030	11	8	8
0730-1030	**108**	**75**	**83**
0730-0830	17	7	12
0745-0845	42	4	19
0800-0900	54	8	26
0815-0915	54	15	29
0830-0930	55	25	36
0845-0945	38	30	35
0900-1000	33	41	35
0915-1015	35	45	38
0930-1030	36	43	35

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

	PEDESTRIANS CROSSING NORTH TO SOUTH	PEDESTRIANS CROSSING SOUTH TO NORTH	NUMBER OF TIMES PEDESTRIAN CROSSING IS CALLED
	PEDS	PEDS	
1530-1545	6	22	10
1545-1600	9	20	9
1600-1615	6	0	3
1615-1630	4	9	7
1630-1645	3	3	3
1645-1700	2	4	5
1700-1715	2	9	5
1715-1730	4	4	4
1730-1745	2	7	4
1745-1800	1	0	1
1800-1815	4	1	3
1815-1830	2	0	1
1530-1830	**45**	**79**	**55**
1530-1630	25	51	29
1545-1645	22	32	22
1600-1700	15	16	18
1615-1715	11	25	20
1630-1730	11	20	17
1645-1745	10	24	18
1700-1800	9	20	14
1715-1815	11	12	12
1730-1830	9	8	9

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

COODEN SEA ROAD / MEADS ROAD / CHURCH HILL AVENUE CROSSROADS JUNCTION

	B2182 COODEN SEA RD NORTH LEFT TURN TO CHURCH HILL AVE					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	8					**8**
0745-0800	6					**6**
0800-0815	5					**5**
0815-0830	7					**7**
0830-0845	14					**14**
0845-0900	11	1			1	**13**
0900-0915	5					**5**
0915-0930	7					**7**
0930-0945	4					**4**
0945-1000	3	1				**4**
1000-1015	6					**6**
1015-1030	5			2		**7**
0730-1030	**81**	**2**	**0**	**2**	**1**	**86**
0730-0830	26	0	0	0	0	**26**
0745-0845	32	0	0	0	0	**32**
0800-0900	37	1	0	0	1	**39**
0815-0915	37	1	0	0	1	**39**
0830-0930	37	1	0	0	1	**39**
0845-0945	27	1	0	0	1	**29**
0900-1000	19	1	0	0	0	**20**
0915-1015	20	1	0	0	0	**21**
0930-1030	18	1	0	2	0	**21**

	B2182 COODEN SEA RD NORTH AHEAD TO B2182 COODEN SEA RD SOUTH					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	61	4	1	1	1	**68**
0745-0800	83	3	2			**88**
0800-0815	108	5	1	1	2	**117**
0815-0830	137	1			1	**139**
0830-0845	139	4	2	1	2	**148**
0845-0900	97	3			1	**101**
0900-0915	84	1	3	3		**91**
0915-0930	69	3		2	1	**75**
0930-0945	80	4	2	1	1	**88**
0945-1000	71	2	1	1	3	**78**
1000-1015	62	3	2			**67**
1015-1030	78	2	1	1	1	**83**
0730-1030	**1069**	**35**	**15**	**11**	**13**	**1143**
0730-0830	389	13	4	2	4	**412**
0745-0845	467	13	5	2	5	**492**
0800-0900	481	13	3	2	6	**505**
0815-0915	457	9	5	4	4	**479**
0830-0930	389	11	5	6	4	**415**
0845-0945	330	11	5	6	3	**355**
0900-1000	304	10	6	7	5	**332**
0915-1015	282	12	5	4	5	**308**
0930-1030	291	11	6	3	5	**316**

	B2182 COODEN SEA RD NORTH RIGHT TURN TO MEADS ROAD					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	1					**1**
0745-0800	2					**2**
0800-0815	3			1		**4**
0815-0830	5					**5**
0830-0845	3					**3**
0845-0900	2					**2**
0900-0915	3					**3**
0915-0930	6					**6**
0930-0945	5					**5**
0945-1000	2				1	**3**
1000-1015	3					**3**
1015-1030	3					**3**
0730-1030	**38**	**0**	**0**	**1**	**1**	**40**
0730-0830	11	0	0	1	0	**12**
0745-0845	13	0	0	1	0	**14**
0800-0900	13	0	0	1	0	**14**
0815-0915	13	0	0	0	0	**13**
0830-0930	14	0	0	0	0	**14**
0845-0945	16	0	0	0	0	**16**
0900-1000	16	0	0	0	1	**17**
0915-1015	16	0	0	0	1	**17**
0930-1030	13	0	0	0	1	**14**

	CHURCH HILL AVENUE OUT LEFT TO B2182 SOUTH					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	13					**13**
0745-0800	5					**5**
0800-0815	7					**7**
0815-0830	11			1		**12**
0830-0845	14					**14**
0845-0900	16	1				**17**
0900-0915	16					**16**
0915-0930	17					**17**
0930-0945	8					**8**
0945-1000	15					**15**
1000-1015	16					**16**
1015-1030	5					**5**
0730-1030	**143**	**1**	**0**	**1**	**0**	**145**
0730-0830	36	0	0	1	0	**37**
0745-0845	37	0	0	1	0	**38**
0800-0900	48	1	0	1	0	**50**
0815-0915	57	1	0	1	0	**59**
0830-0930	63	1	0	0	0	**64**
0845-0945	57	1	0	0	0	**58**
0900-1000	56	0	0	0	0	**56**
0915-1015	56	0	0	0	0	**56**
0930-1030	44	0	0	0	0	**44**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

COODEN SEA ROAD / MEADS ROAD / CHURCH HILL AVENUE CROSSROADS JUNCTION

	B2182 COODEN SEA RD NORTH LEFT TURN TO CHURCH HILL AVE					
	CAR	HGV	BUS	MCY	PCY	TOT
1530-1545	7					7
1545-1600	8					8
1600-1615	4					4
1615-1630	3					3
1630-1645	4					4
1645-1700	4					4
1700-1715	6					6
1715-1730	2					2
1730-1745	4					4
1745-1800	9			1		10
1800-1815	10					10
1815-1830	3					3
1530-1830	64	0	0	1	0	65
1530-1630	22	0	0	0	0	22
1545-1645	19	0	0	0	0	19
1600-1700	15	0	0	0	0	15
1615-1715	17	0	0	0	0	17
1630-1730	16	0	0	0	0	16
1645-1745	16	0	0	0	0	16
1700-1800	21	0	0	1	0	22
1715-1815	25	0	0	1	0	26
1730-1830	26	0	0	1	0	27

	B2182 COODEN SEA RD NORTH AHEAD TO B2182 COODEN SEA RD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT
1530-1545	90	2		1	1	94
1545-1600	85	2	1	2		90
1600-1615	90	3	4	1		98
1615-1630	89	1	1	5		96
1630-1645	81	2	1		1	85
1645-1700	99	1	1	2	1	104
1700-1715	95		1	1		97
1715-1730	91	1	1	3	1	97
1730-1745	76	2	1		1	80
1745-1800	93	1		2	1	97
1800-1815	82		3	2		87
1815-1830	81		2		1	84
1530-1830	1052	15	16	19	7	1109
1530-1630	354	8	6	9	1	378
1545-1645	345	8	7	8	1	369
1600-1700	359	7	7	8	2	383
1615-1715	364	4	4	8	2	382
1630-1730	366	4	4	6	3	383
1645-1745	361	4	4	6	3	378
1700-1800	355	4	3	6	3	371
1715-1815	342	4	5	7	3	361
1730-1830	332	3	6	4	3	348

	B2182 COODEN SEA RD NORTH RIGHT TURN TO MEADS ROAD					
	CAR	HGV	BUS	MCY	PCY	TOT
1530-1545	3					3
1545-1600	7					7
1600-1615	4					4
1615-1630	4					4
1630-1645	5					5
1645-1700	5					5
1700-1715	11	1				12
1715-1730	6					6
1730-1745	2					2
1745-1800	5				1	6
1800-1815	6					6
1815-1830	3					3
1530-1830	61	1	0	0	1	63
1530-1630	18	0	0	0	0	18
1545-1645	20	0	0	0	0	20
1600-1700	18	0	0	0	0	18
1615-1715	25	1	0	0	0	26
1630-1730	27	1	0	0	0	28
1645-1745	24	1	0	0	0	25
1700-1800	24	1	0	0	1	26
1715-1815	19	0	0	0	1	20
1730-1830	16	0	0	0	1	17

	CHURCH HILL AVENUE OUT LEFT TO B2182 SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT
1530-1545	16					16
1545-1600	13					13
1600-1615	11					11
1615-1630	10					10
1630-1645	9					9
1645-1700	8					8
1700-1715	13					13
1715-1730	12					12
1730-1745	12					12
1745-1800	13					13
1800-1815	11					11
1815-1830	9					9
1530-1830	137	0	0	0	0	137
1530-1630	50	0	0	0	0	50
1545-1645	43	0	0	0	0	43
1600-1700	38	0	0	0	0	38
1615-1715	40	0	0	0	0	40
1630-1730	42	0	0	0	0	42
1645-1745	45	0	0	0	0	45
1700-1800	50	0	0	0	0	50
1715-1815	48	0	0	0	0	48
1730-1830	45	0	0	0	0	45

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

COODEN SEA ROAD / MEADS ROAD / CHURCH HILL AVENUE CROSSROADS JUNCTION

	CHURCH HILL AVENUE AHEAD TO MEADS ROAD					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	1					**1**
0745-0800	1					**1**
0800-0815	1					**1**
0815-0830	0					**0**
0830-0845	2					**2**
0845-0900	0					**0**
0900-0915	0	1				**1**
0915-0930	1					**1**
0930-0945	0					**0**
0945-1000	0					**0**
1000-1015	1	1				**2**
1015-1030	1					**1**
0730-1030	**8**	**2**	**0**	**0**	**0**	**10**
0730-0830	3	0	0	0	0	**3**
0745-0845	4	0	0	0	0	**4**
0800-0900	3	0	0	0	0	**3**
0815-0915	2	1	0	0	0	**3**
0830-0930	3	1	0	0	0	**4**
0845-0945	1	1	0	0	0	**2**
0900-1000	1	1	0	0	0	**2**
0915-1015	2	1	0	0	0	**3**
0930-1030	2	1	0	0	0	**3**

	CHURCH HILL AVENUE OUT RIGHT TO B2182 NORTH					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	2					**2**
0745-0800	4			1		**5**
0800-0815	2					**2**
0815-0830	6					**6**
0830-0845	10					**10**
0845-0900	14					**14**
0900-0915	6					**6**
0915-0930	4					**4**
0930-0945	7	1				**8**
0945-1000	8	1				**9**
1000-1015	5	2				**7**
1015-1030	5	1		1	1	**8**
0730-1030	**73**	**5**	**0**	**2**	**1**	**81**
0730-0830	14	0	0	1	0	**15**
0745-0845	22	0	0	1	0	**23**
0800-0900	32	0	0	0	0	**32**
0815-0915	36	0	0	0	0	**36**
0830-0930	34	0	0	0	0	**34**
0845-0945	31	1	0	0	0	**32**
0900-1000	25	2	0	0	0	**27**
0915-1015	24	4	0	0	0	**28**
0930-1030	25	5	0	1	1	**32**

	B2182 COODEN SEA RD SOUTH LEFT TURN TO MEADS ROAD					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	0					**0**
0745-0800	2	1				**3**
0800-0815	0					**0**
0815-0830	0					**0**
0830-0845	1					**1**
0845-0900	2					**2**
0900-0915	1	1			1	**3**
0915-0930	3					**3**
0930-0945	2					**2**
0945-1000	3					**3**
1000-1015	2					**2**
1015-1030	2					**2**
0730-1030	**18**	**2**	**0**	**0**	**1**	**21**
0730-0830	2	1	0	0	0	**3**
0745-0845	3	1	0	0	0	**4**
0800-0900	3	0	0	0	0	**3**
0815-0915	4	1	0	0	1	**6**
0830-0930	7	1	0	0	1	**9**
0845-0945	8	1	0	0	1	**10**
0900-1000	9	1	0	0	1	**11**
0915-1015	10	0	0	0	0	**10**
0930-1030	9	0	0	0	0	**9**

	B2182 COODEN SEA RD SOUTH STRAIGHT AHEAD TO B2182 NORTH					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	70	4	1			**75**
0745-0800	83			1		**84**
0800-0815	83	3		2		**88**
0815-0830	77					**77**
0830-0845	72	1	1	1	1	**76**
0845-0900	76	2	1	2		**81**
0900-0915	92	2	3	1		**98**
0915-0930	77	1	1		1	**80**
0930-0945	60	3	1	2		**66**
0945-1000	86	2	1	1		**90**
1000-1015	89	1	2	1	2	**95**
1015-1030	92	1		1		**94**
0730-1030	**957**	**20**	**11**	**12**	**4**	**1004**
0730-0830	313	7	1	3	0	**324**
0745-0845	315	4	1	4	1	**325**
0800-0900	308	6	2	5	1	**322**
0815-0915	317	5	5	4	1	**332**
0830-0930	317	6	6	4	2	**335**
0845-0945	305	8	6	5	1	**325**
0900-1000	315	8	6	4	1	**334**
0915-1015	312	7	5	4	3	**331**
0930-1030	327	7	4	5	2	**345**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

COODEN SEA ROAD / MEADS ROAD / CHURCH HILL AVENUE CROSSROADS JUNCTION

	CHURCH HILL AVENUE AHEAD TO MEADS ROAD						CHURCH HILL AVENUE OUT RIGHT TO B2182 NORTH						B2182 COODEN SEA RD SOUTH LEFT TURN TO MEADS ROAD						B2182 COODEN SEA RD SOUTH STRAIGHT AHEAD TO B2182 NORTH					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
1530-1545	0					**0**	14					**14**	2					**2**	116	2	3	1	3	**125**
1545-1600	0					**0**	9				1	**10**	6					**6**	100	3	1	1		**105**
1600-1615	0					**0**	7				1	**8**	2					**2**	105	1	1		1	**108**
1615-1630	1					**1**	7					**7**	4					**4**	90	2	1	2		**95**
1630-1645	2					**2**	4		1			**5**	2					**2**	72	1	1	1		**75**
1645-1700	2					**2**	5					**5**	5					**5**	93	2	1	2	1	**99**
1700-1715	1					**1**	8					**8**	4	1			1	**6**	101	1	1	4	1	**108**
1715-1730	0					**0**	7					**7**	3				1	**4**	91	1	1			**93**
1730-1745	0					**0**	3					**3**	3				1	**4**	125	1		2	2	**130**
1745-1800	0					**0**	6					**6**	5					**5**	108	2	1	4	1	**116**
1800-1815	0					**0**	1					**1**	2					**2**	92		1			**93**
1815-1830	0					**0**	0					**0**	2					**2**	78	2	2		4	**86**
1530-1830	**6**	**0**	**0**	**0**	**0**	**6**	**71**	**0**	**1**	**0**	**2**	**74**	**40**	**1**	**0**	**0**	**3**	**44**	**1171**	**18**	**14**	**17**	**13**	**1233**
1530-1630	1	0	0	0	0	**1**	37	0	0	0	2	**39**	14	0	0	0	0	**14**	411	8	6	4	4	**433**
1545-1645	3	0	0	0	0	**3**	27	0	1	0	2	**30**	14	0	0	0	0	**14**	367	7	4	4	1	**383**
1600-1700	5	0	0	0	0	**5**	23	0	1	0	1	**25**	13	0	0	0	0	**13**	360	6	4	5	2	**377**
1615-1715	6	0	0	0	0	**6**	24	0	1	0	0	**25**	15	1	0	0	1	**17**	356	6	4	9	2	**377**
1630-1730	5	0	0	0	0	**5**	24	0	1	0	0	**25**	14	1	0	0	2	**17**	357	5	4	7	2	**375**
1645-1745	3	0	0	0	0	**3**	23	0	0	0	0	**23**	15	1	0	0	3	**19**	410	5	3	8	4	**430**
1700-1800	1	0	0	0	0	**1**	24	0	0	0	0	**24**	15	1	0	0	3	**19**	425	5	3	10	4	**447**
1715-1815	0	0	0	0	0	**0**	17	0	0	0	0	**17**	13	0	0	0	2	**15**	416	4	3	6	3	**432**
1730-1830	0	0	0	0	0	**0**	10	0	0	0	0	**10**	12	0	0	0	1	**13**	403	5	4	6	7	**425**

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

COODEN SEA ROAD / MEADS ROAD / CHURCH HILL AVENUE CROSSROADS JUNCTION

	B2182 COODEN SEA RD SOUTH RIGHT TURN TO CHURCH HILL AVE					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	3					**3**
0745-0800	5					**5**
0800-0815	3	1			1	**5**
0815-0830	5					**5**
0830-0845	5					**5**
0845-0900	6					**6**
0900-0915	6					**6**
0915-0930	11					**11**
0930-0945	6					**6**
0945-1000	4					**4**
1000-1015	7					**7**
1015-1030	1					**1**
0730-1030	**62**	**1**	**0**	**0**	**1**	**64**
0730-0830	16	1	0	0	1	**18**
0745-0845	18	1	0	0	1	**20**
0800-0900	19	1	0	0	1	**21**
0815-0915	22	0	0	0	0	**22**
0830-0930	28	0	0	0	0	**28**
0845-0945	29	0	0	0	0	**29**
0900-1000	27	0	0	0	0	**27**
0915-1015	28	0	0	0	0	**28**
0930-1030	18	0	0	0	0	**18**

	MEADS ROAD OUT LEFT TO B2182 NORTH					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	5					**5**
0745-0800	4					**4**
0800-0815	9					**9**
0815-0830	5					**5**
0830-0845	7					**7**
0845-0900	8					**8**
0900-0915	7					**7**
0915-0930	7					**7**
0930-0945	10					**10**
0945-1000	6					**6**
1000-1015	8					**8**
1015-1030	7	1				**8**
0730-1030	**83**	**1**	**0**	**0**	**0**	**84**
0730-0830	23	0	0	0	0	**23**
0745-0845	25	0	0	0	0	**25**
0800-0900	29	0	0	0	0	**29**
0815-0915	27	0	0	0	0	**27**
0830-0930	29	0	0	0	0	**29**
0845-0945	32	0	0	0	0	**32**
0900-1000	30	0	0	0	0	**30**
0915-1015	31	0	0	0	0	**31**
0930-1030	31	1	0	0	0	**32**

	MEADS ROAD STRAIGHT AHEAD TO CHURCH HILL AVENUE					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	0					**0**
0745-0800	0					**0**
0800-0815	0					**0**
0815-0830	1					**1**
0830-0845	2					**2**
0845-0900	0					**0**
0900-0915	0					**0**
0915-0930	0					**0**
0930-0945	1					**1**
0945-1000	0					**0**
1000-1015	0					**0**
1015-1030	0					**0**
0730-1030	**4**	**0**	**0**	**0**	**0**	**4**
0730-0830	1	0	0	0	0	**1**
0745-0845	3	0	0	0	0	**3**
0800-0900	3	0	0	0	0	**3**
0815-0915	3	0	0	0	0	**3**
0830-0930	2	0	0	0	0	**2**
0845-0945	1	0	0	0	0	**1**
0900-1000	1	0	0	0	0	**1**
0915-1015	1	0	0	0	0	**1**
0930-1030	1	0	0	0	0	**1**

	MEADS ROAD OUT RIGHT TO B2182 SOUTH					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	5					**5**
0745-0800	1					**1**
0800-0815	4					**4**
0815-0830	4					**4**
0830-0845	2					**2**
0845-0900	3					**3**
0900-0915	1					**1**
0915-0930	2					**2**
0930-0945	2					**2**
0945-1000	2					**2**
1000-1015	5					**5**
1015-1030	3					**3**
0730-1030	**34**	**0**	**0**	**0**	**0**	**34**
0730-0830	14	0	0	0	0	**14**
0745-0845	11	0	0	0	0	**11**
0800-0900	13	0	0	0	0	**13**
0815-0915	10	0	0	0	0	**10**
0830-0930	8	0	0	0	0	**8**
0845-0945	8	0	0	0	0	**8**
0900-1000	7	0	0	0	0	**7**
0915-1015	11	0	0	0	0	**11**
0930-1030	12	0	0	0	0	**12**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

COODEN SEA ROAD / MEADS ROAD / CHURCH HILL AVENUE CROSSROADS JUNCTION

	B2182 COODEN SEA RD SOUTH RIGHT TURN TO CHURCH HILL AVE						MEADS ROAD OUT LEFT TO B2182 NORTH						MEADS ROAD STRAIGHT AHEAD TO CHURCH HILL AVENUE						MEADS ROAD OUT RIGHT TO B2182 SOUTH					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
1530-1545	2					**2**	9				1	**10**	0					**0**	2					**2**
1545-1600	4					**4**	10	1				**11**	0					**0**	5					**5**
1600-1615	4					**4**	2			1		**3**	0					**0**	6					**6**
1615-1630	7					**7**	5				1	**6**	0					**0**	0					**0**
1630-1645	5					**5**	5				1	**6**	0					**0**	3					**3**
1645-1700	9					**9**	6				1	**7**	0					**0**	1					**1**
1700-1715	5	1				**6**	6	1				**7**	1					**1**	4					**4**
1715-1730	0					**0**	3				1	**4**	0					**0**	1					**1**
1730-1745	3					**3**	5					**5**	0					**0**	0					**0**
1745-1800	4					**4**	5					**5**	1					**1**	1			1		**2**
1800-1815	2					**2**	4					**4**	0					**0**	2				1	**3**
1815-1830	6					**6**	4					**4**	0					**0**	2					**2**
1530-1830	**51**	**1**	**0**	**0**	**0**	**52**	**64**	**2**	**0**	**1**	**5**	**72**	**2**	**0**	**0**	**0**	**0**	**2**	**27**	**0**	**0**	**1**	**1**	**29**
1530-1630	17	0	0	0	0	**17**	26	1	0	1	2	**30**	0	0	0	0	0	**0**	13	0	0	0	0	**13**
1545-1645	20	0	0	0	0	**20**	22	1	0	1	2	**26**	0	0	0	0	0	**0**	14	0	0	0	0	**14**
1600-1700	25	0	0	0	0	**25**	18	0	0	1	3	**22**	0	0	0	0	0	**0**	10	0	0	0	0	**10**
1615-1715	26	1	0	0	0	**27**	22	1	0	0	3	**26**	1	0	0	0	0	**1**	8	0	0	0	0	**8**
1630-1730	19	1	0	0	0	**20**	20	1	0	0	3	**24**	1	0	0	0	0	**1**	9	0	0	0	0	**9**
1645-1745	17	1	0	0	0	**18**	20	1	0	0	2	**23**	1	0	0	0	0	**1**	6	0	0	0	0	**6**
1700-1800	12	1	0	0	0	**13**	19	1	0	0	1	**21**	2	0	0	0	0	**2**	6	0	0	1	0	**7**
1715-1815	9	0	0	0	0	**9**	17	0	0	0	1	**18**	1	0	0	0	0	**1**	4	0	0	1	1	**6**
1730-1830	15	0	0	0	0	**15**	18	0	0	0	0	**18**	1	0	0	0	0	**1**	5	0	0	1	1	**7**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

MAPLE WALK / SPINDLEWOOD DRIVE / MEADS ROAD PRIORITY JUNCTION

	SPINDLEWOOD DRIVE OUT LEFT TO MEADS ROAD					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	1					**1**
0745-0800	0					**0**
0800-0815	6					**6**
0815-0830	2					**2**
0830-0845	2					**2**
0845-0900	5					**5**
0900-0915	4					**4**
0915-0930	4					**4**
0930-0945	3					**3**
0945-1000	4					**4**
1000-1015	4					**4**
1015-1030	2	1				**3**
0730-1030	**37**	**1**	**0**	**0**	**0**	**38**
0730-0830	9	0	0	0	0	**9**
0745-0845	10	0	0	0	0	**10**
0800-0900	15	0	0	0	0	**15**
0815-0915	13	0	0	0	0	**13**
0830-0930	15	0	0	0	0	**15**
0845-0945	16	0	0	0	0	**16**
0900-1000	15	0	0	0	0	**15**
0915-1015	15	0	0	0	0	**15**
0930-1030	13	1	0	0	0	**14**

	SPINDLEWOOD DRIVE OUT RIGHT TO MAPLE WALK					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	0					**0**
0745-0800	0					**0**
0800-0815	0					**0**
0815-0830	1			1		**2**
0830-0845	1					**1**
0845-0900	0					**0**
0900-0915	1					**1**
0915-0930	0					**0**
0930-0945	0					**0**
0945-1000	1					**1**
1000-1015	0					**0**
1015-1030	0					**0**
0730-1030	**4**	**0**	**0**	**1**	**0**	**5**
0730-0830	1	0	0	1	0	**2**
0745-0845	2	0	0	1	0	**3**
0800-0900	2	0	0	1	0	**3**
0815-0915	3	0	0	1	0	**4**
0830-0930	2	0	0	0	0	**2**
0845-0945	1	0	0	0	0	**1**
0900-1000	2	0	0	0	0	**2**
0915-1015	1	0	0	0	0	**1**
0930-1030	1	0	0	0	0	**1**

	SPINDLEWOOD DRIVE RIGHT TURN IN FROM MEADS ROAD					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	1					**1**
0745-0800	0	1				**1**
0800-0815	0					**0**
0815-0830	0					**0**
0830-0845	2					**2**
0845-0900	2					**2**
0900-0915	1					**1**
0915-0930	2					**2**
0930-0945	4					**4**
0945-1000	1					**1**
1000-1015	1	1				**2**
1015-1030	0					**0**
0730-1030	**14**	**2**	**0**	**0**	**0**	**16**
0730-0830	1	1	0	0	0	**2**
0745-0845	2	1	0	0	0	**3**
0800-0900	4	0	0	0	0	**4**
0815-0915	5	0	0	0	0	**5**
0830-0930	7	0	0	0	0	**7**
0845-0945	9	0	0	0	0	**9**
0900-1000	8	0	0	0	0	**8**
0915-1015	8	1	0	0	0	**9**
0930-1030	6	1	0	0	0	**7**

	SPINDLEWOOD DRIVE LEFT TURN IN FROM MAPLE WALK					
	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	0					**0**
0745-0800	0					**0**
0800-0815	0					**0**
0815-0830	0					**0**
0830-0845	0					**0**
0845-0900	0					**0**
0900-0915	0					**0**
0915-0930	0					**0**
0930-0945	1					**1**
0945-1000	0					**0**
1000-1015	0					**0**
1015-1030	0					**0**
0730-1030	**1**	**0**	**0**	**0**	**0**	**1**
0730-0830	0	0	0	0	0	**0**
0745-0845	0	0	0	0	0	**0**
0800-0900	0	0	0	0	0	**0**
0815-0915	0	0	0	0	0	**0**
0830-0930	0	0	0	0	0	**0**
0845-0945	1	0	0	0	0	**1**
0900-1000	1	0	0	0	0	**1**
0915-1015	1	0	0	0	0	**1**
0930-1030	1	0	0	0	0	**1**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

MAPLE WALK / SPINDLEWOOD DRIVE / MEADS ROAD PRIORITY JUNCTION

	SPINDLEWOOD DRIVE OUT LEFT TO MEADS ROAD					
	CAR	HGV	BUS	MCY	PCY	TOT
1530-1545	1					1
1545-1600	1					1
1600-1615	1					1
1615-1630	0					0
1630-1645	0					0
1645-1700	0					0
1700-1715	0					0
1715-1730	0					0
1730-1745	1					1
1745-1800	0					0
1800-1815	0					0
1815-1830	0					0
1530-1830	4	0	0	0	0	4
1530-1630	3	0	0	0	0	3
1545-1645	2	0	0	0	0	2
1600-1700	1	0	0	0	0	1
1615-1715	0	0	0	0	0	0
1630-1730	0	0	0	0	0	0
1645-1745	1	0	0	0	0	1
1700-1800	1	0	0	0	0	1
1715-1815	1	0	0	0	0	1
1730-1830	1	0	0	0	0	1

	SPINDLEWOOD DRIVE OUT RIGHT TO MAPLE WALK					
	CAR	HGV	BUS	MCY	PCY	TOT
1530-1545	0					0
1545-1600	1					1
1600-1615	0					0
1615-1630	1					1
1630-1645	0					0
1645-1700	1					1
1700-1715	0					0
1715-1730	0					0
1730-1745	0					0
1745-1800	0				2	2
1800-1815	0					0
1815-1830	0					0
1530-1830	3	0	0	0	2	5
1530-1630	2	0	0	0	0	2
1545-1645	2	0	0	0	0	2
1600-1700	2	0	0	0	0	2
1615-1715	2	0	0	0	0	2
1630-1730	1	0	0	0	0	1
1645-1745	1	0	0	0	0	1
1700-1800	0	0	0	0	2	2
1715-1815	0	0	0	0	2	2
1730-1830	0	0	0	0	2	2

	SPINDLEWOOD DRIVE RIGHT TURN IN FROM MEADS ROAD					
	CAR	HGV	BUS	MCY	PCY	TOT
1530-1545	2					2
1545-1600	2					2
1600-1615	1					1
1615-1630	0					0
1630-1645	3					3
1645-1700	2					2
1700-1715	1					1
1715-1730	1					1
1730-1745	1					1
1745-1800	2				1	3
1800-1815	1					1
1815-1830	1					1
1530-1830	17	0	0	0	1	18
1530-1630	5	0	0	0	0	5
1545-1645	6	0	0	0	0	6
1600-1700	6	0	0	0	0	6
1615-1715	6	0	0	0	0	6
1630-1730	7	0	0	0	0	7
1645-1745	5	0	0	0	0	5
1700-1800	5	0	0	0	1	6
1715-1815	5	0	0	0	1	6
1730-1830	5	0	0	0	1	6

	SPINDLEWOOD DRIVE LEFT TURN IN FROM MAPLE WALK					
	CAR	HGV	BUS	MCY	PCY	TOT
1530-1545	0					0
1545-1600	1					1
1600-1615	0					0
1615-1630	1					1
1630-1645	1					1
1645-1700	0					0
1700-1715	0					0
1715-1730	0					0
1730-1745	0					0
1745-1800	1					1
1800-1815	0					0
1815-1830	0					0
1530-1830	4	0	0	0	0	4
1530-1630	2	0	0	0	0	2
1545-1645	3	0	0	0	0	3
1600-1700	2	0	0	0	0	2
1615-1715	2	0	0	0	0	2
1630-1730	1	0	0	0	0	1
1645-1745	0	0	0	0	0	0
1700-1800	1	0	0	0	0	1
1715-1815	1	0	0	0	0	1
1730-1830	1	0	0	0	0	1

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

MAPLE WALK / SPINDLEWOOD DRIVE / MEADS ROAD PRIORITY JUNCTION

	MEADS ROAD FROM NE STRAIGHT AHEAD TO MAPLE WALK SW						MAPLE WALK FROM SW STRAIGHT AHEAD TO MEADS ROAD NW					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
0730-0745	0					**0**	5					**5**
0745-0800	5				1	**6**	4					**4**
0800-0815	3					**3**	3					**3**
0815-0830	3			1		**4**	5					**5**
0830-0845	2					**2**	6					**6**
0845-0900	1				1	**2**	4					**4**
0900-0915	2	1			1	**4**	4					**4**
0915-0930	9	1				**10**	1					**1**
0930-0945	1				1	**2**	5					**5**
0945-1000	2				1	**3**	3					**3**
1000-1015	3					**3**	1				3	**4**
1015-1030	4				1	**5**	4					**4**
0730-1030	**35**	**2**	**0**	**1**	**6**	**44**	**45**	**0**	**0**	**0**	**3**	**48**
0730-0830	11	0	0	1	1	**13**	17	0	0	0	0	**17**
0745-0845	13	0	0	1	1	**15**	18	0	0	0	0	**18**
0800-0900	9	0	0	1	1	**11**	18	0	0	0	0	**18**
0815-0915	8	1	0	1	2	**12**	19	0	0	0	0	**19**
0830-0930	14	2	0	0	2	**18**	15	0	0	0	0	**15**
0845-0945	13	2	0	0	3	**18**	14	0	0	0	0	**14**
0900-1000	14	2	0	0	3	**19**	13	0	0	0	0	**13**
0915-1015	15	1	0	0	2	**18**	10	0	0	0	3	**13**
0930-1030	10	0	0	0	3	**13**	13	0	0	0	3	**16**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 15TH APRIL 2015

LOCATION : LITTLE COMMON, BEXHILL ON SEA, EAST SUSSEX

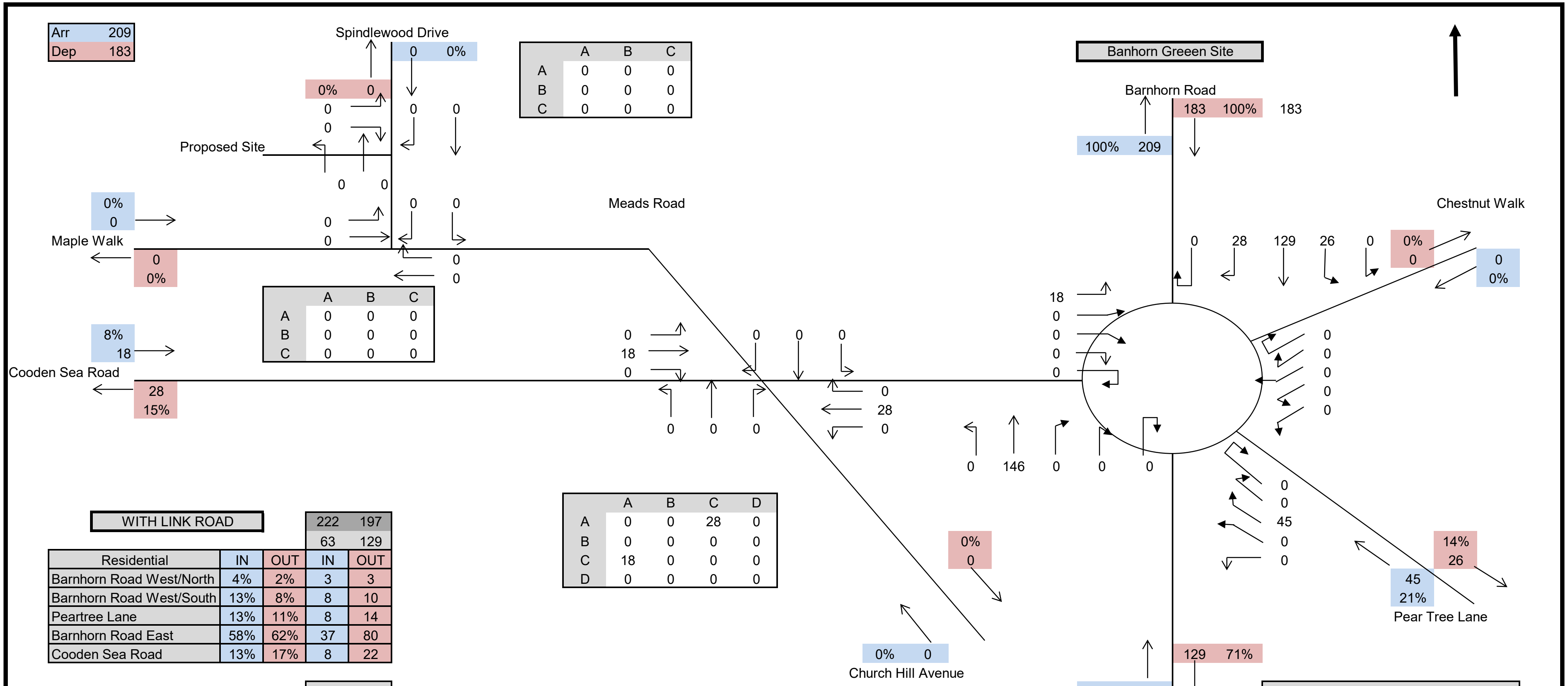
MAPLE WALK / SPINDLEWOOD DRIVE / MEADS ROAD PRIORITY JUNCTION

	MEADS ROAD FROM NE STRAIGHT AHEAD TO MAPLE WALK SW						MAPLE WALK FROM SW STRAIGHT AHEAD TO MEADS ROAD NW					
	CAR	HGV	BUS	MCY	PCY	**TOT**	CAR	HGV	BUS	MCY	PCY	**TOT**
1530-1545	6					**6**	5				1	**6**
1545-1600	6					**6**	7					**7**
1600-1615	5			1		**6**	1			1		**2**
1615-1630	5					**5**	1				1	**2**
1630-1645	7					**7**	5				1	**6**
1645-1700	4					**4**	3				1	**4**
1700-1715	13	1				**14**	6				1	**7**
1715-1730	7				1	**8**	2				1	**3**
1730-1745	1				1	**2**	4					**4**
1745-1800	4				1	**5**	4			1		**5**
1800-1815	5					**5**	5				1	**6**
1815-1830	2					**2**	4					**4**
1530-1830	**65**	**1**	**0**	**1**	**3**	**70**	**47**	**0**	**0**	**2**	**7**	**56**
1530-1630	22	0	0	1	0	**23**	14	0	0	1	2	**17**
1545-1645	23	0	0	1	0	**24**	14	0	0	1	2	**17**
1600-1700	21	0	0	1	0	**22**	10	0	0	1	3	**14**
1615-1715	29	1	0	0	0	**30**	15	0	0	0	4	**19**
1630-1730	31	1	0	0	1	**33**	16	0	0	0	4	**20**
1645-1745	25	1	0	0	2	**28**	15	0	0	0	3	**18**
1700-1800	25	1	0	0	3	**29**	16	0	0	1	2	**19**
1715-1815	17	0	0	0	3	**20**	15	0	0	1	2	**18**
1730-1830	12	0	0	0	2	**14**	17	0	0	1	1	**19**

APPENDIX D

Traffic Flow Diagrams

Arr	209
Dep	183



	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

	A	B	C	D
A	0	0	28	0
B	0	0	0	0
C	18	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	0	26	129	28
B	0	0	0	0	0
C	45	0	0	0	0
D	146	0	0	0	0
E	18	0	0	0	0

WITH LINK ROAD

			222	197
			63	129
Residential	IN	OUT	IN	OUT
Barnhorn Road West/North	4%	2%	3	3
Barnhorn Road West/South	13%	8%	8	10
Peartree Lane	13%	11%	8	14
Barnhorn Road East	58%	62%	37	80
Cooden Sea Road	13%	17%	8	22

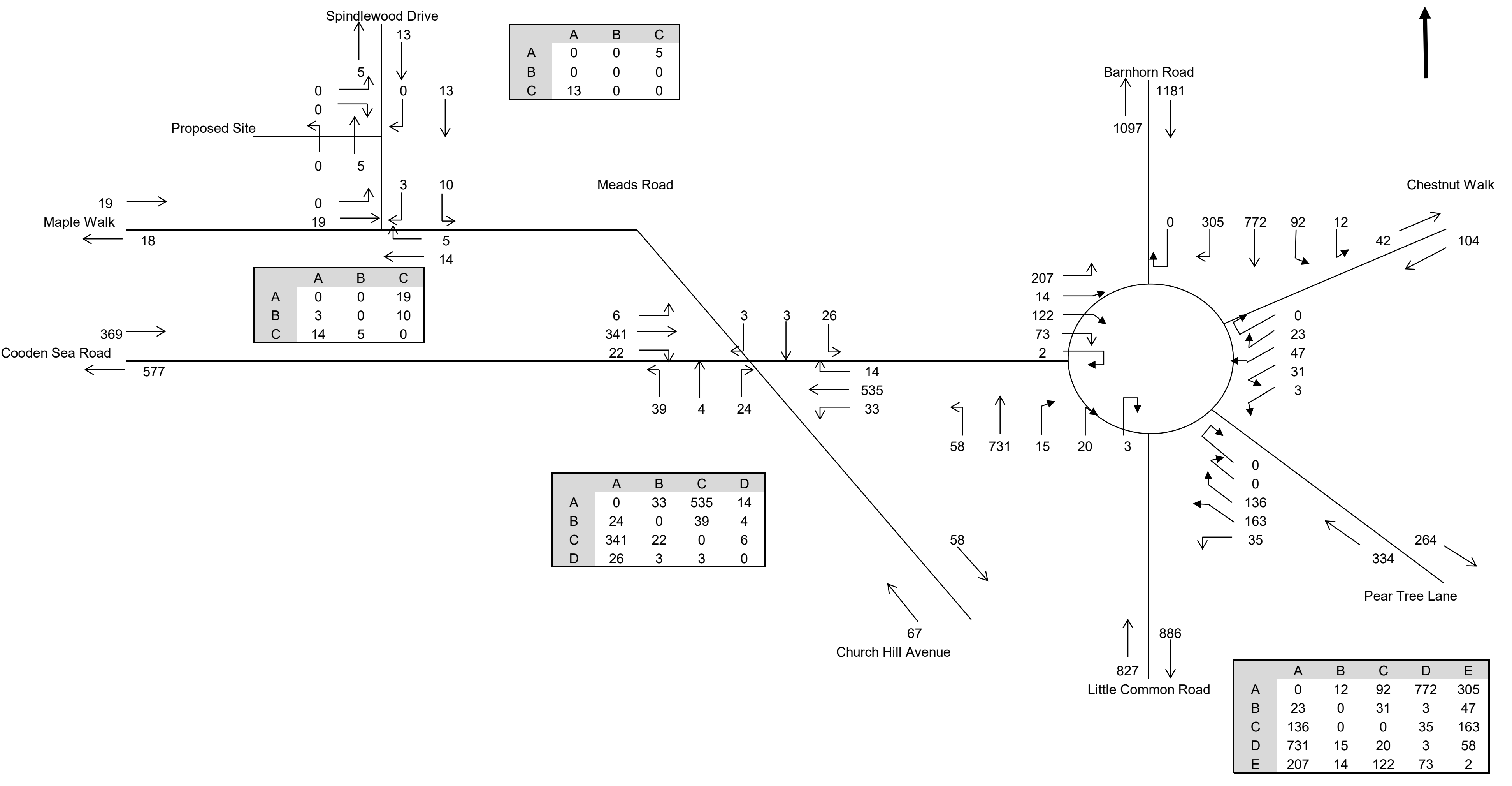
			159	68
Employment	IN	OUT	IN	OUT
Barnhorn Road West/North	0%	0%	0	0
Barnhorn Road West/South	2%	1%	3	1
Peartree Lane	23%	17%	37	12
Barnhorn Road East	69%	72%	110	49
Cooden Sea Road	6%	9%	10	6

EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title



	A	B	C
A	0	0	5
B	0	0	0
C	13	0	0

	A	B	C
A	0	0	19
B	3	0	10
C	14	5	0

	A	B	C	D
A	0	33	535	14
B	24	0	39	4
C	341	22	0	6
D	26	3	3	0

	A	B	C	D	E
A	0	12	92	772	305
B	23	0	31	3	47
C	136	0	0	35	163
D	731	15	20	3	58
E	207	14	122	73	2

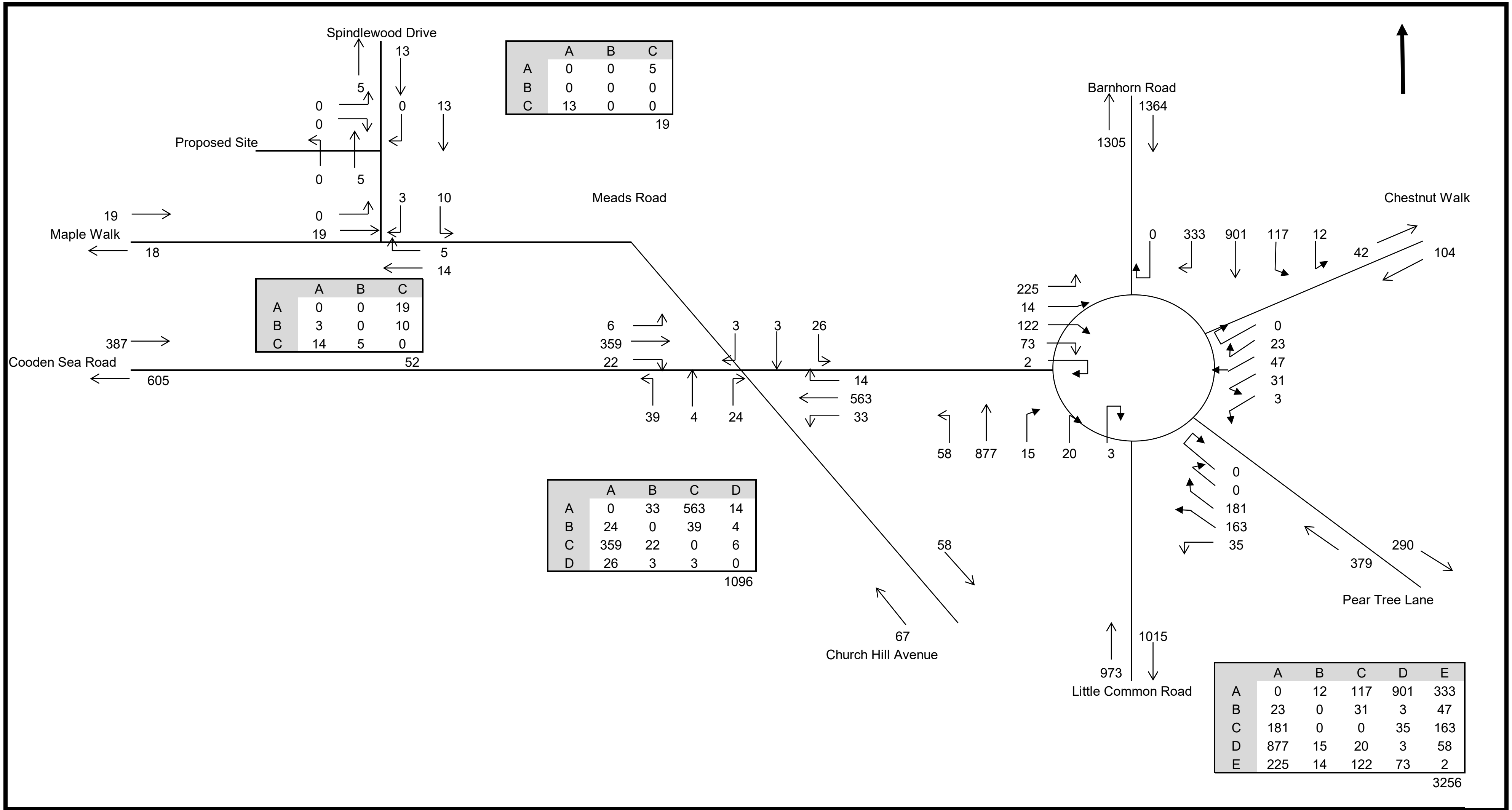
EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Base 2017
FRIDAY AM



	A	B	C
A	0	0	5
B	0	0	0
C	13	0	0

19

	A	B	C
A	0	0	19
B	3	0	10
C	14	5	0

52

	A	B	C	D
A	0	33	563	14
B	24	0	39	4
C	359	22	0	6
D	26	3	3	0

1096

	A	B	C	D	E
A	0	12	117	901	333
B	23	0	31	3	47
C	181	0	0	35	163
D	877	15	20	3	58
E	225	14	122	73	2

3256

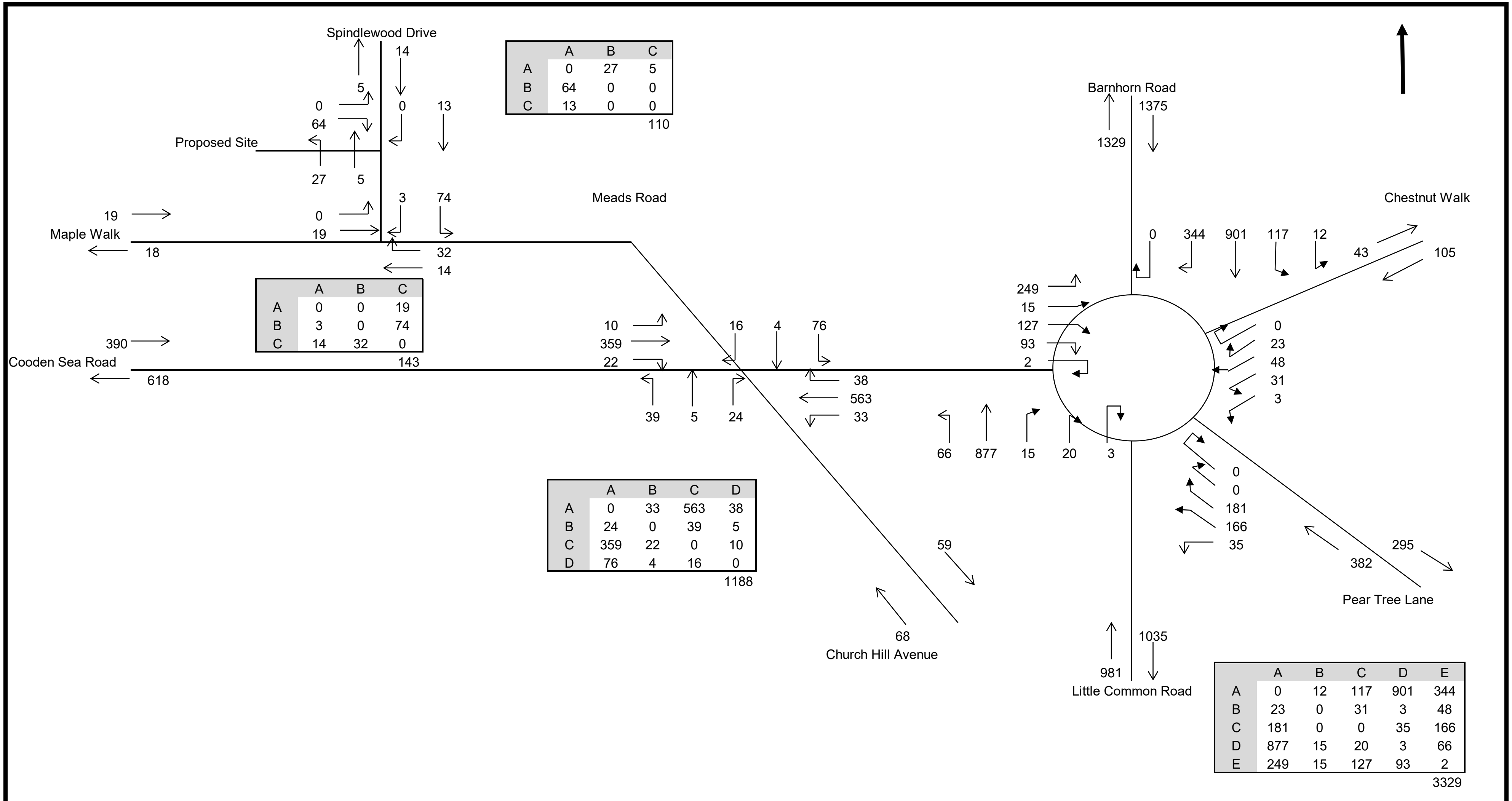
EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Base 2017 + Committed Developments
FRIDAY AM



	A	B	C
A	0	27	5
B	64	0	0
C	13	0	0

110

	A	B	C
A	0	0	19
B	3	0	74
C	14	32	0

143

	A	B	C	D
A	0	33	563	38
B	24	0	39	5
C	359	22	0	10
D	76	4	16	0

1188

	A	B	C	D	E
A	0	12	117	901	344
B	23	0	31	3	48
C	181	0	0	35	166
D	877	15	20	3	66
E	249	15	127	93	2

3329

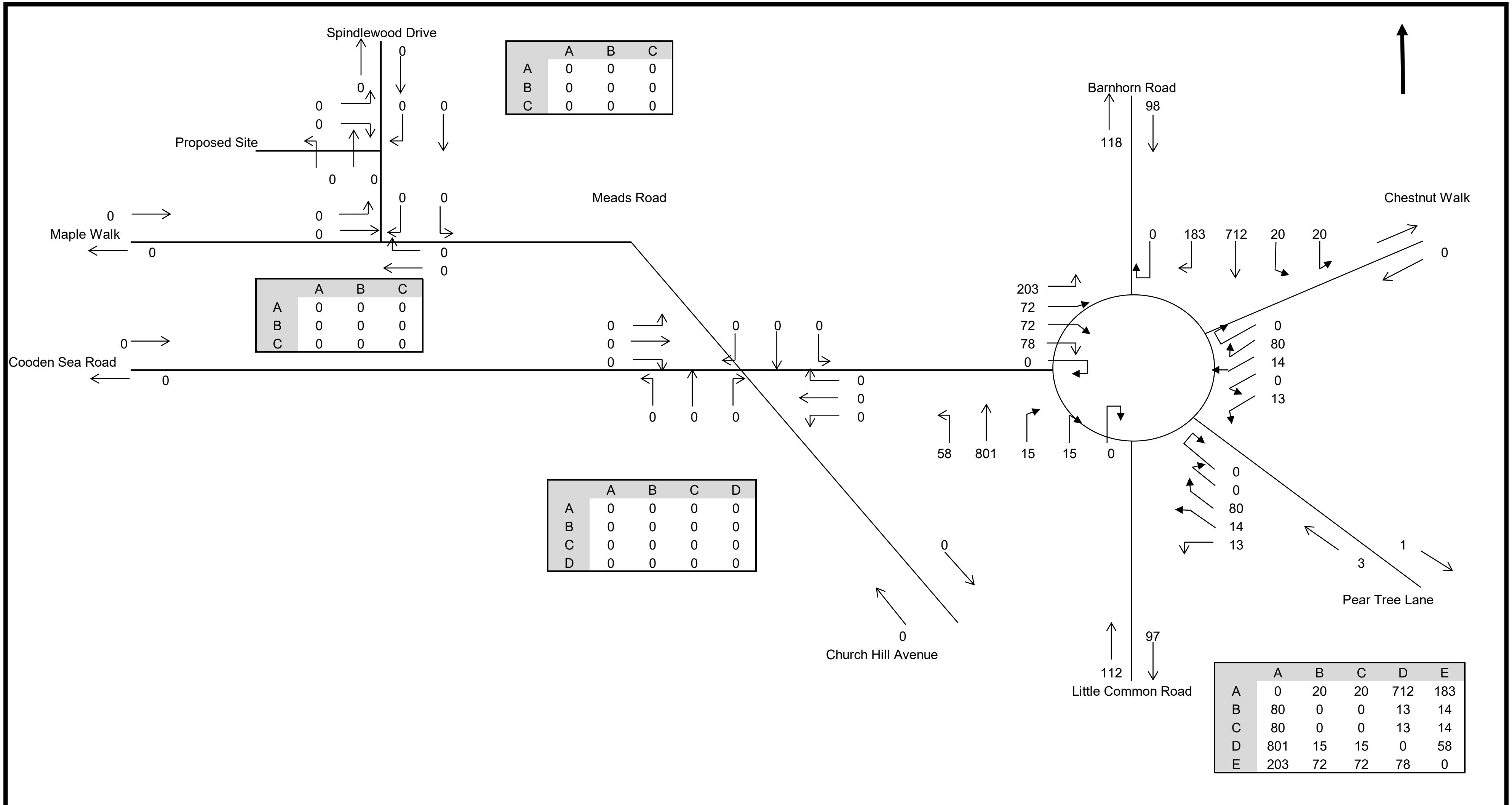
EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Base 2017 + Committed Developments + Proposed Deveelopment
FRIDAY AM



	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	20	20	712	183
B	80	0	0	13	14
C	80	0	0	13	14
D	801	15	15	0	58
E	203	72	72	78	0

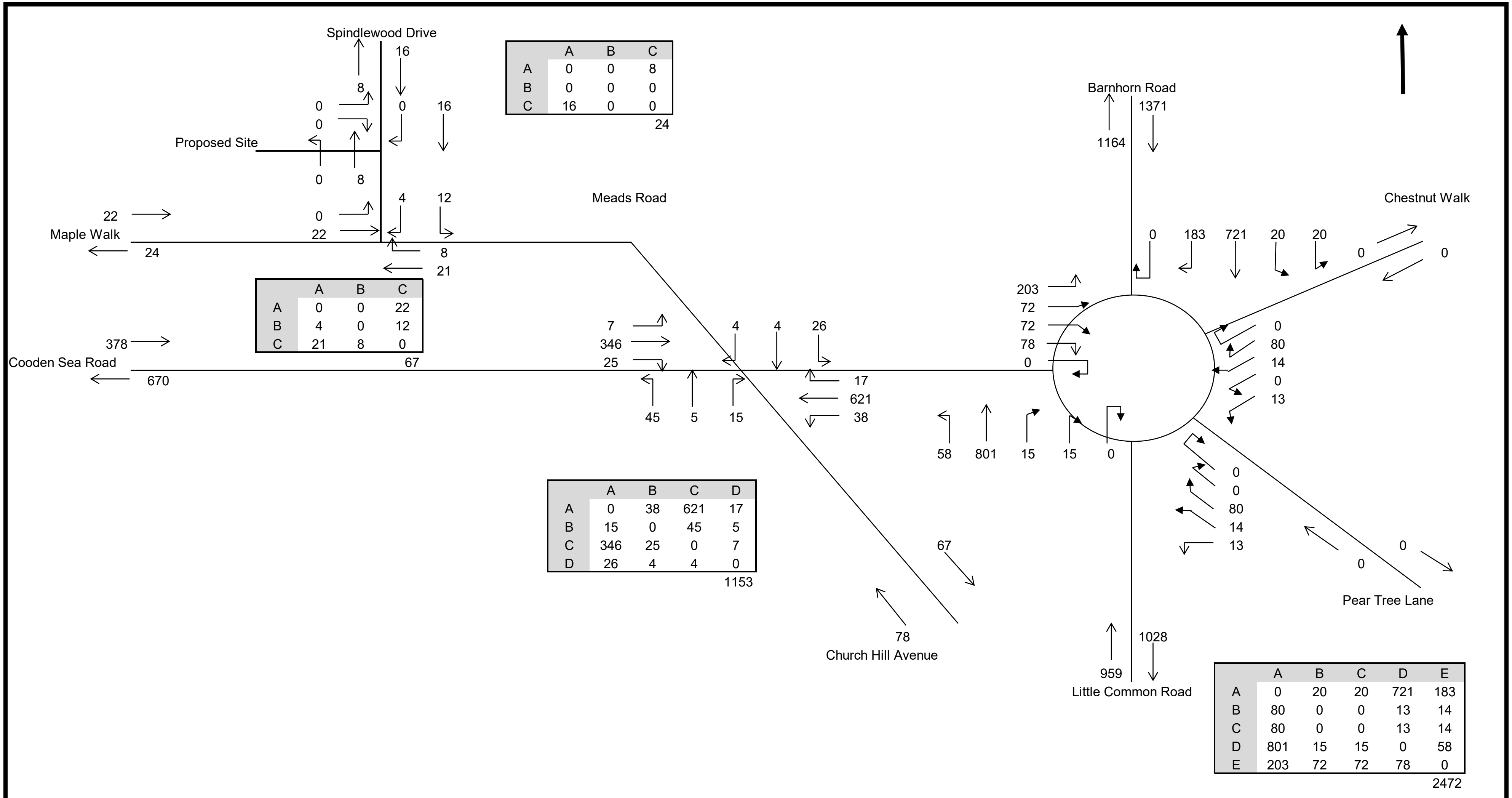
EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Saturn Model
FRIDAY AM



	A	B	C
A	0	0	8
B	0	0	0
C	16	0	0
			24

	A	B	C
A	0	0	22
B	4	0	12
C	21	8	0
			67

	A	B	C	D
A	0	38	621	17
B	15	0	45	5
C	346	25	0	7
D	26	4	4	0
				1153

	A	B	C	D	E
A	0	20	20	721	183
B	80	0	0	13	14
C	80	0	0	13	14
D	801	15	15	0	58
E	203	72	72	78	0
					2472

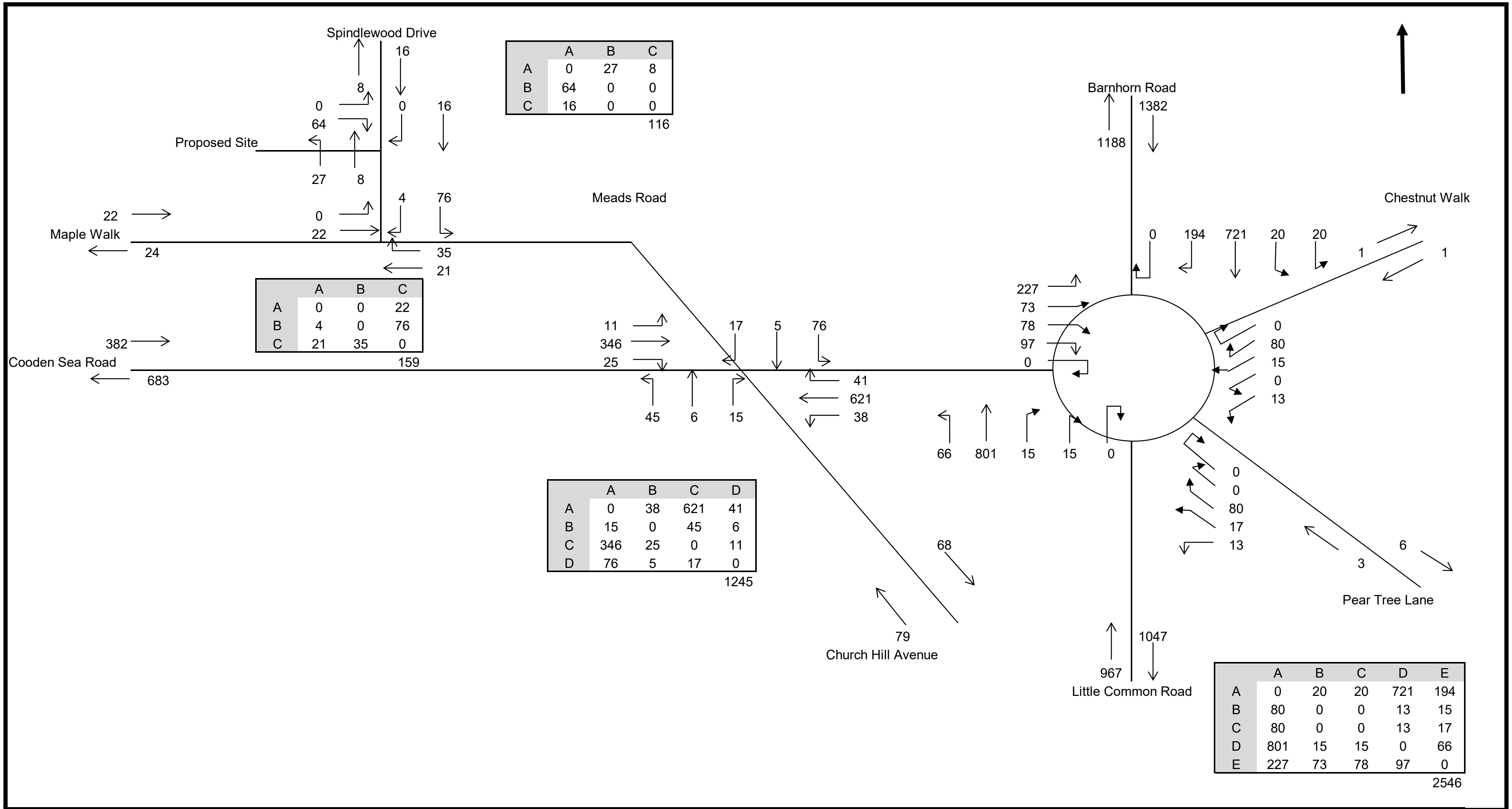
EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Base 2028 + Saturn Model
FRIDAY AM



	A	B	C
A	0	27	8
B	64	0	0
C	16	0	0
			116

	A	B	C
A	0	0	22
B	4	0	76
C	21	35	0
			159

	A	B	C	D
A	0	38	621	41
B	15	0	45	6
C	346	25	0	11
D	76	5	17	0
				1245

	A	B	C	D	E
A	0	20	20	721	194
B	80	0	0	13	15
C	80	0	0	13	17
D	801	15	15	0	66
E	227	73	78	97	0
					2546

EXIGO
PROJECT SOLUTIONS

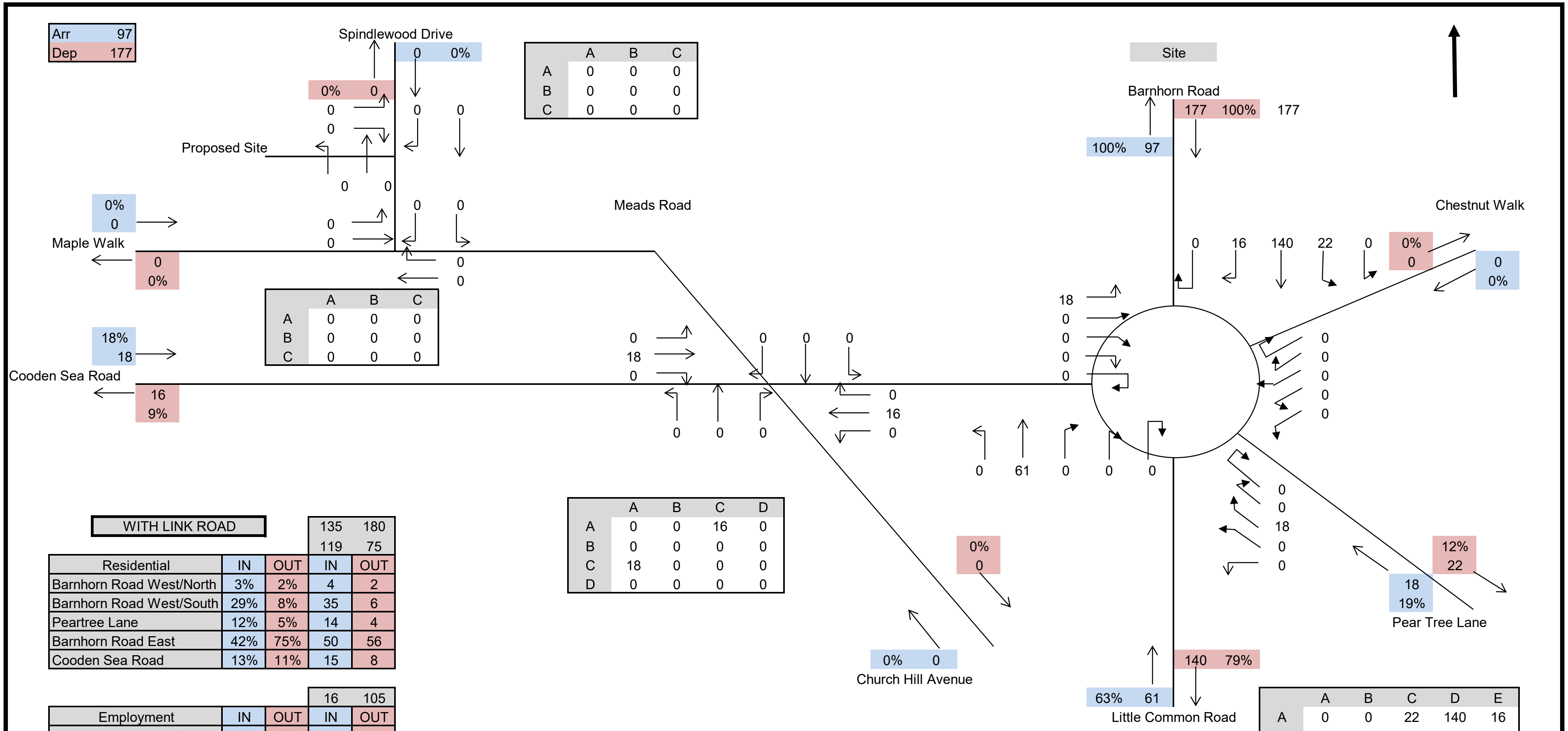
Scheme
Proposed Residential Dwellings

On Behalf of

Title

Base 2028 + Saturn Model + Proposed Development
FRIDAY AM

Arr	97
Dep	177



	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

	A	B	C	D
A	0	0	16	0
B	0	0	0	0
C	18	0	0	0
D	0	0	0	0

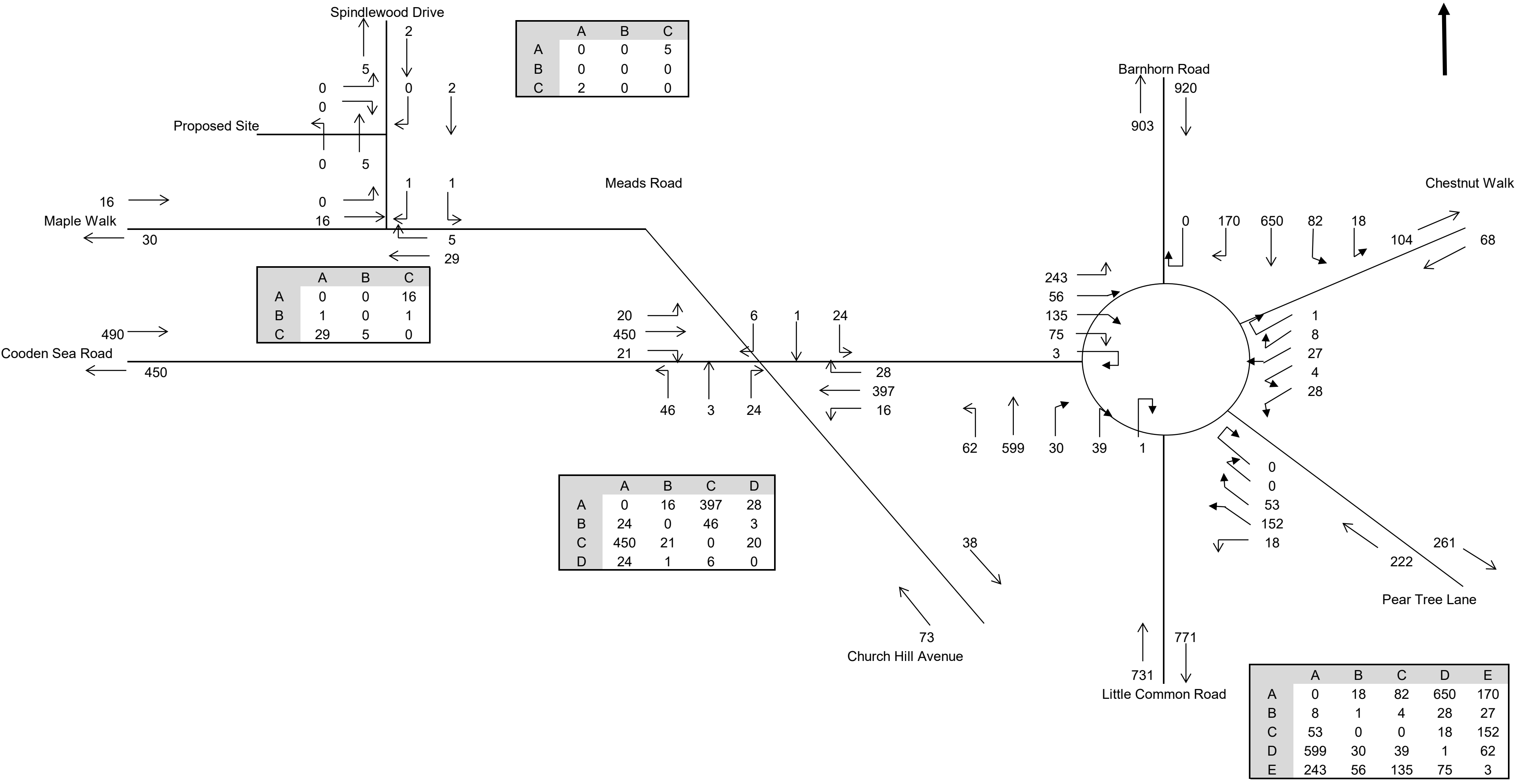
	A	B	C	D	E
A	0	0	22	140	16
B	0	0	0	0	0
C	18	0	0	0	0
D	61	0	0	0	0
E	18	0	0	0	0

WITH LINK ROAD

			135	180
			119	75
Residential	IN	OUT	IN	OUT
Barnhorn Road West/North	3%	2%	4	2
Barnhorn Road West/South	29%	8%	35	6
Peartree Lane	12%	5%	14	4
Barnhorn Road East	42%	75%	50	56
Cooden Sea Road	13%	11%	15	8

			16	105
Employment	IN	OUT	IN	OUT
Barnhorn Road West/North	0%	0%	0	0
Barnhorn Road West/South	1%	1%	0	1
Peartree Lane	24%	17%	4	18
Barnhorn Road East	71%	80%	11	84
Cooden Sea Road	13%	7%	2	7

Scheme
Proposed Residential Dwellings
On Behalf of
Title



	A	B	C
A	0	0	5
B	0	0	0
C	2	0	0

	A	B	C
A	0	0	16
B	1	0	1
C	29	5	0

	A	B	C	D
A	0	16	397	28
B	24	0	46	3
C	450	21	0	20
D	24	1	6	0

	A	B	C	D	E
A	0	18	82	650	170
B	8	1	4	28	27
C	53	0	0	18	152
D	599	30	39	1	62
E	243	56	135	75	3

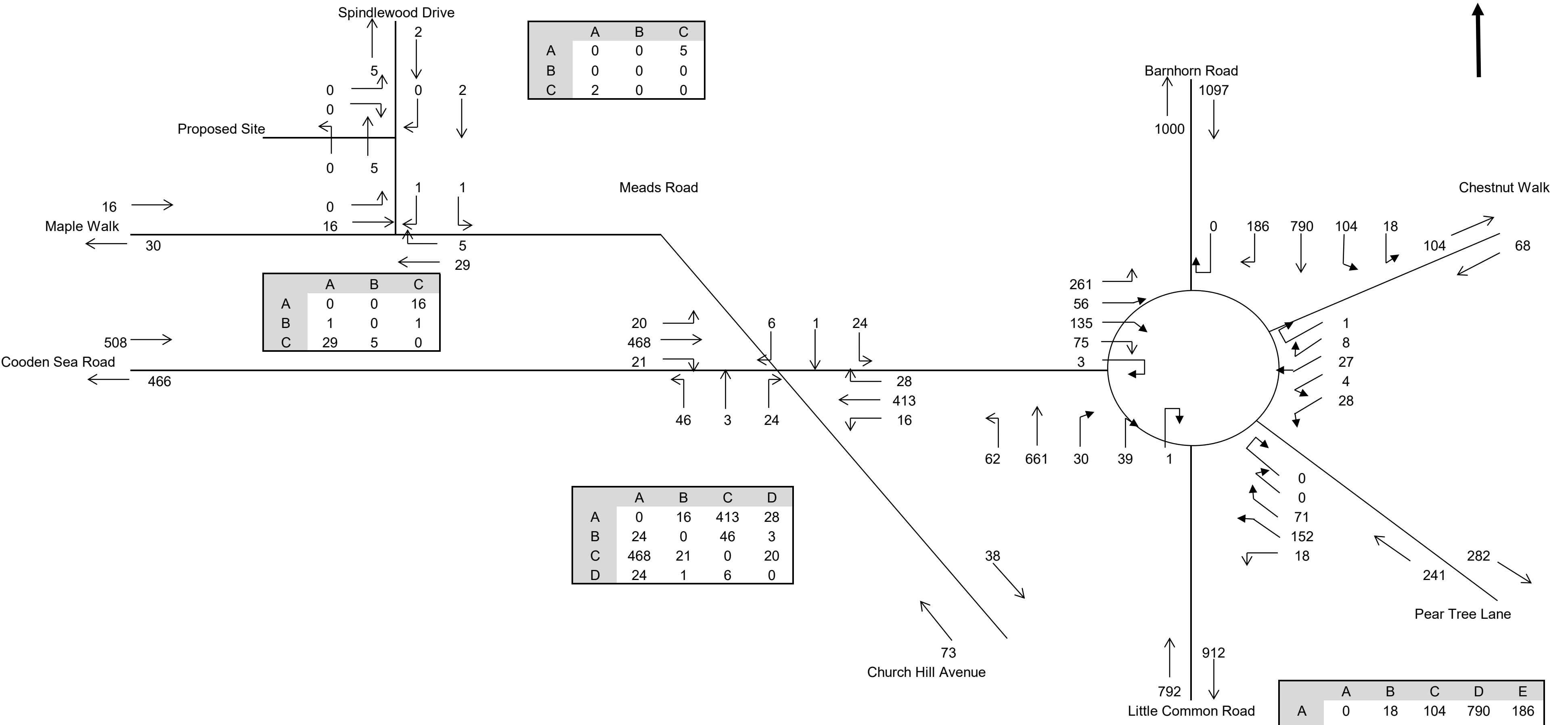
EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Base 2017
FRIDAY PM



	A	B	C
A	0	0	5
B	0	0	0
C	2	0	0

	A	B	C
A	0	0	16
B	1	0	1
C	29	5	0

	A	B	C	D
A	0	16	413	28
B	24	0	46	3
C	468	21	0	20
D	24	1	6	0

	A	B	C	D	E
A	0	18	104	790	186
B	8	1	4	28	27
C	71	0	0	18	152
D	661	30	39	1	62
E	261	56	135	75	3

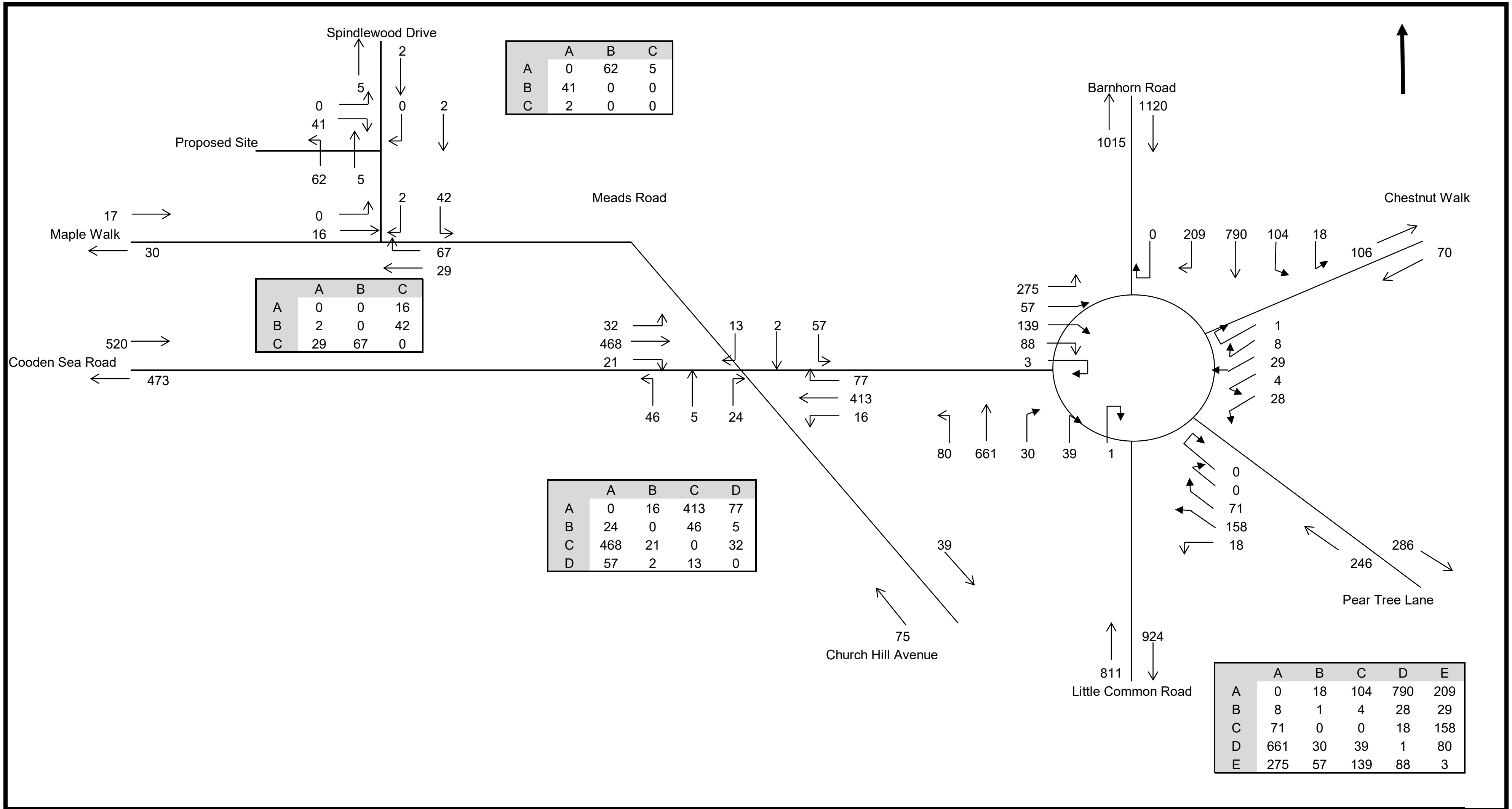
EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Base 2016 + Committed Developments
FRIDAY PM



	A	B	C
A	0	62	5
B	41	0	0
C	2	0	0

	A	B	C
A	0	0	16
B	2	0	42
C	29	67	0

	A	B	C	D
A	0	16	413	77
B	24	0	46	5
C	468	21	0	32
D	57	2	13	0

	A	B	C	D	E
A	0	18	104	790	209
B	8	1	4	28	29
C	71	0	0	18	158
D	661	30	39	1	80
E	275	57	139	88	3

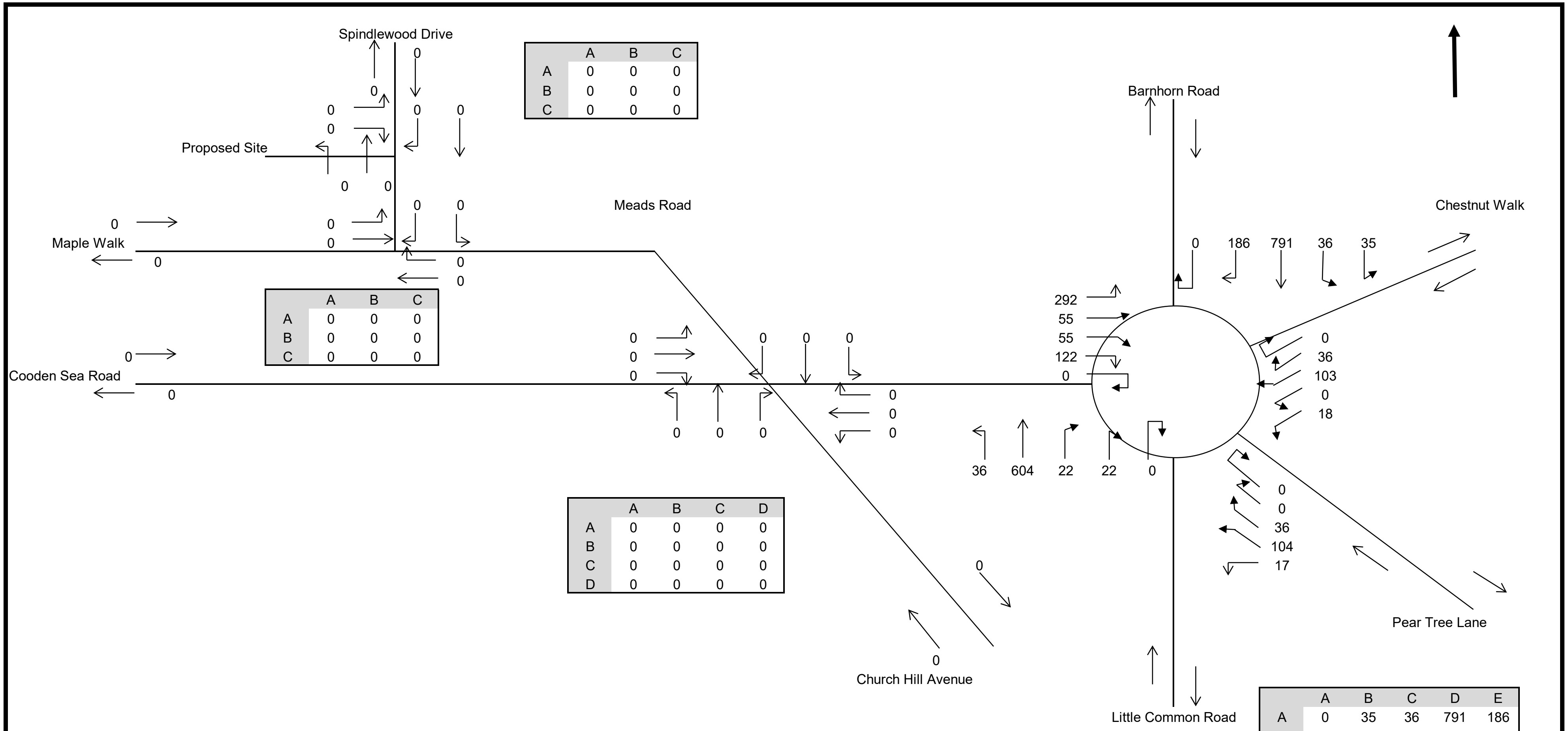
EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Base 2016 + Committed Developments + Proposed Development
FRIDAY PM



	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	35	36	791	186
B	36	0	0	16	45
C	36	0	0	17	104
D	604	22	22	0	36
E	292	55	55	122	0

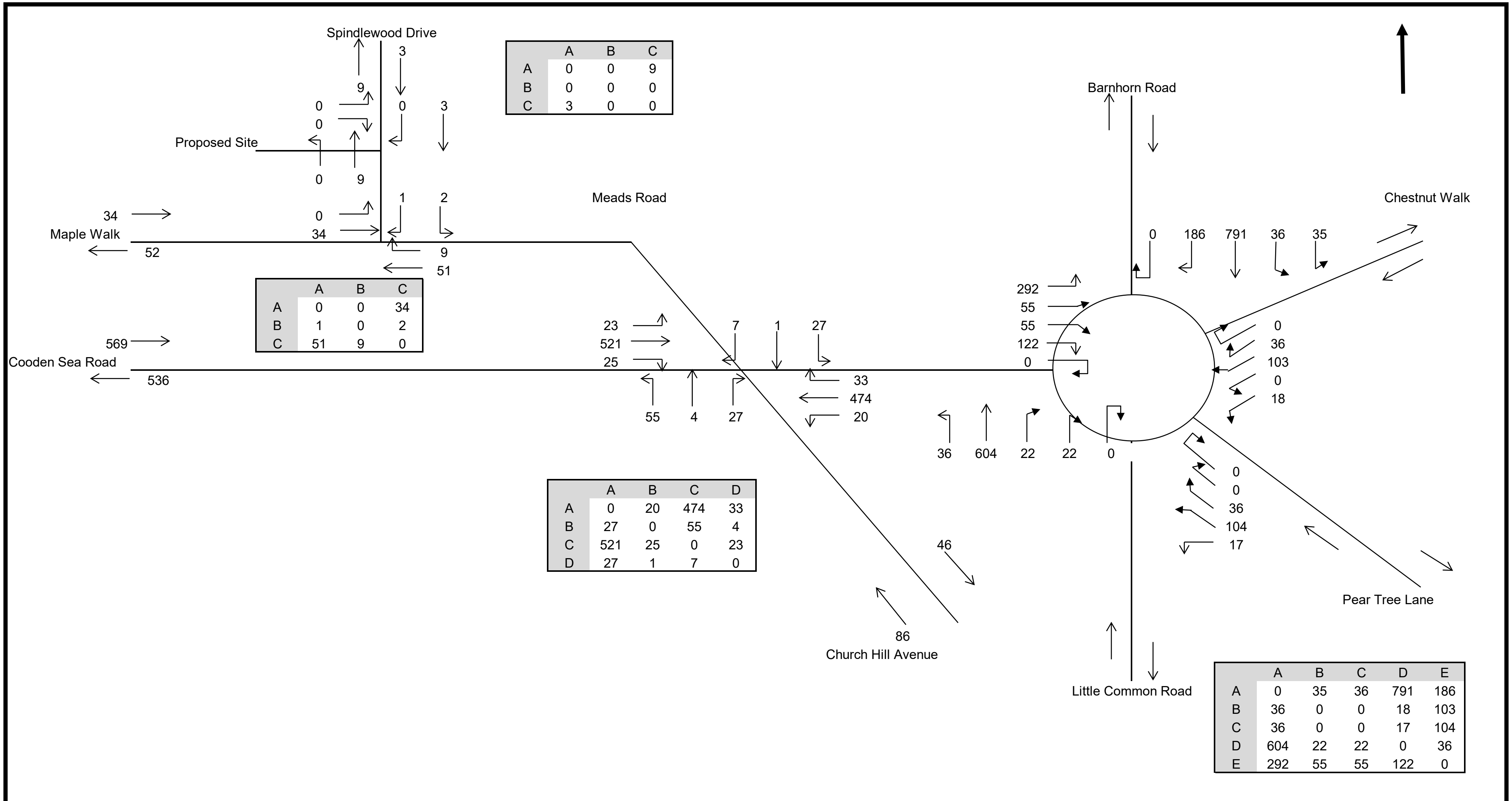
EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Saturn
FRIDAY PM



	A	B	C
A	0	0	9
B	0	0	0
C	3	0	0

	A	B	C
A	0	0	34
B	1	0	2
C	51	9	0

	A	B	C	D
A	0	20	474	33
B	27	0	55	4
C	521	25	0	23
D	27	1	7	0

	A	B	C	D	E
A	0	35	36	791	186
B	36	0	0	18	103
C	36	0	0	17	104
D	604	22	22	0	36
E	292	55	55	122	0

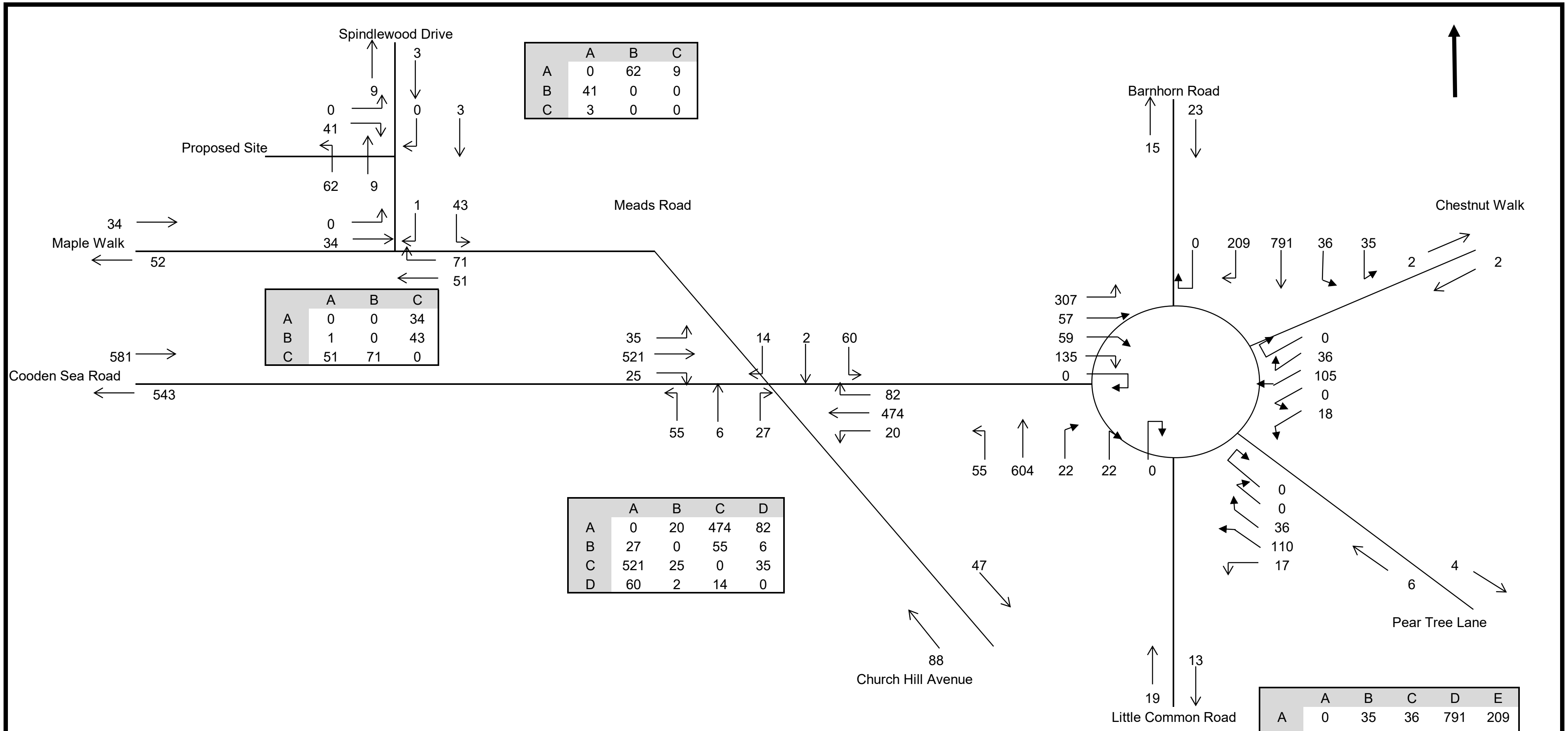
EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Base 2028 + Saturn Model
FRIDAY PM



	A	B	C
A	0	62	9
B	41	0	0
C	3	0	0

	A	B	C
A	0	0	34
B	1	0	43
C	51	71	0

	A	B	C	D
A	0	20	474	82
B	27	0	55	6
C	521	25	0	35
D	60	2	14	0

	A	B	C	D	E
A	0	35	36	791	209
B	36	0	0	18	105
C	36	0	0	17	110
D	604	22	22	0	55
E	307	57	59	135	0

EXIGO
PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

Base 2028 + Saturn + Development
FRIDAY PM

APPENDIX E

PICADY Output

```
                                TRL LIMITED

                            (C) COPYRIGHT 2010

   CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

                         PICADY 5.1  ANALYSIS PROGRAM
                            RELEASE 5.0 (JUNE 2010)

                ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
                   BY PERMISSION OF THE CONTROLLER OF HMSO

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                   PROGRAM ADVICE AND MAINTENANCE CONTACT:
                             TRL SOFTWARE SALES
                 TEL: CROWTHORNE (01344) 770758, FAX: 770356
                       EMAIL: software@trl.co.uk
            --------------------------------------------------------



 THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
 IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY  FOR THE CORRECTNESS  OF THE SOLUTION

 Run with file:-
 "C:\Users\Modelling Machine\Documents\PICADY\Bexhill\Bexhill Spindlewood Road Proposed Site Access 2017.vpi"
(drive-on-the-left) at 10:07:59 on Wednesday, 12 July 2017



 RUN INFORMATION
 ***************

 RUN TITLE       : Bexhill Proposed site Access
 LOCATION        : Bexhill
 DATE            : 28/04/15
 CLIENT          :
 ENUMERATOR      : Rob [Desktop-03]
 JOB NUMBER      : 277
 STATUS          :
 DESCRIPTION     :


 MAJOR/MINOR JUNCTION CAPACITY AND DELAY
  ***************************************

  INPUT DATA
  ----------

                     MAJOR ROAD (ARM C) --------------------- MAJOR ROAD (ARM A)
                                                 I
                                                 I
                                                 I
                                                 I
                                                 I
                                                 I
                                          MINOR ROAD (ARM B)

 ARM A IS Spindlewood Drive South
 ARM B IS Proposed Site Access
 ARM C IS Spindlewood Drive North


 STREAM LABELLING CONVENTION
 --------------------------
         STREAM  A-B  CONTAINS TRAFFIC GOING FROM ARM  A TO ARM B
         STREAM  B-AC CONTAINS TRAFFIC GOING FROM ARM  B TO ARM A AND TO ARM  C
         ETC.
```

```
 GEOMETRIC DATA
 --------------
 --------------------------------------------------------------------------------------
 I                DATA ITEM                                       I   MINOR ROAD B    I
 --------------------------------------------------------------------------------------
 I  TOTAL MAJOR ROAD CARRIAGEWAY WIDTH                            I ( W  )  6.00 M.   I
 I  CENTRAL RESERVE WIDTH                                         I (WCR )  0.00 M.   I
 I                                                                I                   I
 I  MAJOR ROAD RIGHT  TURN - WIDTH                                I (WC-B)  2.20 M.   I
 I                         - VISIBILITY                           I (VC-B) 68.00 M.   I
 I                         - BLOCKS TRAFFIC (SPACES)              I         YES  ( 1) I
 I                                                                I                   I
 I  MINOR ROAD - VISIBILITY TO LEFT                               I (VB-C)   0.0 M.   I
 I             - VISIBILITY TO RIGHT                              I (VB-A)   0.0 M.   I
 I             - LANE 1 WIDTH                                     I (WB-C)  2.20 M.   I
 I             - LANE 2 WIDTH                                     I (WB-A)  0.00 M.   I
 --------------------------------------------------------------------------------------




 LOCAL DATA
 ----------


 ONE OR MORE CAPACITIES HAVE BEEN ADJUSTED
 ACCORDING TO LOCAL VALUES INPUT FROM A PREVIOUS RUN AND LISTED BELOW

 --------------------------------
 I STREAM I    ADJUSTMENT TO    I
 I        I  CAPACITY (PCU/MIN) I
 --------------------------------
   ZERO SITE CORRECTIONS
 --------------------------------

 .SLOPES AND INTERCEPT
  -------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96           0.22                0.09        I
 ---------------------------------------------------------


 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 --------------------------------------------------------------------------------------------------
 I     439.58           0.20                0.08                  0.13                0.29       I
 --------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     613.34           0.24                0.24        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 ----------------------
 I ARM I FLOW SCALE(%) I
 ----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 ----------------------


 Demand set:        Base 2017 AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.
```

```
--------------------------------------------------------------------------------

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

 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM    I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.06  I   0.09  I  0.06       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.00  I   0.00  I  0.00       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.16  I   0.24  I  0.16       I
 ------------------------------------------------------------------------------------


 Demand set:        Base 2017 AM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                     -------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I    5.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.000 I  0.000 I  0.000 I
 I                    I         I    0.0 I    0.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  1.000 I  0.000 I  0.000 I
 I                    I         I   13.0 I    0.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 AM
                AND FOR TIME PERIOD        1

 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.00      7.52    0.000                0.00   0.00        0.0                            0.00      I
 I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.06                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.00      7.51    0.000                0.00   0.00        0.0                            0.00      I
 I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.07                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      0.00      7.51    0.000                0.00   0.00        0.0                            0.00      I
 I   C-AB      0.00      9.27    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.09                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
```

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 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      0.00      7.51    0.000                0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.27    0.000                0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.09                                                                                               I
 I                                                                                                                I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.00      7.51    0.000                0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.07                                                                                               I
 I                                                                                                                I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.00      7.52    0.000                0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.06                                                                                               I
 I                                                                                                                I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I--------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  C-AB  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I    6.9 I    4.6 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I   24.8 I   16.5 I     0.0 I    0.00   I       0.0  I    0.00   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.09        I
 ---------------------------------------------------------


 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B           STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     439.58            0.20                0.08                  0.13                0.29       I
 ---------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     613.34            0.24                0.24        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:         Base 2017 + Com AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 -------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 -------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.06  I   0.09  I  0.06       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.00  I   0.00  I  0.00       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.16  I   0.24  I  0.16       I
 -------------------------------------------------------------------------------------
```

```
Demand set:        Base 2017 + Com AM
-----------------------------------------------------------
I                    I         TURNING PROPORTIONS        I
I                    I         TURNING COUNTS             I
I                    I        (PERCENTAGE OF H.V.S)       I
I                    --------------------------------------
I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
-----------------------------------------------------------
I   08.00 - 09.30    I         I        I        I        I
I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
I                    I         I    0.0 I    0.0 I    5.0 I
I                    I         I (  0.0)I (  0.0)I (  0.0)I
I                    I         I        I        I        I
I                    I ARM  B  I  0.000 I  0.000 I  0.000 I
I                    I         I    0.0 I    0.0 I    0.0 I
I                    I         I (  0.0)I (  0.0)I (  0.0)I
I                    I         I        I        I        I
I                    I ARM  C  I  1.000 I  0.000 I  0.000 I
I                    I         I   13.0 I    0.0 I    0.0 I
I                    I         I (  0.0)I (  0.0)I (  0.0)I
I                    I         I        I        I        I
-----------------------------------------------------------
TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


              QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
              --------------------------------------------------------
               FOR DEMAND SET         Base 2017 + Com AM
               AND FOR TIME PERIOD        1

------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.00-08.15                                                                                                    I
I   B-AC      0.00      7.52    0.000                0.00   0.00        0.0                            0.00      I
I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                            0.00      I
I   A-B       0.00                                                                                               I
I   A-C       0.06                                                                                               I
I                                                                                                                I

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


------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.15-08.30                                                                                                    I
I   B-AC      0.00      7.51    0.000                0.00   0.00        0.0                            0.00      I
I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                            0.00      I
I   A-B       0.00                                                                                               I
I   A-C       0.07                                                                                               I
I                                                                                                                I

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


------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.30-08.45                                                                                                    I
I   B-AC      0.00      7.51    0.000                0.00   0.00        0.0                            0.00      I
I   C-AB      0.00      9.27    0.000                0.00   0.00        0.0                            0.00      I
I   A-B       0.00                                                                                               I
I   A-C       0.09                                                                                               I
I                                                                                                                I

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


------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.45-09.00                                                                                                    I
I   B-AC      0.00      7.51    0.000                0.00   0.00        0.0                            0.00      I
I   C-AB      0.00      9.27    0.000                0.00   0.00        0.0                            0.00      I
I   A-B       0.00                                                                                               I
I   A-C       0.09                                                                                               I
I                                                                                                                I

------------------------------------------------------------------------------------------------------------------
```

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                  I
 I   B-AC      0.00      7.51    0.000                0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                             I
 I   A-C       0.07                                                                                             I
 I                                                                                                              I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                  I
 I   B-AC      0.00      7.52    0.000                0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                             I
 I   A-C       0.06                                                                                             I
 I                                                                                                              I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 -----------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I-------------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 -----------------------------------------------------------------------------
 I  B-AC  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  C-AB  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I    6.9 I    4.6 I         I           I            I           I
 -----------------------------------------------------------------------------
 I  ALL   I   24.8 I   16.5 I     0.0 I    0.00   I       0.0  I    0.00   I
 -----------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.09        I
 ---------------------------------------------------------


 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     439.58            0.20                0.08                  0.13                0.29       I
 ---------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     613.34            0.24                0.24        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2017 + Com + Dev AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.40  I   0.60  I  0.40       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.80  I   1.20  I  0.80       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.16  I   0.24  I  0.16       I
 ------------------------------------------------------------------------------------
```

```
 Demand set:        Base 2017 + Com + Dev AM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    --------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.844 I  0.156 I
 I                    I         I    0.0 I   27.0 I    5.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  1.000 I  0.000 I  0.000 I
 I                    I         I   64.0 I    0.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  1.000 I  0.000 I  0.000 I
 I                    I         I   13.0 I    0.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 + Com + Dev AM
                AND FOR TIME PERIOD        1

 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.80      7.27    0.111                0.00   0.12        1.8                            0.15      I
 I   C-AB      0.00      9.21    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.34                                                                                               I
 I   A-C       0.06                                                                                               I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.96      7.25    0.132                0.12   0.15        2.2                            0.16      I
 I   C-AB      0.00      9.19    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.40                                                                                               I
 I   A-C       0.07                                                                                               I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      1.17      7.24    0.162                0.15   0.19        2.8                            0.16      I
 I   C-AB      0.00      9.17    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.50                                                                                               I
 I   A-C       0.09                                                                                               I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      1.17      7.24    0.162                0.19   0.19        2.9                            0.16      I
 I   C-AB      0.00      9.17    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.50                                                                                               I
 I   A-C       0.09                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.96      7.25    0.132                0.19   0.15        2.4                            0.16      I
 I   C-AB      0.00      9.19    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.40                                                                                               I
 I   A-C       0.07                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.80      7.27    0.111                0.15   0.13        1.9                            0.15      I
 I   C-AB      0.00      9.21    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.34                                                                                               I
 I   A-C       0.06                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.2
   08.45           0.2
   09.00           0.2
   09.15           0.2
   09.30           0.1


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 -----------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I-----------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 -----------------------------------------------------------------------------
 I  B-AC  I   88.1 I   58.7 I    14.0 I    0.16   I      14.0  I    0.16   I
 I  C-AB  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  A-B   I   37.2 I   24.8 I         I           I            I           I
 I  A-C   I    6.9 I    4.6 I         I           I            I           I
 -----------------------------------------------------------------------------
 I  ALL   I  150.0 I  100.0 I    14.0 I    0.09   I      14.0  I    0.09   I
 -----------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.09        I
 ---------------------------------------------------------



 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     439.58            0.20                0.08                 0.13                0.29       I
 ---------------------------------------------------------------------------------------------------



 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     613.34            0.24                0.24        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2028 + Com + Dev AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ----------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ----------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.44  I   0.66  I  0.44       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.80  I   1.20  I  0.80       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.20  I   0.30  I  0.20       I
 ----------------------------------------------------------------------------------
```

```
 Demand set:        Base 2028 + Com + Dev AM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    -------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.771 I  0.229 I
 I                    I         I    0.0 I   27.0 I    8.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  1.000 I  0.000 I  0.000 I
 I                    I         I   64.0 I    0.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  1.000 I  0.000 I  0.000 I
 I                    I         I   16.0 I    0.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2028 + Com + Dev AM
                AND FOR TIME PERIOD        1

 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.80      7.25    0.111                 0.00   0.12        1.8                            0.15      I
 I   C-AB      0.00      9.20    0.000                 0.00   0.00        0.0                            0.00      I
 I   A-B       0.34                                                                                               I
 I   A-C       0.10                                                                                               I
 I                                                                                                                I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.96      7.24    0.132                 0.12   0.15        2.2                            0.16      I
 I   C-AB      0.00      9.18    0.000                 0.00   0.00        0.0                            0.00      I
 I   A-B       0.40                                                                                               I
 I   A-C       0.12                                                                                               I
 I                                                                                                                I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      1.17      7.22    0.163                 0.15   0.19        2.8                            0.17      I
 I   C-AB      0.00      9.15    0.000                 0.00   0.00        0.0                            0.00      I
 I   A-B       0.50                                                                                               I
 I   A-C       0.15                                                                                               I
 I                                                                                                                I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      1.17      7.22    0.163                 0.19   0.19        2.9                            0.17      I
 I   C-AB      0.00      9.15    0.000                 0.00   0.00        0.0                            0.00      I
 I   A-B       0.50                                                                                               I
 I   A-C       0.15                                                                                               I
 I                                                                                                                I

 -------------------------------------------------------------------------------------------------------------------
```

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 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.96      7.24    0.132                0.19   0.15        2.4                             0.16      I
 I   C-AB      0.00      9.18    0.000                0.00   0.00        0.0                             0.00      I
 I   A-B       0.40                                                                                               I
 I   A-C       0.12                                                                                               I
 I                                                                                                                I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.80      7.25    0.111                0.15   0.13        1.9                             0.16      I
 I   C-AB      0.00      9.20    0.000                0.00   0.00        0.0                             0.00      I
 I   A-B       0.34                                                                                               I
 I   A-C       0.10                                                                                               I
 I                                                                                                                I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.2
   08.45           0.2
   09.00           0.2
   09.15           0.2
   09.30           0.1


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I----------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I   88.1 I   58.7 I    14.0 I    0.16   I      14.0  I    0.16   I
 I  C-AB  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  A-B   I   37.2 I   24.8 I         I           I            I           I
 I  A-C   I   11.0 I    7.3 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I  158.3 I  105.5 I    14.0 I    0.09   I      14.0  I    0.09   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.09        I
 ---------------------------------------------------------


 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 --------------------------------------------------------------------------------------------------
 I     439.58            0.20                0.08                  0.13                0.29       I
 --------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     613.34            0.24                0.24        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2017 PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.06  I   0.09  I  0.06       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.00  I   0.00  I  0.00       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.03  I   0.04  I  0.03       I
 ------------------------------------------------------------------------------------
```

```
 Demand set:        Base 2017 PM
 ------------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    --------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 ------------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I    5.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.000 I  0.000 I  0.000 I
 I                    I         I    0.0 I    0.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  1.000 I  0.000 I  0.000 I
 I                    I         I    2.0 I    0.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 ------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 PM
                AND FOR TIME PERIOD        1

 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.00      7.53    0.000                 0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.28    0.000                 0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.06                                                                                               I
 I                                                                                                                I

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


 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.00      7.53    0.000                 0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.28    0.000                 0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.07                                                                                               I
 I                                                                                                                I

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


 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      0.00      7.52    0.000                 0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.27    0.000                 0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.09                                                                                               I
 I                                                                                                                I

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


 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      0.00      7.52    0.000                 0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.27    0.000                 0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.09                                                                                               I
 I                                                                                                                I

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 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I        (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                   I
 I   B-AC      0.00      7.53    0.000                0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                              I
 I   A-C       0.07                                                                                              I
 I                                                                                                               I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I        (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                   I
 I   B-AC      0.00      7.53    0.000                0.00   0.00        0.0                             0.00      I
 I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                             0.00      I
 I   A-B       0.00                                                                                              I
 I   A-C       0.06                                                                                              I
 I                                                                                                               I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  C-AB  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I    6.9 I    4.6 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I    9.6 I    6.4 I     0.0 I    0.00   I       0.0  I    0.00   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96           0.22                0.09         I
 ---------------------------------------------------------


 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     439.58           0.20                0.08                  0.13                0.29       I
 ---------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     613.34           0.24                0.24         I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2017 + Com PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.06  I   0.09  I  0.06       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.00  I   0.00  I  0.00       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.03  I   0.04  I  0.03       I
 ------------------------------------------------------------------------------------
```

```
Demand set:        Base 2017 + Com PM
-----------------------------------------------------------
I                    I         TURNING PROPORTIONS        I
I                    I         TURNING COUNTS             I
I                    I        (PERCENTAGE OF H.V.S)       I
I                    --------------------------------------
I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
-----------------------------------------------------------
I   08.00 - 09.30    I         I        I        I        I
I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
I                    I         I    0.0 I    0.0 I    5.0 I
I                    I         I (  0.0)I (  0.0)I (  0.0)I
I                    I         I        I        I        I
I                    I ARM  B  I  0.000 I  0.000 I  0.000 I
I                    I         I    0.0 I    0.0 I    0.0 I
I                    I         I (  0.0)I (  0.0)I (  0.0)I
I                    I         I        I        I        I
I                    I ARM  C  I  1.000 I  0.000 I  0.000 I
I                    I         I    2.0 I    0.0 I    0.0 I
I                    I         I (  0.0)I (  0.0)I (  0.0)I
I                    I         I        I        I        I
-----------------------------------------------------------
TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


              QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
              --------------------------------------------------------
               FOR DEMAND SET         Base 2017 + Com PM
               AND FOR TIME PERIOD        1

-------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY      GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/       (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)   TIME SEGMENT)    VEHICLE (MIN) I
I 08.00-08.15                                                                                                     I
I   B-AC      0.00      7.53    0.000                0.00   0.00        0.0                             0.00      I
I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                             0.00      I
I   A-B       0.00                                                                                                I
I   A-C       0.06                                                                                                I
I                                                                                                                 I

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


-------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY      GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/       (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)   TIME SEGMENT)    VEHICLE (MIN) I
I 08.15-08.30                                                                                                     I
I   B-AC      0.00      7.53    0.000                0.00   0.00        0.0                             0.00      I
I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                             0.00      I
I   A-B       0.00                                                                                                I
I   A-C       0.07                                                                                                I
I                                                                                                                 I

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


-------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY      GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/       (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)   TIME SEGMENT)    VEHICLE (MIN) I
I 08.30-08.45                                                                                                     I
I   B-AC      0.00      7.52    0.000                0.00   0.00        0.0                             0.00      I
I   C-AB      0.00      9.27    0.000                0.00   0.00        0.0                             0.00      I
I   A-B       0.00                                                                                                I
I   A-C       0.09                                                                                                I
I                                                                                                                 I

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


-------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY      GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/       (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)   TIME SEGMENT)    VEHICLE (MIN) I
I 08.45-09.00                                                                                                     I
I   B-AC      0.00      7.52    0.000                0.00   0.00        0.0                             0.00      I
I   C-AB      0.00      9.27    0.000                0.00   0.00        0.0                             0.00      I
I   A-B       0.00                                                                                                I
I   A-C       0.09                                                                                                I
I                                                                                                                 I

-------------------------------------------------------------------------------------------------------------------
```

```
 ---------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW      QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                 I
 I   B-AC      0.00      7.53    0.000                0.00   0.00        0.0                               0.00      I
 I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                               0.00      I
 I   A-B       0.00                                                                                              I
 I   A-C       0.07                                                                                              I
 I                                                                                                               I

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



 ---------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW      QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                 I
 I   B-AC      0.00      7.53    0.000                0.00   0.00        0.0                               0.00      I
 I   C-AB      0.00      9.28    0.000                0.00   0.00        0.0                               0.00      I
 I   A-B       0.00                                                                                              I
 I   A-C       0.06                                                                                              I
 I                                                                                                               I

 ---------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 --------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I--------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 --------------------------------------------------------------------------
 I  B-AC  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  C-AB  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I    6.9 I    4.6 I         I           I            I           I
 --------------------------------------------------------------------------
 I  ALL   I    9.6 I    6.4 I     0.0 I    0.00   I       0.0  I    0.00   I
 --------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.09        I
 ---------------------------------------------------------



 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     439.58            0.20                0.08                  0.13                0.29       I
 ---------------------------------------------------------------------------------------------------



 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     613.34            0.24                0.24        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2017 + Com + Dev PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.84  I   1.26  I  0.84       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.51  I   0.77  I  0.51       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.03  I   0.04  I  0.03       I
 ------------------------------------------------------------------------------------
```

```
 Demand set:        Base 2017 + Com + Dev PM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    --------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.925 I  0.075 I
 I                    I         I    0.0 I   62.0 I    5.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  1.000 I  0.000 I  0.000 I
 I                    I         I   41.0 I    0.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  1.000 I  0.000 I  0.000 I
 I                    I         I    2.0 I    0.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 + Com + Dev PM
                AND FOR TIME PERIOD        1

 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.51      7.25    0.071                0.00   0.08        1.1                            0.15      I
 I   C-AB      0.00      9.11    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.78                                                                                               I
 I   A-C       0.06                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.61      7.23    0.085                0.08   0.09        1.3                            0.15      I
 I   C-AB      0.00      9.08    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.93                                                                                               I
 I   A-C       0.07                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      0.75      7.21    0.104                0.09   0.12        1.7                            0.15      I
 I   C-AB      0.00      9.03    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       1.14                                                                                               I
 I   A-C       0.09                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      0.75      7.21    0.104                0.12   0.12        1.7                            0.15      I
 I   C-AB      0.00      9.03    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       1.14                                                                                               I
 I   A-C       0.09                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
```

```
 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                   I
 I   B-AC      0.61      7.23    0.085                0.12   0.09        1.4                              0.15      I
 I   C-AB      0.00      9.08    0.000                0.00   0.00        0.0                              0.00      I
 I   A-B       0.93                                                                                              I
 I   A-C       0.07                                                                                              I
 I                                                                                                               I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                   I
 I   B-AC      0.51      7.25    0.071                0.09   0.08        1.2                              0.15      I
 I   C-AB      0.00      9.11    0.000                0.00   0.00        0.0                              0.00      I
 I   A-B       0.78                                                                                              I
 I   A-C       0.06                                                                                              I
 I                                                                                                               I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME           NO. OF
  SEGMENT        VEHICLES
  ENDING         IN QUEUE
   08.15            0.1
   08.30            0.1
   08.45            0.1
   09.00            0.1
   09.15            0.1
   09.30            0.1


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME           NO. OF
  SEGMENT        VEHICLES
  ENDING         IN QUEUE
   08.15            0.0
   08.30            0.0
   08.45            0.0
   09.00            0.0
   09.15            0.0
   09.30            0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I   56.4 I   37.6 I     8.5 I    0.15   I       8.5  I    0.15   I
 I  C-AB  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  A-B   I   85.3 I   56.9 I         I           I            I           I
 I  A-C   I    6.9 I    4.6 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I  151.4 I  100.9 I     8.5 I    0.06   I       8.5  I    0.06   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.09        I
 ---------------------------------------------------------



 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     439.58            0.20                0.08                  0.13                0.29       I
 ---------------------------------------------------------------------------------------------------



 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     613.34            0.24                0.24        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2028 + Com + Dev PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 -----------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 -----------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.89  I   1.33  I  0.89       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.51  I   0.77  I  0.51       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.03  I   0.04  I  0.03       I
 -----------------------------------------------------------------------------------
```

```
Demand set:        Base 2028 + Com + Dev PM
-----------------------------------------------------------
I                    I         TURNING PROPORTIONS        I
I                    I         TURNING COUNTS             I
I                    I        (PERCENTAGE OF H.V.S)       I
I                    --------------------------------------
I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
-----------------------------------------------------------
I   08.00 - 09.30    I         I        I        I        I
I                    I ARM  A  I  0.000 I  0.873 I  0.127 I
I                    I         I    0.0 I   62.0 I    9.0 I
I                    I         I (  0.0)I (  0.0)I (  0.0)I
I                    I         I        I        I        I
I                    I ARM  B  I  1.000 I  0.000 I  0.000 I
I                    I         I   41.0 I    0.0 I    0.0 I
I                    I         I (  0.0)I (  0.0)I (  0.0)I
I                    I         I        I        I        I
I                    I ARM  C  I  1.000 I  0.000 I  0.000 I
I                    I         I    2.0 I    0.0 I    0.0 I
I                    I         I (  0.0)I (  0.0)I (  0.0)I
I                    I         I        I        I        I
-----------------------------------------------------------
TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


              QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
              --------------------------------------------------------
               FOR DEMAND SET         Base 2028 + Com + Dev PM
               AND FOR TIME PERIOD        1

------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.00-08.15                                                                                                    I
I   B-AC      0.51      7.24    0.071                0.00   0.08        1.1                            0.15      I
I   C-AB      0.00      9.10    0.000                0.00   0.00        0.0                            0.00      I
I   A-B       0.78                                                                                               I
I   A-C       0.11                                                                                               I
I                                                                                                                I

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


------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.15-08.30                                                                                                    I
I   B-AC      0.61      7.22    0.085                0.08   0.09        1.4                            0.15      I
I   C-AB      0.00      9.06    0.000                0.00   0.00        0.0                            0.00      I
I   A-B       0.93                                                                                               I
I   A-C       0.13                                                                                               I
I                                                                                                                I

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


------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.30-08.45                                                                                                    I
I   B-AC      0.75      7.20    0.105                0.09   0.12        1.7                            0.16      I
I   C-AB      0.00      9.01    0.000                0.00   0.00        0.0                            0.00      I
I   A-B       1.14                                                                                               I
I   A-C       0.17                                                                                               I
I                                                                                                                I

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


------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.45-09.00                                                                                                    I
I   B-AC      0.75      7.20    0.105                0.12   0.12        1.7                            0.16      I
I   C-AB      0.00      9.01    0.000                0.00   0.00        0.0                            0.00      I
I   A-B       1.14                                                                                               I
I   A-C       0.17                                                                                               I
I                                                                                                                I

------------------------------------------------------------------------------------------------------------------
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW      QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.61      7.22    0.085                0.12   0.09        1.4                            0.15      I
 I   C-AB      0.00      9.06    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.93                                                                                               I
 I   A-C       0.13                                                                                               I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW      QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.51      7.24    0.071                0.09   0.08        1.2                            0.15      I
 I   C-AB      0.00      9.10    0.000                0.00   0.00        0.0                            0.00      I
 I   A-B       0.78                                                                                               I
 I   A-C       0.11                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                I    * DELAY *        I       * DELAY *        I
 I        I----------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I   56.4 I   37.6 I     8.5 I    0.15   I       8.5  I    0.15   I
 I  C-AB  I    0.0 I    0.0 I     0.0 I    0.00   I       0.0  I    0.00   I
 I  A-B   I   85.3 I   56.9 I         I          I            I          I
 I  A-C   I   12.4 I    8.3 I         I          I            I          I
 ---------------------------------------------------------------------------
 I  ALL   I  156.9 I  104.6 I     8.5 I    0.05   I       8.5  I    0.05   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******

============================================= end of file ===============================================



 Printed at 10:08:41 on 12/07/2017]
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   CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

                         PICADY 5.1  ANALYSIS PROGRAM
                            RELEASE 5.0 (JUNE 2010)

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 Run with file:-
 "C:\Users\Modelling Machine\Documents\PICADY\Bexhill\Bexhill Maple Walk T Junction 2017.vpi"
(drive-on-the-left) at 10:03:10 on Wednesday, 12 July 2017



 RUN INFORMATION
 ***************

 RUN TITLE       : Maple Walk T Junction
 LOCATION        : Bexhill
 DATE            : 28/04/15
 CLIENT          :
 ENUMERATOR      : Rob [Desktop-03]
 JOB NUMBER      : 277
 STATUS          :
 DESCRIPTION     :


 MAJOR/MINOR JUNCTION CAPACITY AND DELAY
  ***************************************

  INPUT DATA
  ----------

                     MAJOR ROAD (ARM C) --------------------- MAJOR ROAD (ARM A)
                                                 I
                                                 I
                                                 I
                                                 I
                                                 I
                                                 I
                                          MINOR ROAD (ARM B)

 ARM A IS Maple Walk
 ARM B IS Spindlewood Drive
 ARM C IS Meads Road


 STREAM LABELLING CONVENTION
 --------------------------
         STREAM  A-B  CONTAINS TRAFFIC GOING FROM ARM  A TO ARM B
         STREAM  B-AC CONTAINS TRAFFIC GOING FROM ARM  B TO ARM A AND TO ARM  C
         ETC.
```

```
 GEOMETRIC DATA
 --------------
 --------------------------------------------------------------------------------------
 I                DATA ITEM                                      I   MINOR ROAD B    I
 --------------------------------------------------------------------------------------
 I  TOTAL MAJOR ROAD CARRIAGEWAY WIDTH                            I ( W  )  6.00 M.   I
 I  CENTRAL RESERVE WIDTH                                         I (WCR )  0.00 M.   I
 I                                                                I                   I
 I  MAJOR ROAD RIGHT  TURN - WIDTH                                I (WC-B)  2.20 M.   I
 I                         - VISIBILITY                           I (VC-B)  0.00 M.   I
 I                         - BLOCKS TRAFFIC (SPACES)              I         YES  ( 1) I
 I                                                                I                   I
 I  MINOR ROAD - VISIBILITY TO LEFT                               I (VB-C)   6.0 M.   I
 I             - VISIBILITY TO RIGHT                              I (VB-A)   6.0 M.   I
 I             - LANE 1 WIDTH                                     I (WB-C)  2.93 M.   I
 I             - LANE 2 WIDTH                                     I (WB-A)  0.00 M.   I
 --------------------------------------------------------------------------------------



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     623.31            0.24                0.10        I
 ---------------------------------------------------------


 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 --------------------------------------------------------------------------------------------------
 I     479.26            0.22                0.09                  0.14                0.32       I
 --------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.22        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2017 AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.24  I   0.36  I  0.24       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.16  I   0.24  I  0.16       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.24  I   0.36  I  0.24       I
 ------------------------------------------------------------------------------------
```

```
 Demand set:        Base 2017 AM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    -------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I   19.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.231 I  0.000 I  0.769 I
 I                    I         I    3.0 I    0.0 I   10.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  0.737 I  0.263 I  0.000 I
 I                    I         I   14.0 I    5.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 AM
                AND FOR TIME PERIOD        1

 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.16      9.64    0.017                 0.00   0.02        0.2                              0.11      I
 I   C-AB      0.06      9.51    0.007                 0.00   0.01        0.1                              0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.24                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.19      9.63    0.020                 0.02   0.02        0.3                              0.11      I
 I   C-AB      0.07      9.50    0.008                 0.01   0.01        0.1                              0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.28                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      0.24      9.61    0.025                 0.02   0.03        0.4                              0.11      I
 I   C-AB      0.09      9.49    0.010                 0.01   0.01        0.1                              0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.35                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      0.24      9.61    0.025                 0.03   0.03        0.4                              0.11      I
 I   C-AB      0.09      9.49    0.010                 0.01   0.01        0.1                              0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.35                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
```

```
 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.19      9.63    0.020                 0.03   0.02        0.3                           0.11      I
 I   C-AB      0.07      9.50    0.008                 0.01   0.01        0.1                           0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.28                                                                                               I
 I                                                                                                                I

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


 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.16      9.64    0.017                 0.02   0.02        0.3                           0.11      I
 I   C-AB      0.06      9.51    0.007                 0.01   0.01        0.1                           0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.24                                                                                               I
 I                                                                                                                I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I-----------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I   17.9 I   11.9 I     1.9 I    0.11   I       1.9  I    0.11   I
 I  C-AB  I    6.9 I    4.6 I     0.7 I    0.11   I       0.7  I    0.11   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I   26.2 I   17.4 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I   70.2 I   46.8 I     2.6 I    0.04   I       2.6  I    0.04   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     623.31            0.24                0.10        I
 ---------------------------------------------------------


 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     479.26            0.22                0.09                  0.14                0.32       I
 ---------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.22        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:         Base 2017 + Com AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 -------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 -------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.24  I   0.36  I  0.24       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.16  I   0.24  I  0.16       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.24  I   0.36  I  0.24       I
 -------------------------------------------------------------------------------------
```

```
 Demand set:        Base 2017 + Com AM
 ------------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    -------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 ------------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I   19.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.231 I  0.000 I  0.769 I
 I                    I         I    3.0 I    0.0 I   10.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  0.737 I  0.263 I  0.000 I
 I                    I         I   14.0 I    5.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 ------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 + Com AM
                AND FOR TIME PERIOD        1

 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.16      9.64    0.017                0.00   0.02        0.2                             0.11      I
 I   C-AB      0.06      9.51    0.007                0.00   0.01        0.1                             0.11      I
 I   A-B       0.00                                                                                                I
 I   A-C       0.24                                                                                                I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.19      9.63    0.020                0.02   0.02        0.3                             0.11      I
 I   C-AB      0.07      9.50    0.008                0.01   0.01        0.1                             0.11      I
 I   A-B       0.00                                                                                                I
 I   A-C       0.28                                                                                                I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      0.24      9.61    0.025                0.02   0.03        0.4                             0.11      I
 I   C-AB      0.09      9.49    0.010                0.01   0.01        0.1                             0.11      I
 I   A-B       0.00                                                                                                I
 I   A-C       0.35                                                                                                I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      0.24      9.61    0.025                0.03   0.03        0.4                             0.11      I
 I   C-AB      0.09      9.49    0.010                0.01   0.01        0.1                             0.11      I
 I   A-B       0.00                                                                                                I
 I   A-C       0.35                                                                                                I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
```

```
 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.19      9.63    0.020                 0.03   0.02        0.3                            0.11      I
 I   C-AB      0.07      9.50    0.008                 0.01   0.01        0.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.28                                                                                               I
 I                                                                                                                I

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 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.16      9.64    0.017                 0.02   0.02        0.3                            0.11      I
 I   C-AB      0.06      9.51    0.007                 0.01   0.01        0.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.24                                                                                               I
 I                                                                                                                I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I   17.9 I   11.9 I     1.9 I    0.11   I       1.9  I    0.11   I
 I  C-AB  I    6.9 I    4.6 I     0.7 I    0.11   I       0.7  I    0.11   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I   26.2 I   17.4 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I   70.2 I   46.8 I     2.6 I    0.04   I       2.6  I    0.04   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     623.31            0.24                0.10        I
 ---------------------------------------------------------



 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     479.26            0.22                0.09                  0.14                0.32       I
 ---------------------------------------------------------------------------------------------------



 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.22        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2017 + Com + Dev AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ----------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ----------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.22  I   0.34  I  0.22       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.96  I   1.44  I  0.96       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.57  I   0.86  I  0.57       I
 ----------------------------------------------------------------------------------
```

```
 Demand set:        Base 2017 + Com + Dev AM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    -------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I   18.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.039 I  0.000 I  0.961 I
 I                    I         I    3.0 I    0.0 I   74.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  0.304 I  0.696 I  0.000 I
 I                    I         I   14.0 I   32.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 + Com + Dev AM
                AND FOR TIME PERIOD        1

 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                  I
 I   B-AC      0.97     10.20    0.095                0.00   0.10        1.5                            0.11      I
 I   C-AB      0.40      9.52    0.042                0.00   0.04        0.7                            0.11      I
 I   A-B       0.00                                                                                             I
 I   A-C       0.23                                                                                             I
 I                                                                                                              I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                  I
 I   B-AC      1.15     10.19    0.113                0.10   0.13        1.9                            0.11      I
 I   C-AB      0.48      9.51    0.050                0.04   0.05        0.8                            0.11      I
 I   A-B       0.00                                                                                             I
 I   A-C       0.27                                                                                             I
 I                                                                                                              I

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 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                  I
 I   B-AC      1.41     10.17    0.139                0.13   0.16        2.4                            0.11      I
 I   C-AB      0.59      9.49    0.062                0.05   0.07        1.0                            0.11      I
 I   A-B       0.00                                                                                             I
 I   A-C       0.33                                                                                             I
 I                                                                                                              I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                  I
 I   B-AC      1.41     10.17    0.139                0.16   0.16        2.4                            0.11      I
 I   C-AB      0.59      9.49    0.062                0.07   0.07        1.0                            0.11      I
 I   A-B       0.00                                                                                             I
 I   A-C       0.33                                                                                             I
 I                                                                                                              I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      1.15     10.19    0.113                0.16   0.13        2.0                            0.11      I
 I   C-AB      0.48      9.51    0.050                0.07   0.05        0.8                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.27                                                                                               I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.97     10.20    0.095                0.13   0.11        1.6                            0.11      I
 I   C-AB      0.40      9.52    0.042                0.05   0.04        0.7                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.23                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I  106.0 I   70.7 I    11.7 I    0.11   I      11.7  I    0.11   I
 I  C-AB  I   44.0 I   29.4 I     4.9 I    0.11   I       4.9  I    0.11   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I   24.8 I   16.5 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I  194.1 I  129.4 I    16.6 I    0.09   I      16.6  I    0.09   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     623.31            0.24                0.10        I
 ---------------------------------------------------------


 -------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 -------------------------------------------------------------------------------------------------
 I     479.26            0.22                0.09                  0.14                0.32       I
 -------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.22        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:         Base 2028 + Saturn Model + Dev AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 -----------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 -----------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.29  I   0.43  I  0.29       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  1.01  I   1.52  I  1.01       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.70  I   1.05  I  0.70       I
 -----------------------------------------------------------------------------------
```

```
 Demand set:        Base 2028 + Saturn Model + Dev AM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    --------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I   23.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.049 I  0.000 I  0.951 I
 I                    I         I    4.0 I    0.0 I   77.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  0.375 I  0.625 I  0.000 I
 I                    I         I   21.0 I   35.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2028 + Saturn Model + Dev AM
                AND FOR TIME PERIOD        1

 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      1.02     10.15    0.100                0.00   0.11        1.6                            0.11      I
 I   C-AB      0.44      9.50    0.046                0.00   0.05        0.7                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.29                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      1.21     10.14    0.120                0.11   0.13        2.0                            0.11      I
 I   C-AB      0.52      9.49    0.055                0.05   0.06        0.9                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.34                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      1.49     10.11    0.147                0.13   0.17        2.5                            0.12      I
 I   C-AB      0.64      9.47    0.068                0.06   0.07        1.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.42                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      1.49     10.11    0.147                0.17   0.17        2.6                            0.12      I
 I   C-AB      0.64      9.47    0.068                0.07   0.07        1.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.42                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
```

```
 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                  I
 I   B-AC      1.21     10.14    0.120                0.17   0.14        2.1                            0.11      I
 I   C-AB      0.52      9.49    0.055                0.07   0.06        0.9                            0.11      I
 I   A-B       0.00                                                                                             I
 I   A-C       0.34                                                                                             I
 I                                                                                                              I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                              (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                  I
 I   B-AC      1.02     10.15    0.100                0.14   0.11        1.7                            0.11      I
 I   C-AB      0.44      9.50    0.046                0.06   0.05        0.7                            0.11      I
 I   A-B       0.00                                                                                             I
 I   A-C       0.29                                                                                             I
 I                                                                                                              I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I      * DELAY *         I
 I        I----------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I  111.5 I   74.3 I    12.5 I    0.11   I      12.5  I    0.11   I
 I  C-AB  I   48.2 I   32.1 I     5.4 I    0.11   I       5.4  I    0.11   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I   31.7 I   21.1 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I  220.2 I  146.8 I    17.9 I    0.08   I      17.9  I    0.08   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     623.31            0.24               0.10         I
 ---------------------------------------------------------



 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 --------------------------------------------------------------------------------------------------
 I     479.26            0.22               0.09                  0.14                 0.32       I
 --------------------------------------------------------------------------------------------------



 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22               0.22         I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2017 PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.20  I   0.30  I  0.20       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.03  I   0.04  I  0.03       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.43  I   0.64  I  0.43       I
 ------------------------------------------------------------------------------------
```

```
 Demand set:        Base 2017 PM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    -------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I   16.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.500 I  0.000 I  0.500 I
 I                    I         I    1.0 I    0.0 I    1.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  0.853 I  0.147 I  0.000 I
 I                    I         I   29.0 I    5.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               -------------------------------------------------------
                FOR DEMAND SET         Base 2017 PM
                AND FOR TIME PERIOD        1

 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END        DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY       FLOW     QUEUE  QUEUE    (VEH.MIN/       (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.03      8.94    0.003                 0.00   0.00        0.0                                0.11      I
 I   C-AB      0.06      9.52    0.007                 0.00   0.01        0.1                                0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.20                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END        DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY       FLOW     QUEUE  QUEUE    (VEH.MIN/       (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.03      8.92    0.003                 0.00   0.00        0.0                                0.11      I
 I   C-AB      0.07      9.51    0.008                 0.01   0.01        0.1                                0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.24                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END        DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY       FLOW     QUEUE  QUEUE    (VEH.MIN/       (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      0.04      8.90    0.004                 0.00   0.00        0.1                                0.11      I
 I   C-AB      0.09      9.50    0.010                 0.01   0.01        0.1                                0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.29                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END        DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY       FLOW     QUEUE  QUEUE    (VEH.MIN/       (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      0.04      8.90    0.004                 0.00   0.00        0.1                                0.11      I
 I   C-AB      0.09      9.50    0.010                 0.01   0.01        0.1                                0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.29                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
```

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 -----------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.03      8.92    0.003                 0.00   0.00        0.1                            0.11      I
 I   C-AB      0.07      9.51    0.008                 0.01   0.01        0.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.24                                                                                               I
 I                                                                                                                I

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


 -----------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.03      8.94    0.003                 0.00   0.00        0.0                            0.11      I
 I   C-AB      0.06      9.52    0.007                 0.01   0.01        0.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.20                                                                                               I
 I                                                                                                                I

 -----------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME           NO. OF
  SEGMENT        VEHICLES
  ENDING         IN QUEUE
   08.15            0.0
   08.30            0.0
   08.45            0.0
   09.00            0.0
   09.15            0.0
   09.30            0.0


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME           NO. OF
  SEGMENT        VEHICLES
  ENDING         IN QUEUE
   08.15            0.0
   08.30            0.0
   08.45            0.0
   09.00            0.0
   09.15            0.0
   09.30            0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I--------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I    2.8 I    1.8 I     0.3 I    0.11   I       0.3  I    0.11   I
 I  C-AB  I    6.9 I    4.6 I     0.7 I    0.11   I       0.7  I    0.11   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I   22.0 I   14.7 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I   71.6 I   47.7 I     1.0 I    0.01   I       1.0  I    0.01   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  -------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     623.31            0.24                0.10        I
 ---------------------------------------------------------



 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     479.26            0.22                0.09                  0.14                0.32       I
 ---------------------------------------------------------------------------------------------------



 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.22        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2017 + Com PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 --------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 --------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.20  I   0.30  I  0.20       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.03  I   0.04  I  0.03       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.43  I   0.64  I  0.43       I
 --------------------------------------------------------------------------------------
```

```
 Demand set:       Base 2017 + Com PM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    --------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I   16.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.500 I  0.000 I  0.500 I
 I                    I         I    1.0 I    0.0 I    1.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  0.853 I  0.147 I  0.000 I
 I                    I         I   29.0 I    5.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


              QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
              --------------------------------------------------------
               FOR DEMAND SET         Base 2017 + Com PM
               AND FOR TIME PERIOD        1

 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.03      8.94    0.003                0.00   0.00        0.0                            0.11      I
 I   C-AB      0.06      9.52    0.007                0.00   0.01        0.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.20                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.03      8.92    0.003                0.00   0.00        0.0                            0.11      I
 I   C-AB      0.07      9.51    0.008                0.01   0.01        0.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.24                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      0.04      8.90    0.004                0.00   0.00        0.1                            0.11      I
 I   C-AB      0.09      9.50    0.010                0.01   0.01        0.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.29                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      0.04      8.90    0.004                0.00   0.00        0.1                            0.11      I
 I   C-AB      0.09      9.50    0.010                0.01   0.01        0.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.29                                                                                               I
 I                                                                                                                I

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```

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.03      8.92    0.003                0.00   0.00        0.1                            0.11      I
 I   C-AB      0.07      9.51    0.008                0.01   0.01        0.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.24                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.03      8.94    0.003                0.00   0.00        0.0                            0.11      I
 I   C-AB      0.06      9.52    0.007                0.01   0.01        0.1                            0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.20                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I    2.8 I    1.8 I     0.3 I    0.11   I       0.3  I    0.11   I
 I  C-AB  I    6.9 I    4.6 I     0.7 I    0.11   I       0.7  I    0.11   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I   22.0 I   14.7 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I   71.6 I   47.7 I     1.0 I    0.01   I       1.0  I    0.01   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     623.31            0.24               0.10         I
 ---------------------------------------------------------


 -------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 -------------------------------------------------------------------------------------------------
 I     479.26            0.22               0.09                  0.14                 0.32       I
 -------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22               0.22         I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2017 + Com + Dev PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.20  I   0.30  I  0.20       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.55  I   0.83  I  0.55       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  1.20  I   1.80  I  1.20       I
 ------------------------------------------------------------------------------------
```

```
 Demand set:        Base 2017 + Com + Dev PM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    --------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I   16.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.045 I  0.000 I  0.955 I
 I                    I         I    2.0 I    0.0 I   42.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  0.302 I  0.698 I  0.000 I
 I                    I         I   29.0 I   67.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 + Com + Dev PM
                AND FOR TIME PERIOD        1

 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.55     10.18    0.054                0.00   0.06        0.8                            0.10      I
 I   C-AB      0.84      9.52    0.088                0.00   0.10        1.4                            0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.20                                                                                               I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.66     10.16    0.065                0.06   0.07        1.0                            0.11      I
 I   C-AB      1.00      9.51    0.106                0.10   0.12        1.8                            0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.24                                                                                               I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      0.81     10.14    0.080                0.07   0.09        1.3                            0.11      I
 I   C-AB      1.23      9.50    0.129                0.12   0.15        2.2                            0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.29                                                                                               I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      0.81     10.14    0.080                0.09   0.09        1.3                            0.11      I
 I   C-AB      1.23      9.50    0.129                0.15   0.15        2.2                            0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.29                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.66     10.16    0.065                0.09   0.07        1.1                            0.11      I
 I   C-AB      1.00      9.51    0.106                0.15   0.12        1.8                            0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.24                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.55     10.18    0.054                0.07   0.06        0.9                            0.10      I
 I   C-AB      0.84      9.52    0.088                0.12   0.10        1.5                            0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.20                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.1
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I   60.6 I   40.4 I     6.4 I    0.10   I       6.4  I    0.10   I
 I  C-AB  I   92.2 I   61.5 I    10.9 I    0.12   I      10.9  I    0.12   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I   22.0 I   14.7 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I  214.7 I  143.1 I    17.3 I    0.08   I      17.3  I    0.08   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  -------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     623.31            0.24               0.10         I
 ---------------------------------------------------------


 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     479.26            0.22               0.09                 0.14                0.32         I
 ---------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22               0.22         I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2028 + Saturn Model + Dev PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.39  I   0.58  I  0.39       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.55  I   0.83  I  0.55       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  1.49  I   2.23  I  1.49       I
 ------------------------------------------------------------------------------------
```

```
--------------------------------------------------------------------------------

 Demand set:        Base 2028 + Saturn Model + Dev PM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    --------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I   31.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.023 I  0.000 I  0.977 I
 I                    I         I    1.0 I    0.0 I   43.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  0.403 I  0.597 I  0.000 I
 I                    I         I   48.0 I   71.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2028 + Saturn Model + Dev PM
                AND FOR TIME PERIOD        1

 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.55    10.21    0.054                 0.00   0.06        0.8                             0.10      I
 I   C-AB      0.89     9.48    0.094                 0.00   0.10        1.5                             0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.39                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.66    10.19    0.065                 0.06   0.07        1.0                             0.10      I
 I   C-AB      1.06     9.46    0.112                 0.10   0.13        1.9                             0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.46                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      0.81    10.16    0.079                 0.07   0.09        1.3                             0.11      I
 I   C-AB      1.30     9.44    0.138                 0.13   0.16        2.4                             0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.57                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      0.81    10.16    0.079                 0.09   0.09        1.3                             0.11      I
 I   C-AB      1.30     9.44    0.138                 0.16   0.16        2.4                             0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.57                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.66     10.19    0.065                0.09   0.07        1.1                            0.10      I
 I   C-AB      1.06      9.46    0.112                0.16   0.13        1.9                            0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.46                                                                                               I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.55     10.21    0.054                0.07   0.06        0.9                            0.10      I
 I   C-AB      0.89      9.48    0.094                0.13   0.11        1.6                            0.12      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.39                                                                                               I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1
```

```


                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I   60.6 I   40.4 I     6.3 I    0.10   I       6.3  I    0.10   I
 I  C-AB  I   97.7 I   65.2 I    11.8 I    0.12   I      11.8  I    0.12   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I   42.7 I   28.4 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I  267.0 I  178.0 I    18.1 I    0.07   I      18.1  I    0.07   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  -------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     623.31            0.24                0.10        I
 ---------------------------------------------------------


 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     479.26            0.22                0.09                  0.14                0.32       I
 ---------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.22        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2028 + Saturn Model AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.29  I   0.43  I  0.29       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.21  I   0.32  I  0.21       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.36  I   0.54  I  0.36       I
 ------------------------------------------------------------------------------------
```

```
 Demand set:        Base 2028 + Saturn Model AM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    -------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I   23.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.235 I  0.000 I  0.765 I
 I                    I         I    4.0 I    0.0 I   13.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  0.724 I  0.276 I  0.000 I
 I                    I         I   21.0 I    8.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2028 + Saturn Model AM
                AND FOR TIME PERIOD        1

 ----------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC       0.21      9.61    0.022                0.00   0.02        0.3                            0.11      I
 I   C-AB       0.10      9.50    0.011                0.00   0.01        0.2                            0.11      I
 I   A-B        0.00                                                                                              I
 I   A-C        0.29                                                                                              I
 I                                                                                                                I

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



 ----------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC       0.25      9.59    0.027                0.02   0.03        0.4                            0.11      I
 I   C-AB       0.12      9.49    0.013                0.01   0.01        0.2                            0.11      I
 I   A-B        0.00                                                                                              I
 I   A-C        0.34                                                                                              I
 I                                                                                                                I

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



 ----------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC       0.31      9.57    0.033                0.03   0.03        0.5                            0.11      I
 I   C-AB       0.15      9.47    0.015                0.01   0.02        0.2                            0.11      I
 I   A-B        0.00                                                                                              I
 I   A-C        0.42                                                                                              I
 I                                                                                                                I

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



 ----------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC       0.31      9.57    0.033                0.03   0.03        0.5                            0.11      I
 I   C-AB       0.15      9.47    0.015                0.02   0.02        0.2                            0.11      I
 I   A-B        0.00                                                                                              I
 I   A-C        0.42                                                                                              I
 I                                                                                                                I

 ----------------------------------------------------------------------------------------------------------------------
```

```
 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                     I
 I   B-AC      0.25      9.59    0.027                 0.03   0.03        0.4                            0.11      I
 I   C-AB      0.12      9.49    0.013                 0.02   0.01        0.2                            0.11      I
 I   A-B       0.00                                                                                                I
 I   A-C       0.34                                                                                                I
 I                                                                                                                 I

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


 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                     I
 I   B-AC      0.21      9.61    0.022                 0.03   0.02        0.3                            0.11      I
 I   C-AB      0.10      9.50    0.011                 0.01   0.01        0.2                            0.11      I
 I   A-B       0.00                                                                                                I
 I   A-C       0.29                                                                                                I
 I                                                                                                                 I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-AC  I   23.4 I   15.6 I     2.5 I    0.11   I       2.5  I    0.11   I
 I  C-AB  I   11.0 I    7.3 I     1.2 I    0.11   I       1.2  I    0.11   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I   31.7 I   21.1 I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I   95.0 I   63.3 I     3.7 I    0.04   I       3.7  I    0.04   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM B-C     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     623.31            0.24                0.10        I
 ---------------------------------------------------------


 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A          STREAM  C-B       I
 ---------------------------------------------------------------------------------------------------
 I     479.26            0.22                0.09                 0.14                0.32       I
 ---------------------------------------------------------------------------------------------------


 ---------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ---------------------------------------------------------
 I     573.96            0.22                0.22        I
 ---------------------------------------------------------
  (NB These values do not allow for any site specific corrections)


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 -----------------------


 Demand set:        Base 2028 + Saturn PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 -------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 -------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  0.39  I   0.58  I  0.39       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.03  I   0.04  I  0.03       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  0.71  I   1.07  I  0.71       I
 -------------------------------------------------------------------------------------
```

```
 Demand set:        Base 2028 + Saturn PM
 -----------------------------------------------------------
 I                    I         TURNING PROPORTIONS        I
 I                    I         TURNING COUNTS             I
 I                    I        (PERCENTAGE OF H.V.S)       I
 I                    ------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I
 -----------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I
 I                    I ARM  A  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I   31.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  B  I  0.000 I  0.000 I  1.000 I
 I                    I         I    0.0 I    0.0 I    2.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 I                    I ARM  C  I  0.842 I  0.158 I  0.000 I
 I                    I         I   48.0 I    9.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I
 -----------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2028 + Saturn PM
                AND FOR TIME PERIOD        1

 ---------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-AC      0.03     10.29    0.002                0.00   0.00        0.0                             0.10      I
 I   C-AB      0.11      9.48    0.012                0.00   0.01        0.2                             0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.39                                                                                               I
 I                                                                                                                I

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


 ---------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-AC      0.03     10.28    0.003                0.00   0.00        0.0                             0.10      I
 I   C-AB      0.13      9.46    0.014                0.01   0.01        0.2                             0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.46                                                                                               I
 I                                                                                                                I

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


 ---------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-AC      0.04     10.25    0.004                0.00   0.00        0.1                             0.10      I
 I   C-AB      0.17      9.44    0.017                0.01   0.02        0.3                             0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.57                                                                                               I
 I                                                                                                                I

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


 ---------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-AC      0.04     10.25    0.004                0.00   0.00        0.1                             0.10      I
 I   C-AB      0.17      9.44    0.017                0.02   0.02        0.3                             0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.57                                                                                               I
 I                                                                                                                I

 ---------------------------------------------------------------------------------------------------------------------
```

```
 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-AC      0.03     10.28    0.003                0.00   0.00        0.0                             0.10      I
 I   C-AB      0.13      9.46    0.014                0.02   0.01        0.2                             0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.46                                                                                               I
 I                                                                                                                I

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



 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-AC      0.03     10.29    0.002                0.00   0.00        0.0                             0.10      I
 I   C-AB      0.11      9.48    0.012                0.01   0.01        0.2                             0.11      I
 I   A-B       0.00                                                                                               I
 I   A-C       0.39                                                                                               I
 I                                                                                                                I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-AC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    C-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 ------------------------------------------
 ----------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I-----------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ----------------------------------------------------------------------------
 I  B-AC  I    2.8 I    1.8 I     0.3 I    0.10   I       0.3  I    0.10   I
 I  C-AB  I   12.4 I    8.3 I     1.3 I    0.11   I       1.3  I    0.11   I
 I  A-B   I    0.0 I    0.0 I         I           I            I           I
 I  A-C   I   42.7 I   28.4 I         I           I            I           I
 ----------------------------------------------------------------------------
 I  ALL   I  123.9 I   82.6 I     1.6 I    0.01   I       1.6  I    0.01   I
 ----------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******

============================================= end of file ================================================



 Printed at 10:04:39 on 12/07/2017]
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```
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   CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

                         PICADY 5.1  ANALYSIS PROGRAM
                            RELEASE 5.0 (JUNE 2010)

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 Run with file:-
 "C:\Users\Modelling Machine\Documents\PICADY\Bexhill\Bexhill Stag Crossroads Rev B 2017.vpi"
(drive-on-the-left) at 10:13:21 on Wednesday, 12 July 2017



 RUN INFORMATION
 ***************

 RUN TITLE       : Little Common Bexhill
 LOCATION        : Bexhill
 DATE            : 28/04/15
 CLIENT          :
 ENUMERATOR      : Rob [Desktop-03]
 JOB NUMBER      : 277
 STATUS          :
 DESCRIPTION     :


 MAJOR/MINOR JUNCTION CAPACITY AND DELAY
  ***************************************

  INPUT DATA
  ----------

                                          MINOR ROAD (ARM D)
                                            I
                                            I
                                            I
                                            I
                                            I
                                            I
                     MAJOR ROAD (ARM C) --------------------- MAJOR ROAD (ARM A)
                                                      I
                                                      I
                                                      I
                                                      I
                                                      I
                                                      I
                                          MINOR ROAD (ARM B)

 ARM A IS Cooden Sea Road East
 ARM B IS Church Hill Avenue
 ARM C IS Cooden Sea Road West
 ARM D IS Meads Road


 STREAM LABELLING CONVENTION
 ---------------------------
         STREAM  A-B  CONTAINS TRAFFIC GOING FROM ARM  A TO ARM B
         STREAM  B-AC CONTAINS TRAFFIC GOING FROM ARM  B TO ARM A AND TO ARM  C
         ETC.
```

```
 GEOMETRIC DATA
 --------------
 ---------------------------------------------------------------------------------------------------------
 I                DATA ITEM                                        I   MINOR ROAD B    I   MINOR ROAD D    I
 ---------------------------------------------------------------------------------------------------------
 I  TOTAL MAJOR ROAD CARRIAGEWAY WIDTH                             I ( W  )  8.21 M.   I ( W  )  8.21 M.   I
 I  CENTRAL RESERVE WIDTH                                          I (WCR )  0.00 M.   I (WCR )  0.00 M.   I
 I                                                                 I                   I                   I
 I  MAJOR ROAD RIGHT  TURN - WIDTH                                 I (WC-B)  2.20 M.   I (WA-D)  2.20 M.   I
 I                         - VISIBILITY                            I (VC-B) 59.00 M.   I (VA-D)100.00 M.   I
 I                         - BLOCKS TRAFFIC (SPACES)               I         YES  ( 1) I         YES  ( 1) I
 I                                                                 I                   I                   I
 I  MINOR ROAD - VISIBILITY TO LEFT                                I (VB-C)  12.0 M.   I (VD-A)   8.0 M.   I
 I             - VISIBILITY TO RIGHT                               I (VB-A)  35.0 M.   I (VD-C)  20.0 M.   I
 I             - LANE 1 WIDTH                                      I (WB-C)  5.00 M.   I (WD-A)  2.62 M.   I
 I             - LANE 2 WIDTH                                      I (WB-A)  0.00 M.   I (WD-C)  0.00 M.   I
 ---------------------------------------------------------------------------------------------------------



 .SLOPES AND INTERCEPT
  -------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 STREAM   B-A
 -------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-D          STREAM  A-B          STREAM  C-A       I
 -------------------------------------------------------------------------------------------------
 I     598.49            0.25                 0.25                  0.10                 0.16       I
 -------------------------------------------------------------------------------------------------

 -------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  D-A          STREAM C-B          STREAM  D-B                            I
 -------------------------------------------------------------------------------------------------
 I                       0.16                 0.36                  0.36                            I
 -------------------------------------------------------------------------------------------------


 STREAM   D-C
 -------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-C     STREAM  C-A          STREAM C-B          STREAM  C-D          STREAM  A-C       I
 -------------------------------------------------------------------------------------------------
 I     471.42            0.20                 0.20                  0.08                 0.12       I
 -------------------------------------------------------------------------------------------------

 -------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  B-C          STREAM A-D          STREAM  B-D                            I
 -------------------------------------------------------------------------------------------------
 I                       0.12                 0.28                  0.28                            I
 -------------------------------------------------------------------------------------------------


 STREAM   CD-B
 -------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM CD-B    STREAM  A-B          STREAM A-C          STREAM  A-D                            I
 -------------------------------------------------------------------------------------------------
 I     631.87            0.21                 0.21                  0.25                            I
 -------------------------------------------------------------------------------------------------


 STREAM   AB-D
 -------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM AB-D    STREAM  C-D          STREAM C-A          STREAM  C-B                            I
 -------------------------------------------------------------------------------------------------
 I     631.87            0.22                 0.22                  0.20                            I
 -------------------------------------------------------------------------------------------------


 STREAM   B-CD
 -------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-CD    STREAM  A-C          STREAM A-D          STREAM  A-B                            I
 -------------------------------------------------------------------------------------------------
 I     775.32            0.27                 0.27                  0.11                            I
 -------------------------------------------------------------------------------------------------


 STREAM   D-AB
 -------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-AB    STREAM  C-A          STREAM C-B          STREAM  C-D                            I
 -------------------------------------------------------------------------------------------------
 I     612.31            0.21                 0.21                  0.08                            I
 -------------------------------------------------------------------------------------------------
```

```
 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 I D   I      100      I
 -----------------------


 Demand set:        Base 2017 AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  7.28  I  10.91  I  7.28       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.84  I   1.26  I  0.84       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  4.61  I   6.92  I  4.61       I
 I ARM  D I     15.00   I     45.00   I    75.00   I  0.40  I   0.60  I  0.40       I
 ------------------------------------------------------------------------------------


 Demand set:        Base 2017 AM
 --------------------------------------------------------------------
 I                  I         TURNING PROPORTIONS                   I
 I                  I         TURNING COUNTS                        I
 I                  I        (PERCENTAGE OF H.V.S)                  I
 I                  ---------------------------------------------
 I        TIME      I FROM/TO I ARM  A I ARM  B I ARM  C I ARM  D I
 --------------------------------------------------------------------
 I   08.00 - 09.30  I         I        I        I        I        I
 I                  I ARM  A  I  0.000 I  0.057 I  0.919 I  0.024 I
 I                  I         I    0.0 I   33.0 I  535.0 I   14.0 I
 I                  I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                  I         I        I        I        I        I
 I                  I ARM  B  I  0.358 I  0.000 I  0.582 I  0.060 I
 I                  I         I   24.0 I    0.0 I   39.0 I    4.0 I
 I                  I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                  I         I        I        I        I        I
 I                  I ARM  C  I  0.924 I  0.060 I  0.000 I  0.016 I
 I                  I         I  341.0 I   22.0 I    0.0 I    6.0 I
 I                  I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                  I         I        I        I        I        I
 I                  I ARM  D  I  0.813 I  0.094 I  0.094 I  0.000 I
 I                  I         I   26.0 I    3.0 I    3.0 I    0.0 I
 I                  I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                  I         I        I        I        I        I
 --------------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               ---------------------------------------------------------
                FOR DEMAND SET         Base 2017 AM
                AND FOR TIME PERIOD        1
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-ACD     0.84      9.36    0.090                0.00   0.10        1.4                            0.12      I
 I   A-B       0.41                                                                                               I
 I   A-C       6.71                                                                                               I
 I   A-D       0.18                                                                                               I
 I  AB-CD   (  0.23)     9.51    0.024                0.00   0.02        0.4                            0.11      I
 I  AB-C    (  7.20)                                                                                              I
 I   D-ABC     0.40      8.78    0.046                0.00   0.05        0.7                            0.12      I
 I   C-D       0.08                                                                                               I
 I   C-A       4.28                                                                                               I
 I   C-B       0.28                                                                                               I
 I  CD-AB   (  0.31)     8.58    0.037                0.00   0.04        0.5                            0.12      I
 I  CD-A    (  4.60)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-ACD     1.00      8.90    0.113                0.10   0.13        1.8                            0.13      I
 I   A-B       0.49                                                                                               I
 I   A-C       8.02                                                                                               I
 I   A-D       0.21                                                                                               I
 I  AB-CD   (  0.27)     9.31    0.029                0.02   0.03        0.4                            0.11      I
 I  AB-C    (  8.60)                                                                                              I
 I   D-ABC     0.48      8.55    0.056                0.05   0.06        0.9                            0.12      I
 I   C-D       0.09                                                                                               I
 I   C-A       5.11                                                                                               I
 I   C-B       0.33                                                                                               I
 I  CD-AB   (  0.37)     8.28    0.045                0.04   0.04        0.7                            0.13      I
 I  CD-A    (  5.50)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-ACD     1.23      8.24    0.149                0.13   0.17        2.5                            0.14      I
 I   A-B       0.61                                                                                               I
 I   A-C       9.82                                                                                               I
 I   A-D       0.26                                                                                               I
 I  AB-CD   (  0.33)     9.03    0.037                0.03   0.04        0.5                            0.11      I
 I  AB-C    ( 10.53)                                                                                              I
 I   D-ABC     0.59      8.23    0.071                0.06   0.08        1.1                            0.13      I
 I   C-D       0.11                                                                                               I
 I   C-A       6.26                                                                                               I
 I   C-B       0.40                                                                                               I
 I  CD-AB   (  0.46)     7.86    0.058                0.04   0.06        0.9                            0.14      I
 I  CD-A    (  6.73)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-ACD     1.23      8.24    0.149                0.17   0.17        2.6                            0.14      I
 I   A-B       0.61                                                                                               I
 I   A-C       9.82                                                                                               I
 I   A-D       0.26                                                                                               I
 I  AB-CD   (  0.33)     9.03    0.037                0.04   0.04        0.5                            0.11      I
 I  AB-C    ( 10.53)                                                                                              I
 I   D-ABC     0.59      8.23    0.071                0.08   0.08        1.1                            0.13      I
 I   C-D       0.11                                                                                               I
 I   C-A       6.26                                                                                               I
 I   C-B       0.40                                                                                               I
 I  CD-AB   (  0.46)     7.86    0.058                0.06   0.06        0.9                            0.14      I
 I  CD-A    (  6.73)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW      QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/       PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-ACD     1.00      8.90    0.113                0.17   0.13        2.0                               0.13      I
 I   A-B       0.49                                                                                               I
 I   A-C       8.02                                                                                               I
 I   A-D       0.21                                                                                               I
 I  AB-CD   (  0.27)     9.31    0.029                0.04   0.03        0.4                               0.11      I
 I  AB-C    (  8.60)                                                                                              I
 I   D-ABC     0.48      8.55    0.056                0.08   0.06        0.9                               0.12      I
 I   C-D       0.09                                                                                               I
 I   C-A       5.11                                                                                               I
 I   C-B       0.33                                                                                               I
 I  CD-AB   (  0.37)     8.28    0.045                0.06   0.05        0.7                               0.13      I
 I  CD-A    (  5.50)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW      QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/       PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-ACD     0.84      9.36    0.090                0.13   0.10        1.5                               0.12      I
 I   A-B       0.41                                                                                               I
 I   A-C       6.71                                                                                               I
 I   A-D       0.18                                                                                               I
 I  AB-CD   (  0.23)     9.51    0.024                0.03   0.02        0.4                               0.11      I
 I  AB-C    (  7.20)                                                                                              I
 I   D-ABC     0.40      8.78    0.046                0.06   0.05        0.7                               0.12      I
 I   C-D       0.08                                                                                               I
 I   C-A       4.28                                                                                               I
 I   C-B       0.28                                                                                               I
 I  CD-AB   (  0.31)     8.58    0.037                0.05   0.04        0.6                               0.12      I
 I  CD-A    (  4.61)                                                                                              I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

 QUEUE FOR STREAM    B-ACD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM   AB-CD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    D-ABC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.0
```

```
 QUEUE FOR STREAM   CD-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.1
   09.00           0.1
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I----------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-ACD I   92.2 I   61.5 I    11.9 I    0.13   I      11.9  I    0.13   I
 I  A-B   I   45.4 I   30.3 I         I           I            I           I
 I  A-C   I  736.4 I  490.9 I         I           I            I           I
 I  A-D   I   19.3 I   12.8 I         I           I            I           I
 I AB-CD  I(  24.8)I(  16.5)I     2.7 I    0.11   I       2.7  I    0.11   I
 I AB-C   I( 790.0)I( 526.7)I         I           I            I           I
 I  D-ABC I   44.0 I   29.4 I     5.5 I    0.12   I       5.5  I    0.12   I
 I  C-D   I    8.3 I    5.5 I         I           I            I           I
 I  C-A   I  469.4 I  312.9 I         I           I            I           I
 I  C-B   I   30.3 I   20.2 I         I           I            I           I
 I CD-AB  I(  34.4)I(  22.9)I     4.2 I    0.12   I       4.2  I    0.12   I
 I CD-A   I( 505.1)I( 336.7)I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I 1445.2 I  963.5 I    24.3 I    0.02   I      24.3  I    0.02   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 STREAM   B-A
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-D          STREAM  A-B          STREAM  C-A       I
 --------------------------------------------------------------------------------------------------
 I     598.49            0.25                 0.25                 0.10                0.16       I
 --------------------------------------------------------------------------------------------------

 --------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  D-A          STREAM C-B          STREAM  D-B                            I
 --------------------------------------------------------------------------------------------------
 I                       0.16                 0.36                 0.36                           I
 --------------------------------------------------------------------------------------------------


 STREAM   D-C
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-C     STREAM  C-A          STREAM C-B          STREAM  C-D          STREAM  A-C       I
 --------------------------------------------------------------------------------------------------
 I     471.42            0.20                 0.20                 0.08                0.12       I
 --------------------------------------------------------------------------------------------------

 --------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  B-C          STREAM A-D          STREAM  B-D                            I
 --------------------------------------------------------------------------------------------------
 I                       0.12                 0.28                 0.28                           I
 --------------------------------------------------------------------------------------------------


 STREAM   CD-B
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM CD-B    STREAM  A-B          STREAM A-C          STREAM  A-D                            I
 --------------------------------------------------------------------------------------------------
 I     631.87            0.21                 0.21                 0.25                           I
 --------------------------------------------------------------------------------------------------


 STREAM   AB-D
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM AB-D    STREAM  C-D          STREAM C-A          STREAM  C-B                            I
 --------------------------------------------------------------------------------------------------
 I     631.87            0.22                 0.22                 0.20                           I
 --------------------------------------------------------------------------------------------------


 STREAM   B-CD
 --------------------------------------------------------------------------------------------------
```

```
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-CD    STREAM  A-C          STREAM A-D          STREAM  A-B                            I
 --------------------------------------------------------------------------------------------------
 I     775.32            0.27                0.27                 0.11                            I
 --------------------------------------------------------------------------------------------------


 STREAM   D-AB
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-AB    STREAM  C-A          STREAM C-B          STREAM  C-D                            I
 --------------------------------------------------------------------------------------------------
 I     612.31            0.21                0.21                 0.08                            I
 --------------------------------------------------------------------------------------------------


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 I D   I      100      I
 -----------------------


 Demand set:        Base 2017 + Com AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  7.63  I  11.44  I  7.63       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.84  I   1.26  I  0.84       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  4.84  I   7.26  I  4.84       I
 I ARM  D I     15.00   I     45.00   I    75.00   I  0.40  I   0.60  I  0.40       I
 ------------------------------------------------------------------------------------


 Demand set:        Base 2017 + Com AM
 --------------------------------------------------------------------
 I                   I         TURNING PROPORTIONS                 I
 I                   I         TURNING COUNTS                      I
 I                   I        (PERCENTAGE OF H.V.S)                I
 I                   ----------------------------------------------
 I        TIME       I FROM/TO I ARM  A I ARM  B I ARM  C I ARM  D I
 --------------------------------------------------------------------
 I   08.00 - 09.30   I         I        I        I        I        I
 I                   I ARM  A  I  0.000 I  0.054 I  0.923 I  0.023 I
 I                   I         I    0.0 I   33.0 I  563.0 I   14.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  B  I  0.358 I  0.000 I  0.582 I  0.060 I
 I                   I         I   24.0 I    0.0 I   39.0 I    4.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  C  I  0.928 I  0.057 I  0.000 I  0.016 I
 I                   I         I  359.0 I   22.0 I    0.0 I    6.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  D  I  0.813 I  0.094 I  0.094 I  0.000 I
 I                   I         I   26.0 I    3.0 I    3.0 I    0.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 --------------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 + Com AM
                AND FOR TIME PERIOD        1
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I        (VEH/MIN) (VEH/MIN) CAPACITY      FLOW    QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-ACD     0.84      9.25    0.091                0.00   0.10        1.4                            0.12      I
 I   A-B       0.41                                                                                               I
 I   A-C       7.06                                                                                               I
 I   A-D       0.18                                                                                               I
 I  AB-CD   (  0.23)     9.46    0.024                0.00   0.02        0.4                            0.11      I
 I  AB-C    (  7.55)                                                                                              I
 I   D-ABC     0.40      8.72    0.046                0.00   0.05        0.7                            0.12      I
 I   C-D       0.08                                                                                               I
 I   C-A       4.50                                                                                               I
 I   C-B       0.28                                                                                               I
 I  CD-AB   (  0.31)     8.51    0.037                0.00   0.04        0.5                            0.12      I
 I  CD-A    (  4.83)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I        (VEH/MIN) (VEH/MIN) CAPACITY      FLOW    QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-ACD     1.00      8.76    0.115                0.10   0.13        1.9                            0.13      I
 I   A-B       0.49                                                                                               I
 I   A-C       8.44                                                                                               I
 I   A-D       0.21                                                                                               I
 I  AB-CD   (  0.27)     9.25    0.029                0.02   0.03        0.4                            0.11      I
 I  AB-C    (  9.02)                                                                                              I
 I   D-ABC     0.48      8.48    0.057                0.05   0.06        0.9                            0.13      I
 I   C-D       0.09                                                                                               I
 I   C-A       5.38                                                                                               I
 I   C-B       0.33                                                                                               I
 I  CD-AB   (  0.37)     8.19    0.046                0.04   0.05        0.7                            0.13      I
 I  CD-A    (  5.77)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I        (VEH/MIN) (VEH/MIN) CAPACITY      FLOW    QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-ACD     1.23      8.07    0.152                0.13   0.18        2.6                            0.15      I
 I   A-B       0.61                                                                                               I
 I   A-C      10.33                                                                                               I
 I   A-D       0.26                                                                                               I
 I  AB-CD   (  0.33)     8.96    0.037                0.03   0.04        0.6                            0.12      I
 I  AB-C    ( 11.04)                                                                                              I
 I   D-ABC     0.59      8.14    0.072                0.06   0.08        1.1                            0.13      I
 I   C-D       0.11                                                                                               I
 I   C-A       6.59                                                                                               I
 I   C-B       0.40                                                                                               I
 I  CD-AB   (  0.46)     7.75    0.059                0.05   0.06        0.9                            0.14      I
 I  CD-A    (  7.06)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I        (VEH/MIN) (VEH/MIN) CAPACITY      FLOW    QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-ACD     1.23      8.07    0.152                0.18   0.18        2.7                            0.15      I
 I   A-B       0.61                                                                                               I
 I   A-C      10.33                                                                                               I
 I   A-D       0.26                                                                                               I
 I  AB-CD   (  0.33)     8.96    0.037                0.04   0.04        0.6                            0.12      I
 I  AB-C    ( 11.05)                                                                                              I
 I   D-ABC     0.59      8.14    0.072                0.08   0.08        1.2                            0.13      I
 I   C-D       0.11                                                                                               I
 I   C-A       6.59                                                                                               I
 I   C-B       0.40                                                                                               I
 I  CD-AB   (  0.46)     7.75    0.059                0.06   0.06        0.9                            0.14      I
 I  CD-A    (  7.06)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-ACD     1.00      8.76    0.115                0.18   0.13        2.0                           0.13       I
 I   A-B       0.49                                                                                               I
 I   A-C       8.44                                                                                               I
 I   A-D       0.21                                                                                               I
 I  AB-CD   (  0.27)     9.25    0.029                0.04   0.03        0.4                           0.11       I
 I  AB-C    (  9.02)                                                                                              I
 I   D-ABC     0.48      8.48    0.057                0.08   0.06        0.9                           0.13       I
 I   C-D       0.09                                                                                               I
 I   C-A       5.38                                                                                               I
 I   C-B       0.33                                                                                               I
 I  CD-AB   (  0.37)     8.19    0.046                0.06   0.05        0.7                           0.13       I
 I  CD-A    (  5.77)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-ACD     0.84      9.25    0.091                0.13   0.10        1.5                           0.12       I
 I   A-B       0.41                                                                                               I
 I   A-C       7.06                                                                                               I
 I   A-D       0.18                                                                                               I
 I  AB-CD   (  0.23)     9.46    0.024                0.03   0.02        0.4                           0.11       I
 I  AB-C    (  7.55)                                                                                              I
 I   D-ABC     0.40      8.72    0.046                0.06   0.05        0.7                           0.12       I
 I   C-D       0.08                                                                                               I
 I   C-A       4.50                                                                                               I
 I   C-B       0.28                                                                                               I
 I  CD-AB   (  0.31)     8.51    0.037                0.05   0.04        0.6                           0.12       I
 I  CD-A    (  4.83)                                                                                              I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

 QUEUE FOR STREAM    B-ACD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM   AB-CD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    D-ABC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.0
```

```
 QUEUE FOR STREAM   CD-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.1
   09.00           0.1
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-ACD I   92.2 I   61.5 I    12.1 I    0.13   I      12.1  I    0.13   I
 I  A-B   I   45.4 I   30.3 I         I           I            I           I
 I  A-C   I  774.9 I  516.6 I         I           I            I           I
 I  A-D   I   19.3 I   12.8 I         I           I            I           I
 I AB-CD  I(  24.8)I(  16.5)I     2.7 I    0.11   I       2.7  I    0.11   I
 I AB-C   I( 828.5)I( 552.4)I         I           I            I           I
 I  D-ABC I   44.0 I   29.4 I     5.5 I    0.13   I       5.5  I    0.13   I
 I  C-D   I    8.3 I    5.5 I         I           I            I           I
 I  C-A   I  494.1 I  329.4 I         I           I            I           I
 I  C-B   I   30.3 I   20.2 I         I           I            I           I
 I CD-AB  I(  34.4)I(  22.9)I     4.2 I    0.12   I       4.2  I    0.12   I
 I CD-A   I( 529.9)I( 353.3)I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I 1508.6 I 1005.7 I    24.6 I    0.02   I      24.6  I    0.02   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 STREAM   B-A
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-D          STREAM  A-B          STREAM  C-A       I
 ---------------------------------------------------------------------------------------------------
 I     598.49            0.25                0.25                  0.10                0.16       I
 ---------------------------------------------------------------------------------------------------

 ---------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  D-A          STREAM C-B          STREAM  D-B                            I
 ---------------------------------------------------------------------------------------------------
 I                       0.16                0.36                  0.36                           I
 ---------------------------------------------------------------------------------------------------


 STREAM   D-C
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-C     STREAM  C-A          STREAM C-B          STREAM  C-D          STREAM  A-C       I
 ---------------------------------------------------------------------------------------------------
 I     471.42            0.20                0.20                  0.08                0.12       I
 ---------------------------------------------------------------------------------------------------

 ---------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  B-C          STREAM A-D          STREAM  B-D                            I
 ---------------------------------------------------------------------------------------------------
 I                       0.12                0.28                  0.28                           I
 ---------------------------------------------------------------------------------------------------


 STREAM   CD-B
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM CD-B    STREAM  A-B          STREAM A-C          STREAM  A-D                            I
 ---------------------------------------------------------------------------------------------------
 I     631.87            0.21                0.21                  0.25                           I
 ---------------------------------------------------------------------------------------------------


 STREAM   AB-D
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM AB-D    STREAM  C-D          STREAM C-A          STREAM  C-B                            I
 ---------------------------------------------------------------------------------------------------
 I     631.87            0.22                0.22                  0.20                           I
 ---------------------------------------------------------------------------------------------------


 STREAM   B-CD
 ---------------------------------------------------------------------------------------------------
```

```
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-CD    STREAM  A-C          STREAM A-D          STREAM  A-B                            I
 -------------------------------------------------------------------------------------------------
 I     775.32            0.27                0.27                  0.11                           I
 -------------------------------------------------------------------------------------------------


 STREAM   D-AB
 -------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-AB    STREAM  C-A          STREAM C-B          STREAM  C-D                            I
 -------------------------------------------------------------------------------------------------
 I     612.31            0.21                0.21                  0.08                           I
 -------------------------------------------------------------------------------------------------


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 I D   I      100      I
 -----------------------


 Demand set:        Base 2017 + Com + Dev AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  7.93  I  11.89  I  7.93       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.85  I   1.28  I  0.85       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  4.89  I   7.33  I  4.89       I
 I ARM  D I     15.00   I     45.00   I    75.00   I  1.20  I   1.80  I  1.20       I
 ------------------------------------------------------------------------------------


 Demand set:        Base 2017 + Com + Dev AM
 --------------------------------------------------------------------
 I                   I         TURNING PROPORTIONS                  I
 I                   I         TURNING COUNTS                       I
 I                   I        (PERCENTAGE OF H.V.S)                 I
 I                   ------------------------------------------------
 I        TIME       I FROM/TO I ARM  A I ARM  B I ARM  C I ARM  D I
 --------------------------------------------------------------------
 I   08.00 - 09.30   I         I        I        I        I        I
 I                   I ARM  A  I  0.000 I  0.052 I  0.888 I  0.060 I
 I                   I         I    0.0 I   33.0 I  563.0 I   38.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  B  I  0.353 I  0.000 I  0.574 I  0.074 I
 I                   I         I   24.0 I    0.0 I   39.0 I    5.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  C  I  0.918 I  0.056 I  0.000 I  0.026 I
 I                   I         I  359.0 I   22.0 I    0.0 I   10.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  D  I  0.792 I  0.042 I  0.167 I  0.000 I
 I                   I         I   76.0 I    4.0 I   16.0 I    0.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 --------------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 + Com + Dev AM
                AND FOR TIME PERIOD        1
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-ACD     0.85       9.13    0.093                0.00   0.10        1.5                            0.12      I
 I   A-B       0.41                                                                                               I
 I   A-C       7.06                                                                                               I
 I   A-D       0.48                                                                                               I
 I  AB-CD   (  0.54)     9.45    0.057                0.00   0.06        0.8                            0.11      I
 I  AB-C    (  7.55)                                                                                              I
 I   D-ABC     1.20       8.37    0.144                0.00   0.17        2.4                            0.14      I
 I   C-D       0.13                                                                                               I
 I   C-A       4.50                                                                                               I
 I   C-B       0.28                                                                                               I
 I  CD-AB   (  0.33)     8.44    0.039                0.00   0.04        0.6                            0.12      I
 I  CD-A    (  5.45)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-ACD     1.02       8.61    0.118                0.10   0.13        1.9                            0.13      I
 I   A-B       0.49                                                                                               I
 I   A-C       8.44                                                                                               I
 I   A-D       0.57                                                                                               I
 I  AB-CD   (  0.64)     9.23    0.070                0.06   0.07        1.0                            0.12      I
 I  AB-C    (  9.02)                                                                                              I
 I   D-ABC     1.44       8.09    0.178                0.17   0.21        3.1                            0.15      I
 I   C-D       0.15                                                                                               I
 I   C-A       5.38                                                                                               I
 I   C-B       0.33                                                                                               I
 I  CD-AB   (  0.39)     8.11    0.048                0.04   0.05        0.7                            0.13      I
 I  CD-A    (  6.52)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-ACD     1.25       7.87    0.159                0.13   0.19        2.7                            0.15      I
 I   A-B       0.61                                                                                               I
 I   A-C      10.33                                                                                               I
 I   A-D       0.70                                                                                               I
 I  AB-CD   (  0.79)     8.94    0.088                0.07   0.09        1.3                            0.12      I
 I  AB-C    ( 11.04)                                                                                              I
 I   D-ABC     1.76       7.69    0.229                0.21   0.29        4.3                            0.17      I
 I   C-D       0.18                                                                                               I
 I   C-A       6.59                                                                                               I
 I   C-B       0.40                                                                                               I
 I  CD-AB   (  0.48)     7.66    0.062                0.05   0.06        0.9                            0.14      I
 I  CD-A    (  7.98)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-ACD     1.25       7.87    0.159                0.19   0.19        2.8                            0.15      I
 I   A-B       0.61                                                                                               I
 I   A-C      10.33                                                                                               I
 I   A-D       0.70                                                                                               I
 I  AB-CD   (  0.79)     8.94    0.088                0.09   0.09        1.3                            0.12      I
 I  AB-C    ( 11.05)                                                                                              I
 I   D-ABC     1.76       7.69    0.229                0.29   0.29        4.4                            0.17      I
 I   C-D       0.18                                                                                               I
 I   C-A       6.59                                                                                               I
 I   C-B       0.40                                                                                               I
 I  CD-AB   (  0.48)     7.66    0.062                0.06   0.06        0.9                            0.14      I
 I  CD-A    (  7.98)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/       PER ARRIVING  I
 I                               (RFC)     (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)     VEHICLE (MIN) I
 I 09.00-09.15                                                                                                      I
 I   B-ACD     1.02      8.61    0.118                  0.19   0.14        2.1                              0.13      I
 I   A-B       0.49                                                                                                 I
 I   A-C       8.44                                                                                                 I
 I   A-D       0.57                                                                                                 I
 I  AB-CD   (  0.64)     9.23    0.070                  0.09   0.07        1.1                              0.12      I
 I  AB-C    (  9.02)                                                                                                I
 I   D-ABC     1.44      8.09    0.178                  0.29   0.22        3.4                              0.15      I
 I   C-D       0.15                                                                                                 I
 I   C-A       5.38                                                                                                 I
 I   C-B       0.33                                                                                                 I
 I  CD-AB   (  0.39)     8.11    0.048                  0.06   0.05        0.7                              0.13      I
 I  CD-A    (  6.52)                                                                                                I
 I                                                                                                                  I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/       PER ARRIVING  I
 I                               (RFC)     (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)     VEHICLE (MIN) I
 I 09.15-09.30                                                                                                      I
 I   B-ACD     0.85      9.13    0.093                  0.14   0.10        1.6                              0.12      I
 I   A-B       0.41                                                                                                 I
 I   A-C       7.06                                                                                                 I
 I   A-D       0.48                                                                                                 I
 I  AB-CD   (  0.54)     9.45    0.057                  0.07   0.06        0.9                              0.11      I
 I  AB-C    (  7.55)                                                                                                I
 I   D-ABC     1.20      8.37    0.144                  0.22   0.17        2.6                              0.14      I
 I   C-D       0.13                                                                                                 I
 I   C-A       4.50                                                                                                 I
 I   C-B       0.28                                                                                                 I
 I  CD-AB   (  0.33)     8.44    0.039                  0.05   0.04        0.6                              0.12      I
 I  CD-A    (  5.46)                                                                                                I
 I                                                                                                                  I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

 QUEUE FOR STREAM    B-ACD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM   AB-CD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM    D-ABC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.2
   08.30           0.2
   08.45           0.3
   09.00           0.3
   09.15           0.2
   09.30           0.2
```

```
 QUEUE FOR STREAM   CD-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.1
   09.00           0.1
   09.15           0.0
   09.30           0.0
```

```
                QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-ACD I   93.6 I   62.4 I    12.6 I    0.14   I      12.6  I    0.14   I
 I  A-B   I   45.4 I   30.3 I         I           I            I           I
 I  A-C   I  774.9 I  516.6 I         I           I            I           I
 I  A-D   I   52.3 I   34.9 I         I           I            I           I
 I AB-CD  I(  59.2)I(  39.5)I     6.4 I    0.11   I       6.4  I    0.11   I
 I AB-C   I( 828.5)I( 552.4)I         I           I            I           I
 I  D-ABC I  132.1 I   88.1 I    20.2 I    0.15   I      20.2  I    0.15   I
 I  C-D   I   13.8 I    9.2 I         I           I            I           I
 I  C-A   I  494.1 I  329.4 I         I           I            I           I
 I  C-B   I   30.3 I   20.2 I         I           I            I           I
 I CD-AB  I(  35.8)I(  23.9)I     4.5 I    0.12   I       4.5  I    0.12   I
 I CD-A   I( 598.6)I( 399.1)I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I 1636.6 I 1091.0 I    43.7 I    0.03   I      43.7  I    0.03   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 STREAM   B-A
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-D           STREAM  A-B          STREAM  C-A       I
 ---------------------------------------------------------------------------------------------------
 I     598.49            0.25                 0.25                  0.10                 0.16       I
 ---------------------------------------------------------------------------------------------------

 ---------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  D-A          STREAM C-B           STREAM  D-B                            I
 ---------------------------------------------------------------------------------------------------
 I                       0.16                 0.36                  0.36                            I
 ---------------------------------------------------------------------------------------------------


 STREAM   D-C
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-C     STREAM  C-A          STREAM C-B           STREAM  C-D          STREAM  A-C       I
 ---------------------------------------------------------------------------------------------------
 I     471.42            0.20                 0.20                  0.08                 0.12       I
 ---------------------------------------------------------------------------------------------------

 ---------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  B-C          STREAM A-D           STREAM  B-D                            I
 ---------------------------------------------------------------------------------------------------
 I                       0.12                 0.28                  0.28                            I
 ---------------------------------------------------------------------------------------------------


 STREAM   CD-B
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM CD-B    STREAM  A-B          STREAM A-C           STREAM  A-D                            I
 ---------------------------------------------------------------------------------------------------
 I     631.87            0.21                 0.21                  0.25                            I
 ---------------------------------------------------------------------------------------------------


 STREAM   AB-D
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM AB-D    STREAM  C-D          STREAM C-A           STREAM  C-B                            I
 ---------------------------------------------------------------------------------------------------
 I     631.87            0.22                 0.22                  0.20                            I
 ---------------------------------------------------------------------------------------------------


 STREAM   B-CD
 ---------------------------------------------------------------------------------------------------
```

```
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-CD    STREAM  A-C          STREAM A-D          STREAM  A-B                            I
 --------------------------------------------------------------------------------------------------
 I     775.32            0.27                0.27                  0.11                           I
 --------------------------------------------------------------------------------------------------


 STREAM   D-AB
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-AB    STREAM  C-A          STREAM C-B          STREAM  C-D                            I
 --------------------------------------------------------------------------------------------------
 I     612.31            0.21                0.21                  0.08                           I
 --------------------------------------------------------------------------------------------------


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 I D   I      100      I
 -----------------------


 Demand set:        Base 2028 + Saturn Model AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  3.36  I   5.04  I  3.36       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.95  I   1.42  I  0.95       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  5.35  I   8.02  I  5.35       I
 I ARM  D I     15.00   I     45.00   I    75.00   I  0.45  I   0.67  I  0.45       I
 ------------------------------------------------------------------------------------


 Demand set:        Base 2028 + Saturn Model AM
 --------------------------------------------------------------------
 I                    I         TURNING PROPORTIONS                 I
 I                    I         TURNING COUNTS                      I
 I                    I        (PERCENTAGE OF H.V.S)                I
 I                    ----------------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I ARM  D I
 --------------------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I        I
 I                    I ARM  A  I  0.000 I  0.056 I  0.918 I  0.026 I
 I                    I         I    0.0 I   15.0 I  247.0 I    7.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  B  I  0.342 I  0.000 I  0.592 I  0.066 I
 I                    I         I   26.0 I    0.0 I   45.0 I    5.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  C  I  0.925 I  0.058 I  0.000 I  0.016 I
 I                    I         I  396.0 I   25.0 I    0.0 I    7.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  D  I  0.778 I  0.111 I  0.111 I  0.000 I
 I                    I         I   28.0 I    4.0 I    4.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 --------------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2028 + Saturn Model AM
                AND FOR TIME PERIOD        1
```

```
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TRL              TRL Viewer    3.2 AG C:\Users\Modelling Machine\Documents\PICADY\Bexhill\Bexhill Stag Crossroads Rev B 2017
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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-ACD     0.95     10.38    0.092                0.00   0.10        1.5                            0.11      I
 I   A-B       0.19                                                                                               I
 I   A-C       3.10                                                                                               I
 I   A-D       0.09                                                                                               I
 I  AB-CD   (  0.15)     9.34    0.016                0.00   0.02        0.2                            0.11      I
 I  AB-C    (  3.66)                                                                                              I
 I   D-ABC     0.45      8.65    0.052                0.00   0.05        0.8                            0.12      I
 I   C-D       0.09                                                                                               I
 I   C-A       4.97                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.36)     9.42    0.039                0.00   0.04        0.6                            0.11      I
 I  CD-A    (  5.32)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-ACD     1.14     10.10    0.113                0.10   0.13        1.9                            0.11      I
 I   A-B       0.22                                                                                               I
 I   A-C       3.70                                                                                               I
 I   A-D       0.10                                                                                               I
 I  AB-CD   (  0.18)     9.11    0.020                0.02   0.02        0.3                            0.11      I
 I  AB-C    (  4.37)                                                                                              I
 I   D-ABC     0.54      8.41    0.064                0.05   0.07        1.0                            0.13      I
 I   C-D       0.10                                                                                               I
 I   C-A       5.93                                                                                               I
 I   C-B       0.37                                                                                               I
 I  CD-AB   (  0.43)     9.28    0.047                0.04   0.05        0.7                            0.11      I
 I  CD-A    (  6.35)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-ACD     1.39      9.71    0.144                0.13   0.17        2.4                            0.12      I
 I   A-B       0.28                                                                                               I
 I   A-C       4.53                                                                                               I
 I   A-D       0.13                                                                                               I
 I  AB-CD   (  0.22)     8.79    0.025                0.02   0.02        0.4                            0.12      I
 I  AB-C    (  5.36)                                                                                              I
 I   D-ABC     0.66      8.07    0.082                0.07   0.09        1.3                            0.13      I
 I   C-D       0.13                                                                                               I
 I   C-A       7.27                                                                                               I
 I   C-B       0.46                                                                                               I
 I  CD-AB   (  0.53)     9.08    0.059                0.05   0.06        0.9                            0.12      I
 I  CD-A    (  7.78)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-ACD     1.39      9.71    0.144                0.17   0.17        2.5                            0.12      I
 I   A-B       0.28                                                                                               I
 I   A-C       4.53                                                                                               I
 I   A-D       0.13                                                                                               I
 I  AB-CD   (  0.22)     8.79    0.025                0.02   0.02        0.4                            0.12      I
 I  AB-C    (  5.36)                                                                                              I
 I   D-ABC     0.66      8.07    0.082                0.09   0.09        1.3                            0.13      I
 I   C-D       0.13                                                                                               I
 I   C-A       7.27                                                                                               I
 I   C-B       0.46                                                                                               I
 I  CD-AB   (  0.53)     9.08    0.059                0.06   0.06        0.9                            0.12      I
 I  CD-A    (  7.78)                                                                                              I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
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 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW      QUEUE  QUEUE    (VEH.MIN/     (VEH.MIN/       PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-ACD     1.14     10.10    0.113                 0.17   0.13        2.0                             0.11      I
 I   A-B       0.22                                                                                               I
 I   A-C       3.70                                                                                               I
 I   A-D       0.10                                                                                               I
 I  AB-CD   (  0.18)     9.11    0.020                 0.02   0.02        0.3                             0.11      I
 I  AB-C    (  4.38)                                                                                              I
 I   D-ABC     0.54      8.41    0.064                 0.09   0.07        1.1                             0.13      I
 I   C-D       0.10                                                                                               I
 I   C-A       5.93                                                                                               I
 I   C-B       0.37                                                                                               I
 I  CD-AB   (  0.43)     9.28    0.047                 0.06   0.05        0.7                             0.11      I
 I  CD-A    (  6.35)                                                                                              I
 I                                                                                                                I

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


 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY     FLOW      QUEUE  QUEUE    (VEH.MIN/     (VEH.MIN/       PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-ACD     0.95     10.37    0.092                 0.13   0.10        1.6                             0.11      I
 I   A-B       0.19                                                                                               I
 I   A-C       3.10                                                                                               I
 I   A-D       0.09                                                                                               I
 I  AB-CD   (  0.15)     9.34    0.016                 0.02   0.02        0.2                             0.11      I
 I  AB-C    (  3.66)                                                                                              I
 I   D-ABC     0.45      8.65    0.052                 0.07   0.06        0.9                             0.12      I
 I   C-D       0.09                                                                                               I
 I   C-A       4.97                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.36)     9.42    0.039                 0.05   0.04        0.6                             0.11      I
 I  CD-A    (  5.32)                                                                                              I
 I                                                                                                                I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

 QUEUE FOR STREAM    B-ACD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM   AB-CD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0


 QUEUE FOR STREAM    D-ABC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.1
```

```
 QUEUE FOR STREAM   CD-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.1
   09.00           0.1
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-ACD I  104.6 I   69.7 I    11.8 I    0.11   I      11.8  I    0.11   I
 I  A-B   I   20.6 I   13.8 I         I           I            I           I
 I  A-C   I  340.0 I  226.7 I         I           I            I           I
 I  A-D   I    9.6 I    6.4 I         I           I            I           I
 I AB-CD  I(  16.5)I(  11.0)I     1.8 I    0.11   I       1.8  I    0.11   I
 I AB-C   I( 401.9)I( 267.9)I         I           I            I           I
 I  D-ABC I   49.6 I   33.0 I     6.3 I    0.13   I       6.3  I    0.13   I
 I  C-D   I    9.6 I    6.4 I         I           I            I           I
 I  C-A   I  545.1 I  363.4 I         I           I            I           I
 I  C-B   I   34.4 I   22.9 I         I           I            I           I
 I CD-AB  I(  39.9)I(  26.6)I     4.3 I    0.11   I       4.3  I    0.11   I
 I CD-A   I( 583.6)I( 389.0)I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I 1113.5 I  742.4 I    24.2 I    0.02   I      24.2  I    0.02   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 STREAM   B-A
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C         STREAM A-D          STREAM  A-B         STREAM  C-A       I
 --------------------------------------------------------------------------------------------------
 I     598.49            0.25                0.25                  0.10                0.16       I
 --------------------------------------------------------------------------------------------------

 --------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  D-A         STREAM C-B          STREAM  D-B                           I
 --------------------------------------------------------------------------------------------------
 I                       0.16                0.36                  0.36                           I
 --------------------------------------------------------------------------------------------------


 STREAM   D-C
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-C     STREAM  C-A         STREAM C-B          STREAM  C-D         STREAM  A-C       I
 --------------------------------------------------------------------------------------------------
 I     471.42            0.20                0.20                  0.08                0.12       I
 --------------------------------------------------------------------------------------------------

 --------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  B-C         STREAM A-D          STREAM  B-D                           I
 --------------------------------------------------------------------------------------------------
 I                       0.12                0.28                  0.28                           I
 --------------------------------------------------------------------------------------------------


 STREAM   CD-B
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM CD-B    STREAM  A-B         STREAM A-C          STREAM  A-D                           I
 --------------------------------------------------------------------------------------------------
 I     631.87            0.21                0.21                  0.25                           I
 --------------------------------------------------------------------------------------------------


 STREAM   AB-D
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM AB-D    STREAM  C-D         STREAM C-A          STREAM  C-B                           I
 --------------------------------------------------------------------------------------------------
 I     631.87            0.22                0.22                  0.20                           I
 --------------------------------------------------------------------------------------------------


 STREAM   B-CD
 --------------------------------------------------------------------------------------------------
```

```
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-CD    STREAM  A-C          STREAM A-D          STREAM  A-B                            I
 --------------------------------------------------------------------------------------------------
 I     775.32            0.27                0.27                 0.11                            I
 --------------------------------------------------------------------------------------------------


 STREAM   D-AB
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-AB    STREAM  C-A          STREAM C-B          STREAM  C-D                            I
 --------------------------------------------------------------------------------------------------
 I     612.31            0.21                0.21                 0.08                            I
 --------------------------------------------------------------------------------------------------


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 I D   I      100      I
 -----------------------


 Demand set:        Base 2028 + Saturn Model + Dev AM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  3.66  I   5.49  I  3.66       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.96  I   1.44  I  0.96       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  5.40  I   8.10  I  5.40       I
 I ARM  D I     15.00   I     45.00   I    75.00   I  1.25  I   1.88  I  1.25       I
 ------------------------------------------------------------------------------------


 Demand set:        Base 2028 + Saturn Model + Dev AM
 --------------------------------------------------------------------
 I                    I         TURNING PROPORTIONS                 I
 I                    I         TURNING COUNTS                      I
 I                    I        (PERCENTAGE OF H.V.S)                I
 I                    -----------------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I ARM  D I
 --------------------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I        I
 I                    I ARM  A  I  0.000 I  0.051 I  0.843 I  0.106 I
 I                    I         I    0.0 I   15.0 I  247.0 I   31.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  B  I  0.338 I  0.000 I  0.584 I  0.078 I
 I                    I         I   26.0 I    0.0 I   45.0 I    6.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  C  I  0.917 I  0.058 I  0.000 I  0.025 I
 I                    I         I  396.0 I   25.0 I    0.0 I   11.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  D  I  0.780 I  0.050 I  0.170 I  0.000 I
 I                    I         I   78.0 I    5.0 I   17.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 --------------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2028 + Saturn Model + Dev AM
                AND FOR TIME PERIOD        1
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)   (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-ACD     0.97     10.26    0.094                0.00   0.10        1.5                            0.11      I
 I   A-B       0.19                                                                                               I
 I   A-C       3.10                                                                                               I
 I   A-D       0.39                                                                                               I
 I  AB-CD   (  0.46)     9.33    0.050                0.00   0.05        0.7                            0.11      I
 I  AB-C    (  3.66)                                                                                              I
 I   D-ABC     1.25      8.41    0.149                0.00   0.17        2.5                            0.14      I
 I   C-D       0.14                                                                                               I
 I   C-A       4.97                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.38)     9.35    0.040                0.00   0.04        0.6                            0.11      I
 I  CD-A    (  5.94)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)   (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-ACD     1.15      9.95    0.116                0.10   0.13        1.9                            0.11      I
 I   A-B       0.22                                                                                               I
 I   A-C       3.70                                                                                               I
 I   A-D       0.46                                                                                               I
 I  AB-CD   (  0.55)     9.10    0.061                0.05   0.06        0.9                            0.12      I
 I  AB-C    (  4.37)                                                                                              I
 I   D-ABC     1.50      8.15    0.184                0.17   0.22        3.3                            0.15      I
 I   C-D       0.16                                                                                               I
 I   C-A       5.93                                                                                               I
 I   C-B       0.37                                                                                               I
 I  CD-AB   (  0.45)     9.20    0.049                0.04   0.05        0.7                            0.11      I
 I  CD-A    (  7.10)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)   (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-ACD     1.41      9.52    0.148                0.13   0.17        2.5                            0.12      I
 I   A-B       0.28                                                                                               I
 I   A-C       4.53                                                                                               I
 I   A-D       0.57                                                                                               I
 I  AB-CD   (  0.68)     8.78    0.077                0.06   0.08        1.2                            0.12      I
 I  AB-C    (  5.36)                                                                                              I
 I   D-ABC     1.84      7.79    0.236                0.22   0.30        4.4                            0.17      I
 I   C-D       0.20                                                                                               I
 I   C-A       7.27                                                                                               I
 I   C-B       0.46                                                                                               I
 I  CD-AB   (  0.55)     8.99    0.061                0.05   0.06        0.9                            0.12      I
 I  CD-A    (  8.69)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)   (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-ACD     1.41      9.52    0.148                0.17   0.17        2.6                            0.12      I
 I   A-B       0.28                                                                                               I
 I   A-C       4.53                                                                                               I
 I   A-D       0.57                                                                                               I
 I  AB-CD   (  0.68)     8.78    0.077                0.08   0.08        1.2                            0.12      I
 I  AB-C    (  5.36)                                                                                              I
 I   D-ABC     1.84      7.79    0.236                0.30   0.31        4.6                            0.17      I
 I   C-D       0.20                                                                                               I
 I   C-A       7.27                                                                                               I
 I   C-B       0.46                                                                                               I
 I  CD-AB   (  0.55)     8.99    0.061                0.06   0.06        0.9                            0.12      I
 I  CD-A    (  8.70)                                                                                              I
 I                                                                                                                I

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 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW      QUEUE  QUEUE    (VEH.MIN/     (VEH.MIN/        PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-ACD     1.15      9.95    0.116                 0.17   0.13        2.0                             0.11      I
 I   A-B       0.22                                                                                               I
 I   A-C       3.70                                                                                               I
 I   A-D       0.46                                                                                               I
 I  AB-CD   (  0.55)     9.10    0.061                 0.08   0.06        0.9                             0.12      I
 I  AB-C    (  4.38)                                                                                              I
 I   D-ABC     1.50      8.15    0.184                 0.31   0.23        3.5                             0.15      I
 I   C-D       0.16                                                                                               I
 I   C-A       5.93                                                                                               I
 I   C-B       0.37                                                                                               I
 I  CD-AB   (  0.45)     9.20    0.049                 0.06   0.05        0.7                             0.11      I
 I  CD-A    (  7.11)                                                                                              I
 I                                                                                                                I

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 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW      QUEUE  QUEUE    (VEH.MIN/     (VEH.MIN/        PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-ACD     0.97     10.26    0.094                 0.13   0.10        1.6                             0.11      I
 I   A-B       0.19                                                                                               I
 I   A-C       3.10                                                                                               I
 I   A-D       0.39                                                                                               I
 I  AB-CD   (  0.46)     9.33    0.050                 0.06   0.05        0.7                             0.11      I
 I  AB-C    (  3.66)                                                                                              I
 I   D-ABC     1.25      8.41    0.149                 0.23   0.18        2.7                             0.14      I
 I   C-D       0.14                                                                                               I
 I   C-A       4.97                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.38)     9.35    0.040                 0.05   0.04        0.6                             0.11      I
 I  CD-A    (  5.95)                                                                                              I
 I                                                                                                                I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

 QUEUE FOR STREAM    B-ACD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM   AB-CD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM    D-ABC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.2
   08.30           0.2
   08.45           0.3
   09.00           0.3
   09.15           0.2
   09.30           0.2
```

```
 QUEUE FOR STREAM   CD-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.1
   09.00           0.1
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I--------------------------------------------------------------- I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-ACD I  106.0 I   70.7 I    12.2 I    0.11   I      12.2  I    0.11   I
 I  A-B   I   20.6 I   13.8 I         I           I            I           I
 I  A-C   I  340.0 I  226.7 I         I           I            I           I
 I  A-D   I   42.7 I   28.4 I         I           I            I           I
 I AB-CD  I(  50.9)I(  33.9)I     5.6 I    0.11   I       5.6  I    0.11   I
 I AB-C   I( 401.9)I( 267.9)I         I           I            I           I
 I  D-ABC I  137.6 I   91.8 I    21.0 I    0.15   I      21.0  I    0.15   I
 I  C-D   I   15.1 I   10.1 I         I           I            I           I
 I  C-A   I  545.1 I  363.4 I         I           I            I           I
 I  C-B   I   34.4 I   22.9 I         I           I            I           I
 I CD-AB  I(  41.3)I(  27.5)I     4.5 I    0.11   I       4.5  I    0.11   I
 I CD-A   I( 652.3)I( 434.9)I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I 1241.5 I  827.7 I    43.3 I    0.03   I      43.3  I    0.03   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 STREAM   B-A
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C         STREAM A-D          STREAM  A-B         STREAM  C-A       I
 --------------------------------------------------------------------------------------------------
 I     598.49            0.25                0.25                  0.10                0.16       I
 --------------------------------------------------------------------------------------------------

 --------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  D-A         STREAM C-B          STREAM  D-B                            I
 --------------------------------------------------------------------------------------------------
 I                       0.16                0.36                  0.36                           I
 --------------------------------------------------------------------------------------------------


 STREAM   D-C
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-C     STREAM  C-A         STREAM C-B          STREAM  C-D         STREAM  A-C       I
 --------------------------------------------------------------------------------------------------
 I     471.42            0.20                0.20                  0.08                0.12       I
 --------------------------------------------------------------------------------------------------

 --------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  B-C         STREAM A-D          STREAM  B-D                            I
 --------------------------------------------------------------------------------------------------
 I                       0.12                0.28                  0.28                           I
 --------------------------------------------------------------------------------------------------


 STREAM   CD-B
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM CD-B    STREAM  A-B         STREAM A-C          STREAM  A-D                            I
 --------------------------------------------------------------------------------------------------
 I     631.87            0.21                0.21                  0.25                           I
 --------------------------------------------------------------------------------------------------


 STREAM   AB-D
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM AB-D    STREAM  C-D         STREAM C-A          STREAM  C-B                            I
 --------------------------------------------------------------------------------------------------
 I     631.87            0.22                0.22                  0.20                           I
 --------------------------------------------------------------------------------------------------


 STREAM   B-CD
 --------------------------------------------------------------------------------------------------
```

```
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-CD    STREAM  A-C          STREAM A-D          STREAM  A-B                          I
 --------------------------------------------------------------------------------------------------
 I     775.32            0.27                0.27                  0.11                          I
 --------------------------------------------------------------------------------------------------


 STREAM   D-AB
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-AB    STREAM  C-A          STREAM C-B          STREAM  C-D                          I
 --------------------------------------------------------------------------------------------------
 I     612.31            0.21                0.21                  0.08                          I
 --------------------------------------------------------------------------------------------------


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 I D   I      100      I
 -----------------------


 Demand set:        Base 2017 PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  5.51  I   8.27  I  5.51       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.91  I   1.37  I  0.91       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  6.14  I   9.21  I  6.14       I
 I ARM  D I     15.00   I     45.00   I    75.00   I  0.39  I   0.58  I  0.39       I
 ------------------------------------------------------------------------------------


 Demand set:        Base 2017 PM
 --------------------------------------------------------------------
 I                   I         TURNING PROPORTIONS                  I
 I                   I         TURNING COUNTS                       I
 I                   I        (PERCENTAGE OF H.V.S)                 I
 I                   -----------------------------------------------
 I        TIME       I FROM/TO I ARM  A I ARM  B I ARM  C I ARM  D I
 --------------------------------------------------------------------
 I   08.00 - 09.30   I         I        I        I        I        I
 I                   I ARM  A  I  0.000 I  0.036 I  0.900 I  0.063 I
 I                   I         I    0.0 I   16.0 I  397.0 I   28.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  B  I  0.329 I  0.000 I  0.630 I  0.041 I
 I                   I         I   24.0 I    0.0 I   46.0 I    3.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  C  I  0.916 I  0.043 I  0.000 I  0.041 I
 I                   I         I  450.0 I   21.0 I    0.0 I   20.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  D  I  0.774 I  0.032 I  0.194 I  0.000 I
 I                   I         I   24.0 I    1.0 I    6.0 I    0.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 --------------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 PM
                AND FOR TIME PERIOD        1
```

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-ACD     0.92      9.81    0.093                0.00   0.10        1.5                            0.11      I
 I   A-B       0.20                                                                                               I
 I   A-C       4.98                                                                                               I
 I   A-D       0.35                                                                                               I
 I  AB-CD   (  0.39)     9.17    0.042                0.00   0.04        0.6                            0.11      I
 I  AB-C    (  5.55)                                                                                              I
 I   D-ABC     0.39      8.11    0.048                0.00   0.05        0.7                            0.13      I
 I   C-D       0.25                                                                                               I
 I   C-A       5.65                                                                                               I
 I   C-B       0.26                                                                                               I
 I  CD-AB   (  0.28)     8.96    0.031                0.00   0.03        0.5                            0.12      I
 I  CD-A    (  5.94)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-ACD     1.09      9.42    0.116                0.10   0.13        1.9                            0.12      I
 I   A-B       0.24                                                                                               I
 I   A-C       5.95                                                                                               I
 I   A-D       0.42                                                                                               I
 I  AB-CD   (  0.46)     8.90    0.052                0.04   0.05        0.8                            0.12      I
 I  AB-C    (  6.64)                                                                                              I
 I   D-ABC     0.46      7.80    0.060                0.05   0.06        0.9                            0.14      I
 I   C-D       0.30                                                                                               I
 I   C-A       6.74                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.33)     8.73    0.038                0.03   0.04        0.6                            0.12      I
 I  CD-A    (  7.10)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-ACD     1.34      8.86    0.151                0.13   0.18        2.6                            0.13      I
 I   A-B       0.29                                                                                               I
 I   A-C       7.29                                                                                               I
 I   A-D       0.51                                                                                               I
 I  AB-CD   (  0.57)     8.54    0.067                0.05   0.07        1.0                            0.13      I
 I  AB-C    (  8.13)                                                                                              I
 I   D-ABC     0.57      7.36    0.077                0.06   0.08        1.2                            0.15      I
 I   C-D       0.37                                                                                               I
 I   C-A       8.26                                                                                               I
 I   C-B       0.39                                                                                               I
 I  CD-AB   (  0.40)     8.41    0.048                0.04   0.05        0.7                            0.12      I
 I  CD-A    (  8.70)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-ACD     1.34      8.86    0.151                0.18   0.18        2.7                            0.13      I
 I   A-B       0.29                                                                                               I
 I   A-C       7.29                                                                                               I
 I   A-D       0.51                                                                                               I
 I  AB-CD   (  0.57)     8.54    0.067                0.07   0.07        1.0                            0.13      I
 I  AB-C    (  8.13)                                                                                              I
 I   D-ABC     0.57      7.36    0.077                0.08   0.08        1.2                            0.15      I
 I   C-D       0.37                                                                                               I
 I   C-A       8.26                                                                                               I
 I   C-B       0.39                                                                                               I
 I  CD-AB   (  0.40)     8.41    0.048                0.05   0.05        0.7                            0.12      I
 I  CD-A    (  8.70)                                                                                              I
 I                                                                                                                I

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 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                     I
 I   B-ACD     1.09      9.42    0.116                 0.18   0.13        2.0                              0.12      I
 I   A-B       0.24                                                                                                I
 I   A-C       5.95                                                                                                I
 I   A-D       0.42                                                                                                I
 I  AB-CD    (  0.46)     8.90    0.052                 0.07   0.05        0.8                              0.12      I
 I  AB-C     (  6.64)                                                                                              I
 I   D-ABC     0.46      7.80    0.060                 0.08   0.06        1.0                              0.14      I
 I   C-D       0.30                                                                                                I
 I   C-A       6.74                                                                                                I
 I   C-B       0.31                                                                                                I
 I  CD-AB    (  0.33)     8.73    0.038                 0.05   0.04        0.6                              0.12      I
 I  CD-A     (  7.10)                                                                                              I
 I                                                                                                                 I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                     I
 I   B-ACD     0.92      9.81    0.093                 0.13   0.10        1.6                              0.11      I
 I   A-B       0.20                                                                                                I
 I   A-C       4.98                                                                                                I
 I   A-D       0.35                                                                                                I
 I  AB-CD    (  0.39)     9.17    0.042                 0.05   0.04        0.6                              0.11      I
 I  AB-C     (  5.56)                                                                                              I
 I   D-ABC     0.39      8.11    0.048                 0.06   0.05        0.8                              0.13      I
 I   C-D       0.25                                                                                                I
 I   C-A       5.65                                                                                                I
 I   C-B       0.26                                                                                                I
 I  CD-AB    (  0.28)     8.96    0.031                 0.04   0.03        0.5                              0.12      I
 I  CD-A     (  5.95)                                                                                              I
 I                                                                                                                 I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

 QUEUE FOR STREAM    B-ACD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM   AB-CD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.0


 QUEUE FOR STREAM    D-ABC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.1
```

```
 QUEUE FOR STREAM   CD-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                --------------------------------------------
---------------------------------------------------------------------------
I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
I        I                 I    * DELAY *        I       * DELAY *        I
I        I-----------------------------------------------------------------I
I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
---------------------------------------------------------------------------
I  B-ACD I  100.5 I   67.0 I    12.3 I    0.12   I      12.3  I    0.12   I
I  A-B   I   22.0 I   14.7 I         I           I            I           I
I  A-C   I  546.4 I  364.3 I         I           I            I           I
I  A-D   I   38.5 I   25.7 I         I           I            I           I
I AB-CD  I(  42.7)I(  28.4)I     4.8 I    0.11   I       4.8  I    0.11   I
I AB-C   I( 609.7)I( 406.5)I         I           I            I           I
I  D-ABC I   42.7 I   28.4 I     5.9 I    0.14   I       5.9  I    0.14   I
I  C-D   I   27.5 I   18.4 I         I           I            I           I
I  C-A   I  619.4 I  412.9 I         I           I            I           I
I  C-B   I   28.9 I   19.3 I         I           I            I           I
I CD-AB  I(  30.3)I(  20.2)I     3.5 I    0.12   I       3.5  I    0.12   I
I CD-A   I( 652.4)I( 434.9)I         I           I            I           I
---------------------------------------------------------------------------
I  ALL   I 1426.0 I  950.7 I    26.4 I    0.02   I      26.4  I    0.02   I
---------------------------------------------------------------------------
* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*******END OF RUN*******



.SLOPES AND INTERCEPT
 --------------------
 (NB:Streams may be combined, in which case capacity will be adjusted)

STREAM   B-A
--------------------------------------------------------------------------------------------------
I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I STREAM B-A     STREAM  A-C          STREAM A-D          STREAM  A-B          STREAM  C-A       I
--------------------------------------------------------------------------------------------------
I     598.49            0.25                0.25                  0.10                0.16       I
--------------------------------------------------------------------------------------------------

--------------------------------------------------------------------------------------------------
I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I                STREAM  D-A          STREAM C-B          STREAM  D-B                            I
--------------------------------------------------------------------------------------------------
I                       0.16                0.36                  0.36                           I
--------------------------------------------------------------------------------------------------


STREAM   D-C
--------------------------------------------------------------------------------------------------
I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I STREAM D-C     STREAM  C-A          STREAM C-B          STREAM  C-D          STREAM  A-C       I
--------------------------------------------------------------------------------------------------
I     471.42            0.20                0.20                  0.08                0.12       I
--------------------------------------------------------------------------------------------------

--------------------------------------------------------------------------------------------------
I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I                STREAM  B-C          STREAM A-D          STREAM  B-D                            I
--------------------------------------------------------------------------------------------------
I                       0.12                0.28                  0.28                           I
--------------------------------------------------------------------------------------------------


STREAM   CD-B
--------------------------------------------------------------------------------------------------
I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I STREAM CD-B    STREAM  A-B          STREAM A-C          STREAM  A-D                            I
--------------------------------------------------------------------------------------------------
I     631.87            0.21                0.21                  0.25                           I
--------------------------------------------------------------------------------------------------


STREAM   AB-D
--------------------------------------------------------------------------------------------------
I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I STREAM AB-D    STREAM  C-D          STREAM C-A          STREAM  C-B                            I
--------------------------------------------------------------------------------------------------
I     631.87            0.22                0.22                  0.20                           I
--------------------------------------------------------------------------------------------------


STREAM   B-CD
--------------------------------------------------------------------------------------------------
```

```
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-CD    STREAM  A-C          STREAM A-D          STREAM  A-B                            I
 --------------------------------------------------------------------------------------------------
 I     775.32            0.27                0.27                 0.11                            I
 --------------------------------------------------------------------------------------------------


 STREAM   D-AB
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-AB    STREAM  C-A          STREAM C-B          STREAM  C-D                            I
 --------------------------------------------------------------------------------------------------
 I     612.31            0.21                0.21                 0.08                            I
 --------------------------------------------------------------------------------------------------


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 I D   I      100      I
 -----------------------


 Demand set:        Base 2017 + Com PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  5.71  I   8.57  I  5.71       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.91  I   1.37  I  0.91       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  6.36  I   9.54  I  6.36       I
 I ARM  D I     15.00   I     45.00   I    75.00   I  0.39  I   0.58  I  0.39       I
 ------------------------------------------------------------------------------------


 Demand set:        Base 2017 + Com PM
 --------------------------------------------------------------------
 I                    I         TURNING PROPORTIONS                 I
 I                    I         TURNING COUNTS                      I
 I                    I        (PERCENTAGE OF H.V.S)                I
 I                    -----------------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I ARM  D I
 --------------------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I        I
 I                    I ARM  A  I  0.000 I  0.035 I  0.904 I  0.061 I
 I                    I         I    0.0 I   16.0 I  413.0 I   28.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  B  I  0.329 I  0.000 I  0.630 I  0.041 I
 I                    I         I   24.0 I    0.0 I   46.0 I    3.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  C  I  0.919 I  0.041 I  0.000 I  0.039 I
 I                    I         I  468.0 I   21.0 I    0.0 I   20.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  D  I  0.774 I  0.032 I  0.194 I  0.000 I
 I                    I         I   24.0 I    1.0 I    6.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 --------------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 + Com PM
                AND FOR TIME PERIOD        1
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-ACD     0.92      9.74    0.094                0.00   0.10        1.5                            0.11      I
 I   A-B       0.20                                                                                               I
 I   A-C       5.18                                                                                               I
 I   A-D       0.35                                                                                               I
 I  AB-CD   (  0.39)     9.12    0.043                0.00   0.04        0.6                            0.11      I
 I  AB-C    (  5.75)                                                                                              I
 I   D-ABC     0.39      8.05    0.048                0.00   0.05        0.7                            0.13      I
 I   C-D       0.25                                                                                               I
 I   C-A       5.87                                                                                               I
 I   C-B       0.26                                                                                               I
 I  CD-AB   (  0.28)     8.91    0.031                0.00   0.03        0.5                            0.12      I
 I  CD-A    (  6.17)                                                                                              I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-ACD     1.09      9.33    0.117                0.10   0.13        1.9                            0.12      I
 I   A-B       0.24                                                                                               I
 I   A-C       6.19                                                                                               I
 I   A-D       0.42                                                                                               I
 I  AB-CD   (  0.46)     8.84    0.053                0.04   0.05        0.8                            0.12      I
 I  AB-C    (  6.88)                                                                                              I
 I   D-ABC     0.46      7.73    0.060                0.05   0.06        0.9                            0.14      I
 I   C-D       0.30                                                                                               I
 I   C-A       7.01                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.33)     8.68    0.038                0.03   0.04        0.6                            0.12      I
 I  CD-A    (  7.37)                                                                                              I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-ACD     1.34      8.74    0.153                0.13   0.18        2.6                            0.13      I
 I   A-B       0.29                                                                                               I
 I   A-C       7.58                                                                                               I
 I   A-D       0.51                                                                                               I
 I  AB-CD   (  0.57)     8.46    0.067                0.05   0.07        1.0                            0.13      I
 I  AB-C    (  8.42)                                                                                              I
 I   D-ABC     0.57      7.27    0.078                0.06   0.08        1.2                            0.15      I
 I   C-D       0.37                                                                                               I
 I   C-A       8.59                                                                                               I
 I   C-B       0.39                                                                                               I
 I  CD-AB   (  0.40)     8.35    0.048                0.04   0.05        0.7                            0.13      I
 I  CD-A    (  9.03)                                                                                              I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-ACD     1.34      8.74    0.153                0.18   0.18        2.7                            0.14      I
 I   A-B       0.29                                                                                               I
 I   A-C       7.58                                                                                               I
 I   A-D       0.51                                                                                               I
 I  AB-CD   (  0.57)     8.46    0.067                0.07   0.07        1.0                            0.13      I
 I  AB-C    (  8.42)                                                                                              I
 I   D-ABC     0.57      7.27    0.078                0.08   0.08        1.3                            0.15      I
 I   C-D       0.37                                                                                               I
 I   C-A       8.59                                                                                               I
 I   C-B       0.39                                                                                               I
 I  CD-AB   (  0.40)     8.35    0.048                0.05   0.05        0.7                            0.13      I
 I  CD-A    (  9.03)                                                                                              I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
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 -----------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW    QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-ACD     1.09      9.33    0.117                0.18   0.13        2.1                             0.12      I
 I   A-B       0.24                                                                                               I
 I   A-C       6.19                                                                                               I
 I   A-D       0.42                                                                                               I
 I  AB-CD   (  0.46)     8.84    0.053                0.07   0.05        0.8                             0.12      I
 I  AB-C    (  6.88)                                                                                              I
 I   D-ABC     0.46      7.73    0.060                0.08   0.06        1.0                             0.14      I
 I   C-D       0.30                                                                                               I
 I   C-A       7.01                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.33)     8.68    0.038                0.05   0.04        0.6                             0.12      I
 I  CD-A    (  7.37)                                                                                              I
 I                                                                                                                I

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


 -----------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW    QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-ACD     0.92      9.74    0.094                0.13   0.10        1.6                             0.11      I
 I   A-B       0.20                                                                                               I
 I   A-C       5.18                                                                                               I
 I   A-D       0.35                                                                                               I
 I  AB-CD   (  0.39)     9.12    0.043                0.05   0.04        0.6                             0.11      I
 I  AB-C    (  5.76)                                                                                              I
 I   D-ABC     0.39      8.05    0.048                0.06   0.05        0.8                             0.13      I
 I   C-D       0.25                                                                                               I
 I   C-A       5.87                                                                                               I
 I   C-B       0.26                                                                                               I
 I  CD-AB   (  0.28)     8.91    0.031                0.04   0.03        0.5                             0.12      I
 I  CD-A    (  6.17)                                                                                              I
 I                                                                                                                I

 -----------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

 QUEUE FOR STREAM    B-ACD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM   AB-CD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.0


 QUEUE FOR STREAM    D-ABC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.1
```

```
 QUEUE FOR STREAM   CD-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.0
   09.00           0.0
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I-------------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-ACD I  100.5 I   67.0 I    12.4 I    0.12   I      12.4  I    0.12   I
 I  A-B   I   22.0 I   14.7 I         I           I            I           I
 I  A-C   I  568.5 I  379.0 I         I           I            I           I
 I  A-D   I   38.5 I   25.7 I         I           I            I           I
 I AB-CD  I(  42.7)I(  28.4)I     4.9 I    0.11   I       4.9  I    0.11   I
 I AB-C   I( 631.7)I( 421.1)I         I           I            I           I
 I  D-ABC I   42.7 I   28.4 I     5.9 I    0.14   I       5.9  I    0.14   I
 I  C-D   I   27.5 I   18.4 I         I           I            I           I
 I  C-A   I  644.2 I  429.4 I         I           I            I           I
 I  C-B   I   28.9 I   19.3 I         I           I            I           I
 I CD-AB  I(  30.3)I(  20.2)I     3.5 I    0.12   I       3.5  I    0.12   I
 I CD-A   I( 677.2)I( 451.4)I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I 1472.8 I  981.9 I    26.7 I    0.02   I      26.7  I    0.02   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 STREAM   B-A
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-D          STREAM  A-B          STREAM  C-A       I
 --------------------------------------------------------------------------------------------------
 I     598.49            0.25                0.25                  0.10                0.16       I
 --------------------------------------------------------------------------------------------------

 --------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  D-A          STREAM C-B          STREAM  D-B                            I
 --------------------------------------------------------------------------------------------------
 I                       0.16                0.36                  0.36                           I
 --------------------------------------------------------------------------------------------------


 STREAM   D-C
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-C     STREAM  C-A          STREAM C-B          STREAM  C-D          STREAM  A-C       I
 --------------------------------------------------------------------------------------------------
 I     471.42            0.20                0.20                  0.08                0.12       I
 --------------------------------------------------------------------------------------------------

 --------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  B-C          STREAM A-D          STREAM  B-D                            I
 --------------------------------------------------------------------------------------------------
 I                       0.12                0.28                  0.28                           I
 --------------------------------------------------------------------------------------------------


 STREAM   CD-B
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM CD-B    STREAM  A-B          STREAM A-C          STREAM  A-D                            I
 --------------------------------------------------------------------------------------------------
 I     631.87            0.21                0.21                  0.25                           I
 --------------------------------------------------------------------------------------------------


 STREAM   AB-D
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM AB-D    STREAM  C-D          STREAM C-A          STREAM  C-B                            I
 --------------------------------------------------------------------------------------------------
 I     631.87            0.22                0.22                  0.20                           I
 --------------------------------------------------------------------------------------------------


 STREAM   B-CD
 --------------------------------------------------------------------------------------------------
```

```
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-CD    STREAM  A-C          STREAM A-D          STREAM  A-B                           I
 ---------------------------------------------------------------------------------------------------
 I     775.32            0.27                0.27                 0.11                            I
 ---------------------------------------------------------------------------------------------------


 STREAM   D-AB
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-AB    STREAM  C-A          STREAM C-B          STREAM  C-D                           I
 ---------------------------------------------------------------------------------------------------
 I     612.31            0.21                0.21                 0.08                            I
 ---------------------------------------------------------------------------------------------------


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 I D   I      100      I
 -----------------------


 Demand set:        Base 2017 + Com + Dev PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  6.32  I   9.49  I  6.32       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  0.94  I   1.41  I  0.94       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  6.51  I   9.77  I  6.51       I
 I ARM  D I     15.00   I     45.00   I    75.00   I  0.90  I   1.35  I  0.90       I
 ------------------------------------------------------------------------------------


 Demand set:        Base 2017 + Com + Dev PM
 --------------------------------------------------------------------
 I                    I         TURNING PROPORTIONS                 I
 I                    I         TURNING COUNTS                      I
 I                    I        (PERCENTAGE OF H.V.S)                I
 I                    ----------------------------------------------
 I        TIME        I FROM/TO I ARM   A I ARM   B I ARM   C I ARM   D I
 --------------------------------------------------------------------
 I   08.00 - 09.30    I         I         I         I         I         I
 I                    I ARM  A  I  0.000 I  0.032 I  0.816 I  0.152 I
 I                    I         I    0.0 I   16.0 I  413.0 I   77.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  B  I  0.320 I  0.000 I  0.613 I  0.067 I
 I                    I         I   24.0 I    0.0 I   46.0 I    5.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  C  I  0.898 I  0.040 I  0.000 I  0.061 I
 I                    I         I  468.0 I   21.0 I    0.0 I   32.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  D  I  0.792 I  0.028 I  0.181 I  0.000 I
 I                    I         I   57.0 I    2.0 I   13.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 --------------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2017 + Com + Dev PM
                AND FOR TIME PERIOD        1
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-ACD     0.94      9.57    0.098                0.00   0.11        1.6                            0.12      I
 I   A-B       0.20                                                                                               I
 I   A-C       5.18                                                                                               I
 I   A-D       0.97                                                                                               I
 I  AB-CD   (  1.03)     9.08    0.113                0.00   0.11        1.7                            0.12      I
 I  AB-C    (  5.75)                                                                                              I
 I   D-ABC     0.90      8.02    0.113                0.00   0.13        1.8                            0.14      I
 I   C-D       0.40                                                                                               I
 I   C-A       5.87                                                                                               I
 I   C-B       0.26                                                                                               I
 I  CD-AB   (  0.29)     8.78    0.033                0.00   0.03        0.5                            0.12      I
 I  CD-A    (  6.58)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-ACD     1.12      9.12    0.123                0.11   0.14        2.0                            0.12      I
 I   A-B       0.24                                                                                               I
 I   A-C       6.19                                                                                               I
 I   A-D       1.15                                                                                               I
 I  AB-CD   (  1.23)     8.80    0.140                0.11   0.14        2.1                            0.13      I
 I  AB-C    (  6.88)                                                                                              I
 I   D-ABC     1.08      7.68    0.140                0.13   0.16        2.4                            0.15      I
 I   C-D       0.48                                                                                               I
 I   C-A       7.01                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.34)     8.52    0.040                0.03   0.04        0.6                            0.12      I
 I  CD-A    (  7.86)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-ACD     1.38      8.47    0.162                0.14   0.19        2.8                            0.14      I
 I   A-B       0.29                                                                                               I
 I   A-C       7.58                                                                                               I
 I   A-D       1.41                                                                                               I
 I  AB-CD   (  1.50)     8.42    0.179                0.14   0.18        2.7                            0.14      I
 I  AB-C    (  8.42)                                                                                              I
 I   D-ABC     1.32      7.20    0.184                0.16   0.22        3.2                            0.17      I
 I   C-D       0.59                                                                                               I
 I   C-A       8.59                                                                                               I
 I   C-B       0.39                                                                                               I
 I  CD-AB   (  0.42)     8.16    0.052                0.04   0.05        0.8                            0.13      I
 I  CD-A    (  9.63)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-ACD     1.38      8.47    0.162                0.19   0.19        2.9                            0.14      I
 I   A-B       0.29                                                                                               I
 I   A-C       7.58                                                                                               I
 I   A-D       1.41                                                                                               I
 I  AB-CD   (  1.50)     8.42    0.179                0.18   0.18        2.7                            0.14      I
 I  AB-C    (  8.42)                                                                                              I
 I   D-ABC     1.32      7.20    0.184                0.22   0.22        3.3                            0.17      I
 I   C-D       0.59                                                                                               I
 I   C-A       8.59                                                                                               I
 I   C-B       0.39                                                                                               I
 I  CD-AB   (  0.42)     8.16    0.052                0.05   0.05        0.8                            0.13      I
 I  CD-A    (  9.63)                                                                                              I
 I                                                                                                                I

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 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/       PER ARRIVING  I
 I                                (RFC)   (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)     VEHICLE (MIN) I
 I 09.00-09.15                                                                                                     I
 I   B-ACD      1.12      9.12    0.123                0.19   0.14        2.2                              0.13      I
 I   A-B        0.24                                                                                               I
 I   A-C        6.19                                                                                               I
 I   A-D        1.15                                                                                               I
 I  AB-CD    (  1.23)     8.80    0.140                0.18   0.14        2.1                              0.13      I
 I  AB-C     (  6.88)                                                                                              I
 I   D-ABC      1.08      7.68    0.140                0.22   0.17        2.6                              0.15      I
 I   C-D        0.48                                                                                               I
 I   C-A        7.01                                                                                               I
 I   C-B        0.31                                                                                               I
 I  CD-AB    (  0.34)     8.52    0.040                0.05   0.04        0.6                              0.12      I
 I  CD-A     (  7.87)                                                                                              I
 I                                                                                                                 I

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


 -------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/    PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY    AVERAGE DELAY I
 I          (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/       PER ARRIVING  I
 I                                (RFC)   (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)     VEHICLE (MIN) I
 I 09.15-09.30                                                                                                     I
 I   B-ACD      0.94      9.57    0.098                0.14   0.11        1.7                              0.12      I
 I   A-B        0.20                                                                                               I
 I   A-C        5.18                                                                                               I
 I   A-D        0.97                                                                                               I
 I  AB-CD    (  1.03)     9.08    0.113                0.14   0.11        1.7                              0.12      I
 I  AB-C     (  5.76)                                                                                              I
 I   D-ABC      0.90      8.02    0.113                0.17   0.13        2.0                              0.14      I
 I   C-D        0.40                                                                                               I
 I   C-A        5.87                                                                                               I
 I   C-B        0.26                                                                                               I
 I  CD-AB    (  0.29)     8.78    0.033                0.04   0.03        0.5                              0.12      I
 I  CD-A     (  6.59)                                                                                              I
 I                                                                                                                 I

 -------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

 QUEUE FOR STREAM    B-ACD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM   AB-CD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM    D-ABC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.2
   08.45           0.2
   09.00           0.2
   09.15           0.2
   09.30           0.1
```

```
 QUEUE FOR STREAM   CD-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.1
   09.00           0.1
   09.15           0.0
   09.30           0.0
```

```
                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-ACD I  103.2 I   68.8 I    13.2 I    0.13   I      13.2  I    0.13   I
 I  A-B   I   22.0 I   14.7 I         I           I            I           I
 I  A-C   I  568.5 I  379.0 I         I           I            I           I
 I  A-D   I  106.0 I   70.7 I         I           I            I           I
 I AB-CD  I( 112.9)I(  75.2)I    12.9 I    0.11   I      12.9  I    0.11   I
 I AB-C   I( 631.7)I( 421.1)I         I           I            I           I
 I  D-ABC I   99.1 I   66.1 I    15.3 I    0.15   I      15.3  I    0.15   I
 I  C-D   I   44.0 I   29.4 I         I           I            I           I
 I  C-A   I  644.2 I  429.4 I         I           I            I           I
 I  C-B   I   28.9 I   19.3 I         I           I            I           I
 I CD-AB  I(  31.7)I(  21.1)I     3.7 I    0.12   I       3.7  I    0.12   I
 I CD-A   I( 722.5)I( 481.7)I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I 1615.9 I 1077.3 I    45.1 I    0.03   I      45.1  I    0.03   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******



 .SLOPES AND INTERCEPT
  --------------------
  (NB:Streams may be combined, in which case capacity will be adjusted)

 STREAM   B-A
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-D           STREAM  A-B          STREAM  C-A       I
 ---------------------------------------------------------------------------------------------------
 I     598.49            0.25                 0.25                  0.10                 0.16       I
 ---------------------------------------------------------------------------------------------------

 ---------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  D-A          STREAM C-B           STREAM  D-B                            I
 ---------------------------------------------------------------------------------------------------
 I                       0.16                 0.36                  0.36                            I
 ---------------------------------------------------------------------------------------------------


 STREAM   D-C
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-C     STREAM  C-A          STREAM C-B           STREAM  C-D          STREAM  A-C       I
 ---------------------------------------------------------------------------------------------------
 I     471.42            0.20                 0.20                  0.08                 0.12       I
 ---------------------------------------------------------------------------------------------------

 ---------------------------------------------------------------------------------------------------
 I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I                STREAM  B-C          STREAM A-D           STREAM  B-D                            I
 ---------------------------------------------------------------------------------------------------
 I                       0.12                 0.28                  0.28                            I
 ---------------------------------------------------------------------------------------------------


 STREAM   CD-B
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM CD-B    STREAM  A-B          STREAM A-C           STREAM  A-D                            I
 ---------------------------------------------------------------------------------------------------
 I     631.87            0.21                 0.21                  0.25                            I
 ---------------------------------------------------------------------------------------------------


 STREAM   AB-D
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM AB-D    STREAM  C-D          STREAM C-A           STREAM  C-B                            I
 ---------------------------------------------------------------------------------------------------
 I     631.87            0.22                 0.22                  0.20                            I
 ---------------------------------------------------------------------------------------------------


 STREAM   B-CD
 ---------------------------------------------------------------------------------------------------
```

```
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-CD    STREAM  A-C          STREAM A-D          STREAM  A-B                            I
 --------------------------------------------------------------------------------------------------
 I     775.32            0.27                0.27                  0.11                           I
 --------------------------------------------------------------------------------------------------


 STREAM   D-AB
 --------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-AB    STREAM  C-A          STREAM C-B          STREAM  C-D                            I
 --------------------------------------------------------------------------------------------------
 I     612.31            0.21                0.21                  0.08                           I
 --------------------------------------------------------------------------------------------------


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 I D   I      100      I
 -----------------------


 Demand set:        Base 2028 + Saturn Model PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 ------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 ------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  5.90  I   8.85  I  5.90       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  1.05  I   1.57  I  1.05       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  6.53  I   9.79  I  6.53       I
 I ARM  D I     15.00   I     45.00   I    75.00   I  0.41  I   0.62  I  0.41       I
 ------------------------------------------------------------------------------------


 Demand set:        Base 2028 + Saturn Model PM
 --------------------------------------------------------------------
 I                    I         TURNING PROPORTIONS                 I
 I                    I         TURNING COUNTS                      I
 I                    I        (PERCENTAGE OF H.V.S)                I
 I                    -----------------------------------------------
 I        TIME        I FROM/TO I ARM  A I ARM  B I ARM  C I ARM  D I
 --------------------------------------------------------------------
 I   08.00 - 09.30    I         I        I        I        I        I
 I                    I ARM  A  I  0.000 I  0.057 I  0.881 I  0.061 I
 I                    I         I    0.0 I   27.0 I  416.0 I   29.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  B  I  0.298 I  0.000 I  0.655 I  0.048 I
 I                    I         I   25.0 I    0.0 I   55.0 I    4.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  C  I  0.908 I  0.048 I  0.000 I  0.044 I
 I                    I         I  474.0 I   25.0 I    0.0 I   23.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 I                    I ARM  D  I  0.758 I  0.030 I  0.212 I  0.000 I
 I                    I         I   25.0 I    1.0 I    7.0 I    0.0 I
 I                    I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                    I         I        I        I        I        I
 --------------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2028 + Saturn Model PM
                AND FOR TIME PERIOD        1
```

```
------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.00-08.15                                                                                                    I
I   B-ACD     1.05      9.83    0.107                0.00   0.12        1.7                            0.11      I
I   A-B       0.34                                                                                               I
I   A-C       5.22                                                                                               I
I   A-D       0.36                                                                                               I
I  AB-CD   (  0.41)     9.08    0.046                0.00   0.05        0.7                            0.12      I
I  AB-C    (  5.90)                                                                                              I
I   D-ABC     0.41      7.94    0.052                0.00   0.05        0.8                            0.13      I
I   C-D       0.29                                                                                               I
I   C-A       5.95                                                                                               I
I   C-B       0.31                                                                                               I
I  CD-AB   (  0.33)     8.87    0.037                0.00   0.04        0.5                            0.12      I
I  CD-A    (  6.26)                                                                                              I
I                                                                                                                I

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


------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.15-08.30                                                                                                    I
I   B-ACD     1.26      9.42    0.134                0.12   0.15        2.2                            0.12      I
I   A-B       0.40                                                                                               I
I   A-C       6.23                                                                                               I
I   A-D       0.43                                                                                               I
I  AB-CD   (  0.49)     8.80    0.056                0.05   0.06        0.8                            0.12      I
I  AB-C    (  7.06)                                                                                              I
I   D-ABC     0.49      7.60    0.065                0.05   0.07        1.0                            0.14      I
I   C-D       0.34                                                                                               I
I   C-A       7.10                                                                                               I
I   C-B       0.37                                                                                               I
I  CD-AB   (  0.39)     8.63    0.045                0.04   0.04        0.7                            0.12      I
I  CD-A    (  7.48)                                                                                              I
I                                                                                                                I

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------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.30-08.45                                                                                                    I
I   B-ACD     1.54      8.83    0.175                0.15   0.21        3.1                            0.14      I
I   A-B       0.50                                                                                               I
I   A-C       7.63                                                                                               I
I   A-D       0.53                                                                                               I
I  AB-CD   (  0.61)     8.41    0.072                0.06   0.07        1.1                            0.13      I
I  AB-C    (  8.64)                                                                                              I
I   D-ABC     0.61      7.13    0.085                0.07   0.09        1.3                            0.15      I
I   C-D       0.42                                                                                               I
I   C-A       8.70                                                                                               I
I   C-B       0.46                                                                                               I
I  CD-AB   (  0.48)     8.29    0.058                0.04   0.06        0.9                            0.13      I
I  CD-A    (  9.16)                                                                                              I
I                                                                                                                I

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------------------------------------------------------------------------------------------------------------------
I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
I 08.45-09.00                                                                                                    I
I   B-ACD     1.54      8.83    0.175                0.21   0.21        3.1                            0.14      I
I   A-B       0.50                                                                                               I
I   A-C       7.63                                                                                               I
I   A-D       0.53                                                                                               I
I  AB-CD   (  0.61)     8.41    0.072                0.07   0.07        1.1                            0.13      I
I  AB-C    (  8.64)                                                                                              I
I   D-ABC     0.61      7.13    0.085                0.09   0.09        1.4                            0.15      I
I   C-D       0.42                                                                                               I
I   C-A       8.70                                                                                               I
I   C-B       0.46                                                                                               I
I  CD-AB   (  0.48)     8.29    0.058                0.06   0.06        0.9                            0.13      I
I  CD-A    (  9.16)                                                                                              I
I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-ACD     1.26      9.42    0.134                0.21   0.16        2.4                            0.12      I
 I   A-B       0.40                                                                                               I
 I   A-C       6.23                                                                                               I
 I   A-D       0.43                                                                                               I
 I  AB-CD   (  0.49)     8.80    0.056                0.07   0.06        0.8                            0.12      I
 I  AB-C    (  7.06)                                                                                              I
 I   D-ABC     0.49      7.60    0.065                0.09   0.07        1.1                            0.14      I
 I   C-D       0.34                                                                                               I
 I   C-A       7.10                                                                                               I
 I   C-B       0.37                                                                                               I
 I  CD-AB   (  0.39)     8.63    0.045                0.06   0.05        0.7                            0.12      I
 I  CD-A    (  7.48)                                                                                              I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-ACD     1.05      9.83    0.107                0.16   0.12        1.9                            0.11      I
 I   A-B       0.34                                                                                               I
 I   A-C       5.22                                                                                               I
 I   A-D       0.36                                                                                               I
 I  AB-CD   (  0.41)     9.08    0.046                0.06   0.05        0.7                            0.12      I
 I  AB-C    (  5.91)                                                                                              I
 I   D-ABC     0.41      7.94    0.052                0.07   0.06        0.9                            0.13      I
 I   C-D       0.29                                                                                               I
 I   C-A       5.95                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.33)     8.87    0.037                0.05   0.04        0.6                            0.12      I
 I  CD-A    (  6.26)                                                                                              I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR


 QUEUE FOR STREAM    B-ACD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.2
   08.45           0.2
   09.00           0.2
   09.15           0.2
   09.30           0.1


 QUEUE FOR STREAM   AB-CD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.0


 QUEUE FOR STREAM    D-ABC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.1
   09.00           0.1
   09.15           0.1
   09.30           0.1
```

```
 QUEUE FOR STREAM   CD-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.1
   09.00           0.1
   09.15           0.0
   09.30           0.0
```

```
                QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                --------------------------------------------
---------------------------------------------------------------------------
I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
I        I                 I    * DELAY *        I       * DELAY *        I
I        I-----------------------------------------------------------------I
I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
---------------------------------------------------------------------------
I  B-ACD I  115.6 I   77.1 I    14.4 I    0.12   I      14.4  I    0.12   I
I  A-B   I   37.2 I   24.8 I         I           I            I           I
I  A-C   I  572.6 I  381.7 I         I           I            I           I
I  A-D   I   39.9 I   26.6 I         I           I            I           I
I AB-CD  I(  45.4)I(  30.3)I     5.2 I    0.11   I       5.2  I    0.11   I
I AB-C   I( 648.2)I( 432.1)I         I           I            I           I
I  D-ABC I   45.4 I   30.3 I     6.5 I    0.14   I       6.5  I    0.14   I
I  C-D   I   31.7 I   21.1 I         I           I            I           I
I  C-A   I  652.4 I  435.0 I         I           I            I           I
I  C-B   I   34.4 I   22.9 I         I           I            I           I
I CD-AB  I(  35.8)I(  23.9)I     4.2 I    0.12   I       4.2  I    0.12   I
I CD-A   I( 686.8)I( 457.9)I         I           I            I           I
---------------------------------------------------------------------------
I  ALL   I 1529.2 I 1019.5 I    30.3 I    0.02   I      30.3  I    0.02   I
---------------------------------------------------------------------------
* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*******END OF RUN*******



.SLOPES AND INTERCEPT
 --------------------
 (NB:Streams may be combined, in which case capacity will be adjusted)

STREAM   B-A
--------------------------------------------------------------------------------------------------
I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I STREAM B-A     STREAM  A-C          STREAM A-D          STREAM  A-B          STREAM  C-A       I
--------------------------------------------------------------------------------------------------
I     598.49            0.25                0.25                  0.10                0.16       I
--------------------------------------------------------------------------------------------------

--------------------------------------------------------------------------------------------------
I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I                STREAM  D-A          STREAM C-B          STREAM  D-B                            I
--------------------------------------------------------------------------------------------------
I                       0.16                0.36                  0.36                           I
--------------------------------------------------------------------------------------------------


STREAM   D-C
--------------------------------------------------------------------------------------------------
I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I STREAM D-C     STREAM  C-A          STREAM C-B          STREAM  C-D          STREAM  A-C       I
--------------------------------------------------------------------------------------------------
I     471.42            0.20                0.20                  0.08                0.12       I
--------------------------------------------------------------------------------------------------

--------------------------------------------------------------------------------------------------
I               Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I                STREAM  B-C          STREAM A-D          STREAM  B-D                            I
--------------------------------------------------------------------------------------------------
I                       0.12                0.28                  0.28                           I
--------------------------------------------------------------------------------------------------


STREAM   CD-B
--------------------------------------------------------------------------------------------------
I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I STREAM CD-B    STREAM  A-B          STREAM A-C          STREAM  A-D                            I
--------------------------------------------------------------------------------------------------
I     631.87            0.21                0.21                  0.25                           I
--------------------------------------------------------------------------------------------------


STREAM   AB-D
--------------------------------------------------------------------------------------------------
I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
I STREAM AB-D    STREAM  C-D          STREAM C-A          STREAM  C-B                            I
--------------------------------------------------------------------------------------------------
I     631.87            0.22                0.22                  0.20                           I
--------------------------------------------------------------------------------------------------


STREAM   B-CD
--------------------------------------------------------------------------------------------------
```

```
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM B-CD    STREAM  A-C          STREAM A-D           STREAM  A-B                           I
 ---------------------------------------------------------------------------------------------------
 I     775.32           0.27                 0.27                  0.11                           I
 ---------------------------------------------------------------------------------------------------


 STREAM   D-AB
 ---------------------------------------------------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing   Slope For Opposing   Slope For OpposingI
 I STREAM D-AB    STREAM  C-A          STREAM C-B           STREAM  C-D                           I
 ---------------------------------------------------------------------------------------------------
 I     612.31           0.21                 0.21                  0.08                           I
 ---------------------------------------------------------------------------------------------------


 TRAFFIC DEMAND DATA
 -------------------
 -----------------------
 I ARM I FLOW SCALE(%) I
 -----------------------
 I A   I      100      I
 I B   I      100      I
 I C   I      100      I
 I D   I      100      I
 -----------------------


 Demand set:        Base 2028 + Saturn Model + Dev PM


 TIME PERIOD BEGINS 08.00 AND ENDS  09.30

 LENGTH OF TIME PERIOD  -   90 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.


 DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

 -------------------------------------------------------------------------------------
 I        I   NUMBER OF MINUTES FROM START WHEN    I   RATE OF FLOW (VEH/MIN)       I
 I  ARM   I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP  I AFTER       I
 I        I   TO RISE   I  IS REACHED I FALLING    I  PEAK  I OF PEAK I PEAK        I
 I        I             I             I            I        I         I             I
 -------------------------------------------------------------------------------------
 I ARM  A I     15.00   I     45.00   I    75.00   I  6.51  I   9.77  I  6.51       I
 I ARM  B I     15.00   I     45.00   I    75.00   I  1.08  I   1.61  I  1.08       I
 I ARM  C I     15.00   I     45.00   I    75.00   I  6.68  I  10.01  I  6.68       I
 I ARM  D I     15.00   I     45.00   I    75.00   I  0.91  I   1.37  I  0.91       I
 -------------------------------------------------------------------------------------


 Demand set:        Base 2028 + Saturn Model + Dev PM
 --------------------------------------------------------------------
 I                   I         TURNING PROPORTIONS                  I
 I                   I         TURNING COUNTS                       I
 I                   I        (PERCENTAGE OF H.V.S)                 I
 I                   --------------------------------------------------
 I        TIME       I FROM/TO I ARM  A I ARM  B I ARM  C I ARM  D I
 --------------------------------------------------------------------
 I   08.00 - 09.30   I         I        I        I        I        I
 I                   I ARM  A  I  0.000 I  0.052 I  0.798 I  0.150 I
 I                   I         I    0.0 I   27.0 I  416.0 I   78.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  B  I  0.291 I  0.000 I  0.640 I  0.070 I
 I                   I         I   25.0 I    0.0 I   55.0 I    6.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  C  I  0.888 I  0.047 I  0.000 I  0.066 I
 I                   I         I  474.0 I   25.0 I    0.0 I   35.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 I                   I ARM  D  I  0.795 I  0.014 I  0.192 I  0.000 I
 I                   I         I   58.0 I    1.0 I   14.0 I    0.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I        I
 --------------------------------------------------------------------
 TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA


               QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
               --------------------------------------------------------
                FOR DEMAND SET         Base 2028 + Saturn Model + Dev PM
                AND FOR TIME PERIOD        1
```

```
 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.00-08.15                                                                                                    I
 I   B-ACD     1.08      9.66    0.112                0.00   0.12        1.8                            0.12      I
 I   A-B       0.34                                                                                               I
 I   A-C       5.22                                                                                               I
 I   A-D       0.98                                                                                               I
 I  AB-CD   (  1.05)     9.05    0.116                0.00   0.12        1.7                            0.12      I
 I  AB-C    (  5.90)                                                                                              I
 I   D-ABC     0.92      7.94    0.115                0.00   0.13        1.9                            0.14      I
 I   C-D       0.44                                                                                               I
 I   C-A       5.95                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.33)     8.74    0.037                0.00   0.04        0.6                            0.12      I
 I  CD-A    (  6.67)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.15-08.30                                                                                                    I
 I   B-ACD     1.29      9.21    0.140                0.12   0.16        2.4                            0.13      I
 I   A-B       0.40                                                                                               I
 I   A-C       6.23                                                                                               I
 I   A-D       1.17                                                                                               I
 I  AB-CD   (  1.26)     8.76    0.144                0.12   0.14        2.1                            0.13      I
 I  AB-C    (  7.06)                                                                                              I
 I   D-ABC     1.09      7.58    0.144                0.13   0.17        2.4                            0.15      I
 I   C-D       0.52                                                                                               I
 I   C-A       7.10                                                                                               I
 I   C-B       0.37                                                                                               I
 I  CD-AB   (  0.39)     8.47    0.046                0.04   0.05        0.7                            0.12      I
 I  CD-A    (  7.97)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.30-08.45                                                                                                    I
 I   B-ACD     1.58      8.56    0.184                0.16   0.22        3.3                            0.14      I
 I   A-B       0.50                                                                                               I
 I   A-C       7.63                                                                                               I
 I   A-D       1.43                                                                                               I
 I  AB-CD   (  1.54)     8.36    0.184                0.14   0.18        2.8                            0.15      I
 I  AB-C    (  8.64)                                                                                              I
 I   D-ABC     1.34      7.08    0.189                0.17   0.23        3.3                            0.17      I
 I   C-D       0.64                                                                                               I
 I   C-A       8.70                                                                                               I
 I   C-B       0.46                                                                                               I
 I  CD-AB   (  0.48)     8.10    0.059                0.05   0.06        0.9                            0.13      I
 I  CD-A    (  9.76)                                                                                              I
 I                                                                                                                I

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


 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 08.45-09.00                                                                                                    I
 I   B-ACD     1.58      8.56    0.184                0.22   0.22        3.4                            0.14      I
 I   A-B       0.50                                                                                               I
 I   A-C       7.63                                                                                               I
 I   A-D       1.43                                                                                               I
 I  AB-CD   (  1.54)     8.36    0.184                0.18   0.18        2.8                            0.15      I
 I  AB-C    (  8.64)                                                                                              I
 I   D-ABC     1.34      7.08    0.189                0.23   0.23        3.5                            0.17      I
 I   C-D       0.64                                                                                               I
 I   C-A       8.70                                                                                               I
 I   C-B       0.46                                                                                               I
 I  CD-AB   (  0.48)     8.10    0.059                0.06   0.06        0.9                            0.13      I
 I  CD-A    (  9.76)                                                                                              I
 I                                                                                                                I

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 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.00-09.15                                                                                                    I
 I   B-ACD     1.29      9.20    0.140                0.22   0.16        2.5                              0.13      I
 I   A-B       0.40                                                                                               I
 I   A-C       6.23                                                                                               I
 I   A-D       1.17                                                                                               I
 I  AB-CD   (  1.26)     8.76    0.144                0.18   0.14        2.2                              0.13      I
 I  AB-C    (  7.06)                                                                                              I
 I   D-ABC     1.09      7.58    0.144                0.23   0.17        2.6                              0.15      I
 I   C-D       0.52                                                                                               I
 I   C-A       7.10                                                                                               I
 I   C-B       0.37                                                                                               I
 I  CD-AB   (  0.39)     8.47    0.046                0.06   0.05        0.7                              0.12      I
 I  CD-A    (  7.97)                                                                                              I
 I                                                                                                                I

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



 ------------------------------------------------------------------------------------------------------------------
 I  TIME      DEMAND  CAPACITY  DEMAND/   PEDESTRIAN  START   END       DELAY     GEOMETRIC DELAY   AVERAGE DELAY I
 I         (VEH/MIN) (VEH/MIN) CAPACITY      FLOW     QUEUE  QUEUE    (VEH.MIN/      (VEH.MIN/      PER ARRIVING  I
 I                               (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)  TIME SEGMENT)    VEHICLE (MIN) I
 I 09.15-09.30                                                                                                    I
 I   B-ACD     1.08      9.66    0.112                0.16   0.13        1.9                              0.12      I
 I   A-B       0.34                                                                                               I
 I   A-C       5.22                                                                                               I
 I   A-D       0.98                                                                                               I
 I  AB-CD   (  1.05)     9.05    0.117                0.14   0.12        1.8                              0.13      I
 I  AB-C    (  5.91)                                                                                              I
 I   D-ABC     0.92      7.93    0.115                0.17   0.13        2.0                              0.14      I
 I   C-D       0.44                                                                                               I
 I   C-A       5.95                                                                                               I
 I   C-B       0.31                                                                                               I
 I  CD-AB   (  0.33)     8.74    0.037                0.05   0.04        0.6                              0.12      I
 I  CD-A    (  6.68)                                                                                              I
 I                                                                                                                I

 ------------------------------------------------------------------------------------------------------------------
*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

 QUEUE FOR STREAM    B-ACD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.2
   08.45           0.2
   09.00           0.2
   09.15           0.2
   09.30           0.1


 QUEUE FOR STREAM   AB-CD
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.1
   08.45           0.2
   09.00           0.2
   09.15           0.1
   09.30           0.1


 QUEUE FOR STREAM    D-ABC
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.1
   08.30           0.2
   08.45           0.2
   09.00           0.2
   09.15           0.2
   09.30           0.1
```

```
 QUEUE FOR STREAM   CD-AB
 -------------------------
  TIME          NO. OF
  SEGMENT       VEHICLES
  ENDING        IN QUEUE
   08.15           0.0
   08.30           0.0
   08.45           0.1
   09.00           0.1
   09.15           0.0
   09.30           0.0


                 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                 --------------------------------------------
 ---------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                 I    * DELAY *        I       * DELAY *        I
 I        I---------------------------------------------------------------I
 I        I  (VEH)  (VEH/H) I  (MIN)    (MIN/VEH) I    (MIN)     (MIN/VEH) I
 ---------------------------------------------------------------------------
 I  B-ACD I  118.4 I   78.9 I    15.3 I    0.13   I      15.3  I    0.13   I
 I  A-B   I   37.2 I   24.8 I         I           I            I           I
 I  A-C   I  572.6 I  381.7 I         I           I            I           I
 I  A-D   I  107.4 I   71.6 I         I           I            I           I
 I AB-CD  I( 115.6)I(  77.1)I    13.3 I    0.12   I      13.3  I    0.12   I
 I AB-C   I( 648.2)I( 432.1)I         I           I            I           I
 I  D-ABC I  100.5 I   67.0 I    15.8 I    0.16   I      15.8  I    0.16   I
 I  C-D   I   48.2 I   32.1 I         I           I            I           I
 I  C-A   I  652.4 I  435.0 I         I           I            I           I
 I  C-B   I   34.4 I   22.9 I         I           I            I           I
 I CD-AB  I(  35.8)I(  23.9)I     4.3 I    0.12   I       4.3  I    0.12   I
 I CD-A   I( 732.2)I( 488.1)I         I           I            I           I
 ---------------------------------------------------------------------------
 I  ALL   I 1671.0 I 1114.0 I    48.6 I    0.03   I      48.6  I    0.03   I
 ---------------------------------------------------------------------------
 * DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
  A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

 *******END OF RUN*******

============================================= end of file ===============================================



 Printed at 10:13:59 on 12/07/2017]
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ARCADY 7

Version: 7.0.1.130 [12 March 2010]

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File: P:\Bedford Park Developments\T251 - Bexhill\Calculations\Arcady\Bexhill Little Common Roundabout SHLAA Rev G.arc7
Report generation date: 12/07/2017 09:44:37

» A1 - (Default Analysis Set) - D1 - Base 2017, AM
» A1 - (Default Analysis Set) - D2 - Base 2017 + Com, AM
» A1 - (Default Analysis Set) - D3 - Base 2017 + Com + Dev, AM
» A1 - (Default Analysis Set) - D5 - Base 2028 + Saturn, AM
» A1 - (Default Analysis Set) - D6 - Base 2028 + Saturn + Dev, AM
» A1 - (Default Analysis Set) - D7 - Base 2017, PM
» A1 - (Default Analysis Set) - D9 - Base 2017 + Com, PM
» A1 - (Default Analysis Set) - D10 - Base 2017 + Com + Dev, PM
» A1 - (Default Analysis Set) - D12 - Base 2028 + Saturn, PM
» A1 - (Default Analysis Set) - D13 - Base 2028 + Saturn + Dev, PM

Summary of roundabout performance

	AM			PM		
	Queue (PCU)	Delay (min)	RFC	Queue (PCU)	Delay (min)	RFC
	(Default Analysis Set) - Base 2017					
Arm A	11.37	0.61	0.93	2.96	0.20	0.75
Arm B	0.58	0.34	0.37	0.22	0.19	0.18
Arm C	2.24	0.41	0.70	0.61	0.17	0.38
Arm D	2.07	0.15	0.68	1.13	0.09	0.53
Arm E	0.85	0.12	0.46	1.02	0.12	0.51
	(Default Analysis Set) - Base 2017 + Com					
Arm A	102.60	4.41	1.07	7.99	0.45	0.90
Arm B	0.76	0.44	0.43	0.29	0.25	0.22
Arm C	4.88	0.81	0.84	0.85	0.21	0.46
Arm D	4.31	0.27	0.82	1.40	0.11	0.59
Arm E	1.17	0.16	0.54	1.20	0.14	0.55
	(Default Analysis Set) - Base 2017 + Com + Dev					
Arm A	124.43	5.35	1.09	10.40	0.59	0.92
Arm B	0.80	0.47	0.45	0.32	0.28	0.24
Arm C	5.40	0.90	0.86	0.94	0.23	0.49
Arm D	4.60	0.29	0.83	1.53	0.11	0.61
Arm E	1.50	0.19	0.60	1.38	0.15	0.58
	(Default Analysis Set) - Base 2028 + Saturn					
Arm A	2.77	0.18	0.74	4.84	0.28	0.83
Arm B	0.52	0.22	0.35	0.77	0.30	0.44
Arm C	0.25	0.14	0.20	0.50	0.19	0.34
Arm D	1.75	0.12	0.64	1.03	0.09	0.51
Arm E	0.95	0.13	0.49	1.06	0.12	0.52
	(Default Analysis Set) - Base 2028 + Saturn + Dev					
Arm A	3.01	0.19	0.75	5.79	0.33	0.86
Arm B	0.37	0.21	0.27	0.87	0.33	0.47

Arm C	0.26	0.15	0.21	0.56	0.21	0.36
Arm D	1.83	0.12	0.65	1.12	0.10	0.53
Arm E	1.19	0.15	0.54	1.21	0.13	0.55

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

Base 2017 - AM runs from 08:00:00 to 09:00:00
Base 2017 + Com - AM runs from 08:00:00 to 09:00:00
Base 2017 + Com + Dev - AM runs from 08:00:00 to 09:00:00
Base 2028 + Saturn - AM runs from 08:00:00 to 09:00:00
Base 2028 + Saturn + Dev - AM runs from 08:00:00 to 09:00:00
Base 2017 - PM runs from 17:00:00 to 18:00:00
Base 2017 + Com - PM runs from 17:00:00 to 18:00:00
Base 2017 + Com + Dev - PM runs from 17:00:00 to 18:00:00
Base 2028 + Saturn - PM runs from 17:00:00 to 18:00:00
Base 2028 + Saturn + Dev - PM runs from 17:00:00 to 18:00:00

File summary

File Description

Title	(untitled)
Date	27/04/2015
Status	(new file)
Enumerator	RF
Results Upto Date	True

Analysis Options

RFC Threshold	Vehicle Length (m)	Do Queue Variations
0.85	5.75	

Sorting and Display

Show Arm Names	Arm Grouping	Sorting Direction	Sorting Type	Data Matrix Style	Time Style
	Order	Ascending	Numerical	By Destination	Absolute Time

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	min	-Min	perMin

A1 - (Default Analysis Set) - D1 - Base 2017, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base 2017,	Base 2017	AM			Yes			08:00	09:00	60	15	FLAT

AM

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Barnhorn Road	
B	Chestnut Walk	
C	Pear Tree Lane	
D	Little Common Road	
E	Cooden Sea Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.57	5.40	9.76	13.05	53.00	56.00	
B	2.97	6.41	1.87	10.38	34.61	60.00	
C	3.01	7.12	4.30	5.68	54.03	54.00	
D	5.04	5.13	1.00	33.90	54.38	23.00	
E	2.41	8.32	12.40	30.20	54.03	44.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.506	1398.428

B		((calculated))	((calculated))	0.443	894.185
C		((calculated))	((calculated))	0.398	967.094
D		((calculated))	((calculated))	0.585	1616.944
E		((calculated))	((calculated))	0.524	1393.232

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	FLAT	Yes	1181.00	100.000	1.00
B	FLAT	Yes	104.00	100.000	1.00
C	FLAT	Yes	334.00	100.000	1.00
D	FLAT	Yes	827.00	100.000	1.00
E	FLAT	Yes	418.00	100.000	1.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	1181.00	1181.00	N/A	N/A
08:00-08:15	B	104.00	104.00	N/A	N/A
08:00-08:15	C	334.00	334.00	N/A	N/A
08:00-08:15	D	827.00	827.00	N/A	N/A
08:00-08:15	E	418.00	418.00	N/A	N/A
08:15-08:30	A	1181.00	1181.00	N/A	N/A
08:15-08:30	B	104.00	104.00	N/A	N/A
08:15-08:30	C	334.00	334.00	N/A	N/A
08:15-08:30	D	827.00	827.00	N/A	N/A
08:15-08:30	E	418.00	418.00	N/A	N/A
08:30-08:45	A	1181.00	1181.00	N/A	N/A
08:30-08:45	B	104.00	104.00	N/A	N/A
08:30-08:45	C	334.00	334.00	N/A	N/A
08:30-08:45	D	827.00	827.00	N/A	N/A
08:30-08:45	E	418.00	418.00	N/A	N/A
08:45-09:00	A	1181.00	1181.00	N/A	N/A
08:45-09:00	B	104.00	104.00	N/A	N/A
08:45-09:00	C	334.00	334.00	N/A	N/A
08:45-09:00	D	827.00	827.00	N/A	N/A
08:45-09:00	E	418.00	418.00	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	12.00	92.00	772.00	305.00
	B	23.00	0.00	31.00	3.00	47.00
	C	136.00	0.00	0.00	35.00	163.00
	D	731.00	15.00	20.00	3.00	58.00
	E	207.00	14.00	122.00	73.00	2.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.01	0.08	0.65	0.26
	B	0.22	0.00	0.30	0.03	0.45
	C	0.41	0.00	0.00	0.10	0.49
	D	0.88	0.02	0.02	0.00	0.07
	E	0.50	0.03	0.29	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.93	0.61	11.37	E	1181.00	1181.00	576.84	0.49	9.61	579.89	0.49	0.506	1398.428
B	0.37	0.34	0.58	C	104.00	104.00	33.00	0.32	0.55	33.04	0.32	0.443	894.185
C	0.70	0.41	2.24	C	334.00	334.00	123.21	0.37	2.05	123.52	0.37	0.398	967.094
D	0.68	0.15	2.07	A	827.00	827.00	119.99	0.15	2.00	120.09	0.15	0.585	1616.944
E	0.46	0.12	0.85	A	418.00	418.00	50.04	0.12	0.83	50.06	0.12	0.524	1393.232

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	4.57	5.40	9.76	13.05	53.00	56.00		0.506	1398.428
B	2.97	6.41	1.87	10.38	34.61	60.00		0.443	894.185
C	3.01	7.12	4.30	5.68	54.03	54.00		0.398	967.094
D	5.04	5.13	1.00	33.90	54.38	23.00		0.585	1616.944
E	2.41	8.32	12.40	30.20	54.03	44.00		0.524	1393.232

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
08:00-08:15	A	1181.00	1273.42	0.927	0.00	0.00	8.94	102.54	(0.00)	0.396
08:00-08:15	B	104.00	295.62	0.352	0.00	0.00	0.53	7.28	(0.00)	0.307
08:00-08:15	C	334.00	492.59	0.678	0.00	0.00	1.96	25.83	(0.00)	0.346
08:00-08:15	D	827.00	1232.05	0.671	0.00	0.00	1.98	27.67	(0.00)	0.143
08:00-08:15	E	418.00	912.54	0.458	0.00	0.00	0.83	11.92	(0.00)	0.120
08:15-08:30	A	1181.00	1272.41	0.928	0.00	8.94	10.33	146.06	(0.00)	0.561
08:15-08:30	B	104.00	281.62	0.369	0.00	0.53	0.57	8.36	(0.00)	0.337
08:15-08:30	C	334.00	480.87	0.695	0.00	1.96	2.15	31.27	(0.00)	0.403
08:15-08:30	D	827.00	1223.03	0.676	0.00	1.98	2.05	30.39	(0.00)	0.151
08:15-08:30	E	418.00	907.07	0.461	0.00	0.83	0.85	12.63	(0.00)	0.123
08:30-08:45	A	1181.00	1272.39	0.928	0.00	10.33	10.98	160.34	(0.00)	0.592
08:30-08:45	B	104.00	280.32	0.371	0.00	0.57	0.58	8.64	(0.00)	0.340
08:30-08:45	C	334.00	479.76	0.696	0.00	2.15	2.21	32.77	(0.00)	0.409
08:30-08:45	D	827.00	1222.24	0.677	0.00	2.05	2.07	30.88	(0.00)	0.152
08:30-08:45	E	418.00	906.84	0.461	0.00	0.85	0.85	12.73	(0.00)	0.123
08:45-09:00	A	1181.00	1272.39	0.928	0.00	10.98	11.37	167.90	(0.00)	0.608
08:45-09:00	B	104.00	279.84	0.372	0.00	0.58	0.58	8.73	(0.00)	0.341
08:45-09:00	C	334.00	479.36	0.697	0.00	2.21	2.24	33.35	(0.00)	0.411
08:45-09:00	D	827.00	1222.01	0.677	0.00	2.07	2.07	31.06	(0.00)	0.152
08:45-09:00	E	418.00	906.80	0.461	0.00	0.85	0.85	12.76	(0.00)	0.123

A1 - (Default Analysis Set) - D2 - Base 2017 + Com, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base 2017 + Com, AM	Base 2017 + Com	AM			Yes			08:00	09:00	60	15	FLAT

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Barnhorn Road	
B	Chestnut Walk	
C	Pear Tree Lane	
D	Little Common Road	
E	Cooden Sea Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.57	5.40	9.76	13.05	53.00	56.00	
B	2.97	6.41	1.87	10.38	34.61	60.00	
C	3.01	7.12	4.30	5.68	54.03	54.00	
D	5.04	5.13	1.00	33.90	54.38	23.00	
E	2.41	8.32	12.40	30.20	54.03	44.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

E	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.506	1398.428
B		((calculated))	((calculated))	0.443	894.185
C		((calculated))	((calculated))	0.398	967.094
D		((calculated))	((calculated))	0.585	1616.944
E		((calculated))	((calculated))	0.524	1393.232

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	FLAT	Yes	1363.00	100.000	1.00
B	FLAT	Yes	104.00	100.000	1.00
C	FLAT	Yes	379.00	100.000	1.00
D	FLAT	Yes	973.00	100.000	1.00
E	FLAT	Yes	436.00	100.000	1.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	1363.00	1363.00	N/A	N/A
08:00-08:15	B	104.00	104.00	N/A	N/A
08:00-08:15	C	379.00	379.00	N/A	N/A
08:00-08:15	D	973.00	973.00	N/A	N/A
08:00-08:15	E	436.00	436.00	N/A	N/A
08:15-08:30	A	1363.00	1363.00	N/A	N/A
08:15-08:30	B	104.00	104.00	N/A	N/A
08:15-08:30	C	379.00	379.00	N/A	N/A
08:15-08:30	D	973.00	973.00	N/A	N/A
08:15-08:30	E	436.00	436.00	N/A	N/A
08:30-08:45	A	1363.00	1363.00	N/A	N/A
08:30-08:45	B	104.00	104.00	N/A	N/A
08:30-08:45	C	379.00	379.00	N/A	N/A
08:30-08:45	D	973.00	973.00	N/A	N/A
08:30-08:45	E	436.00	436.00	N/A	N/A

08:45-09:00	A	1363.00	1363.00	N/A	N/A
08:45-09:00	B	104.00	104.00	N/A	N/A
08:45-09:00	C	379.00	379.00	N/A	N/A
08:45-09:00	D	973.00	973.00	N/A	N/A
08:45-09:00	E	436.00	436.00	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	0.00	12.00	117.00	901.00	333.00
	B	23.00	0.00	31.00	3.00	47.00
	C	181.00	0.00	0.00	35.00	163.00
	D	877.00	15.00	20.00	3.00	58.00
	E	225.00	14.00	122.00	73.00	2.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	0.00	0.01	0.09	0.66	0.24
	B	0.22	0.00	0.30	0.03	0.45
	C	0.48	0.00	0.00	0.09	0.43
	D	0.90	0.02	0.02	0.00	0.06
	E	0.52	0.03	0.28	0.17	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

		Max	Max		Total	Total	Total	Average	Rate Of	Inclusive	Inclusive		

Arm	Max RFC	Delay (min)	Queue (PCU)	Max LOS	Demand (PCU/hr)	Arrivals (PCU)	Queueing Delay (PCU-min)	Queueing Delay (min)	Queueing Delay (PCU-min/min)	Queueing Total Delay (PCU-min)	Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	1.07	4.41	102.60	F	1363.00	1363.00	3323.57	2.44	55.39	3571.78	2.62	0.506	1398.428
B	0.43	0.44	0.76	D	104.00	104.00	41.95	0.40	0.70	42.03	0.40	0.443	894.185
C	0.84	0.81	4.88	E	379.00	379.00	247.27	0.65	4.12	248.86	0.66	0.398	967.094
D	0.82	0.27	4.31	C	973.00	973.00	238.69	0.25	3.98	239.15	0.25	0.585	1616.944
E	0.54	0.16	1.17	A	436.00	436.00	67.73	0.16	1.13	67.78	0.16	0.524	1393.232

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	4.57	5.40	9.76	13.05	53.00	56.00		0.506	1398.428
B	2.97	6.41	1.87	10.38	34.61	60.00		0.443	894.185
C	3.01	7.12	4.30	5.68	54.03	54.00		0.398	967.094
D	5.04	5.13	1.00	33.90	54.38	23.00		0.585	1616.944
E	2.41	8.32	12.40	30.20	54.03	44.00		0.524	1393.232

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
08:00-08:15	A	1363.00	1273.78	1.070	0.00	0.00	31.96	277.22	(0.00)	0.946
08:00-08:15	B	104.00	255.75	0.407	0.00	0.00	0.66	8.92	(0.00)	0.383
08:00-08:15	C	379.00	463.45	0.818	0.00	0.00	3.67	44.35	(0.00)	0.545
08:00-08:15	D	973.00	1206.14	0.807	0.00	0.00	3.85	50.57	(0.00)	0.229
08:00-08:15	E	436.00	818.21	0.533	0.00	0.00	1.12	15.74	(0.00)	0.153
08:15-08:30	A	1363.00	1272.45	1.071	0.00	31.96	56.13	662.38	(0.00)	2.246
08:15-08:30	B	104.00	241.04	0.431	0.00	0.66	0.73	10.63	(0.00)	0.435
08:15-08:30	C	379.00	451.26	0.840	0.00	3.67	4.42	61.93	(0.00)	0.750
08:15-08:30	D	973.00	1194.54	0.815	0.00	3.85	4.15	60.66	(0.00)	0.266
08:15-08:30	E	436.00	808.00	0.540	0.00	1.12	1.15	17.12	(0.00)	0.161
08:30-08:45	A	1363.00	1272.40	1.071	0.00	56.13	79.51	1017.86	(0.00)	3.334
08:30-08:45	B	104.00	239.64	0.434	0.00	0.73	0.75	11.12	(0.00)	0.442
08:30-08:45	C	379.00	450.06	0.842	0.00	4.42	4.72	68.84	(0.00)	0.795
08:30-08:45	D	973.00	1193.06	0.816	0.00	4.15	4.26	63.20	(0.00)	0.270
08:30-08:45	E	436.00	807.14	0.540	0.00	1.15	1.16	17.39	(0.00)	0.162
08:45-09:00	A	1363.00	1272.39	1.071	0.00	79.51	102.60	1366.11	(0.00)	4.411
08:45-09:00	B	104.00	239.12	0.435	0.00	0.75	0.76	11.28	(0.00)	0.443
08:45-09:00	C	379.00	449.62	0.843	0.00	4.72	4.88	72.14	(0.00)	0.814
08:45-09:00	D	973.00	1192.59	0.816	0.00	4.26	4.31	64.26	(0.00)	0.272
08:45-09:00	E	436.00	806.90	0.540	0.00	1.16	1.17	17.48	(0.00)	0.162

A1 - (Default Analysis Set) - D3 - Base 2017 + Com + Dev, AM

Data Errors and Warnings

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base 2017 + Com + Dev, AM	Base 2017 + Com + Dev	AM			Yes			08:00	09:00	60	15	FLAT

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Barnhorn Road	
B	Chestnut Walk	
C	Pear Tree Lane	
D	Little Common Road	
E	Cooden Sea Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.57	5.40	9.76	13.05	53.00	56.00	
B	2.97	6.41	1.87	10.38	34.61	60.00	
C	3.01	7.12	4.30	5.68	54.03	54.00	
D	5.04	5.13	1.00	33.90	54.38	23.00	
E	2.41	8.32	12.40	30.20	54.03	44.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.506	1398.428
B		((calculated))	((calculated))	0.443	894.185
C		((calculated))	((calculated))	0.398	967.094
D		((calculated))	((calculated))	0.585	1616.944
E		((calculated))	((calculated))	0.524	1393.232

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	FLAT	Yes	1374.00	100.000	1.00
B	FLAT	Yes	105.00	100.000	1.00
C	FLAT	Yes	382.00	100.000	1.00
D	FLAT	Yes	981.00	100.000	1.00
E	FLAT	Yes	486.00	100.000	1.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	1374.00	1374.00	N/A	N/A
08:00-08:15	B	105.00	105.00	N/A	N/A
08:00-08:15	C	382.00	382.00	N/A	N/A
08:00-08:15	D	981.00	981.00	N/A	N/A
08:00-08:15	E	486.00	486.00	N/A	N/A
08:15-08:30	A	1374.00	1374.00	N/A	N/A
08:15-08:30	B	105.00	105.00	N/A	N/A

08:15-08:30	C	382.00	382.00	N/A	N/A
08:15-08:30	D	981.00	981.00	N/A	N/A
08:15-08:30	E	486.00	486.00	N/A	N/A
08:30-08:45	A	1374.00	1374.00	N/A	N/A
08:30-08:45	B	105.00	105.00	N/A	N/A
08:30-08:45	C	382.00	382.00	N/A	N/A
08:30-08:45	D	981.00	981.00	N/A	N/A
08:30-08:45	E	486.00	486.00	N/A	N/A
08:45-09:00	A	1374.00	1374.00	N/A	N/A
08:45-09:00	B	105.00	105.00	N/A	N/A
08:45-09:00	C	382.00	382.00	N/A	N/A
08:45-09:00	D	981.00	981.00	N/A	N/A
08:45-09:00	E	486.00	486.00	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To				
From		A	B	C	D	E
	A	0.00	12.00	117.00	901.00	344.00
	B	23.00	0.00	31.00	3.00	48.00
	C	181.00	0.00	0.00	35.00	166.00
	D	877.00	15.00	20.00	3.00	66.00
	E	249.00	15.00	127.00	93.00	2.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To				
From		A	B	C	D	E
	A	0.00	0.01	0.09	0.66	0.25
	B	0.22	0.00	0.30	0.03	0.46
	C	0.47	0.00	0.00	0.09	0.43
	D	0.89	0.02	0.02	0.00	0.07
	E	0.51	0.03	0.26	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To				
From		A	B	C	D	E
	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To				
From		A	B	C	D	E
	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00

	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	1.09	5.35	124.43	F	1374.00	1374.00	3947.29	2.87	65.79	4316.15	3.14	0.506	1398.428
B	0.45	0.47	0.80	D	105.00	105.00	44.55	0.42	0.74	44.63	0.43	0.443	894.185
C	0.86	0.90	5.40	F	382.00	382.00	270.46	0.71	4.51	272.43	0.71	0.398	967.094
D	0.83	0.29	4.60	C	981.00	981.00	253.48	0.26	4.22	254.01	0.26	0.585	1616.944
E	0.60	0.19	1.50	B	486.00	486.00	86.40	0.18	1.44	86.49	0.18	0.524	1393.232

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	4.57	5.40	9.76	13.05	53.00	56.00		0.506	1398.428
B	2.97	6.41	1.87	10.38	34.61	60.00		0.443	894.185
C	3.01	7.12	4.30	5.68	54.03	54.00		0.398	967.094
D	5.04	5.13	1.00	33.90	54.38	23.00		0.585	1616.944
E	2.41	8.32	12.40	30.20	54.03	44.00		0.524	1393.232

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
08:00-08:15	A	1374.00	1260.95	1.090	0.00	0.00	36.64	310.25	(0.00)	1.058
08:00-08:15	B	105.00	248.28	0.423	0.00	0.00	0.70	9.46	(0.00)	0.404
08:00-08:15	C	382.00	457.69	0.835	0.00	0.00	3.99	47.46	(0.00)	0.582
08:00-08:15	D	981.00	1201.32	0.817	0.00	0.00	4.08	53.12	(0.00)	0.239
08:00-08:15	E	486.00	818.89	0.593	0.00	0.00	1.42	19.78	(0.00)	0.174
08:15-08:30	A	1374.00	1259.31	1.091	0.00	36.64	66.34	773.58	(0.00)	2.614
08:15-08:30	B	105.00	234.84	0.447	0.00	0.70	0.78	11.30	(0.00)	0.459
08:15-08:30	C	382.00	446.55	0.855	0.00	3.99	4.85	67.62	(0.00)	0.818
08:15-08:30	D	981.00	1189.59	0.825	0.00	4.08	4.42	64.42	(0.00)	0.282
08:15-08:30	E	486.00	808.19	0.601	0.00	1.42	1.48	21.87	(0.00)	0.186
08:30-08:45	A	1374.00	1259.25	1.091	0.00	66.34	95.48	1213.99	(0.00)	3.982
08:30-08:45	B	105.00	233.82	0.449	0.00	0.78	0.79	11.81	(0.00)	0.465
08:30-08:45	C	382.00	445.66	0.857	0.00	4.85	5.20	75.72	(0.00)	0.873
08:30-08:45	D	981.00	1188.11	0.826	0.00	4.42	4.54	67.35	(0.00)	0.287
08:30-08:45	E	486.00	807.22	0.602	0.00	1.48	1.49	22.30	(0.00)	0.187
08:45-09:00	A	1374.00	1259.24	1.091	0.00	95.48	124.43	1649.48	(0.00)	5.347
08:45-09:00	B	105.00	233.47	0.450	0.00	0.79	0.80	11.98	(0.00)	0.466
08:45-09:00	C	382.00	445.37	0.858	0.00	5.20	5.40	79.66	(0.00)	0.896
08:45-09:00	D	981.00	1187.64	0.826	0.00	4.54	4.60	68.59	(0.00)	0.288
08:45-09:00	E	486.00	806.94	0.602	0.00	1.49	1.50	22.45	(0.00)	0.187

A1 - (Default Analysis Set) - D5 - Base 2028 + Saturn, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base 2028 + Saturn, AM	Base 2028 + Saturn	AM			Yes			08:00	09:00	60	15	FLAT

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Barnhorn Road	
B	Chestnut Walk	
C	Pear Tree Lane	
D	Little Common Road	
E	Cooden Sea Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.57	5.40	9.76	13.05	53.00	56.00	
B	2.97	6.41	1.87	10.38	34.61	60.00	
C	3.01	7.12	4.30	5.68	54.03	54.00	
D	5.04	5.13	1.00	33.90	54.38	23.00	
E	2.41	8.32	12.40	30.20	54.03	44.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.506	1398.428
B		((calculated))	((calculated))	0.443	894.185
C		((calculated))	((calculated))	0.398	967.094
D		((calculated))	((calculated))	0.585	1616.944
E		((calculated))	((calculated))	0.524	1393.232

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	FLAT	Yes	935.00	100.000	1.00
B	FLAT	Yes	143.00	100.000	1.00
C	FLAT	Yes	107.00	100.000	1.00
D	FLAT	Yes	893.00	100.000	1.00
E	FLAT	Yes	425.00	100.000	1.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	935.00	935.00	N/A	N/A
08:00-08:15	B	143.00	143.00	N/A	N/A
08:00-08:15	C	107.00	107.00	N/A	N/A
08:00-08:15	D	893.00	893.00	N/A	N/A
08:00-08:15	E	425.00	425.00	N/A	N/A
08:15-08:30	A	935.00	935.00	N/A	N/A
08:15-08:30	B	143.00	143.00	N/A	N/A
08:15-08:30	C	107.00	107.00	N/A	N/A
08:15-08:30	D	893.00	893.00	N/A	N/A
08:15-08:30	E	425.00	425.00	N/A	N/A
08:30-08:45	A	935.00	935.00	N/A	N/A
08:30-08:45	B	143.00	143.00	N/A	N/A
08:30-08:45	C	107.00	107.00	N/A	N/A
08:30-08:45	D	893.00	893.00	N/A	N/A
08:30-08:45	E	425.00	425.00	N/A	N/A
08:45-09:00	A	935.00	935.00	N/A	N/A
08:45-09:00	B	143.00	143.00	N/A	N/A
08:45-09:00	C	107.00	107.00	N/A	N/A
08:45-09:00	D	893.00	893.00	N/A	N/A
08:45-09:00	E	425.00	425.00	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

	To					
From		A	B	C	D	E
	A	0.00	20.00	20.00	712.00	183.00
	B	80.00	0.00	36.00	13.00	14.00
	C	80.00	0.00	0.00	13.00	14.00
	D	801.00	15.00	15.00	4.00	58.00
	E	203.00	72.00	72.00	78.00	0.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

	To					
From		A	B	C	D	E
	A	0.00	0.02	0.02	0.76	0.20
	B	0.56	0.00	0.25	0.09	0.10
	C	0.75	0.00	0.00	0.12	0.13
	D	0.90	0.02	0.02	0.00	0.06
	E	0.48	0.17	0.17	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

	To					
From		A	B	C	D	E
	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00

	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.74	0.18	2.77	B	935.00	935.00	159.95	0.17	2.67	160.13	0.17	0.506	1398.428
B	0.35	0.22	0.52	B	143.00	143.00	30.52	0.21	0.51	30.54	0.21	0.443	894.185
C	0.20	0.14	0.25	A	107.00	107.00	14.65	0.14	0.24	14.65	0.14	0.398	967.094
D	0.64	0.12	1.75	A	893.00	893.00	102.65	0.11	1.71	102.72	0.12	0.585	1616.944
E	0.49	0.13	0.95	A	425.00	425.00	55.59	0.13	0.93	55.62	0.13	0.524	1393.232

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	4.57	5.40	9.76	13.05	53.00	56.00		0.506	1398.428
B	2.97	6.41	1.87	10.38	34.61	60.00		0.443	894.185
C	3.01	7.12	4.30	5.68	54.03	54.00		0.398	967.094
D	5.04	5.13	1.00	33.90	54.38	23.00		0.585	1616.944
E	2.41	8.32	12.40	30.20	54.03	44.00		0.524	1393.232

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
08:00-08:15	A	935.00	1269.96	0.736	0.00	0.00	2.67	36.56	(0.00)	0.169
08:00-08:15	B	143.00	419.49	0.341	0.00	0.00	0.51	7.13	(0.00)	0.214
08:00-08:15	C	107.00	541.01	0.198	0.00	0.00	0.24	3.51	(0.00)	0.138
08:00-08:15	D	893.00	1402.54	0.637	0.00	0.00	1.72	24.27	(0.00)	0.115
08:00-08:15	E	425.00	875.97	0.485	0.00	0.00	0.93	13.20	(0.00)	0.131
08:15-08:30	A	935.00	1268.86	0.737	0.00	2.67	2.74	40.69	(0.00)	0.179
08:15-08:30	B	143.00	414.33	0.345	0.00	0.51	0.52	7.72	(0.00)	0.221
08:15-08:30	C	107.00	536.17	0.200	0.00	0.24	0.25	3.69	(0.00)	0.140
08:15-08:30	D	893.00	1400.09	0.638	0.00	1.72	1.74	25.97	(0.00)	0.118
08:15-08:30	E	425.00	871.70	0.488	0.00	0.93	0.94	14.04	(0.00)	0.134
08:30-08:45	A	935.00	1268.85	0.737	0.00	2.74	2.76	41.24	(0.00)	0.179
08:30-08:45	B	143.00	414.25	0.345	0.00	0.52	0.52	7.82	(0.00)	0.221

08:30-08:45	C	107.00	536.09	0.200	0.00	0.25	0.25	3.72	(0.00)	0.140
08:30-08:45	D	893.00	1400.05	0.638	0.00	1.74	1.75	26.17	(0.00)	0.118
08:30-08:45	E	425.00	871.65	0.488	0.00	0.94	0.95	14.15	(0.00)	0.134
08:45-09:00	A	935.00	1268.85	0.737	0.00	2.76	2.77	41.46	(0.00)	0.180
08:45-09:00	B	143.00	414.23	0.345	0.00	0.52	0.52	7.85	(0.00)	0.221
08:45-09:00	C	107.00	536.07	0.200	0.00	0.25	0.25	3.73	(0.00)	0.140
08:45-09:00	D	893.00	1400.04	0.638	0.00	1.75	1.75	26.24	(0.00)	0.118
08:45-09:00	E	425.00	871.64	0.488	0.00	0.95	0.95	14.19	(0.00)	0.134

A1 - (Default Analysis Set) - D6 - Base 2028 + Saturn + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base 2028 + Saturn + Dev, AM	Base 2028 + Saturn + Dev	AM			Yes			08:00	09:00	60	15	FLAT

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Barnhorn Road	
B	Chestnut Walk	
C	Pear Tree Lane	
D	Little Common Road	
E	Cooden Sea Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.57	5.40	9.76	13.05	53.00	56.00	
B	2.97	6.41	1.87	10.38	34.61	60.00	
C	3.01	7.12	4.30	5.68	54.03	54.00	
D	5.04	5.13	1.00	33.90	54.38	23.00	
E	2.41	8.32	12.40	30.20	54.03	44.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.506	1398.428
B		((calculated))	((calculated))	0.443	894.185
C		((calculated))	((calculated))	0.398	967.094
D		((calculated))	((calculated))	0.585	1616.944
E		((calculated))	((calculated))	0.524	1393.232

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	FLAT	Yes	946.00	100.000	1.00
B	FLAT	Yes	108.00	100.000	1.00

C	FLAT	Yes	110.00	100.000	1.00
D	FLAT	Yes	901.00	100.000	1.00
E	FLAT	Yes	475.00	100.000	1.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	946.00	946.00	N/A	N/A
08:00-08:15	B	108.00	108.00	N/A	N/A
08:00-08:15	C	110.00	110.00	N/A	N/A
08:00-08:15	D	901.00	901.00	N/A	N/A
08:00-08:15	E	475.00	475.00	N/A	N/A
08:15-08:30	A	946.00	946.00	N/A	N/A
08:15-08:30	B	108.00	108.00	N/A	N/A
08:15-08:30	C	110.00	110.00	N/A	N/A
08:15-08:30	D	901.00	901.00	N/A	N/A
08:15-08:30	E	475.00	475.00	N/A	N/A
08:30-08:45	A	946.00	946.00	N/A	N/A
08:30-08:45	B	108.00	108.00	N/A	N/A
08:30-08:45	C	110.00	110.00	N/A	N/A
08:30-08:45	D	901.00	901.00	N/A	N/A
08:30-08:45	E	475.00	475.00	N/A	N/A
08:45-09:00	A	946.00	946.00	N/A	N/A
08:45-09:00	B	108.00	108.00	N/A	N/A
08:45-09:00	C	110.00	110.00	N/A	N/A
08:45-09:00	D	901.00	901.00	N/A	N/A
08:45-09:00	E	475.00	475.00	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	20.00	20.00	712.00	194.00
	B	80.00	0.00	0.00	13.00	15.00
	C	80.00	0.00	0.00	13.00	17.00
	D	801.00	15.00	15.00	4.00	66.00
	E	227.00	73.00	78.00	97.00	0.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.02	0.02	0.75	0.21
	B	0.74	0.00	0.00	0.12	0.14
	C	0.73	0.00	0.00	0.12	0.15
	D	0.89	0.02	0.02	0.00	0.07
	E	0.48	0.15	0.16	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.75	0.19	3.01	B	946.00	946.00	173.45	0.18	2.89	173.66	0.18	0.506	1398.428
B	0.27	0.21	0.37	B	108.00	108.00	21.61	0.20	0.36	21.62	0.20	0.443	894.185
C	0.21	0.15	0.26	A	110.00	110.00	15.60	0.14	0.26	15.60	0.14	0.398	967.094
D	0.65	0.12	1.83	A	901.00	901.00	106.95	0.12	1.78	107.02	0.12	0.585	1616.944
E	0.54	0.15	1.19	A	475.00	475.00	69.60	0.15	1.16	69.65	0.15	0.524	1393.232

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	4.57	5.40	9.76	13.05	53.00	56.00		0.506	1398.428
B	2.97	6.41	1.87	10.38	34.61	60.00		0.443	894.185
C	3.01	7.12	4.30	5.68	54.03	54.00		0.398	967.094
D	5.04	5.13	1.00	33.90	54.38	23.00		0.585	1616.944
E	2.41	8.32	12.40	30.20	54.03	44.00		0.524	1393.232

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
08:00-08:15	A	946.00	1257.04	0.753	0.00	0.00	2.90	39.30	(0.00)	0.180
08:00-08:15	B	108.00	404.12	0.267	0.00	0.00	0.36	5.08	(0.00)	0.201
08:00-08:15	C	110.00	529.10	0.208	0.00	0.00	0.26	3.73	(0.00)	0.142
08:00-08:15	D	901.00	1393.93	0.646	0.00	0.00	1.79	25.22	(0.00)	0.118

08:00-08:15	E	475.00	876.06	0.542	0.00	0.00	1.16	16.38	(0.00)	0.146
08:15-08:30	A	946.00	1255.71	0.753	0.00	2.90	2.97	44.17	(0.00)	0.193
08:15-08:30	B	108.00	398.42	0.271	0.00	0.36	0.37	5.46	(0.00)	0.207
08:15-08:30	C	110.00	523.87	0.210	0.00	0.26	0.26	3.93	(0.00)	0.145
08:15-08:30	D	901.00	1391.33	0.648	0.00	1.79	1.81	27.07	(0.00)	0.122
08:15-08:30	E	475.00	871.71	0.545	0.00	1.16	1.18	17.61	(0.00)	0.151
08:30-08:45	A	946.00	1255.69	0.753	0.00	2.97	3.00	44.85	(0.00)	0.193
08:30-08:45	B	108.00	398.32	0.271	0.00	0.37	0.37	5.53	(0.00)	0.207
08:30-08:45	C	110.00	523.77	0.210	0.00	0.26	0.26	3.96	(0.00)	0.145
08:30-08:45	D	901.00	1391.28	0.648	0.00	1.81	1.82	27.29	(0.00)	0.122
08:30-08:45	E	475.00	871.65	0.545	0.00	1.18	1.19	17.78	(0.00)	0.151
08:45-09:00	A	946.00	1255.69	0.753	0.00	3.00	3.01	45.13	(0.00)	0.194
08:45-09:00	B	108.00	398.30	0.271	0.00	0.37	0.37	5.54	(0.00)	0.207
08:45-09:00	C	110.00	523.75	0.210	0.00	0.26	0.26	3.97	(0.00)	0.145
08:45-09:00	D	901.00	1391.27	0.648	0.00	1.82	1.83	27.37	(0.00)	0.122
08:45-09:00	E	475.00	871.64	0.545	0.00	1.19	1.19	17.84	(0.00)	0.151

A1 - (Default Analysis Set) - D7 - Base 2017, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base 2017, PM	Base 2017	PM			Yes			17:00	18:00	60	15	FLAT

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description

A	Barnhorn Road	
B	Chestnut Walk	
C	Pear Tree Lane	
D	Little Common Road	
E	Cooden Sea Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.57	5.40	9.76	13.05	53.00	56.00	
B	2.97	6.41	1.87	10.38	34.61	60.00	
C	3.01	7.12	4.30	5.68	54.03	54.00	
D	5.04	5.13	1.00	33.90	54.38	23.00	
E	2.41	8.32	12.40	30.20	54.03	44.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.506	1398.428
B		((calculated))	((calculated))	0.443	894.185
C		((calculated))	((calculated))	0.398	967.094
D		((calculated))	((calculated))	0.585	1616.944
E		((calculated))	((calculated))	0.524	1393.232

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	FLAT	Yes	920.00	100.000	1.00
B	FLAT	Yes	68.00	100.000	1.00
C	FLAT	Yes	223.00	100.000	1.00
D	FLAT	Yes	731.00	100.000	1.00
E	FLAT	Yes	512.00	100.000	1.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	920.00	920.00	N/A	N/A
17:00-17:15	B	68.00	68.00	N/A	N/A
17:00-17:15	C	223.00	223.00	N/A	N/A
17:00-17:15	D	731.00	731.00	N/A	N/A
17:00-17:15	E	512.00	512.00	N/A	N/A
17:15-17:30	A	920.00	920.00	N/A	N/A
17:15-17:30	B	68.00	68.00	N/A	N/A
17:15-17:30	C	223.00	223.00	N/A	N/A
17:15-17:30	D	731.00	731.00	N/A	N/A
17:15-17:30	E	512.00	512.00	N/A	N/A
17:30-17:45	A	920.00	920.00	N/A	N/A
17:30-17:45	B	68.00	68.00	N/A	N/A
17:30-17:45	C	223.00	223.00	N/A	N/A
17:30-17:45	D	731.00	731.00	N/A	N/A
17:30-17:45	E	512.00	512.00	N/A	N/A
17:45-18:00	A	920.00	920.00	N/A	N/A
17:45-18:00	B	68.00	68.00	N/A	N/A
17:45-18:00	C	223.00	223.00	N/A	N/A
17:45-18:00	D	731.00	731.00	N/A	N/A
17:45-18:00	E	512.00	512.00	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	18.00	82.00	650.00	170.00
	B	8.00	1.00	4.00	28.00	27.00
	C	53.00	0.00	0.00	18.00	152.00
	D	599.00	30.00	39.00	1.00	62.00
	E	243.00	56.00	135.00	75.00	3.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.02	0.09	0.71	0.18
	B	0.12	0.01	0.06	0.41	0.40
	C	0.24	0.00	0.00	0.08	0.68

	C	0.24	0.00	0.00	0.06	0.06
	D	0.82	0.04	0.05	0.00	0.08
	E	0.47	0.11	0.26	0.15	0.01

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.75	0.20	2.96	B	920.00	920.00	170.55	0.19	2.84	170.77	0.19	0.506	1398.428
B	0.18	0.19	0.22	B	68.00	68.00	12.60	0.19	0.21	12.61	0.19	0.443	894.185
C	0.38	0.17	0.61	A	223.00	223.00	36.01	0.16	0.60	36.03	0.16	0.398	967.094
D	0.53	0.09	1.13	A	731.00	731.00	66.77	0.09	1.11	66.80	0.09	0.585	1616.944
E	0.51	0.12	1.02	A	512.00	512.00	60.24	0.12	1.00	60.28	0.12	0.524	1393.232

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	4.57	5.40	9.76	13.05	53.00	56.00		0.506	1398.428
B	2.97	6.41	1.87	10.38	34.61	60.00		0.443	894.185
C	3.01	7.12	4.30	5.68	54.03	54.00		0.398	967.094
D	5.04	5.13	1.00	33.90	54.38	23.00		0.585	1616.944
E	2.41	8.32	12.40	30.20	54.03	44.00		0.524	1393.232

Overview: Time Segment Results

Time Segment Results

						Start	End			Average Delay Per

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Queue (PCU)	Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Arriving Vehicle (min)
17:00-17:15	A	920.00	1227.62	0.749	0.00	0.00	2.85	38.65	(0.00)	0.182
17:00-17:15	B	68.00	388.57	0.175	0.00	0.00	0.21	2.98	(0.00)	0.186
17:00-17:15	C	223.00	588.76	0.379	0.00	0.00	0.60	8.52	(0.00)	0.162
17:00-17:15	D	731.00	1377.69	0.531	0.00	0.00	1.12	16.04	(0.00)	0.092
17:00-17:15	E	512.00	1012.53	0.506	0.00	0.00	1.01	14.38	(0.00)	0.118
17:15-17:30	A	920.00	1226.34	0.750	0.00	2.85	2.93	43.43	(0.00)	0.195
17:15-17:30	B	68.00	382.92	0.178	0.00	0.21	0.21	3.18	(0.00)	0.191
17:15-17:30	C	223.00	584.29	0.382	0.00	0.60	0.61	9.10	(0.00)	0.166
17:15-17:30	D	731.00	1374.96	0.532	0.00	1.12	1.13	16.84	(0.00)	0.093
17:15-17:30	E	512.00	1010.06	0.507	0.00	1.01	1.02	15.21	(0.00)	0.120
17:30-17:45	A	920.00	1226.33	0.750	0.00	2.93	2.95	44.10	(0.00)	0.196
17:30-17:45	B	68.00	382.82	0.178	0.00	0.21	0.21	3.21	(0.00)	0.191
17:30-17:45	C	223.00	584.21	0.382	0.00	0.61	0.61	9.18	(0.00)	0.166
17:30-17:45	D	731.00	1374.91	0.532	0.00	1.13	1.13	16.93	(0.00)	0.093
17:30-17:45	E	512.00	1010.03	0.507	0.00	1.02	1.02	15.31	(0.00)	0.120
17:45-18:00	A	920.00	1226.33	0.750	0.00	2.95	2.96	44.37	(0.00)	0.196
17:45-18:00	B	68.00	382.80	0.178	0.00	0.21	0.22	3.22	(0.00)	0.191
17:45-18:00	C	223.00	584.19	0.382	0.00	0.61	0.61	9.21	(0.00)	0.166
17:45-18:00	D	731.00	1374.90	0.532	0.00	1.13	1.13	16.96	(0.00)	0.093
17:45-18:00	E	512.00	1010.03	0.507	0.00	1.02	1.02	15.34	(0.00)	0.120

A1 - (Default Analysis Set) - D9 - Base 2017 + Com, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base 2017 + Com, PM	Base 2017 + Com	PM			Yes			17:00	18:00	60	15	FLAT

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Barnhorn Road	
B	Chestnut Walk	
C	Pear Tree Lane	
D	Little Common Road	
E	Cooden Sea Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.57	5.40	9.76	13.05	53.00	56.00	
B	2.97	6.41	1.87	10.38	34.61	60.00	
C	3.01	7.12	4.30	5.68	54.03	54.00	
D	5.04	5.13	1.00	33.90	54.38	23.00	
E	2.41	8.32	12.40	30.20	54.03	44.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.506	1398.428
B		((calculated))	((calculated))	0.443	894.185
C		((calculated))	((calculated))	0.398	967.094
D		((calculated))	((calculated))	0.585	1616.944
E		((calculated))	((calculated))	0.524	1393.232

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default	Vehicle	Vehicle	Vehicle Mix		PCU	Default	Estimate	Turning	Turning	Turning

Vehicle Mix	Mix Varies Over Time	Mix Varies Over Turn	Varies Over Entry	Vehicle Mix Source	Factor for a HV (PCU)	Turning Proportions	from entry/exit counts	Proportions Vary Over Time	Proportions Vary Over Turn	Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	FLAT	Yes	1098.00	100.000	1.00
B	FLAT	Yes	68.00	100.000	1.00
C	FLAT	Yes	241.00	100.000	1.00
D	FLAT	Yes	793.00	100.000	1.00
E	FLAT	Yes	530.00	100.000	1.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	1098.00	1098.00	N/A	N/A
17:00-17:15	B	68.00	68.00	N/A	N/A
17:00-17:15	C	241.00	241.00	N/A	N/A
17:00-17:15	D	793.00	793.00	N/A	N/A
17:00-17:15	E	530.00	530.00	N/A	N/A
17:15-17:30	A	1098.00	1098.00	N/A	N/A
17:15-17:30	B	68.00	68.00	N/A	N/A
17:15-17:30	C	241.00	241.00	N/A	N/A
17:15-17:30	D	793.00	793.00	N/A	N/A
17:15-17:30	E	530.00	530.00	N/A	N/A
17:30-17:45	A	1098.00	1098.00	N/A	N/A
17:30-17:45	B	68.00	68.00	N/A	N/A
17:30-17:45	C	241.00	241.00	N/A	N/A
17:30-17:45	D	793.00	793.00	N/A	N/A
17:30-17:45	E	530.00	530.00	N/A	N/A
17:45-18:00	A	1098.00	1098.00	N/A	N/A
17:45-18:00	B	68.00	68.00	N/A	N/A
17:45-18:00	C	241.00	241.00	N/A	N/A
17:45-18:00	D	793.00	793.00	N/A	N/A
17:45-18:00	E	530.00	530.00	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	18.00	104.00	790.00	186.00
	B	8.00	1.00	4.00	28.00	27.00
	C	71.00	0.00	0.00	18.00	152.00
	D	661.00	30.00	39.00	1.00	62.00
	E	261.00	56.00	135.00	75.00	3.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	0.00	0.02	0.09	0.72	0.17
	B	0.12	0.01	0.06	0.41	0.40
	C	0.29	0.00	0.00	0.07	0.63
	D	0.83	0.04	0.05	0.00	0.08
	E	0.49	0.11	0.25	0.14	0.01

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.90	0.45	7.99	D	1098.00	1098.00	424.92	0.39	7.08	426.48	0.39	0.506	1398.428
B	0.22	0.25	0.29	C	68.00	68.00	16.48	0.24	0.27	16.49	0.24	0.443	894.185
C	0.46	0.21	0.85	B	241.00	241.00	49.12	0.20	0.82	49.16	0.20	0.398	967.094
D	0.59	0.11	1.40	A	793.00	793.00	82.49	0.10	1.37	82.54	0.10	0.585	1616.944
E	0.55	0.14	1.20	A	530.00	530.00	70.55	0.13	1.18	70.59	0.13	0.524	1393.232

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	4.57	5.40	9.76	13.05	53.00	56.00		0.506	1398.428
B	2.97	6.41	1.87	10.38	34.61	60.00		0.443	894.185
C	3.01	7.12	4.30	5.68	54.03	54.00		0.398	967.094
D	5.04	5.13	1.00	33.90	54.38	23.00		0.585	1616.944

E	2.41	8.32	12.40	30.20	54.03	44.00		0.524	1393.232

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
17:00-17:15	A	1098.00	1227.79	0.894	0.00	0.00	6.82	82.18	(0.00)	0.339
17:00-17:15	B	68.00	316.80	0.215	0.00	0.00	0.27	3.78	(0.00)	0.239
17:00-17:15	C	241.00	532.45	0.453	0.00	0.00	0.81	11.32	(0.00)	0.202
17:00-17:15	D	793.00	1359.81	0.583	0.00	0.00	1.38	19.63	(0.00)	0.104
17:00-17:15	E	530.00	971.32	0.546	0.00	0.00	1.18	16.69	(0.00)	0.133
17:15-17:30	A	1098.00	1226.35	0.895	0.00	6.82	7.53	108.57	(0.00)	0.437
17:15-17:30	B	68.00	305.22	0.223	0.00	0.27	0.28	4.17	(0.00)	0.253
17:15-17:30	C	241.00	523.17	0.461	0.00	0.81	0.84	12.43	(0.00)	0.212
17:15-17:30	D	793.00	1355.39	0.585	0.00	1.38	1.40	20.83	(0.00)	0.107
17:15-17:30	E	530.00	968.15	0.547	0.00	1.18	1.20	17.84	(0.00)	0.137
17:30-17:45	A	1098.00	1226.33	0.895	0.00	7.53	7.83	115.44	(0.00)	0.449
17:30-17:45	B	68.00	304.48	0.223	0.00	0.28	0.28	4.25	(0.00)	0.254
17:30-17:45	C	241.00	522.56	0.461	0.00	0.84	0.85	12.65	(0.00)	0.213
17:30-17:45	D	793.00	1355.15	0.585	0.00	1.40	1.40	20.99	(0.00)	0.107
17:30-17:45	E	530.00	968.11	0.547	0.00	1.20	1.20	17.98	(0.00)	0.137
17:45-18:00	A	1098.00	1226.33	0.895	0.00	7.83	7.99	118.73	(0.00)	0.454
17:45-18:00	B	68.00	304.24	0.224	0.00	0.28	0.29	4.28	(0.00)	0.254
17:45-18:00	C	241.00	522.37	0.461	0.00	0.85	0.85	12.72	(0.00)	0.213
17:45-18:00	D	793.00	1355.09	0.585	0.00	1.40	1.40	21.04	(0.00)	0.107
17:45-18:00	E	530.00	968.10	0.547	0.00	1.20	1.20	18.03	(0.00)	0.137

A1 - (Default Analysis Set) - D10 - Base 2017 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base 2017 + Com + Dev, PM	Base 2017 + Com + Dev	PM			Yes			17:00	18:00	60	15	FLAT

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Barnhorn Road	
B	Chestnut Walk	
C	Pear Tree Lane	
D	Little Common Road	
E	Cooden Sea Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.57	5.40	9.76	13.05	53.00	56.00	
B	2.97	6.41	1.87	10.38	34.61	60.00	
C	3.01	7.12	4.30	5.68	54.03	54.00	
D	5.04	5.13	1.00	33.90	54.38	23.00	
E	2.41	8.32	12.40	30.20	54.03	44.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.506	1398.428
B		((calculated))	((calculated))	0.443	894.185
C		((calculated))	((calculated))	0.398	967.094
D		((calculated))	((calculated))	0.585	1616.944

E		((calculated))	((calculated))	0.524	1393.232

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	FLAT	Yes	1121.00	100.000	1.00
B	FLAT	Yes	70.00	100.000	1.00
C	FLAT	Yes	247.00	100.000	1.00
D	FLAT	Yes	811.00	100.000	1.00
E	FLAT	Yes	562.00	100.000	1.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	1121.00	1121.00	N/A	N/A
17:00-17:15	B	70.00	70.00	N/A	N/A
17:00-17:15	C	247.00	247.00	N/A	N/A
17:00-17:15	D	811.00	811.00	N/A	N/A
17:00-17:15	E	562.00	562.00	N/A	N/A
17:15-17:30	A	1121.00	1121.00	N/A	N/A
17:15-17:30	B	70.00	70.00	N/A	N/A
17:15-17:30	C	247.00	247.00	N/A	N/A
17:15-17:30	D	811.00	811.00	N/A	N/A
17:15-17:30	E	562.00	562.00	N/A	N/A
17:30-17:45	A	1121.00	1121.00	N/A	N/A
17:30-17:45	B	70.00	70.00	N/A	N/A
17:30-17:45	C	247.00	247.00	N/A	N/A
17:30-17:45	D	811.00	811.00	N/A	N/A
17:30-17:45	E	562.00	562.00	N/A	N/A
17:45-18:00	A	1121.00	1121.00	N/A	N/A
17:45-18:00	B	70.00	70.00	N/A	N/A
17:45-18:00	C	247.00	247.00	N/A	N/A
17:45-18:00	D	811.00	811.00	N/A	N/A
17:45-18:00	E	562.00	562.00	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	18.00	104.00	790.00	209.00
	B	8.00	1.00	4.00	28.00	29.00
	C	71.00	0.00	0.00	18.00	158.00
	D	661.00	30.00	39.00	1.00	80.00
	E	275.00	57.00	139.00	88.00	3.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.02	0.09	0.70	0.19
	B	0.11	0.01	0.06	0.40	0.41
	C	0.29	0.00	0.00	0.07	0.64
	D	0.82	0.04	0.05	0.00	0.10
	E	0.49	0.10	0.25	0.16	0.01

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.92	0.59	10.40	E	1121.00	1121.00	532.57	0.48	8.88	535.24	0.48	0.506	1398.428
B	0.24	0.28	0.32	C	70.00	70.00	18.34	0.26	0.31	18.35	0.26	0.443	894.185
C	0.49	0.23	0.94	B	247.00	247.00	53.98	0.22	0.90	54.03	0.22	0.398	967.094
D	0.61	0.11	1.53	A	811.00	811.00	89.85	0.11	1.50	89.90	0.11	0.585	1616.944
E	0.58	0.15	1.38	A	562.00	562.00	80.41	0.14	1.34	80.46	0.14	0.524	1393.232

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	4.57	5.40	9.76	13.05	53.00	56.00		0.506	1398.428
B	2.97	6.41	1.87	10.38	34.61	60.00		0.443	894.185
C	3.01	7.12	4.30	5.68	54.03	54.00		0.398	967.094
D	5.04	5.13	1.00	33.90	54.38	23.00		0.585	1616.944
E	2.41	8.32	12.40	30.20	54.03	44.00		0.524	1393.232

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
17:00-17:15	A	1121.00	1218.87	0.920	0.00	0.00	8.30	96.20	(0.00)	0.391
17:00-17:15	B	70.00	301.81	0.232	0.00	0.00	0.30	4.15	(0.00)	0.256
17:00-17:15	C	247.00	519.58	0.475	0.00	0.00	0.88	12.31	(0.00)	0.215
17:00-17:15	D	811.00	1342.81	0.604	0.00	0.00	1.50	21.27	(0.00)	0.110
17:00-17:15	E	562.00	971.53	0.578	0.00	0.00	1.34	18.91	(0.00)	0.141
17:15-17:30	A	1121.00	1217.24	0.921	0.00	8.30	9.52	135.10	(0.00)	0.544
17:15-17:30	B	70.00	288.40	0.243	0.00	0.30	0.31	4.64	(0.00)	0.275
17:15-17:30	C	247.00	508.79	0.485	0.00	0.88	0.92	13.66	(0.00)	0.229
17:15-17:30	D	811.00	1337.54	0.606	0.00	1.50	1.52	22.70	(0.00)	0.114
17:15-17:30	E	562.00	968.17	0.580	0.00	1.34	1.37	20.35	(0.00)	0.148
17:30-17:45	A	1121.00	1217.22	0.921	0.00	9.52	10.08	147.44	(0.00)	0.572
17:30-17:45	B	70.00	287.23	0.244	0.00	0.31	0.32	4.75	(0.00)	0.276
17:30-17:45	C	247.00	507.82	0.486	0.00	0.92	0.93	13.95	(0.00)	0.230
17:30-17:45	D	811.00	1337.16	0.607	0.00	1.52	1.53	22.90	(0.00)	0.114
17:30-17:45	E	562.00	968.11	0.581	0.00	1.37	1.37	20.54	(0.00)	0.148
17:45-18:00	A	1121.00	1217.22	0.921	0.00	10.08	10.40	153.82	(0.00)	0.585
17:45-18:00	B	70.00	286.81	0.244	0.00	0.32	0.32	4.79	(0.00)	0.277
17:45-18:00	C	247.00	507.49	0.487	0.00	0.93	0.94	14.05	(0.00)	0.230
17:45-18:00	D	811.00	1337.05	0.607	0.00	1.53	1.53	22.98	(0.00)	0.114
17:45-18:00	E	562.00	968.10	0.581	0.00	1.37	1.38	20.61	(0.00)	0.148

A1 - (Default Analysis Set) - D12 - Base 2028 + Saturn, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Period Length (min)	Segment Length (min)	Traffic Profile Type
Base 2028 + Saturn, PM	Base 2028 + Saturn	PM			Yes			17:00	18:00	60	15	FLAT

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Barnhorn Road	
B	Chestnut Walk	
C	Pear Tree Lane	
D	Little Common Road	
E	Cooden Sea Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.57	5.40	9.76	13.05	53.00	56.00	
B	2.97	6.41	1.87	10.38	34.61	60.00	
C	3.01	7.12	4.30	5.68	54.03	54.00	
D	5.04	5.13	1.00	33.90	54.38	23.00	
E	2.41	8.32	12.40	30.20	54.03	44.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.506	1398.428
B		((calculated))	((calculated))	0.443	894.185
C		((calculated))	((calculated))	0.398	967.094
D		((calculated))	((calculated))	0.585	1616.944
E		((calculated))	((calculated))	0.524	1393.232

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	FLAT	Yes	1048.00	100.000	1.00
B	FLAT	Yes	157.00	100.000	1.00
C	FLAT	Yes	157.00	100.000	1.00
D	FLAT	Yes	684.00	100.000	1.00
E	FLAT	Yes	524.00	100.000	1.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	1048.00	1048.00	N/A	N/A
17:00-17:15	B	157.00	157.00	N/A	N/A
17:00-17:15	C	157.00	157.00	N/A	N/A
17:00-17:15	D	684.00	684.00	N/A	N/A
17:00-17:15	E	524.00	524.00	N/A	N/A
17:15-17:30	A	1048.00	1048.00	N/A	N/A
17:15-17:30	B	157.00	157.00	N/A	N/A
17:15-17:30	C	157.00	157.00	N/A	N/A
17:15-17:30	D	684.00	684.00	N/A	N/A
17:15-17:30	E	524.00	524.00	N/A	N/A
17:30-17:45	A	1048.00	1048.00	N/A	N/A
17:30-17:45	B	157.00	157.00	N/A	N/A
17:30-17:45	C	157.00	157.00	N/A	N/A
17:30-17:45	D	684.00	684.00	N/A	N/A
17:30-17:45	E	524.00	524.00	N/A	N/A
17:45-18:00	A	1048.00	1048.00	N/A	N/A

17:45-18:00	B	157.00	157.00	N/A	N/A
17:45-18:00	C	157.00	157.00	N/A	N/A
17:45-18:00	D	684.00	684.00	N/A	N/A
17:45-18:00	E	524.00	524.00	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	35.00	36.00	791.00	186.00
	B	36.00	0.00	0.00	18.00	103.00
	C	36.00	0.00	0.00	17.00	104.00
	D	604.00	22.00	22.00	0.00	36.00
	E	292.00	55.00	55.00	122.00	0.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.03	0.03	0.75	0.18
	B	0.23	0.00	0.00	0.11	0.66
	C	0.23	0.00	0.00	0.11	0.66
	D	0.88	0.03	0.03	0.00	0.05
	E	0.56	0.10	0.10	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)

A	0.83	0.28	4.84	C	1048.00	1048.00	270.91	0.26	4.52	271.46	0.26	0.506	1398.428
B	0.44	0.30	0.77	C	157.00	157.00	44.43	0.28	0.74	44.48	0.28	0.443	894.185
C	0.34	0.19	0.50	B	157.00	157.00	29.28	0.19	0.49	29.30	0.19	0.398	967.094
D	0.51	0.09	1.03	A	684.00	684.00	60.86	0.09	1.01	60.88	0.09	0.585	1616.944
E	0.52	0.12	1.06	A	524.00	524.00	62.40	0.12	1.04	62.43	0.12	0.524	1393.232

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	4.57	5.40	9.76	13.05	53.00	56.00		0.506	1398.428
B	2.97	6.41	1.87	10.38	34.61	60.00		0.443	894.185
C	3.01	7.12	4.30	5.68	54.03	54.00		0.398	967.094
D	5.04	5.13	1.00	33.90	54.38	23.00		0.585	1616.944
E	2.41	8.32	12.40	30.20	54.03	44.00		0.524	1393.232

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
17:00-17:15	A	1048.00	1259.79	0.832	0.00	0.00	4.48	57.93	(0.00)	0.245
17:00-17:15	B	157.00	365.89	0.429	0.00	0.00	0.73	10.05	(0.00)	0.280
17:00-17:15	C	157.00	475.85	0.330	0.00	0.00	0.48	6.86	(0.00)	0.186
17:00-17:15	D	684.00	1349.45	0.507	0.00	0.00	1.02	14.63	(0.00)	0.089
17:00-17:15	E	524.00	1018.39	0.515	0.00	0.00	1.04	14.88	(0.00)	0.119
17:15-17:30	A	1048.00	1258.73	0.833	0.00	4.48	4.71	69.32	(0.00)	0.280
17:15-17:30	B	157.00	357.93	0.439	0.00	0.73	0.76	11.27	(0.00)	0.298
17:15-17:30	C	157.00	468.06	0.335	0.00	0.48	0.50	7.40	(0.00)	0.193
17:15-17:30	D	684.00	1345.28	0.508	0.00	1.02	1.03	15.34	(0.00)	0.091
17:15-17:30	E	524.00	1015.84	0.516	0.00	1.04	1.06	15.76	(0.00)	0.122
17:30-17:45	A	1048.00	1258.72	0.833	0.00	4.71	4.79	71.38	(0.00)	0.282
17:30-17:45	B	157.00	357.68	0.439	0.00	0.76	0.77	11.52	(0.00)	0.299
17:30-17:45	C	157.00	467.80	0.336	0.00	0.50	0.50	7.50	(0.00)	0.193
17:30-17:45	D	684.00	1345.13	0.509	0.00	1.03	1.03	15.43	(0.00)	0.091
17:30-17:45	E	524.00	1015.80	0.516	0.00	1.06	1.06	15.86	(0.00)	0.122
17:45-18:00	A	1048.00	1258.72	0.833	0.00	4.79	4.84	72.27	(0.00)	0.283
17:45-18:00	B	157.00	357.61	0.439	0.00	0.77	0.77	11.59	(0.00)	0.299
17:45-18:00	C	157.00	467.73	0.336	0.00	0.50	0.50	7.53	(0.00)	0.193
17:45-18:00	D	684.00	1345.11	0.509	0.00	1.03	1.03	15.46	(0.00)	0.091
17:45-18:00	E	524.00	1015.80	0.516	0.00	1.06	1.06	15.90	(0.00)	0.122

A1 - (Default Analysis Set) - D13 - Base 2028 + Saturn + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
Base 2028 + Saturn + Dev, PM	Base 2028 + Saturn + Dev	PM			Yes			17:00	18:00	60	15	FLAT

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Barnhorn Road	
B	Chestnut Walk	
C	Pear Tree Lane	
D	Little Common Road	
E	Cooden Sea Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.57	5.40	9.76	13.05	53.00	56.00	
B	2.97	6.41	1.87	10.38	34.61	60.00	
C	3.01	7.12	4.30	5.68	54.03	54.00	
D	5.04	5.13	1.00	33.90	54.38	23.00	
E	2.41	8.32	12.40	30.20	54.03	44.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.506	1398.428
B		((calculated))	((calculated))	0.443	894.185
C		((calculated))	((calculated))	0.398	967.094
D		((calculated))	((calculated))	0.585	1616.944
E		((calculated))	((calculated))	0.524	1393.232

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	FLAT	Yes	1071.00	100.000	1.00
B	FLAT	Yes	159.00	100.000	1.00
C	FLAT	Yes	163.00	100.000	1.00
D	FLAT	Yes	703.00	100.000	1.00
E	FLAT	Yes	558.00	100.000	1.00

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	1071.00	1071.00	N/A	N/A
17:00-17:15	B	159.00	159.00	N/A	N/A
17:00-17:15	C	163.00	163.00	N/A	N/A
17:00-17:15	D	703.00	703.00	N/A	N/A
17:00-17:15	E	558.00	558.00	N/A	N/A
17:15-17:30	A	1071.00	1071.00	N/A	N/A
17:15-17:30	B	159.00	159.00	N/A	N/A
17:15-17:30	C	163.00	163.00	N/A	N/A

17:15-17:30	D	703.00	703.00	N/A	N/A
17:15-17:30	E	558.00	558.00	N/A	N/A
17:30-17:45	A	1071.00	1071.00	N/A	N/A
17:30-17:45	B	159.00	159.00	N/A	N/A
17:30-17:45	C	163.00	163.00	N/A	N/A
17:30-17:45	D	703.00	703.00	N/A	N/A
17:30-17:45	E	558.00	558.00	N/A	N/A
17:45-18:00	A	1071.00	1071.00	N/A	N/A
17:45-18:00	B	159.00	159.00	N/A	N/A
17:45-18:00	C	163.00	163.00	N/A	N/A
17:45-18:00	D	703.00	703.00	N/A	N/A
17:45-18:00	E	558.00	558.00	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	0.00	35.00	36.00	791.00	209.00
	B	36.00	0.00	0.00	18.00	105.00
	C	36.00	0.00	0.00	17.00	110.00
	D	604.00	22.00	22.00	0.00	55.00
	E	307.00	57.00	59.00	135.00	0.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	0.00	0.03	0.03	0.74	0.20
	B	0.23	0.00	0.00	0.11	0.66
	C	0.22	0.00	0.00	0.10	0.67
	D	0.86	0.03	0.03	0.00	0.08
	E	0.55	0.10	0.11	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To					
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.86	0.33	5.79	C	1071.00	1071.00	319.26	0.30	5.32	320.07	0.30	0.506	1398.428
B	0.47	0.33	0.87	C	159.00	159.00	49.44	0.31	0.82	49.51	0.31	0.443	894.185
C	0.36	0.21	0.56	B	163.00	163.00	32.47	0.20	0.54	32.49	0.20	0.398	967.094
D	0.53	0.10	1.12	A	703.00	703.00	66.13	0.09	1.10	66.16	0.09	0.585	1616.944
E	0.55	0.13	1.21	A	558.00	558.00	71.17	0.13	1.19	71.21	0.13	0.524	1393.232

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	4.57	5.40	9.76	13.05	53.00	56.00		0.506	1398.428
B	2.97	6.41	1.87	10.38	34.61	60.00		0.443	894.185
C	3.01	7.12	4.30	5.68	54.03	54.00		0.398	967.094
D	5.04	5.13	1.00	33.90	54.38	23.00		0.585	1616.944
E	2.41	8.32	12.40	30.20	54.03	44.00		0.524	1393.232

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
17:00-17:15	A	1071.00	1250.32	0.857	0.00	0.00	5.24	66.18	(0.00)	0.276
17:00-17:15	B	159.00	349.60	0.455	0.00	0.00	0.80	11.03	(0.00)	0.305
17:00-17:15	C	163.00	462.07	0.353	0.00	0.00	0.53	7.55	(0.00)	0.198
17:00-17:15	D	703.00	1332.13	0.528	0.00	0.00	1.10	15.84	(0.00)	0.094
17:00-17:15	E	558.00	1018.55	0.548	0.00	0.00	1.19	16.88	(0.00)	0.128
17:15-17:30	A	1071.00	1249.12	0.857	0.00	5.24	5.59	81.76	(0.00)	0.328
17:15-17:30	B	159.00	340.43	0.467	0.00	0.80	0.85	12.55	(0.00)	0.330
17:15-17:30	C	163.00	453.15	0.360	0.00	0.53	0.55	8.21	(0.00)	0.207
17:15-17:30	D	703.00	1327.25	0.530	0.00	1.10	1.12	16.68	(0.00)	0.096
17:15-17:30	E	558.00	1015.85	0.549	0.00	1.19	1.21	17.99	(0.00)	0.131
17:30-17:45	A	1071.00	1249.11	0.857	0.00	5.59	5.72	84.95	(0.00)	0.332
17:30-17:45	B	159.00	340.05	0.468	0.00	0.85	0.86	12.88	(0.00)	0.331
17:30-17:45	C	163.00	452.76	0.360	0.00	0.55	0.56	8.34	(0.00)	0.207
17:30-17:45	D	703.00	1327.04	0.530	0.00	1.12	1.12	16.79	(0.00)	0.096
17:30-17:45	E	558.00	1015.81	0.549	0.00	1.21	1.21	18.12	(0.00)	0.131
17:45-18:00	A	1071.00	1249.10	0.857	0.00	5.72	5.79	86.38	(0.00)	0.334
17:45-18:00	B	159.00	339.94	0.468	0.00	0.86	0.87	12.99	(0.00)	0.331
17:45-18:00	C	163.00	452.66	0.360	0.00	0.56	0.56	8.37	(0.00)	0.207
17:45-18:00	D	703.00	1327.00	0.530	0.00	1.12	1.12	16.82	(0.00)	0.096
17:45-18:00	E	558.00	1015.80	0.549	0.00	1.21	1.21	18.17	(0.00)	0.131

APPENDIX G

Accident Data

Source: DfT ALLSTATS19
Analysis period: 2010 - 2015

Total recorded accidents = 27

Accident Severity:
Slight = 0
Severe = 5
Fatal = 22

◉ Site location

Severity

● Fatal

● Severe

● Slight

OS Open: Meridian2

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DRAWN BY: JA
CHECKED BY: CS
OFFICE Wakefield
SCHEME Bexhill
SCALE: NTS
DATE: 11/7/2017
ON BEHALF OF
DRAWING REFERENCE: T251/GIS/03
DRAWING TITLE Personal Injury Accident Plan

APPENDIX H

Correspondence with HE and ESCC

Chris Smith

From: Ben Lenton <Ben.Lenton@eastsussex.gov.uk>
Sent: Monday, April 25, 2016 5:14 PM
To: Chris Smith
Subject: RE: Spindlewood Drive, Little Common, Bexhill - Transport Assessment

Hi Chris

Apologies for the delay in getting back to you.

In response to your email I can confirm that I agree with HE view that the use of the SATURN model flows to assess the impact of development and SHLAA site traffic on the Little Common Roundabout is acceptable. I am therefore satisfied with this approach and the assessment that has been undertaken. I have confirmed this to RDC.

I look forward to being consulted and receiving the full TA when the formal planning application has been submitted to RDC.

Regards

Ben Lenton
Development Control Transport
East Sussex County Council
t: 01273 336114 or 07701 394528| **e:** **ben.lenton@eastsussex.gov.uk**
County Hall | St Anne's Crescent | Lewes | BN7 1UE

From: Chris Smith [mailto:chris@exigoprojectsolutions.co.uk]
Sent: 14 April 2016 12:22
To: Ben Lenton
Subject: Re: Spindlewood Drive, Little Common, Bexhill - Transport Assessment

Hi Ben,

Hope you are well and work isn't too manic

In relation to Spindlewood Drive we have written confirmation from the HE.

I know we spoke on the phone about the RDC request and we agreed that this is fully addressed and ESCC had no objections in highway capacity terms subject to the improvement works.

Would you mind just sending an email confirming that ESCC are satisfied with the assessment as carried out and that the RDC queries have been fully addressed?

We are ready to submit, I just need to prove to RDC that all of their queries have been addressed and that ESCC and the HE are satisfied with the proposal. RDC have been nervous I relation to highways at this site and we want to make sure the app is validated immediately.

Kind Regards,

Chris
Director

Exigo Project Solutions Ltd
Suite 2c Unit 2 The Gateway

Fryersway
Wakefield
WF5 9TJ

t.01924 600560
m.07919 991458

On 21 Jan 2016, at 13:40, Ben Lenton <Ben.Lenton@eastsussex.gov.uk> wrote:

> Hi Chris
>
> All good here thanks, I hope thinks are ok at your end.
>
> I can confirm that our position remains unchanged and that we are satisfied with the assessments that have been undertaken and the conclusions that have been reached. It was also my understanding from our recent meeting that HE share this view.
>
> As you are aware RDC remain concerned by some elements of the analysis and with this in mind I have been requested to investigate further and clarify the distribution of traffic away from the BHLR. I am waiting for feedback on this.
>
> With regards to your previous email, interesting that you're thinking of setting up a new office in the south. Will you be basing yourself down here? Quite a few officers seem to be jumping ship from here so I'll bear this in mind if anyone else gets itchy feet.
>
> Regards
>
> **Ben Lenton**
> Development Control Transport
> East Sussex County Council
> **t:** 01273 336114 or 07701 394528| **e:** **ben.lenton@eastsussex.gov.uk**
> County Hall | St Anne's Crescent | Lewes | BN7 1UE
>
> ---
>
> **From:** Chris Smith [mailto:chris@exigoprojectsolutions.co.uk]
> **Sent:** 21 January 2016 13:20
> **To:** Ben Lenton; 'Drewett, Felicity'
> **Cc:** Sarah Martin
> **Subject:** Spindlewood Drive, Little Common, Bexhill - Transport Assessment
>
> Good Morning Ben / Felicity,
>
> I trust that you are both well, as you are aware we are still progressing with this application and we are working up the final TA for submission.
>
> **Current Position**
>
> In terms of our current position we have the Highways England email copied below;
>
> *"Fliss,*
>
> *Having reviewed the document provided, the development has been tested without the link road and post link road using SATURN flows from the ESCC model and put back into ARCADY.*
>
> *The impact of 3% in the am peak and 2% in the pm peak are acceptable.*

Stephen"

And in terms of East Sussex County Council we have utilised the Saturn Model and the effect in 2028 was agreed as de-minimis this was included every committed development (up to Sept 2015) and every Green or Amber SHLAA allocation.

Overall the above demonstrates that both highway consultees are satisfied and given that the 2028 analysis is based on the independant SWETS model used to analyse all development traffic in the area and all decisions have been based on its output. This consistently analyses the effect of the link road and the new origin and destinations created through the planning process.

There has been one additional application received for an additional 67 dwellings at the David Wilson development at Barnhorn Green. We will update our analysis to include this, however it is unlikely to result in a material effect. I proposed to include this within the TA to be submitted shortly.

Information from Rother

I have now received the following email from Rother DC and want to ensure that the above position has not altered as other than the additional application above nothing has changed since the response above.

"From: Jo Edwards [mailto:Jo.Edwards@rother.gov.uk]
Sent: 20 January 2016 10:24
To: Sarah Martin <Sarah@exigoprojectsolutions.co.uk>
Subject: Spindlewood Drive

Hello Sarah,

Sorry I missed your call yesterday morning, I hope your voice has returned?

We actually had a meeting with ESCC and Highways England about this on Monday afternoon.

In answer to your question, we are not disputing the trip generation and vehicles onto the Little Common Roundabout arising from your proposed development, however looking at the wider picture as intended by the Core Strategy in allocating sites for development through the DaSA (and this one being brought forward in advance of that), David and I do have concerns about the projected distribution of traffic across the wider network of roads and specifically question if as assumed by your modelling (para. 5.7 of the Technical Note), that the link road will redistribute traffic away from the A259 and Little Common R/B. We have asked ESCC to talk to the promoter of the BHLR and now also, the North Bexhill Access Road (NBAR) to better understand the impact on traffic on the A259 that we believe will increase in the direction of Eastbourne.

We have also questioned if queue lengths as set out in Table 4.5 in the AM peak at the roundabout will be less than the 2015 'existing'. That seems highly unlikely to us given the additional proposed development by 2028.

The Technical Note is unclear in explaining how the different tables, which seem to have contradictory conclusions, should be read together and also, in terms of exactly which developments are included in Table 4.5. We also wondered how the trip generation figures apportioned to each of the SHLAA sites were reached.

We have asked the HE to review the TN and addendum again and to seek clarification with Chris on these points.

We agreed with ESCC and HE that these points of clarification should be sought with the next 2- 3 weeks. In advance of HE contacting Chris directly perhaps he might begin to give some consideration to these now and in the TA for submission?

I hope it helps to set this issues out in writing rather than trying to convey them on the phone, however I will be available tomorrow if you or Chris wish to discuss anything in more detail.

Best regards

Jo

Jo Edwards BA (Hons) MRTPI
Major Applications and Appeals Manager
Rother District Council
Town Hall
Bexhill-on-Sea
East Sussex TN39 3JX"

This raises 2 key points;

Trip Distribution

The trip distribution related to our proposed development on Spindlewood Drive was based on existing turning counts at each junction on the network.

The trip distribution related to the SHLAA sites within our 2015 assessment purely looked at every SHLAA site coming forward and the trip distribution was based on existing turning patterns taken from the Little Common Roundabout. The most important one being East and Westbound, this was distributed based on existing east and west bound traffic flows. This replicates exactly what is happening at present.

The SATURN model takes an holistic approach and takes into account the effect of the new link road, as well as new origins and destinations and this background traffic distribution has not been affected or altered for or by this development. We have not influenced this distribution as the only element that we provided was the trip generation, distribution and assignment related to the development off Spindlewood Drive, of which all 3 parameters were agreed by the HE and ESCC before being included in the SATURN runs.

Traffic Modelling

For consistency the ARCADY model parameters are based on Barnhorn Green approval. The 2028 turning flows are taken directly from the SATURN model, this independent model commissioned by ESCC with the agreed Spindlewood Drive development flows included on top and run at the expense of the applicant. The output has been assessed and then the flows included in the ARCADY model as advised and the output clearly demonstrates that there will be an immaterial effect as a result of the Spindlewood Drive development.

Our 2028 analysis has not made any assumptions other than trip generation and distribution (based on existing turning patterns) that were agreed between all parties prior to the SATURN model run being commissioned.

Summary

The 2028 test scenario is based on the SATURN model using the SWETS data and other than the proposed development traffic generation (agreed by all parties) is entirely independent data utilised to assess every significant application in this area determines that the effect of the development is acceptable. This is therefore robust and consistent with every other application in the area. The ARCADY model parameters agreed as part of the Barnhorn Green application have been utilised to provide the junction capacity assessment with the SATURN flows at this junction. This is how we agreed to assess the highway situation and any change to this approach would result in this assessment not taking a consistent approach and doubt being cast over both SWETS and the SATURN model.

Nothing significant has changed since the traffic impact was previously agreed and I cannot see a reason to continually revisit the effect of this development on the network given that the only assumption made is in relation to the proposed development, where all trips would travel within Little Common.

I would welcome your thoughts in relation to the above and I will take on board the comments in relation to making the assessment clear in the final TA. Which will include the following modelling scenarios;

2016 Base
2016 Base + Committed
2016 Base + Committed + Development
2028 SATURN flows
2028 SATURN flows + Development.

As always happy to discuss the above, the TA is being completed over the next week or so. Given that the only new information we have introduced is in relation to our development. I look forward to your comments in relation to the above.

Kind Regards

Chris Smith BSc (Hons) MILT
Director

<image001.jpg>
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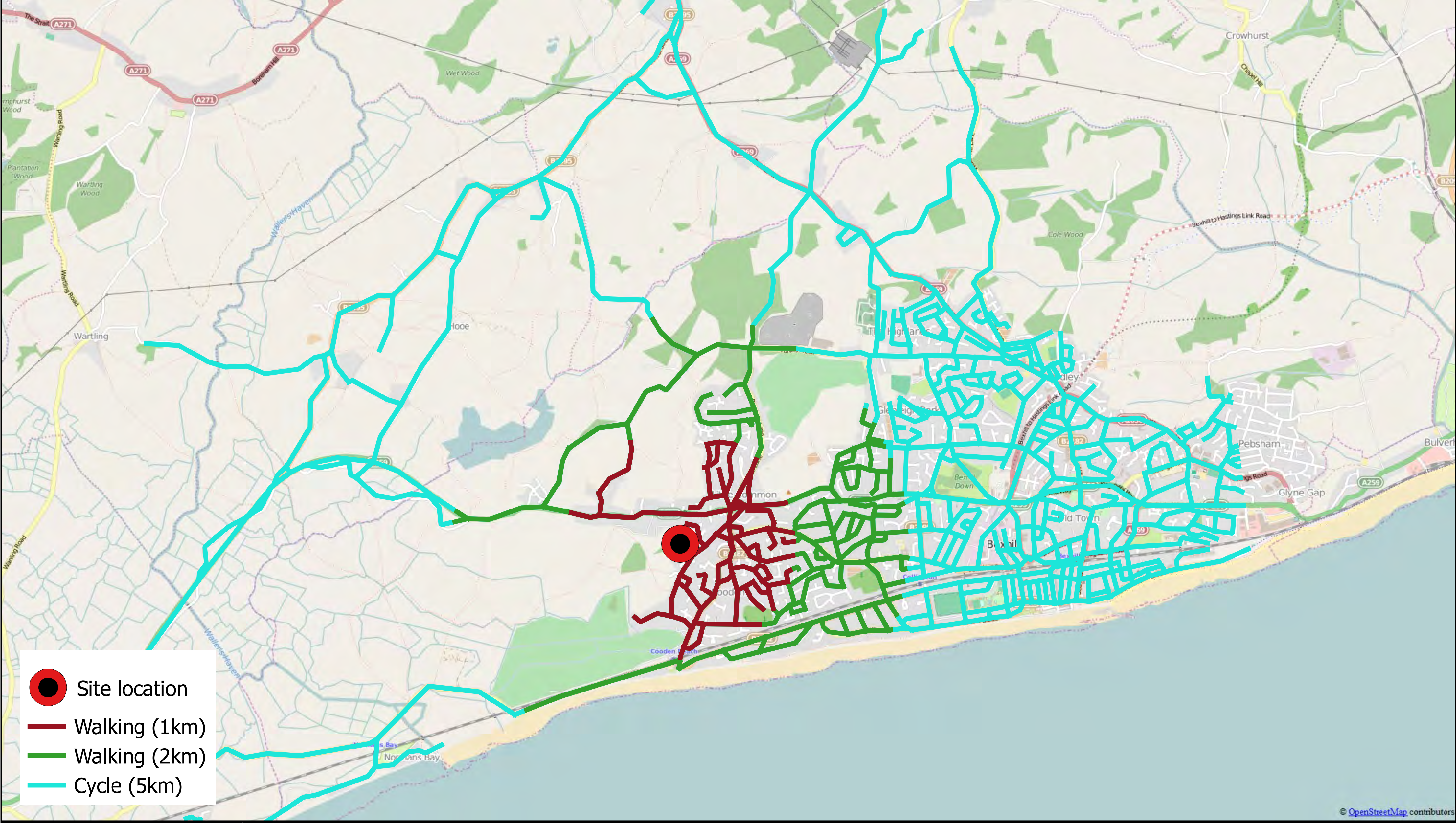
DRAWINGS



SCALE
1:50,000

DRAWN BY
JA

CHECKED BY
PR

DRAWING REFERENCE
T277/GIS/01

REV
n/a

DATE
29/5/2015

CAD REF
N/A

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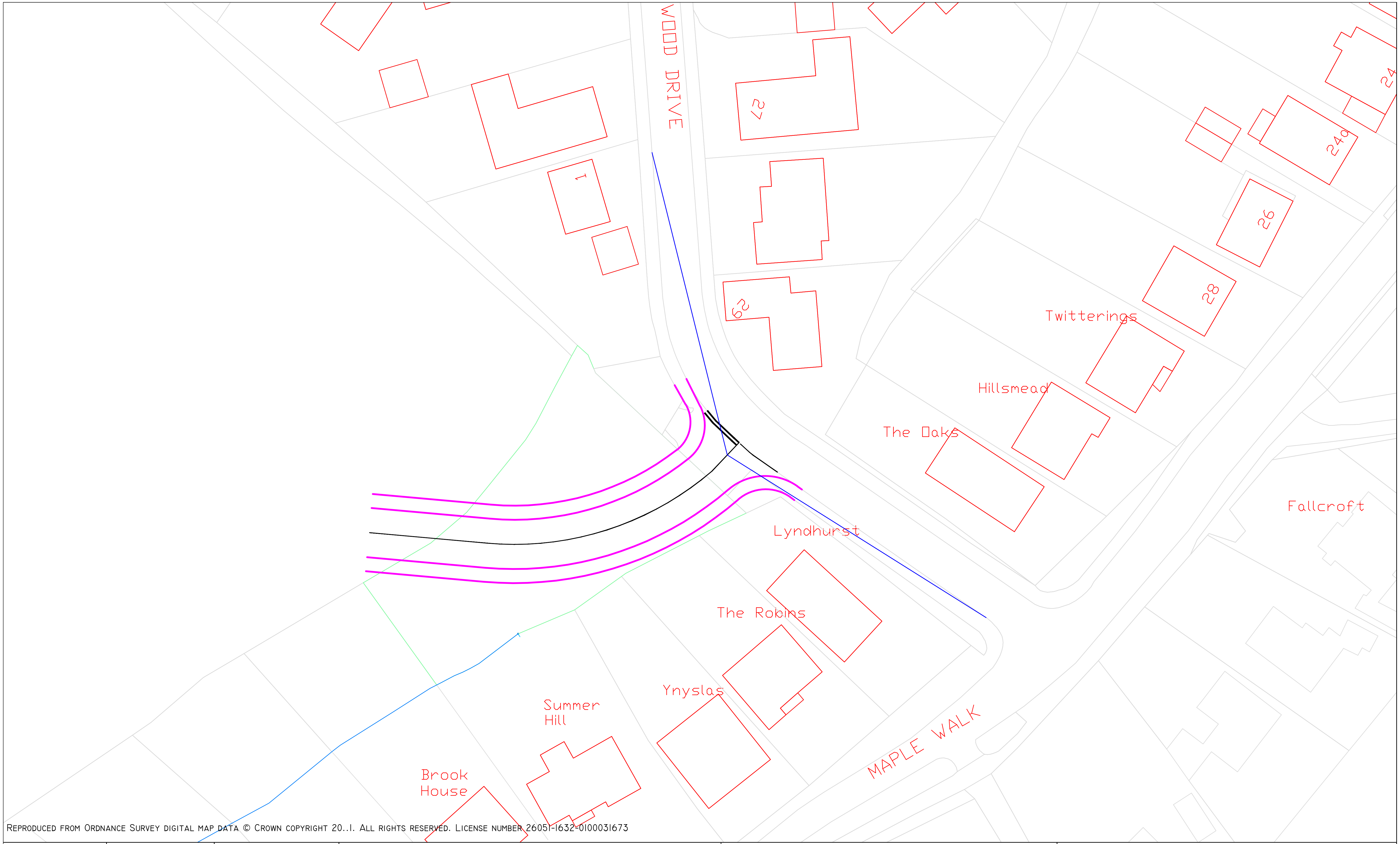
Exigo Project Solutions, Unit 2c - The Gateway
Silkwood Park, Wakefield, WF5 9TJ

SCHEME
Bexhill

ON BEHALF OF

DRAWING TITLE
Location Plan



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Drawn by MM

Checked by PR

Drawing Reference T277_15

Revision

Date Nov 16

Cad Ref T277_15.DWG

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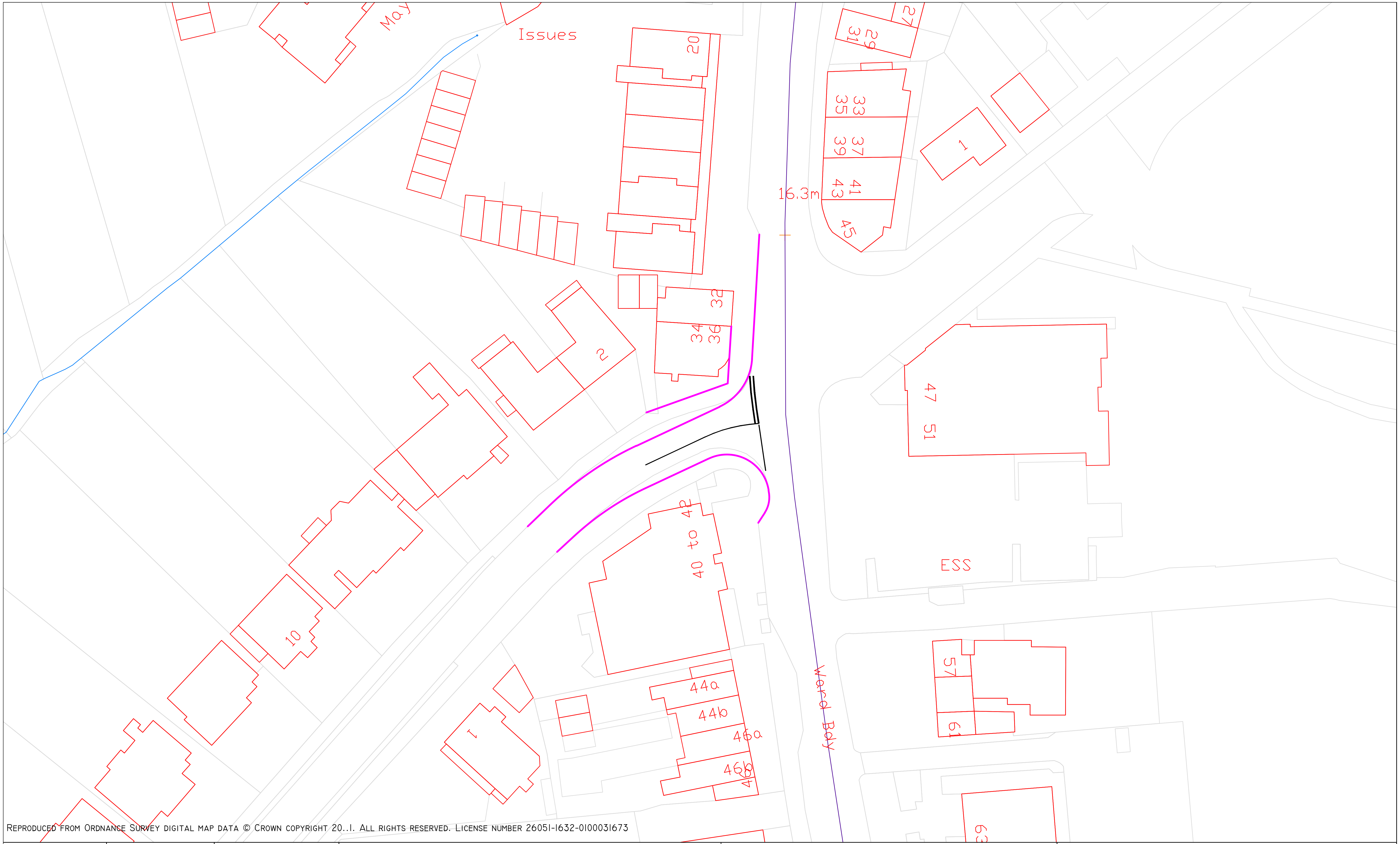
Unit 2C, The Gateway. Silkwood Park, Wakefield. WF5 9TJ

Scheme BEXHILL

On Behalf of

Drawing Title SPINDLEWOOD DRIVE ACCESS



Scale @ A3 1:500

Drawn by MM

Checked by PR

Drawing Reference T277_16

Revision

Date MAY 15

Cad Ref T277_16.DWG

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Scheme

Spindlweood Drive, Bexhill On Sea

On behalf of

Drawing Title

Meads Road Improvement

APPENDIX C

Final Transport Addendum

EXIGO
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Addendum to the
Transport Assessment

PROPOSED RESIDENTIAL DEVELOPMENT REV A

Spindlewood Drive, Bexhill–on-Sea

January 2018

CONTENTS

Appendices

Drawings

1. INTRODUCTION

1.1 This Addendum has been prepared to address comments received on 16th August 2017 from Highways England (HE) in relation to planning application reference RR/2017/1705/P.

1.2 This addendum summarises all discussions related to the submission, the highway response and presents the final solution as agreed.

1.3 This addendum must be read alongside the submitted Transport Assessment (TA) as the TA forms the basis of the transport related work and investigation, this addendum supplements the original submission with additional information and provides a new mitigation package.

1.4 The National Planning Policy Framework (NPPF) is very clear in guiding developers/applicants, a key element that has been observed, is the value of pre-application engagement. The team engaged with the planning authority in 2013, which identified highways as a key statutory consultee in the first instance given the existing congestion and the planned investment and growth in the local area. In May 2016 Exigo received written confirmation that both East Sussex County Council (ESCC) and Highways England (HE) were satisfied at that time. The team then engaged local stakeholders as there was a clear strategy to address the largest concern in the area.

1.5 Exigo commenced discussions with the Highways Agency (now Highways England) on 27th March 2015 promoting the site through the Strategy Housing Land Availability Allocation (SHLAA) process, where Rother District Council required a thorough and robust transport appraisal involving both Highways England and East Sussex County Council before the site could be included. This involved attending multiple meetings and agreeing the correct way to model the proposed effect on the network as well as taking into consideration all other committed developments and land promotions, alongside using TEMPRO, in all a very comprehensive assessment. This was to ensure that all parties were satisfied that the effect of the proposed development could be fully addressed as part of the submission.

1.6 The submitted Transport Assessment demonstrated that the access from Spindlewood Drive would not have a severe effect on the network and as such is technically correct and meeting the criteria set out by local and national policy. However to positively address local stakeholder comments and those of Highways England it was considered beneficial to asses the effect of providing a vehicular link to Barnhorn Road from the site.

1.7 A significant amount of work has taken place between the applicant team, RDC, ESCC and Highways England, prior to the planning application submission. The scope of the assessment was agreed, this included the following;

- Trip Generation
- Trip Distribution and Assignment

- Study Area
- Committed Development
- Predicted Effect and Mitigation.

1.8 After detailed discussions with HE it was agreed that the changes to the local highway network it was considered beneficial to carry out the following tests to demonstrate that the correct protocol has been followed in relation to assessing the effect of this development on the highway network.

1.9 The following elements were discussed and it was considered necessary to carry out the following actions to ensure that all parties are satisfied that the potential effect of the development has been identified and that the final proposal would mitigate the effect of the development;

- Upgrade an existing junction on Barnhorn Road to provide an all movements junction directly linking the application site to Barnhorn Road,
- Carry out an additional survey of Little Common Roundabout post link road opening
- Utilise the new traffic count data for the 2017 test scenario
- Utilise the SWETS model data for the 2028 test scenario
- Carry out a sensitivity test in relation to the trip generation using 0.7 two way trips per residential unit
- Model the network in 2017 AM and PM peak data distributing the sensitivity test trip generation using the new 2017 turning count data
- Model the network in 2028 AM and PM peak data distributing the sensitivity test trip generation using the 2028 SWETS model turning count data
- Carry out a further sensitivity test on the basis of the above, with all development traffic using the Barnhorn Road access and no traffic using Spindlewood Drive.

1.10 This addendum presents the effect of each of the above steps and details the journey taken to obtain agreement from the HE and ESCC.

2. BARNHORN ROAD ACCESS

2.1 Barnhorn Manor and Farm sits adjacent to the application site and benefits from a direct vehicular link to Barnhorn Road. The original submission included a pedestrian/cycle link using this route.

2.2 Barnhorn Road forms part of the Strategic Highway Network as such junction improvements must be guided by the Design Manual for Roads and Bridges (DMRB). The relevant Transport Directive is 42/95 this design criteria is used to determine junction geometry and visibility requirements.

2.3 Based on the guidance set out in TD42/95 junction improvements can be made to achieve the geometrical and visibility requirements within land either under the control of the applicant or the Highway Authority.

2.4 The junction has been designed to include a right turn facility providing refuge for vehicles turning into the development, therefore not delaying vehicles travelling east whilst vehicles wait for a gap to turn right.

2.5 The geometry has been subjected to swept path analysis for typical vehicles and all typical vehicles can enter and exit based on the proposed layout.

2.6 Drawing T277/18B appended provides the dimensions and swept path analysis.

2.7 Visibility splays of 2.4m x 70m can be achieved without requiring 3rd party land. The road speed is marked at 30 mph, the area is urban therefore visibility is considered to be acceptable.

2.8 This layout has been considered acceptable by Highways England in terms of geometry and visibility.

3. TRAFFIC COUNT DATA

Existing Transport Network

3.1 The original submission utilised data collected from traffic surveys that were commissioned a year after engaging with the HE and ESCC, the data was collected on the 15th April 2015. It was agreed that a neutral month would be used, the school holidays were avoided as well as a Friday, as per DfT guidance the data was confirmed as being considered suitable by all parties.

3.2 The use of the SATURN model was required by HE and ESCC, the cost of using this service was borne, without a live application by the developer. The only data supplied by Exigo for use in the SATURN model is related to the trips connected to the subject site.

3.3 To ensure that the data was reflective of typical traffic conditions, additional data has been purchased from ESCC, this survey data at Little Common roundabout was collected on 14/5/15, where the following turning patterns were recorded;

0745-0845	Barnhorn Road	Chestnut Walk	Pear Tree Lane	Little Common Road	Cooden Sea Road
Barnhorn Road	0(0)	9(12)	74(89)	673(749)	140(296)
Chestnut Walk	19(22)	0(0)	7(30)	24(3)	48(46)
Pear Tree Lane	143(132)	2(0)	0(0)	26(34)	125(158)
Little Common Road	625(709)	11(15)	14(19)	0(3)	46(56)
Cooden Sea Road	224(201)	12(14)	80(118)	64(71)	0(2)

Table 3 – ESCC Traffic Survey Data, Numbers in () Exigo Survey – AM Peak **(all numbers in PCU's for direct comparison)**

3.4 The above table is based on the traffic data collected by ESCC at the same junction counted by Exigo on the 15th April 2015. The ESCC data records 2,366 vehicles using the junction, the Exigo data records 2779 vehicles using the junction. The ESCC survey records lower figures than the Exigo data, the turning proportions are similar, and this is clearly as a result of daily fluctuation. As the Exigo data is higher this is clearly a more robust test of junction capacity.

1645-1745	Barnhorn Road	Chestnut Walk	Pear Tree Lane	Little Common Road	Cooden Sea Road
Barnhorn Road	0(0)	17(17)	30(80)	471(631)	108(165)
Chestnut Walk	5(8)	0(1)	7(4)	7(27)	16(26)
Pear Tree Lane	69(51)	4(0)	0(0)	12(17)	129(148)

Little Common Road	503(582)	18(29)	31(38)	0(1)	41(60)
Cooden Sea Road	207(236)	23(54)	77(131)	46(73)	0(3)

Table 4 – ESCC Traffic Survey Data, Numbers in () Exigo Survey – PM Peak **(all numbers in PCU's for direct** comparison)

3.5 The above table is based on the traffic data collected by ESCC at the same junction counted by Exigo on the 15th April 2015. The ESCC data records 1821 vehicles using the junction, the Exigo data records 2382 vehicles using the junction. The ESCC data overall is lower than the Exigo data, the turning proportions are similar, this is clearly because of daily fluctuation. As the Exigo data is higher this is clearly a more robust test of junction capacity.

3.6 It was agreed with HE to avoid any doubt additional data was collected on 27th September 2017 to address any potential issues related to the introduction of the link road, the results of the survey are provided below;

0745-0845	Barnhorn Road	Chestnut Walk	Pear Tree Lane	Little Common Road	Cooden Sea Road
Barnhorn Road	0	9	53	741	253
Chestnut Walk	14	0	30	3	32
Pear Tree Lane	118	0	0	27	144
Little Common Road	788	19	20	3	22
Cooden Sea Road	270	18	96	67	3

Table 5 – 2017 AM Peak Traffic Count Data

1645-1745	Barnhorn Road	Chestnut Walk	Pear Tree Lane	Little Common Road	Cooden Sea Road
Barnhorn Road	0	19	87	644	158
Chestnut Walk	4	0	22	2	25
Pear Tree Lane	66	2	0	23	152

Little Common Road	668	25	28	3	47
Cooden Sea Road	262	53	136	99	7

Table 6 – 2017 PM Peak Traffic Count Data

3.7 The above data was collected in line with the required standards and meets all the necessary criteria and addresses any discrepancy related to the effect of the link road.

3.8 In order to maintain a consistent approach the trip distribution has been revisited and included in the additional modelling requested by Highways England. This is discussed in detail as part of this correspondence.

New Link Road

3.9 This development has taken due consideration of the new link road, which opened on the 17/12/15. It was agreed by ESCC and HE that the SATURN model was the correct tool and would be utilised to comprehensively assess key developments in the area as it included both committed development and potential SHLAA sites.

3.10 A consistent approach must be taken in assessing applications, the SATURN model was insisted upon by both HE and ESCC. This tool has been previously used to assess development in the area and the work Exigo carried out with ESSC and HE was approved in March 2016. Nothing new has occurred on the network since March 2016 and July 2017 when the application was completed for submission.

3.11 The submitted assessment considers a scenario where there is no link road and using SATURN the effect with the link road, the assessment is robust.

3.12 The effect of the open section of the link road has been fully considered as additional survey data was collected on 27th September 2017 to specifically address the queries raised by Highways England.

Network Improvements

3.13 Both ESCC and HE were clear throughout pre-application discussions that network improvements would need to be in place to address any effect on this network.

3.14 On this basis the Little Common Roundabout has been subject to detailed analysis, ESCC have confirmed that they are satisfied with the modelling. The development flow diagrams were agreed with ESCC prior to inclusion in the SATURN model, the same flow diagrams have been utilised in this assessment.

3.15 The submitted Transport Assessment demonstrated that the access from Spindlewood Drive would not have a severe effect on the network and as such is technically correct and meeting the criteria set out by local and national policy. However to positively address local stakeholder comments and those of Highways England it was considered beneficial to assess the effect of providing a vehicular link to Barnhorn Road from the site.

3.16 The inclusion of an additional access onto the Highways England network is expensive and has involved a significant amount of design to ensure that it is fully compliant with the guidance. However this would replace the mitigation required elsewhere on the network and it has addressed comments from local stakeholders.

3.17 This would more than mitigate any effect on the Little Common Roundabout, this significant investment would therefore replace any requirement for off-site highway works at the Little Common Roundabout as part of this application. These works have been secured by the application on Barnhorn Green.

3.18 The most significant improvement is the introduction of a ghost right turn lane at the existing access point, this would then connect to the development and would be in place for construction traffic as well as residents.

3.19 The effect of this on the wider network has been assessed.

4. TRIP GENERATION AND EFFECT

4.1 This section addresses the HE comments in relation to trip generation and also satisfies the request for a sensitivity test in relation to higher than expected trip generation per dwelling.

4.2 The development will cause the largest effect at peak times. This section of the TA investigates the effect of providing up to 170 dwellings on the existing land off Spindlewood Drive.

Trip Generation

4.3 The modelling has been assessed and is shown on the flow diagrams, the following vehicular trips have been assigned to the network and tested in the modelling submitted in the original Transport Assessment.

Time Period	Arrivals	Departures
AM Peak	27	64
PM Peak	62	41

Table 4.1 – Trip Generation Tested in the Modelling

4.4 This is identical to the vehicle trip rate recorded by the agreed TRICS data and therefore demonstrates that the modelling is indeed robust.

4.5 Table 7.2 in the TA has utilised these figures and has been produced below showing the numbers based on the modelled vehicle trip rate.

Mode Of Travel	Rother 009 Super Output Area Middle Layer	AM Peak 07:45 – 08:45 (170 Dwellings)	PM Peak 16:45 – 17:45 (170 Dwellings)
Underground, Metro, Light Rail, Tram	0%	0	0
Train	7%	9	10
Bus	2%	2	3
Taxi	0%	0	0
Motorcycle, Scooter or Moped	1%	1	1
Car/Van	76%	92	105
Passenger in Car/Van	5%	6	7
Bicycle	2%	2	3
On Foot	6%	7	8
Other	1%	1	1
Total	100%	121	138

Table 4.2 – Trips per mode.

4.6 The above table only demonstrates that there is a slight increase in the anticipated rail, pedestrians and car passenger numbers, however this amount is slight and the additional trips could easily be accommodated on the network, the outcome remains unchanged and the original modelling has taken account of the agreed vehicular trip generation. It should also be noted that the assessment looks at a maximum of 170 units whereas the final planning figure applied for is below this at circa 160 dwellings, therefor the TA is extremely robust.

4.7 As agreed even though the above is correct and representative of a robust transport assessment, a sensitivity test has been carried out, this utilises a trip rate suggested by Highways England at 0.7 two way trips per dwelling, this would result in the following arrivals and departures in each peak period.

Time Period	Arrivals	Departures
AM Peak	34	85
PM Peak	85	34

Table 4.3 – Trip Generation Tested in the Sensitivity Modelling

4.8 Comparing the above table with table 4.1 the effect of an increase in trip generation per dwelling as a minor effect on the overall trip generation experienced as part of this development.

Trip Distribution and Assignment

4.9 The first element of this section provides sound reasoning for the initial submission, however as a direct result of the new count information the distribution has been revisited.

4.10 The junction of Maple Walk/Meads Road/Spindlewood Drive involves two roads which are public highway and Maple Walk which is private. The base model shows 1 vehicle turning right from Spindlewood Drive to Maple Walk, it is narrow a different surface, there are no footways or street lighting. Although it offers a 500m distance saving, due to the narrow nature of the route, the poor visibility at the end of Maple Walk and the private nature the journey time would be slower for any vehicles. As such no vehicles have been assigned to Maple Walk.

4.11 The peak hour count recorded 13 vehicles leaving Spindlewood Drive in the AM peak period and 2 vehicles left Spindlewood Drive in the PM peak. In the AM peak 3 trips (23%) turned down Maple Walk and in the PM peak 1 (50%) vehicle turned down Maple Walk. These numbers are low as a result a small number of trips using Maple Walk is a large proportion, in the PM peak this could be a vehicle collecting a neighbour from Maple Walk. Having studied the full 6 hour count period the numbers are much more distinctive with 10 (19%) turning right and 42 (82%) turning left. Again these are relatively small numbers, so 1 vehicle turning right equates to 2% of trips.

4.12 In order to comprehensively address this matter the developer has agreed to provide 2 no. signs within the adopted highway to demonstrate that Maple Walk is a Private Road to increase awareness and ensure that development related traffic are aware. The construction management plan will also ensure that no construction related traffic use Maple Walk.

4.13 The junction modelling shows sufficient capacity. The existing trip distribution at this junction from Meads Road is outlined in the table below;

Direction/Period	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Little Common Roundabout	59%	76%	67%	79%
Church Hill Avenue	17%	12%	5%	3%
Cooden Sea Road (S)	24%	12%	28%	18%

Table 4.4 – Existing Distribution

Direction/Period	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Little Common Roundabout	89%	78%	79%	80%
Church Hill Avenue	4%	2%	3%	2%
Cooden Sea Road (S)	15%	20%	19%	17%

Table 4.5 - Proposed Development Distribution

4.14 Trip distribution has been revisited in light of the new survey information. The revised flow diagrams appended to this correspondence replicate the distribution of vehicles connected with the residential area south of Little Common Roundabout.

4.15 Traffic has been distributed to the end points on the study network, these are referred to as zones.

Zone	2017 AM Peak Observed		2017 PM Peak Observed		2028 AM Peak SATURN		2028 PM Peak SATURN	
	Arr %	Dep %	Arr %	Dep %	Arr %	Dep %	Arr %	Dep %
A – Barnhorn Road West	44	54	24	39	54	43	34	51

B – Chestnut Walk	6	4	4	8	4	15	19	10
C – Pear Tree Lane	25	19	23	20	4	15	19	10
D – Little Common Road	4	13	7	15	17	17	7	21
E – Cooden Sea Road	21	9	43	18	21	9	21	9

Table 4.6 – Distribution based on 2017 counts and SATURN data respectively

4.16 The development trips have utilised the same distribution as above, this is shown on the flow diagrams.

4.17 Trips have been assigned on the basis of two determining factors, proximity to the Barnhorn Road junction and the deterrence factor relating to delays at the Little Common Roundabout. It was considered that 10% of traffic heading anywhere other than west would utilise the new junction and approach the Little Common roundabout from the east. It was considered robust to assume that every trip travelling west would use the improved access to avoid the roundabout.

Trip Distribution and Assignment Sensitivity Test

4.18 HE requested a further sensitivity test to understand the effect on the network of all traffic associated with the development utilising the access onto Barnhorn Road.

4.19 This assessment utilised the higher rate of 0.7 two way trips per dwelling and 100% of traffic using the Barnhorn Road junction only.

4.20 Distribution has been taken from the new counts on 2017 for the 2017 model and the SATURN model in 2028 as agreed.

4.21 The proportion of trips enter and exit the study area as recorded by the respective count data, however all trips use Barnhorn Road.

4.22 In 2017 this results in 44% arriving from Barnhorn Road West and 56% arriving from Barnhorn Road East, with 54% and 46% departing respectively. In the PM peak and 24% arriving from the West and 76% arriving from the East, with 39% and 61% respectively departing on Barnhorn Road.

4.23 This results in all development traffic leaving the site travelling east using Little Common Roundabout as well as all development traffic arriving from the east.

4.24 This increases development traffic using Little Common Roundabout as the access from Spindlewood Drive provides a route to Cooden Sea Road directly, this amounts to 21% of arrivals in the AM peak and 9% of the departures, with 43% of arrivals and 18% of departures in the PM peak.

4.25 In 2028 this alters slightly due to the completion of the link road and all other developments included in the SWETS model.

4.26 In 2028 this results in 54% arriving from Barnhorn Road West and 46% arriving from Barnhorn Road East, with 43% and 57% departing respectively. In the PM peak and 34% arriving from the West and 66% arriving from the East, with 51% and 49% respectively departing on Barnhorn Road.

4.27 This results in all development traffic leaving the site travelling east using Little Common Roundabout as well as all development traffic arriving from the east.

4.28 This increases development traffic using Little Common Roundabout as the access from Spindlewood Drive provides a route to Cooden Sea Road directly, this amounts to 21% of arrivals in the AM peak and 9% of the departures, with 21% of arrivals and 9% of departures in the PM peak.

Junction Analysis

4.29 The ARCADY Output was also submitted for detailed review to Parson's Brinkerhoff on 28th January 2016 where all parameters were checked against the, then recently approved Barnhorn Green development TA, all parameters matched and it was subsequently agreed with ESCC and HE. We have carried out a further detailed analysis and remain confident that the existing and proposed parameters are accurate, in the with enhancement scenario, the ARCADY model parameters will need to be checked throughout the detailed design process.

4.30 2017 count data has been included within the updated modelling presented in this correspondence, the summary results from the ARCADY modelling without any improvements to the junction are provided below;

	AM		**PM**	
	Queue (PCU)	**RFC**	**Queue (PCU)**	**RFC**
	(Default Analysis Set) - Base 2017			
Arm A	5.76	0.86	3.41	0.78
Arm B	0.29	0.23	0.16	0.14
Arm C	1.22	0.55	0.69	0.41
Arm D	1.94	0.66	1.27	0.56
Arm E	1.04	0.51	1.32	0.57

Table 4.7 – ARCADY output based on 2017 Count Data and parameters as per Ordnance Survey data.

4.31 A queue is defined as stationary traffic, rolling queues with variable headways are common in urban areas, this is not shown in the model as it is not stationary traffic, the queue information has been validated against the surveys.

4.32 On the 6th June 2016, the agreed development trip generation only flow diagrams were issued to ESCC for inclusion in the SATURN run, which was audited by the both ESCC and HE. The data utilised in this pre-existing model was provided for inclusion in the 2028 assessment. For complete clarity, the only data provided by Exigo in relation to the SATURN modelling was the development flows relating to the subject site. On this basis, the subject site received technical approval in relation to the traffic impact of up to 170 dwellings on land to the south of Barnhorn Road.

4.33 As a direct result of this detailed assessment the site was allocated in the SHLAA, the following statement was produced by Rother DC in their SHLAA.

> "*A likely access point would need to be from Barnhorn Road, where there may be a number of options, including the existing access to Barnhorn Manor, subject to further discussions with Highways. This site is considered suitable for residential development subject to further work relating to the identifying a suitable access that satisfies Highways requirements, particularly since permission for 5 dwellings granted on BX76 which effectively blocks potential access from south. The development potential of this broad location is also subject to an acceptable outcome from a transport assessment as to the transport capacity of Bexhill as well as more detailed work on local highway impacts.*"

4.34 To ensure a consistent approach the same information was used, with the local SATURN model being used for the 2028 scenario and the Base 2017 model being used as the application year. It is a very reasonable argument to maintain a consistent approach as all relevant highway authorities had assessed the effect of the development on this basis and approved it for inclusion in the SHLAA. The effects of the Link Road are fully appraised within the 2028 data and the application year considers the effect of all forthcoming developments without any reassignment due to any factors.

4.35 The SATURN model was utilised at the request of both the HE and ESCC, this model was assessed with the development traffic included, this model has been utilised to assess many developments in Rother that have been granted consent.

4.36 The highway work carried out to ensure that a viable site is included in the SHLAA and the application confirms the intention to develop the site for the quantum allocated.

4.37 During this process, the link road opened on 17th December 2015, the SATURN assessment was ongoing and achieved technical approval from Highways England on 21/3/16 and ESCC on the 26/4/16.

4.38 The following statements are appended to the application and reproduced here for completeness;

ESCC:

"*In response to your email I can confirm that I agree with HE view that the use of the SATURN model flows to assess the impact of development and SHLAA site traffic on the Little Common Roundabout is acceptable. I am therefore satisfied with this approach and the assessment that has been undertaken. I have confirmed this to RDC*". (26/4/16)

Highways England:

"*We are satisfied that the information you have provided to date demonstrates that, with the improvements to A259 Little Common roundabout required to deliver the permitted Barnhorn Green development in place, the impact of the proposed Spindlewood Drive development upon the A259 Little Common roundabout would not be materially detrimental. Accordingly we would not object to the proposed development at Spindlewood Drive on the condition that the improvements are in place at A259 Little Common roundabout*". (21/3/16).

4.39 On the basis of following the correct protocol, committing to traffic surveys, detailed modelling, pre-application advice, commissioning the use of the widely used SATURN model, the site was allocated and the development moved to an application stage.

4.40 We then engaged with local stakeholders, which included Ward Councillors, SPINDAG and we carried out the necessary surveys to address other key elements of the application.

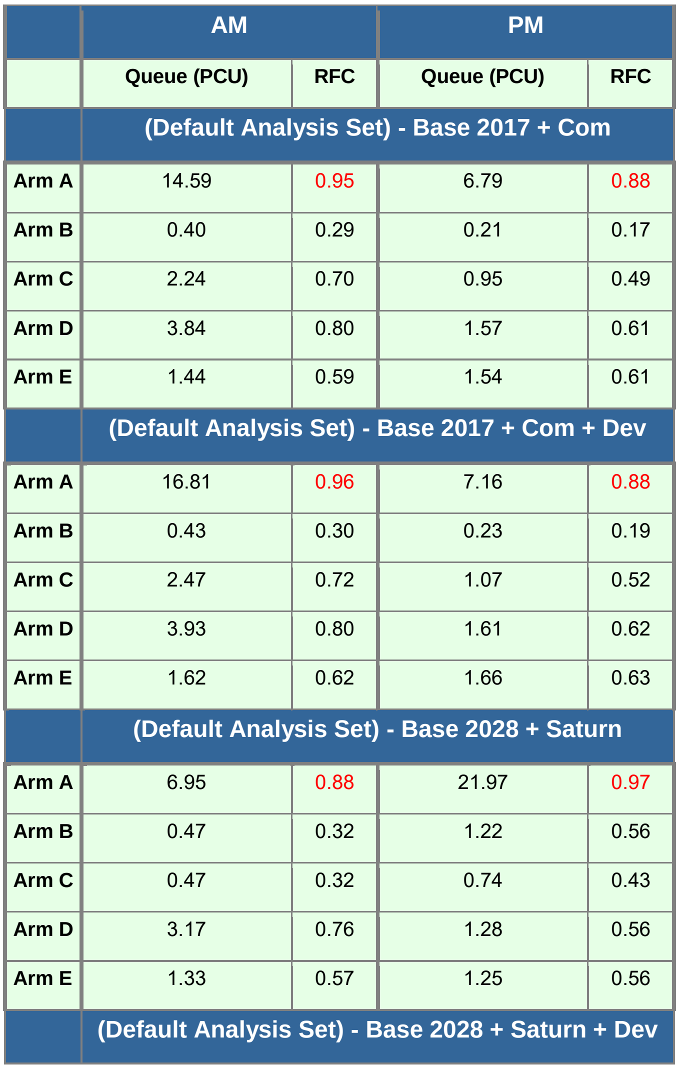
4.41 The following changes have been made to reflect specific requests from Highways England;

4.42 The summary results are provided below;

Movement	RFC	Queue
2017 AM Peak + Committed Development + Proposed Development		
Site Access	0.249	0
Barnhorn Road Right Turn	0.031	0
2028 AM Peak + Committed Development + Proposed Development		
Site Access	0.194	0

Barnhorn Road Right Turn	0.040	0
2017 PM Peak + Committed Development + Proposed Development		
Site Access	0.063	0
Barnhorn Road Right Turn	0.032	0
2028 PM Peak + Committed Development + Proposed Development		
Site Access	0.081	0
Barnhorn Road Right Turn	0.047	0

Table 4.8 – PICADY Output Summary



	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
	(Default Analysis Set) - Base 2017 + Com			
Arm A	14.59	0.95	6.79	0.88
Arm B	0.40	0.29	0.21	0.17
Arm C	2.24	0.70	0.95	0.49
Arm D	3.84	0.80	1.57	0.61
Arm E	1.44	0.59	1.54	0.61
	(Default Analysis Set) - Base 2017 + Com + Dev			
Arm A	16.81	0.96	7.16	0.88
Arm B	0.43	0.30	0.23	0.19
Arm C	2.47	0.72	1.07	0.52
Arm D	3.93	0.80	1.61	0.62
Arm E	1.62	0.62	1.66	0.63
	(Default Analysis Set) - Base 2028 + Saturn			
Arm A	6.95	0.88	21.97	0.97
Arm B	0.47	0.32	1.22	0.56
Arm C	0.47	0.32	0.74	0.43
Arm D	3.17	0.76	1.28	0.56
Arm E	1.33	0.57	1.25	0.56
	(Default Analysis Set) - Base 2028 + Saturn + Dev			

Arm A	7.73	0.89	24.95	0.98
Arm B	0.49	0.33	1.51	0.61
Arm C	0.48	0.33	0.86	0.47
Arm D	3.24	0.77	1.32	0.57
Arm E	1.53	0.61	1.33	0.57

Table 4.9 – ARCADY Output Summary

4.43 The above summary illustrates that there would be no effect on the network as a result of the priority junction, indeed there is no queuing experienced for traffic travelling westbound at this point on the network therefore traffic arrives as predicted by PICADY and this estimates the gaps and likely turning patterns. On the basis of the above there would not be a capacity issue at this junction.

4.44 The above output shows the greatest effect on the arm that is over operational capacity, which is expected, however the effect would be imperceptible as it increases the queue by 2 no. vehicles in the AM peak period and no vehicles in the PM peak period in 2017. In 2028 the effect of the development is lower at 1 vehicle in the AM peak and slightly higher in the PM peak with 3 vehicles.

4.45 To perform a rigorous test on the network, the inflated trip rate of 0.7 trips per dwelling has been carried out as a sensitivity test. This has been combined with the points noted above, the results are provided below;

Movement	RFC	Queue
2017 AM Peak + Committed Development + Proposed Development		
Site Access	0.291	0
Barnhorn Road Right Turn	0.039	0
2028 AM Peak + Committed Development + Proposed Development		
Site Access	0.257	0
Barnhorn Road Right Turn	0.048	0
2017 PM Peak + Committed Development + Proposed Development		
Site Access	0.044	0
Barnhorn Road Right Turn	0.043	0
2028 PM Peak + Committed Development + Proposed Development		
Site Access	0.070	0
Barnhorn Road Right Turn	0.062	0

Table 4.10 – Sensitivity Test - PICADY Output Summary

4.46 The above summary illustrates that there would be no effect on the network as a result of the priority junction when combined with the sensitivity test figures. On the basis of the above there would not be a capacity issue at this junction.

	AM		PM	
	Queue (PCU)	**RFC**	**Queue (PCU)**	**RFC**
	(Default Analysis Set) - Base 2017 + Com			
Arm A	14.59	0.95	6.79	0.88
Arm B	0.40	0.29	0.21	0.17
Arm C	2.24	0.70	0.95	0.49
Arm D	3.84	0.80	1.57	0.61
Arm E	1.44	0.59	1.54	0.61
	(Default Analysis Set) - Base 2017 + Com + Dev			
Arm A	17.72	0.96	7.07	0.88
Arm B	0.44	0.31	0.22	0.18
Arm C	2.51	0.72	1.11	0.53
Arm D	3.94	0.80	1.63	0.62
Arm E	1.66	0.63	1.63	0.62
	(Default Analysis Set) - Base 2028 + Saturn			
Arm A	6.95	0.88	21.97	0.97
Arm B	0.47	0.32	1.22	0.56
Arm C	0.47	0.32	0.74	0.43
Arm D	3.17	0.76	1.28	0.56
Arm E	1.33	0.57	1.25	0.56
	(Default Analysis Set) - Base 2028 + Saturn + Dev			
Arm A	8.09	0.90	24.45	0.98
Arm B	0.50	0.33	1.59	0.62
Arm C	0.48	0.33	0.90	0.48
Arm D	3.25	0.77	1.34	0.57
Arm E	1.61	0.62	1.31	0.57

Table 4.11 – ARCADY Output Summary

4.47 The above output shows the greatest effect on the arm that is over operational capacity, which is expected, however the effect would be imperceptible as it increases by 3 vehicles in the AM peak period and 0 vehicles in the PM peak period in 2017. In 2028 the effect of the development is lower at 1 vehicle in the AM peak and slightly higher in the PM peak with 2 vehicles.

Movement	RFC	Queue
2017 AM Peak + Committed Development + Proposed Development		
Site Access	1.756	37
Barnhorn Road Right Turn	0.039	0
2028 AM Peak + Committed Development + Proposed Development		
Site Access	1.638	34
Barnhorn Road Right Turn	0.048	0
2017 PM Peak + Committed Development + Proposed Development		
Site Access	0.251	0
Barnhorn Road Right Turn	0.044	0
2028 PM Peak + Committed Development + Proposed Development		
Site Access	0.288	0
Barnhorn Road Right Turn	0.065	0

Table 4.12 – Trip Generation set to 0.7 trips per dwelling and all trips using Barnhorn Road (Spindlewood Access closed)

4.48 The junction is predicted to operate above capacity in the AM peak and therefore the access on Spindlewood Drive is essential for the optimum operation of the network.

Traffic Impact Summary

4.49 The junction modelling results predict that all but one junction will continue to operate within operational capacity and limited queueing for all of the development scenarios.

4.50 The Barnhorn Lane arm of the Little Common Roundabout is likely to exceed operational capacity by 0.01 in the 2017 assessment year. However, the proposed development has a negligible impact when compared to the committed development scenario.

4.51 The proposals are therefore considered to have a limited impact on the highway network and the traffic generated by the proposed development can be accommodated on the highway network without any required improvement to junction capacity.

4.52 The effect of the development has been agreed with both ESCC and HE, it is therefore agreed that no further capacity improvements are required.

5. CONCLUSION

5.1 The accident data has been updated due to the DfT releasing new data since the submission. This is the data collected locally by local police officers, submitted to the DfT for dissemination to local authorities and other licenced users, we are a licensed user. We compare the local data to national trends which identify any potential local issues. The causation factors are not specific as they are best estimates by trained officers, these are considered and have been further analysed. No pattern is identified and the result remains the same as previously submitted.

5.2 The pedestrian cycle link is identified on the attached plan, through discussion this has been upgraded to include a vehicular access. The proposal improves existing infrastructure by providing a ghost island right turn, with sufficient capacity for pedestrian, cycle and public transport trips (public transport trips would include walking from the development to Barnhorn Road using this route) as part of this additional element.

5.3 As a result of following correct protocol, the link road was being completed when discussions were in progress, this has been discussed at length in this correspondence. Additional surveys have been undertaken and revised modelling has been undertaken, which includes sensitivity testing.

5.4 The traffic modelling is based on the vehicle trip rate recorded in the TRICS data, the table relating to trips by mode has been amended and included above. In addition a sensitivity test has also been undertaken using 0.7 trips per dwelling at the specific request of Highways England.

5.5 The traffic surveys were agreed by all parties and are fully in line with DfT guidance, they were carried out in a Neutral Month on a Neutral Day outside of school holidays. This has been compared to other data collected by ESCC, this shows that the data collected by Exigo was on a day where higher flows were recorded, this is therefore considered robust and accurate. In addition to this further surveys were undertaken in line with the DfT requirements on 27th September 2017. This has been included in the latest modelling.

5.6 Meads Walk is private and there are a small number of trips using this route at present, the applicant is happy to raise awareness with additional signage as this should not be used as a through route and should be for access to those properties only. No vehicles have been assigned to this route. Improvements to the geometry on Meads Road and the junction with Cooden Sea Road to address an existing issue, the land required is entirely within highway.

5.7 Traffic has been distributed and assigned on the highway network based on observed patterns, this has resulted in a robust assessment. This was reviewed and agreed by both ESCC and HE prior to the SATURN modelling. The additional testing shows limited difference with the exception of some 50% avoiding the Little Common Roundabout due to the new access point.

5.8 The effect of the development on Little Common Roundabout has been significantly reduced than previously agreed, the applicant would provide the new access and would not be required to carry out any works on the Little Common Roundabout.

5.9 The traffic flow diagrams were previously issued to Highways England and ESCC, they have not altered, they were subject to previous review and are fully explained in this analysis. They are considered accurate, robust and reliable for the purposes of this assessment. Additional flow diagrams have been produced to reflect the latest changes, these are appended to this correspondence.

5.10 The junction model matches that previously approved as part of the Barnhorn Road assessment. The exact parameters were previously agreed by Highways England in correspondence with their agent at Parsons Brinckerhoff. This has been reviewed again by Exigo and it is confirmed that the ARCADY model representing the existing layout is accurate and the proposal has been checked against the available drawings and it is imperative that the design process considers the ARCADY parameters.

5.11 The National Planning Policy Framework (NPPF) is unambiguous; paragraph 32, which is fundamental, it states that "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe". Given the above, the application has been demonstrated to have a negligible impact on the public highway network and therefore does not contradict local and national policy and should be supported from a highways and transportation perspective.

5.12 The inclusion of a connection to Barnhorn Road for vehicles provides a significant level of mitigation, it provides route choice for residents at the new development and removes pressure from the Little Common Roundabout, even though modelling confirms the effect is not severe.

5.13 The geometrical enhancements have been tested using PICADY, this confirmed that the proposed would have a limited effect on capacity at Barnhorn Road. The geometry is in line with the requirements of TD 42/95 and can be provided entirely within land owned by the applicant and part of the adopted highway network.

5.14 A further sensitivity test was assessed using 0.7 trips per dwelling and with all vehicles using the access direct to Barnhorn Road. The outcome demonstrated that there were significant highway benefits to including the access from Spindlewood Drive. Overall this is the optimum layout.

5.15 This positive step has more than addressed all of the matters raised, it is considered that the all points are now fully resolved.

5.16 Overall, the above provides the additional information requested by Highways England, the outcome does not identify a severe effect and therefore fully achieves the aspirations of the NPPF and local policies.

5.17 The NPPF is clear in respect of the dealing with the impact of a development, NPPF states that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

5.18 As a result of the findings of this TA and the commitment made by the applicant, it is considered that there are no grounds to support a refusal on highways grounds.

APPENDIX A

Traffic Count Data

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.1: Left from Peartree Lane to A259 Little Common Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	2	0	1	0	0	0
0745 - 0800	0	0	6	0	1	0	0	0
0800 - 0815	0	0	7	0	1	0	0	0
0815 - 0830	0	0	1	0	1	0	0	0
Hourly Total	0	0	16	0	4	0	0	0
Hourly Average	0.00	0.00	4.00	0.00	1.00	0.00	0.00	0.00
0830 - 0845	0	1	9	0	1	0	0	0
0845 - 0900	0	0	10	0	3	0	0	0
0900 - 0915	0	0	6	0	1	0	0	0
0915 - 0930	0	0	4	2	2	0	0	0
Hourly Total	0	1	29	2	7	0	0	0
Hourly Average	0.00	0.25	7.25	0.50	1.75	0.00	0.00	0.00
0930 - 0945	0	0	7	0	2	0	0	0
0945 - 1000	0	0	7	0	1	0	0	0
1000 - 1015	0	0	6	0	1	0	0	0
1015 - 1030	0	0	7	0	3	0	0	0
Hourly Total	0	0	27	0	7	0	0	0
Hourly Average	0.00	0.00	6.75	0.00	1.75	0.00	0.00	0.00

Session Total	0	1	72	2	18	0	0	0
Session Average	0.00	0.08	6.00	0.17	1.50	0.00	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.1: Left from Peartree Lane to A259 Little Common Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	6	0	2	0	0	0
1545 - 1600	1	0	4	1	2	0	0	0
1600 - 1615	0	0	7	1	2	0	0	0
1615 - 1630	0	0	7	0	3	0	0	0
Hourly Total	1	0	24	2	9	0	0	0
Hourly Average	0.25	0.00	6.00	0.50	2.25	0.00	0.00	0.00
1630 - 1645	0	0	6	0	1	0	0	0
1645 - 1700	0	0	1	0	2	0	0	0
1700 - 1715	0	0	8	0	2	0	0	0
1715 - 1730	0	0	4	0	2	0	0	0
Hourly Total	0	0	19	0	7	0	0	0
Hourly Average	0.00	0.00	4.75	0.00	1.75	0.00	0.00	0.00
1730 - 1745	0	0	4	0	0	0	0	0
1745 - 1800	0	0	3	0	0	0	0	0
1800 - 1815	0	0	6	0	1	0	0	0
1815 - 1830	0	0	5	0	0	0	0	0
Hourly Total	0	0	18	0	1	0	0	0
Hourly Average	0.00	0.00	4.50	0.00	0.25	0.00	0.00	0.00

Session Total	1	0	61	2	17	0	0	0
Session Average	0.08	0.00	5.08	0.17	1.42	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
3	3.00
7	7.00
8	8.00
2	2.00
20	20.00
5.00	5.00
11	10.40
13	13.00
7	7.00
8	8.00
39	38.40
9.75	9.60
9	9.00
8	8.00
7	7.00
10	10.00
34	34.00
8.50	8.50

93	92.40
7.75	7.70

Original Data	
TOTAL	PCU TOTAL
8	8.00
8	7.20
10	10.00
10	10.00
36	35.20
9.00	8.80
7	7.00
3	3.00
10	10.00
6	6.00
26	26.00
6.50	6.50
4	4.00
3	3.00
7	7.00
5	5.00
19	19.00
4.75	4.75

81	80.20
6.75	6.68

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.2: Southbound from Peartree Lane to B2182 Cooden Sea Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	13	1	2	0	0	0
0745 - 0800	0	0	20	0	7	0	0	0
0800 - 0815	0	0	27	0	4	0	0	0
0815 - 0830	0	0	33	0	2	0	0	0
Hourly Total	0	0	93	1	15	0	0	0
Hourly Average	0.00	0.00	23.25	0.25	3.75	0.00	0.00	0.00
0830 - 0845	0	0	44	0	7	0	0	0
0845 - 0900	1	0	39	1	3	0	0	0
0900 - 0915	1	0	24	0	3	0	0	0
0915 - 0930	0	0	34	0	1	0	0	0
Hourly Total	2	0	141	1	14	0	0	0
Hourly Average	0.50	0.00	35.25	0.25	3.50	0.00	0.00	0.00
0930 - 0945	0	0	26	0	5	0	0	0
0945 - 1000	1	0	26	0	6	0	0	0
1000 - 1015	0	1	23	0	4	0	0	0
1015 - 1030	0	1	24	0	3	0	0	0
Hourly Total	1	2	99	0	18	0	0	0
Hourly Average	0.25	0.50	24.75	0.00	4.50	0.00	0.00	0.00

Session Total	3	2	333	2	47	0	0	0
Session Average	0.25	0.17	27.75	0.17	3.92	0.00	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.2: Southbound from Peartree Lane to B2182 Cooden Sea Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	20	0	1	0	0	0
1545 - 1600	0	1	25	0	8	0	0	0
1600 - 1615	0	0	26	0	5	0	0	0
1615 - 1630	0	1	25	0	2	0	0	0
Hourly Total	0	2	96	0	16	0	0	0
Hourly Average	0.00	0.50	24.00	0.00	4.00	0.00	0.00	0.00
1630 - 1645	0	0	26	0	6	0	0	0
1645 - 1700	0	0	42	1	2	0	0	0
1700 - 1715	3	0	29	0	2	0	0	0
1715 - 1730	1	0	27	0	4	0	0	0
Hourly Total	4	0	124	1	14	0	0	0
Hourly Average	1.00	0.00	31.00	0.25	3.50	0.00	0.00	0.00
1730 - 1745	0	0	40	0	4	0	0	0
1745 - 1800	1	1	26	0	1	0	0	0
1800 - 1815	0	0	25	0	2	0	0	0
1815 - 1830	0	0	31	0	1	0	0	0
Hourly Total	1	1	122	0	8	0	0	0
Hourly Average	0.25	0.25	30.50	0.00	2.00	0.00	0.00	0.00

Session Total	5	3	342	1	38	0	0	0
Session Average	0.42	0.25	28.50	0.08	3.17	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
16	16.00
27	27.00
31	31.00
35	35.00
109	109.00
27.25	27.25
51	51.00
44	43.20
28	27.20
35	35.00
158	156.40
39.50	39.10
31	31.00
33	32.20
28	27.40
28	27.40
120	118.00
30.00	29.50

387	383.40
32.25	31.95

Original Data	
TOTAL	PCU TOTAL
21	21.00
34	33.40
31	31.00
28	27.40
114	112.80
28.50	28.20
32	32.00
45	45.00
34	31.60
32	31.20
143	139.80
35.75	34.95
44	44.00
29	27.60
27	27.00
32	32.00
132	130.60
33.00	32.65

389	383.20
32.42	31.93

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.3: Right from Peartree Lane to A259 Barnhorn Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	31	0	3	0	0	0
0745 - 0800	0	1	26	0	5	0	0	0
0800 - 0815	0	0	26	1	2	1	0	0
0815 - 0830	0	0	28	0	3	0	0	0
Hourly Total	0	1	111	1	13	1	0	0
Hourly Average	0.00	0.25	27.75	0.25	3.25	0.25	0.00	0.00
0830 - 0845	0	0	23	0	2	0	0	0
0845 - 0900	0	0	28	0	3	0	0	0
0900 - 0915	0	1	19	0	3	1	0	0
0915 - 0930	0	0	18	0	0	1	0	0
Hourly Total	0	1	88	0	8	2	0	0
Hourly Average	0.00	0.25	22.00	0.00	2.00	0.50	0.00	0.00
0930 - 0945	0	0	28	0	0	0	0	0
0945 - 1000	0	0	13	0	1	0	0	0
1000 - 1015	0	0	17	0	1	1	0	0
1015 - 1030	0	0	13	0	1	0	0	0
Hourly Total	0	0	71	0	3	1	0	0
Hourly Average	0.00	0.00	17.75	0.00	0.75	0.25	0.00	0.00

Session Total	0	2	270	1	24	4	0	0
Session Average	0.00	0.17	22.50	0.08	2.00	0.33	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.3: Right from Peartree Lane to A259 Barnhorn Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	6	0	2	0	0	0
1545 - 1600	0	0	6	0	1	0	0	0
1600 - 1615	0	0	17	0	4	0	0	0
1615 - 1630	0	1	11	0	2	1	0	0
Hourly Total	0	1	40	0	9	1	0	0
Hourly Average	0.00	0.25	10.00	0.00	2.25	0.25	0.00	0.00
1630 - 1645	0	2	15	0	5	1	0	0
1645 - 1700	0	0	19	0	0	1	0	0
1700 - 1715	0	2	13	0	1	0	0	0
1715 - 1730	0	0	14	0	4	0	0	0
Hourly Total	0	4	61	0	10	2	0	0
Hourly Average	0.00	1.00	15.25	0.00	2.50	0.50	0.00	0.00
1730 - 1745	0	1	9	0	3	0	0	0
1745 - 1800	0	0	14	0	1	0	0	0
1800 - 1815	0	0	19	0	2	0	0	0
1815 - 1830	0	0	14	0	0	0	0	0
Hourly Total	0	1	56	0	6	0	0	0
Hourly Average	0.00	0.25	14.00	0.00	1.50	0.00	0.00	0.00

Session Total	0	6	157	0	25	3	0	0
Session Average	0.00	0.50	13.08	0.00	2.08	0.25	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
34	34.00
32	31.40
30	30.50
31	31.00
127	126.90
31.75	31.73
25	25.00
31	31.00
24	23.90
19	19.50
99	99.40
24.75	24.85
28	28.00
14	14.00
19	19.50
14	14.00
75	75.50
18.75	18.88

301	301.80
25.08	25.15

Original Data	
TOTAL	PCU TOTAL
8	8.00
7	7.00
21	21.00
15	14.90
51	50.90
12.75	12.73
23	22.30
20	20.50
16	14.80
18	18.00
77	75.60
19.25	18.90
13	12.40
15	15.00
21	21.00
14	14.00
63	62.40
15.75	15.60

191	188.90
15.92	15.74

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.4: Right from Peartree Lane to Chestnut Walk							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	0	0	1	0	0	0
0745 - 0800	0	0	1	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	1	0	0	0	0	0
Hourly Total	0	0	2	0	1	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00
0830 - 0845	0	0	2	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	2	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	6	0	1	0	0	0
Session Average	0.00	0.00	0.50	0.00	0.08	0.00	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.4: Right from Peartree Lane to Chestnut Walk							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	0	0	1	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
1600 - 1615	0	1	1	0	0	0	0	0
1615 - 1630	0	0	1	0	0	0	0	0
Hourly Total	0	1	2	0	1	0	0	0
Hourly Average	0.00	0.25	0.50	0.00	0.25	0.00	0.00	0.00
1630 - 1645	0	0	1	0	0	0	0	0
1645 - 1700	0	0	1	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	1	0	0	0	0	0
1745 - 1800	0	0	2	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	0
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00
Session Total	0	1	7	0	1	0	0	0
Session Average	0.00	0.08	0.58	0.00	0.08	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
1	1.00
1	1.00
0	0.00
1	1.00
3	3.00
0.75	0.75
2	2.00
0	0.00
0	0.00
0	0.00
2	2.00
0.50	0.50
0	0.00
2	2.00
0	0.00
0	0.00
2	2.00
0.50	0.50

7	7.00
0.58	0.58

Original Data	
TOTAL	PCU TOTAL
1	1.00
0	0.00
2	1.40
1	1.00
4	3.40
1.00	0.85
1	1.00
1	1.00
0	0.00
0	0.00
2	2.00
0.50	0.50
1	1.00
2	2.00
0	0.00
0	0.00
3	3.00
0.75	0.75

9	8.40
0.75	0.70

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.5: U-Turn from Peartree Lane to Peartree Lane							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	1	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25
0930 - 0945	0	0	1	0	0	0	0	0
0945 - 1000	0	0	0	0	1	0	1	0
1000 - 1015	0	0	2	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	1	0	1	0
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.25	0.00

Session Total	0	0	4	0	1	0	1	1
Session Average	0.00	0.00	0.33	0.00	0.08	0.00	0.08	0.08

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.5: U-Turn from Peartree Lane to Peartree Lane							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	1	0	1	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	1	0	0	0	0	0
Hourly Total	0	0	2	0	1	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00
1630 - 1645	0	0	1	0	1	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	1	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	3	0	2	0	0	0
Session Average	0.00	0.00	0.25	0.00	0.17	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
0	0.00
1	1.00
0	0.00
0	0.00
1	1.00
0.25	0.25
0	0.00
0	0.00
0	0.00
1	2.00
1	2.00
0.25	0.50
1	1.00
2	3.30
2	2.00
0	0.00
5	6.30
1.25	1.58

7	9.30
0.58	0.78

Original Data	
TOTAL	PCU TOTAL
0	0.00
2	2.00
0	0.00
1	1.00
3	3.00
0.75	0.75
2	2.00
0	0.00
0	0.00
0	0.00
2	2.00
0.50	0.50
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00

5	5.00
0.42	0.42

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.6: Left from A259 Little Common Road to B2182 Cooden Sea Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	0	0	2	0	0	0
0745 - 0800	0	0	1	0	1	0	0	0
0800 - 0815	0	0	1	0	2	0	0	0
0815 - 0830	0	0	4	0	4	1	0	0
Hourly Total	0	0	6	0	9	1	0	0
Hourly Average	0.00	0.00	1.50	0.00	2.25	0.25	0.00	0.00
0830 - 0845	0	0	6	0	1	0	0	0
0845 - 0900	0	0	6	0	3	0	0	0
0900 - 0915	0	0	10	0	0	0	0	0
0915 - 0930	0	0	7	0	5	0	0	0
Hourly Total	0	0	29	0	9	0	0	0
Hourly Average	0.00	0.00	7.25	0.00	2.25	0.00	0.00	0.00
0930 - 0945	0	0	11	0	2	0	0	0
0945 - 1000	0	0	13	0	3	0	0	0
1000 - 1015	0	0	21	0	4	1	0	0
1015 - 1030	0	0	12	0	0	1	0	0
Hourly Total	0	0	57	0	9	2	0	0
Hourly Average	0.00	0.00	14.25	0.00	2.25	0.50	0.00	0.00

Session Total	0	0	92	0	27	3	0	0
Session Average	0.00	0.00	7.67	0.00	2.25	0.25	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.6: Left from A259 Little Common Road to B2182 Cooden Sea Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	12	0	1	0	0	0
1545 - 1600	0	0	19	0	1	1	0	0
1600 - 1615	0	0	12	1	2	0	0	0
1615 - 1630	0	0	12	0	0	0	0	0
Hourly Total	0	0	55	1	4	1	0	0
Hourly Average	0.00	0.00	13.75	0.25	1.00	0.25	0.00	0.00
1630 - 1645	0	0	8	1	1	0	0	0
1645 - 1700	1	0	12	0	1	0	0	0
1700 - 1715	1	0	11	0	0	0	0	0
1715 - 1730	0	1	10	0	0	1	0	1
Hourly Total	2	1	41	1	2	1	0	1
Hourly Average	0.50	0.25	10.25	0.25	0.50	0.25	0.00	0.25
1730 - 1745	1	0	6	0	2	0	0	0
1745 - 1800	1	0	9	0	1	0	0	0
1800 - 1815	0	0	11	0	2	0	0	0
1815 - 1830	0	0	13	0	1	1	0	0
Hourly Total	2	0	39	0	6	1	0	0
Hourly Average	0.50	0.00	9.75	0.00	1.50	0.25	0.00	0.00

Session Total	4	1	135	2	12	3	0	1
Session Average	0.33	0.08	11.25	0.17	1.00	0.25	0.00	0.08

Original Data	
TOTAL	PCU TOTAL
2	2.00
2	2.00
3	3.00
9	9.50
16	16.50
4.00	4.13
7	7.00
9	9.00
10	10.00
12	12.00
38	38.00
9.50	9.50
13	13.00
16	16.00
26	26.50
13	13.50
68	69.00
17.00	17.25

122	123.50
10.17	10.29

Original Data	
TOTAL	PCU TOTAL
13	13.00
21	21.50
15	15.00
12	12.00
61	61.50
15.25	15.38
10	10.00
14	13.20
12	11.20
13	13.90
49	48.30
12.25	12.08
9	8.20
11	10.20
13	13.00
15	15.50
48	46.90
12.00	11.73

158	156.70
13.17	13.06

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
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A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.7: Right from A259 Little Common Road to A259 Barnhorn Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	2	165	3	42	4	5	1
0745 - 0800	0	3	156	1	36	6	6	2
0800 - 0815	0	1	153	3	39	7	3	3
0815 - 0830	0	3	147	0	17	9	1	1
Hourly Total	0	9	621	7	134	26	15	7
Hourly Average	0.00	2.25	155.25	1.75	33.50	6.50	3.75	1.75
0830 - 0845	0	2	121	4	23	6	3	0
0845 - 0900	0	2	115	0	24	3	1	1
0900 - 0915	0	2	119	1	30	8	8	2
0915 - 0930	0	3	107	1	26	4	10	2
Hourly Total	0	9	462	6	103	21	22	5
Hourly Average	0.00	2.25	115.50	1.50	25.75	5.25	5.50	1.25
0930 - 0945	0	0	109	0	20	7	5	3
0945 - 1000	0	1	104	0	15	3	5	0
1000 - 1015	0	1	78	0	26	6	1	2
1015 - 1030	0	3	79	0	14	1	4	0
Hourly Total	0	5	370	0	75	17	15	5
Hourly Average	0.00	1.25	92.50	0.00	18.75	4.25	3.75	1.25

Session Total	0	23	1453	13	312	64	52	17
Session Average	0.00	1.92	121.08	1.08	26.00	5.33	4.33	1.42

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.7: Right from A259 Little Common Road to A259 Barnhorn Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	1	123	1	13	5	2	2
1545 - 1600	0	1	122	1	21	3	2	0
1600 - 1615	0	1	117	0	23	1	0	0
1615 - 1630	0	3	132	0	22	1	2	0
Hourly Total	0	6	494	2	79	10	6	2
Hourly Average	0.00	1.50	123.50	0.50	19.75	2.50	1.50	0.50
1630 - 1645	0	1	127	2	19	1	0	0
1645 - 1700	0	0	129	0	25	1	0	0
1700 - 1715	0	5	159	0	27	1	0	0
1715 - 1730	0	5	144	0	22	1	0	0
Hourly Total	0	11	559	2	93	4	0	0
Hourly Average	0.00	2.75	139.75	0.50	23.25	1.00	0.00	0.00
1730 - 1745	0	3	126	1	19	1	1	1
1745 - 1800	1	2	149	1	26	1	0	1
1800 - 1815	0	1	88	0	11	2	0	0
1815 - 1830	0	4	143	0	15	1	0	1
Hourly Total	1	10	506	2	71	5	1	3
Hourly Average	0.25	2.50	126.50	0.50	17.75	1.25	0.25	0.75

Session Total	1	27	1559	6	243	19	7	5
Session Average	0.08	2.25	129.92	0.50	20.25	1.58	0.58	0.42

Original Data	
TOTAL	PCU TOTAL
222	230.30
210	221.00
209	218.80
178	183.00
819	853.10
204.75	213.28
159	164.70
146	148.60
170	185.20
153	168.20
628	666.70
157.00	166.68
144	157.00
128	135.40
114	119.70
101	104.90
487	517.00
121.75	129.25

1934	2036.80
161.17	169.73

Original Data	
TOTAL	PCU TOTAL
147	153.50
150	153.50
142	141.90
160	161.30
599	610.20
149.75	152.55
150	149.90
155	155.50
192	189.50
172	169.50
669	664.40
167.25	166.10
152	153.00
181	180.50
102	102.40
164	163.10
599	599.00
149.75	149.75

1867	1873.60
155.58	156.13

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
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A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.8: Right from A259 Little Common Road to Chestnut Walk							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	0	0	1	0	0	0
0745 - 0800	0	0	2	0	0	0	0	0
0800 - 0815	0	0	3	0	2	1	0	0
0815 - 0830	0	0	4	0	0	0	0	0
Hourly Total	0	0	9	0	3	1	0	0
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.25	0.00	0.00
0830 - 0845	0	0	3	0	3	0	0	0
0845 - 0900	0	0	6	0	1	0	0	0
0900 - 0915	0	0	2	0	1	0	0	0
0915 - 0930	0	0	2	0	1	0	0	0
Hourly Total	0	0	13	0	6	0	0	0
Hourly Average	0.00	0.00	3.25	0.00	1.50	0.00	0.00	0.00
0930 - 0945	0	0	5	0	2	0	0	0
0945 - 1000	0	0	7	0	1	0	0	0
1000 - 1015	0	0	5	0	0	0	0	0
1015 - 1030	0	0	3	0	0	0	0	0
Hourly Total	0	0	20	0	3	0	0	0
Hourly Average	0.00	0.00	5.00	0.00	0.75	0.00	0.00	0.00

Session Total	0	0	42	0	12	1	0	0
Session Average	0.00	0.00	3.50	0.00	1.00	0.08	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.8: Right from A259 Little Common Road to Chestnut Walk							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	5	0	0	0	0	0
1545 - 1600	0	0	5	0	0	0	0	0
1600 - 1615	0	0	7	0	0	0	0	0
1615 - 1630	0	1	4	0	1	0	0	0
Hourly Total	0	1	21	0	1	0	0	0
Hourly Average	0.00	0.25	5.25	0.00	0.25	0.00	0.00	0.00
1630 - 1645	0	0	4	0	0	0	0	0
1645 - 1700	0	0	7	0	2	0	0	0
1700 - 1715	0	0	9	0	0	0	0	0
1715 - 1730	0	0	1	0	1	0	0	0
Hourly Total	0	0	21	0	3	0	0	0
Hourly Average	0.00	0.00	5.25	0.00	0.75	0.00	0.00	0.00
1730 - 1745	0	0	5	0	0	0	0	0
1745 - 1800	0	0	8	0	0	0	0	0
1800 - 1815	0	0	16	0	2	0	0	0
1815 - 1830	0	0	7	0	0	0	0	0
Hourly Total	0	0	36	0	2	0	0	0
Hourly Average	0.00	0.00	9.00	0.00	0.50	0.00	0.00	0.00

Session Total	0	1	78	0	6	0	0	0
Session Average	0.00	0.08	6.50	0.00	0.50	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
1	1.00
2	2.00
6	6.50
4	4.00
13	13.50
3.25	3.38
6	6.00
7	7.00
3	3.00
3	3.00
19	19.00
4.75	4.75
7	7.00
8	8.00
5	5.00
3	3.00
23	23.00
5.75	5.75

55	55.50
4.58	4.63

Original Data	
TOTAL	PCU TOTAL
5	5.00
5	5.00
7	7.00
6	5.40
23	22.40
5.75	5.60
4	4.00
9	9.00
9	9.00
2	2.00
24	24.00
6.00	6.00
5	5.00
8	8.00
18	18.00
7	7.00
38	38.00
9.50	9.50

85	84.40
7.08	7.03

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.9: Right from A259 Little Common Road to Peartree Lane							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	0	0	1	1	0	0
0745 - 0800	0	0	5	0	1	0	0	0
0800 - 0815	0	0	3	0	2	0	0	0
0815 - 0830	0	0	3	0	1	0	0	0
Hourly Total	0	0	11	0	5	1	0	0
Hourly Average	0.00	0.00	2.75	0.00	1.25	0.25	0.00	0.00
0830 - 0845	0	0	5	0	0	0	0	0
0845 - 0900	0	0	5	0	0	0	0	0
0900 - 0915	0	1	5	0	1	1	0	0
0915 - 0930	0	0	3	0	1	0	0	1
Hourly Total	0	1	18	0	2	1	0	1
Hourly Average	0.00	0.25	4.50	0.00	0.50	0.25	0.00	0.25
0930 - 0945	0	0	4	0	2	0	0	1
0945 - 1000	0	0	7	0	4	0	0	0
1000 - 1015	0	0	8	0	0	0	0	0
1015 - 1030	0	0	2	0	1	0	0	0
Hourly Total	0	0	21	0	7	0	0	1
Hourly Average	0.00	0.00	5.25	0.00	1.75	0.00	0.00	0.25

Session Total	0	1	50	0	14	2	0	2
Session Average	0.00	0.08	4.17	0.00	1.17	0.17	0.00	0.17

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.9: Right from A259 Little Common Road to Peartree Lane							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	9	0	0	0	0	0
1545 - 1600	0	0	3	0	0	0	0	1
1600 - 1615	0	0	3	0	1	0	0	0
1615 - 1630	0	0	9	0	1	0	0	1
Hourly Total	0	0	24	0	2	0	0	2
Hourly Average	0.00	0.00	6.00	0.00	0.50	0.00	0.00	0.50
1630 - 1645	0	0	3	0	0	0	0	0
1645 - 1700	0	0	10	0	3	0	0	0
1700 - 1715	0	0	5	0	0	0	0	0
1715 - 1730	0	0	6	0	1	0	0	0
Hourly Total	0	0	24	0	4	0	0	0
Hourly Average	0.00	0.00	6.00	0.00	1.00	0.00	0.00	0.00
1730 - 1745	0	0	2	0	1	0	0	0
1745 - 1800	0	0	4	0	0	0	0	0
1800 - 1815	0	0	3	0	0	0	0	0
1815 - 1830	0	0	4	0	0	0	0	0
Hourly Total	0	0	13	0	1	0	0	0
Hourly Average	0.00	0.00	3.25	0.00	0.25	0.00	0.00	0.00

Session Total	0	0	61	0	7	0	0	2
Session Average	0.00	0.00	5.08	0.00	0.58	0.00	0.00	0.17

Original Data	
TOTAL	PCU TOTAL
2	2.50
6	6.00
5	5.00
4	4.00
17	17.50
4.25	4.38
5	5.00
5	5.00
8	7.90
5	6.00
23	23.90
5.75	5.98
7	8.00
11	11.00
8	8.00
3	3.00
29	30.00
7.25	7.50

69	71.40
5.75	5.95

Original Data	
TOTAL	PCU TOTAL
9	9.00
4	5.00
4	4.00
11	12.00
28	30.00
7.00	7.50
3	3.00
13	13.00
5	5.00
7	7.00
28	28.00
7.00	7.00
3	3.00
4	4.00
3	3.00
4	4.00
14	14.00
3.50	3.50

70	72.00
5.83	6.00

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
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A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.10: U-Turn from A259 Little Common Road to A259 Little Common Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	1	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00
0830 - 0845	0	0	1	0	2	0	0	0
0845 - 0900	0	0	1	0	1	0	0	0
0900 - 0915	0	0	1	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	0
Hourly Total	0	0	4	0	3	0	0	0
Hourly Average	0.00	0.00	1.00	0.00	0.75	0.00	0.00	0.00
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	1	0	0	0	0	0
1000 - 1015	0	0	2	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	0
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	8	0	3	0	0	0
Session Average	0.00	0.00	0.67	0.00	0.25	0.00	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.10: U-Turn from A259 Little Common Road to A259 Little Common Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
1600 - 1615	0	0	1	0	0	0	0	0
1615 - 1630	0	0	0	0	1	0	0	0
Hourly Total	0	0	1	0	1	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00
1630 - 1645	0	0	1	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
1700 - 1715	0	0	1	0	0	0	0	0
1715 - 1730	0	0	2	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	0
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	0	0	0	0
1800 - 1815	0	0	2	0	0	0	0	0
1815 - 1830	0	0	1	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	0
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	9	0	1	0	0	0
Session Average	0.00	0.00	0.75	0.00	0.08	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
1	1.00
0	0.00
0	0.00
0	0.00
1	1.00
0.25	0.25
3	3.00
2	2.00
1	1.00
1	1.00
7	7.00
1.75	1.75
0	0.00
1	1.00
2	2.00
0	0.00
3	3.00
0.75	0.75

11	11.00
0.92	0.92

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
1	1.00
1	1.00
2	2.00
0.50	0.50
1	1.00
0	0.00
1	1.00
2	2.00
4	4.00
1.00	1.00
0	0.00
1	1.00
2	2.00
1	1.00
4	4.00
1.00	1.00

10	10.00
0.83	0.83

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.11: Left from B2182 Cooden Sea Road to A259 Barnhorn Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	53	0	12	1	0	1
0745 - 0800	0	1	72	1	7	0	0	1
0800 - 0815	0	0	45	0	14	0	0	0
0815 - 0830	0	1	57	0	9	0	0	1
Hourly Total	0	2	227	1	42	1	0	3
Hourly Average	0.00	0.50	56.75	0.25	10.50	0.25	0.00	0.75
0830 - 0845	0	1	49	0	8	2	0	0
0845 - 0900	0	0	50	0	6	1	0	2
0900 - 0915	0	0	55	0	13	3	0	1
0915 - 0930	0	1	57	1	6	1	1	0
Hourly Total	0	2	211	1	33	7	1	3
Hourly Average	0.00	0.50	52.75	0.25	8.25	1.75	0.25	0.75
0930 - 0945	0	1	38	1	8	0	0	0
0945 - 1000	0	0	57	0	7	1	0	0
1000 - 1015	0	1	49	1	5	1	0	1
1015 - 1030	0	2	53	0	8	1	0	2
Hourly Total	0	4	197	2	28	3	0	3
Hourly Average	0.00	1.00	49.25	0.50	7.00	0.75	0.00	0.75

Session Total	0	8	635	4	103	11	1	9
Session Average	0.00	0.67	52.92	0.33	8.58	0.92	0.08	0.75

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.11: Left from B2182 Cooden Sea Road to A259 Barnhorn Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	49	0	8	1	0	2
1545 - 1600	1	1	37	0	9	0	0	0
1600 - 1615	0	0	34	1	10	0	0	1
1615 - 1630	1	0	30	0	12	0	0	0
Hourly Total	2	1	150	1	39	1	0	3
Hourly Average	0.50	0.25	37.50	0.25	9.75	0.25	0.00	0.75
1630 - 1645	0	0	48	0	8	0	0	2
1645 - 1700	0	0	51	0	9	0	0	0
1700 - 1715	0	1	53	1	6	0	0	1
1715 - 1730	1	2	51	0	6	0	0	1
Hourly Total	1	3	203	1	29	0	0	4
Hourly Average	0.25	0.75	50.75	0.25	7.25	0.00	0.00	1.00
1730 - 1745	1	1	74	0	5	0	0	0
1745 - 1800	0	1	52	0	5	0	0	1
1800 - 1815	0	0	38	0	1	0	0	0
1815 - 1830	0	0	40	0	7	0	0	1
Hourly Total	1	2	204	0	18	0	0	2
Hourly Average	0.25	0.50	51.00	0.00	4.50	0.00	0.00	0.50

Session Total	4	6	557	2	86	1	0	9
Session Average	0.33	0.50	46.42	0.17	7.17	0.08	0.00	0.75

Original Data	
TOTAL	PCU TOTAL
67	68.50
82	82.40
59	59.00
68	68.40
276	278.30
69.00	69.58
60	60.40
59	61.50
72	74.50
67	68.20
258	264.60
64.50	66.15
48	47.40
65	65.50
58	58.90
66	67.30
237	239.10
59.25	59.78

771	782.00
64.25	65.17

Original Data	
TOTAL	PCU TOTAL
60	62.50
48	46.60
46	47.00
43	42.20
197	198.30
49.25	49.58
58	60.00
60	60.00
62	62.40
61	60.00
241	242.40
60.25	60.60
81	79.60
59	59.40
39	39.00
48	49.00
227	227.00
56.75	56.75

665	667.70
55.42	55.64

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.12: Left from B2182 Cooden Sea Road to Chestnut Walk							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	2	0	2	0	0	0
0745 - 0800	0	0	5	0	0	0	0	0
0800 - 0815	0	0	4	0	1	0	0	0
0815 - 0830	0	0	2	0	0	0	0	0
Hourly Total	0	0	13	0	3	0	0	0
Hourly Average	0.00	0.00	3.25	0.00	0.75	0.00	0.00	0.00
0830 - 0845	0	0	5	0	1	0	0	0
0845 - 0900	0	0	3	0	1	0	0	0
0900 - 0915	0	0	2	0	0	0	0	0
0915 - 0930	1	0	9	0	0	0	0	0
Hourly Total	1	0	19	0	2	0	0	0
Hourly Average	0.25	0.00	4.75	0.00	0.50	0.00	0.00	0.00
0930 - 0945	0	0	4	0	1	0	0	0
0945 - 1000	0	0	7	0	0	0	0	0
1000 - 1015	0	0	3	0	1	0	0	0
1015 - 1030	0	0	5	0	1	0	0	0
Hourly Total	0	0	19	0	3	0	0	0
Hourly Average	0.00	0.00	4.75	0.00	0.75	0.00	0.00	0.00
Session Total	1	0	51	0	8	0	0	0
Session Average	0.08	0.00	4.25	0.00	0.67	0.00	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.12: Left from B2182 Cooden Sea Road to Chestnut Walk							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	10	1	0	0	0	0
1545 - 1600	0	0	7	0	0	0	0	0
1600 - 1615	0	0	14	0	1	0	0	0
1615 - 1630	0	0	12	0	3	0	0	0
Hourly Total	0	0	43	1	4	0	0	0
Hourly Average	0.00	0.00	10.75	0.25	1.00	0.00	0.00	0.00
1630 - 1645	0	1	4	0	2	0	0	0
1645 - 1700	0	1	13	0	1	0	0	0
1700 - 1715	0	0	11	0	1	1	0	0
1715 - 1730	2	0	14	0	4	0	0	0
Hourly Total	2	2	42	0	8	1	0	0
Hourly Average	0.50	0.50	10.50	0.00	2.00	0.25	0.00	0.00
1730 - 1745	0	0	6	0	1	0	0	0
1745 - 1800	0	0	8	0	0	0	0	0
1800 - 1815	0	0	11	0	0	0	0	0
1815 - 1830	0	0	7	0	0	0	0	0
Hourly Total	0	0	32	0	1	0	0	0
Hourly Average	0.00	0.00	8.00	0.00	0.25	0.00	0.00	0.00
Session Total	2	2	117	1	13	1	0	0
Session Average	0.17	0.17	9.75	0.08	1.08	0.08	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
4	4.00
5	5.00
5	5.00
2	2.00
16	16.00
4.00	4.00
6	6.00
4	4.00
2	2.00
10	9.20
22	21.20
5.50	5.30
5	5.00
7	7.00
4	4.00
6	6.00
22	22.00
5.50	5.50

60	59.20
5.00	4.93

Original Data	
TOTAL	PCU TOTAL
11	11.00
7	7.00
15	15.00
15	15.00
48	48.00
12.00	12.00
7	6.40
15	14.40
13	13.50
20	18.40
55	52.70
13.75	13.18
7	7.00
8	8.00
11	11.00
7	7.00
33	33.00
8.25	8.25

136	133.70
11.33	11.14

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.13: Northbound from B2182 Cooden Sea Road to Peartree Lane							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	18	0	3	0	0	1
0745 - 0800	0	0	26	0	3	0	0	0
0800 - 0815	0	0	21	0	1	0	0	0
0815 - 0830	0	0	16	0	4	0	0	0
Hourly Total	0	0	81	0	11	0	0	1
Hourly Average	0.00	0.00	20.25	0.00	2.75	0.00	0.00	0.25
0830 - 0845	0	0	23	1	1	0	0	0
0845 - 0900	0	0	24	0	4	1	0	0
0900 - 0915	0	1	21	0	3	0	0	1
0915 - 0930	0	0	24	1	2	0	0	0
Hourly Total	0	1	92	2	10	1	0	1
Hourly Average	0.00	0.25	23.00	0.50	2.50	0.25	0.00	0.25
0930 - 0945	0	0	19	0	6	0	0	0
0945 - 1000	0	0	24	0	7	0	0	2
1000 - 1015	0	0	25	0	2	1	0	0
1015 - 1030	0	0	14	0	8	0	0	1
Hourly Total	0	0	82	0	23	1	0	3
Hourly Average	0.00	0.00	20.50	0.00	5.75	0.25	0.00	0.75

Session Total	0	1	255	2	44	2	0	5
Session Average	0.00	0.08	21.25	0.17	3.67	0.17	0.00	0.42

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.13: Northbound from B2182 Cooden Sea Road to Peartree Lane							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	29	0	2	0	0	0
1545 - 1600	0	0	23	0	3	0	0	1
1600 - 1615	0	1	31	1	4	0	0	0
1615 - 1630	0	1	20	0	10	0	0	0
Hourly Total	0	2	103	1	19	0	0	1
Hourly Average	0.00	0.50	25.75	0.25	4.75	0.00	0.00	0.25
1630 - 1645	0	0	29	0	4	0	0	0
1645 - 1700	0	0	27	0	7	0	0	0
1700 - 1715	0	0	37	0	5	0	0	0
1715 - 1730	0	1	27	0	1	0	0	0
Hourly Total	0	1	120	0	17	0	0	0
Hourly Average	0.00	0.25	30.00	0.00	4.25	0.00	0.00	0.00
1730 - 1745	0	0	31	0	1	0	0	0
1745 - 1800	2	0	22	0	6	0	0	0
1800 - 1815	0	0	23	0	3	0	0	0
1815 - 1830	0	0	18	0	4	0	0	0
Hourly Total	2	0	94	0	14	0	0	0
Hourly Average	0.50	0.00	23.50	0.00	3.50	0.00	0.00	0.00

Session Total	2	3	317	1	50	0	0	1
Session Average	0.17	0.25	26.42	0.08	4.17	0.00	0.00	0.08

Original Data	
TOTAL	PCU TOTAL
22	23.00
29	29.00
22	22.00
20	20.00
93	94.00
23.25	23.50
25	25.00
29	29.50
26	26.40
27	27.00
107	107.90
26.75	26.98
25	25.00
33	35.00
28	28.50
23	24.00
109	112.50
27.25	28.13

309	314.40
25.75	26.20

Original Data	
TOTAL	PCU TOTAL
31	31.00
27	28.00
37	36.40
31	30.40
126	125.80
31.50	31.45
33	33.00
34	34.00
42	42.00
29	28.40
138	137.40
34.50	34.35
32	32.00
30	28.40
26	26.00
22	22.00
110	108.40
27.50	27.10

374	371.60
31.17	30.97

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.14: Right from B2182 Cooden Sea Road to A259 Little Common Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	17	0	5	0	0	0
0745 - 0800	0	0	11	0	3	0	0	0
0800 - 0815	0	0	18	1	3	0	0	0
0815 - 0830	0	0	13	0	4	0	0	0
Hourly Total	0	0	59	1	15	0	0	0
Hourly Average	0.00	0.00	14.75	0.25	3.75	0.00	0.00	0.00
0830 - 0845	0	1	11	0	3	0	0	0
0845 - 0900	0	0	29	0	3	0	0	0
0900 - 0915	0	0	25	0	2	0	0	0
0915 - 0930	0	0	15	0	2	0	0	0
Hourly Total	0	1	80	0	10	0	0	0
Hourly Average	0.00	0.25	20.00	0.00	2.50	0.00	0.00	0.00
0930 - 0945	0	0	14	0	5	0	0	0
0945 - 1000	0	1	17	0	4	1	0	0
1000 - 1015	0	1	22	0	2	1	0	0
1015 - 1030	0	0	15	0	2	2	0	0
Hourly Total	0	2	68	0	13	4	0	0
Hourly Average	0.00	0.50	17.00	0.00	3.25	1.00	0.00	0.00

Session Total	0	3	207	1	38	4	0	0
Session Average	0.00	0.25	17.25	0.08	3.17	0.33	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.14: Right from B2182 Cooden Sea Road to A259 Little Common Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	36	0	0	5	0	1
1545 - 1600	0	0	13	1	0	1	0	0
1600 - 1615	0	1	19	0	0	2	1	0
1615 - 1630	0	0	16	1	0	3	0	0
Hourly Total	0	1	84	2	0	11	1	1
Hourly Average	0.00	0.25	21.00	0.50	0.00	2.75	0.25	0.25
1630 - 1645	0	0	18	1	8	0	0	0
1645 - 1700	0	0	25	0	3	0	0	0
1700 - 1715	0	0	24	0	1	0	0	0
1715 - 1730	0	0	29	0	1	0	0	0
Hourly Total	0	0	96	1	13	0	0	0
Hourly Average	0.00	0.00	24.00	0.25	3.25	0.00	0.00	0.00
1730 - 1745	0	0	15	0	1	0	0	0
1745 - 1800	0	0	17	0	1	0	0	0
1800 - 1815	0	0	19	0	0	0	0	1
1815 - 1830	0	0	23	0	4	0	0	0
Hourly Total	0	0	74	0	6	0	0	1
Hourly Average	0.00	0.00	18.50	0.00	1.50	0.00	0.00	0.25

Session Total	0	1	254	3	19	11	1	2
Session Average	0.00	0.08	21.17	0.25	1.58	0.92	0.08	0.17

Original Data	
TOTAL	PCU TOTAL
22	22.00
14	14.00
22	22.00
17	17.00
75	75.00
18.75	18.75
15	14.40
32	32.00
27	27.00
17	17.00
91	90.40
22.75	22.60
19	19.00
23	22.90
26	25.90
19	20.00
87	87.80
21.75	21.95

253	253.20
21.08	21.10

Original Data	
TOTAL	PCU TOTAL
42	45.50
15	15.50
23	24.70
20	21.50
100	107.20
25.00	26.80
27	27.00
28	28.00
25	25.00
30	30.00
110	110.00
27.50	27.50
16	16.00
18	18.00
20	21.00
27	27.00
81	82.00
20.25	20.50

291	299.20
24.25	24.93

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
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Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.15: U-Turn from B2182 Cooden Sea Road to B2182 Cooden Sea Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	1	0	0	0	0	0
0745 - 0800	0	0	1	0	0	0	0	0
0800 - 0815	0	0	1	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	0
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00
0830 - 0845	0	0	1	0	0	0	0	0
0845 - 0900	0	0	1	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	2	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	0
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
0930 - 0945	0	0	0	0	1	0	0	0
0945 - 1000	0	0	1	0	0	0	0	0
1000 - 1015	0	0	1	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	1	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00

Session Total	0	0	9	0	1	0	0	0
Session Average	0.00	0.00	0.75	0.00	0.08	0.00	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.15: U-Turn from B2182 Cooden Sea Road to B2182 Cooden Sea Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	2	0	1	0	0	0
1545 - 1600	0	0	1	0	0	0	0	0
1600 - 1615	0	0	3	0	1	0	0	0
1615 - 1630	0	0	1	0	0	0	0	0
Hourly Total	0	0	7	0	2	0	0	0
Hourly Average	0.00	0.00	1.75	0.00	0.50	0.00	0.00	0.00
1630 - 1645	0	0	2	0	1	0	0	0
1645 - 1700	0	0	2	0	0	0	0	0
1700 - 1715	0	0	2	0	0	0	0	0
1715 - 1730	0	0	1	0	0	0	0	0
Hourly Total	0	0	7	0	1	0	0	0
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00
1730 - 1745	0	0	2	0	0	0	0	0
1745 - 1800	0	0	1	0	0	0	0	0
1800 - 1815	0	0	1	0	1	0	0	0
1815 - 1830	0	0	1	0	0	0	0	0
Hourly Total	0	0	5	0	1	0	0	0
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00

Session Total	0	0	19	0	4	0	0	0
Session Average	0.00	0.00	1.58	0.00	0.33	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
1	1.00
1	1.00
1	1.00
0	0.00
3	3.00
0.75	0.75
1	1.00
1	1.00
0	0.00
2	2.00
4	4.00
1.00	1.00
1	1.00
1	1.00
1	1.00
0	0.00
3	3.00
0.75	0.75

10	10.00
0.83	0.83

Original Data	
TOTAL	PCU TOTAL
3	3.00
1	1.00
4	4.00
1	1.00
9	9.00
2.25	2.25
3	3.00
2	2.00
2	2.00
1	1.00
8	8.00
2.00	2.00
2	2.00
1	1.00
2	2.00
1	1.00
6	6.00
1.50	1.50

23	23.00
1.92	1.92

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.16: Left from A259 Barnhorn Road to Chestnut Walk							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	1	0	0	0	1	0
0745 - 0800	0	0	1	0	0	0	0	0
0800 - 0815	0	0	1	0	1	0	0	0
0815 - 0830	0	0	2	0	1	0	0	0
Hourly Total	0	0	5	0	2	0	1	0
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.25	0.00
0830 - 0845	0	0	1	0	2	0	0	0
0845 - 0900	0	0	2	0	0	0	0	0
0900 - 0915	0	0	3	0	0	0	0	0
0915 - 0930	0	0	1	0	1	0	0	0
Hourly Total	0	0	7	0	3	0	0	0
Hourly Average	0.00	0.00	1.75	0.00	0.75	0.00	0.00	0.00
0930 - 0945	0	0	2	0	1	1	0	0
0945 - 1000	0	0	2	0	0	0	0	0
1000 - 1015	0	0	1	0	0	0	0	0
1015 - 1030	0	0	1	0	1	0	0	0
Hourly Total	0	0	6	0	2	1	0	0
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.25	0.00	0.00
Session Total	0	0	18	0	7	1	1	0
Session Average	0.00	0.00	1.50	0.00	0.58	0.08	0.08	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.16: Left from A259 Barnhorn Road to Chestnut Walk							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	3	0	0	0	0	0
1545 - 1600	0	0	2	0	0	0	0	0
1600 - 1615	0	0	2	0	0	0	0	0
1615 - 1630	0	0	4	0	0	0	0	0
Hourly Total	0	0	11	0	0	0	0	0
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.00	0.00	0.00
1630 - 1645	0	0	4	0	0	0	0	0
1645 - 1700	0	0	3	0	2	0	0	0
1700 - 1715	0	0	2	0	1	0	0	0
1715 - 1730	0	0	4	0	0	0	0	0
Hourly Total	0	0	13	0	3	0	0	0
Hourly Average	0.00	0.00	3.25	0.00	0.75	0.00	0.00	0.00
1730 - 1745	0	0	7	0	0	0	0	0
1745 - 1800	0	0	6	0	2	0	0	0
1800 - 1815	0	0	3	0	0	0	0	0
1815 - 1830	0	0	4	0	1	0	0	0
Hourly Total	0	0	20	0	3	0	0	0
Hourly Average	0.00	0.00	5.00	0.00	0.75	0.00	0.00	0.00
Session Total	0	0	44	0	6	0	0	0
Session Average	0.00	0.00	3.67	0.00	0.50	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
2	3.30
1	1.00
2	2.00
3	3.00
8	9.30
2.00	2.33
3	3.00
2	2.00
3	3.00
2	2.00
10	10.00
2.50	2.50
4	4.50
2	2.00
1	1.00
2	2.00
9	9.50
2.25	2.38

27	28.80
2.25	2.40

Original Data	
TOTAL	PCU TOTAL
3	3.00
2	2.00
2	2.00
4	4.00
11	11.00
2.75	2.75
4	4.00
5	5.00
3	3.00
4	4.00
16	16.00
4.00	4.00
7	7.00
8	8.00
3	3.00
5	5.00
23	23.00
5.75	5.75

50	50.00
4.17	4.17

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.17: Left from A259 Barnhorn Road to Peartree Lane							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	8	0	4	0	0	0
0745 - 0800	0	1	16	0	3	0	0	0
0800 - 0815	0	0	9	0	1	0	0	0
0815 - 0830	0	0	15	0	1	0	0	0
Hourly Total	0	1	48	0	9	0	0	0
Hourly Average	0.00	0.25	12.00	0.00	2.25	0.00	0.00	0.00
0830 - 0845	0	0	5	0	1	1	0	0
0845 - 0900	0	0	2	0	3	1	0	0
0900 - 0915	0	0	15	0	1	0	0	0
0915 - 0930	0	0	16	0	5	0	0	0
Hourly Total	0	0	38	0	10	2	0	0
Hourly Average	0.00	0.00	9.50	0.00	2.50	0.50	0.00	0.00
0930 - 0945	0	0	4	0	0	0	0	0
0945 - 1000	0	0	5	1	1	0	0	0
1000 - 1015	0	0	6	0	1	0	1	0
1015 - 1030	0	0	9	0	1	0	0	0
Hourly Total	0	0	24	1	3	0	1	0
Hourly Average	0.00	0.00	6.00	0.25	0.75	0.00	0.25	0.00

Session Total	0	1	110	1	22	2	1	0
Session Average	0.00	0.08	9.17	0.08	1.83	0.17	0.08	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.17: Left from A259 Barnhorn Road to Peartree Lane							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	9	0	1	0	0	0
1545 - 1600	0	0	14	0	3	0	0	0
1600 - 1615	0	0	17	0	0	0	0	0
1615 - 1630	0	0	13	0	1	0	0	0
Hourly Total	0	0	53	0	5	0	0	0
Hourly Average	0.00	0.00	13.25	0.00	1.25	0.00	0.00	0.00
1630 - 1645	2	0	8	0	2	0	0	0
1645 - 1700	0	0	23	0	2	0	0	0
1700 - 1715	0	2	26	0	1	0	0	0
1715 - 1730	0	0	15	0	4	0	0	0
Hourly Total	2	2	72	0	9	0	0	0
Hourly Average	0.50	0.50	18.00	0.00	2.25	0.00	0.00	0.00
1730 - 1745	0	0	13	0	2	0	0	0
1745 - 1800	0	0	19	0	0	0	0	0
1800 - 1815	0	0	14	0	2	0	0	0
1815 - 1830	0	1	14	0	1	0	0	0
Hourly Total	0	1	60	0	5	0	0	0
Hourly Average	0.00	0.25	15.00	0.00	1.25	0.00	0.00	0.00

Session Total	2	3	185	0	19	0	0	0
Session Average	0.17	0.25	15.42	0.00	1.58	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
12	12.00
20	19.40
10	10.00
16	16.00
58	57.40
14.50	14.35
7	7.50
6	6.50
16	16.00
21	21.00
50	51.00
12.50	12.75
4	4.00
7	7.00
8	9.30
10	10.00
29	30.30
7.25	7.58

137	138.70
11.42	11.56

Original Data	
TOTAL	PCU TOTAL
10	10.00
17	17.00
17	17.00
14	14.00
58	58.00
14.50	14.50
12	10.40
25	25.00
29	27.80
19	19.00
85	82.20
21.25	20.55
15	15.00
19	19.00
16	16.00
16	15.40
66	65.40
16.50	16.35

209	205.60
17.42	17.13

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.18: Left from A259 Barnhorn Road to A259 Little Common Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	1	136	1	29	3	2	2
0745 - 0800	0	0	161	0	34	3	0	0
0800 - 0815	0	0	154	1	22	2	4	0
0815 - 0830	0	2	138	0	28	4	5	0
Hourly Total	0	3	589	2	113	12	11	2
Hourly Average	0.00	0.75	147.25	0.50	28.25	3.00	2.75	0.50
0830 - 0845	0	2	129	0	20	0	8	0
0845 - 0900	0	5	96	0	18	7	8	0
0900 - 0915	0	3	103	1	31	13	5	1
0915 - 0930	0	1	113	1	32	1	3	1
Hourly Total	0	11	441	2	101	21	24	2
Hourly Average	0.00	2.75	110.25	0.50	25.25	5.25	6.00	0.50
0930 - 0945	0	2	81	4	13	7	3	1
0945 - 1000	0	1	83	7	12	4	3	0
1000 - 1015	0	0	72	0	21	5	6	2
1015 - 1030	0	0	82	1	23	2	6	0
Hourly Total	0	3	318	12	69	18	18	3
Hourly Average	0.00	0.75	79.50	3.00	17.25	4.50	4.50	0.75

Session Total	0	17	1348	16	283	51	53	7
Session Average	0.00	1.42	112.33	1.33	23.58	4.25	4.42	0.58

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.18: Left from A259 Barnhorn Road to A259 Little Common Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	2	124	0	32	4	2	0
1545 - 1600	1	2	125	4	40	4	0	1
1600 - 1615	0	1	123	2	31	2	2	0
1615 - 1630	0	3	128	1	45	0	0	0
Hourly Total	1	8	500	7	148	10	4	1
Hourly Average	0.25	2.00	125.00	1.75	37.00	2.50	1.00	0.25
1630 - 1645	0	3	126	0	30	0	2	1
1645 - 1700	0	5	99	1	32	2	1	2
1700 - 1715	0	5	117	0	32	1	1	1
1715 - 1730	0	5	138	2	25	0	0	1
Hourly Total	0	18	480	3	119	3	4	5
Hourly Average	0.00	4.50	120.00	0.75	29.75	0.75	1.00	1.25
1730 - 1745	0	3	143	0	26	0	1	1
1745 - 1800	0	1	140	2	18	3	0	1
1800 - 1815	0	2	135	0	15	0	1	3
1815 - 1830	0	0	166	0	14	0	0	5
Hourly Total	0	6	584	2	73	3	2	10
Hourly Average	0.00	1.50	146.00	0.50	18.25	0.75	0.50	2.50

Session Total	1	32	1564	12	340	16	10	16
Session Average	0.08	2.67	130.33	1.00	28.33	1.33	0.83	1.33

Original Data	
TOTAL	PCU TOTAL
174	179.50
198	199.50
183	189.20
177	184.30
732	752.50
183.00	188.13
159	168.20
134	144.90
157	169.20
152	156.80
602	639.10
150.50	159.78
111	118.20
110	115.30
106	118.30
114	122.80
441	474.60
110.25	118.65

1775	1866.20
147.92	155.52

Original Data	
TOTAL	PCU TOTAL
164	167.40
177	178.00
161	164.00
177	175.20
679	684.60
169.75	171.15
162	163.80
142	143.30
157	156.80
171	169.00
632	632.90
158.00	158.23
174	174.50
165	166.90
156	159.10
185	190.00
680	690.50
170.00	172.63

1991	2008.00
165.92	167.33

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.19: Right from A259 Barnhorn Road to B2182 Cooden Sea Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	40	0	14	0	0	1
0745 - 0800	0	2	45	1	14	0	0	1
0800 - 0815	0	0	31	0	10	2	0	0
0815 - 0830	0	1	55	0	8	3	0	0
Hourly Total	0	3	171	1	46	5	0	2
Hourly Average	0.00	0.75	42.75	0.25	11.50	1.25	0.00	0.50
0830 - 0845	0	0	68	0	10	0	0	0
0845 - 0900	0	0	47	0	10	1	0	1
0900 - 0915	0	1	43	0	7	0	0	0
0915 - 0930	0	1	34	0	6	0	0	1
Hourly Total	0	2	192	0	33	1	0	2
Hourly Average	0.00	0.50	48.00	0.00	8.25	0.25	0.00	0.50
0930 - 0945	0	1	23	1	7	1	0	0
0945 - 1000	0	0	42	0	6	1	0	0
1000 - 1015	0	0	29	1	4	2	0	0
1015 - 1030	0	0	37	2	6	0	0	2
Hourly Total	0	1	131	4	23	4	0	2
Hourly Average	0.00	0.25	32.75	1.00	5.75	1.00	0.00	0.50

Session Total	0	6	494	5	102	10	0	6
Session Average	0.00	0.50	41.17	0.42	8.50	0.83	0.00	0.50

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.19: Right from A259 Barnhorn Road to B2182 Cooden Sea Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	1	0	22	0	4	1	1	0
1545 - 1600	0	0	33	0	3	1	0	2
1600 - 1615	0	1	26	0	10	0	0	0
1615 - 1630	0	1	24	0	1	0	0	1
Hourly Total	1	2	105	0	18	2	1	3
Hourly Average	0.25	0.50	26.25	0.00	4.50	0.50	0.25	0.75
1630 - 1645	0	1	38	0	5	1	0	1
1645 - 1700	0	0	30	1	2	0	0	0
1700 - 1715	0	1	37	0	3	0	0	1
1715 - 1730	0	0	29	0	7	0	0	0
Hourly Total	0	2	134	1	17	1	0	2
Hourly Average	0.00	0.50	33.50	0.25	4.25	0.25	0.00	0.50
1730 - 1745	0	0	41	0	2	0	0	2
1745 - 1800	0	0	37	0	6	0	0	0
1800 - 1815	0	0	54	0	3	0	0	1
1815 - 1830	0	0	29	0	5	0	0	1
Hourly Total	0	0	161	0	16	0	0	4
Hourly Average	0.00	0.00	40.25	0.00	4.00	0.00	0.00	1.00

Session Total	1	4	400	1	51	3	1	9
Session Average	0.08	0.33	33.33	0.08	4.25	0.25	0.08	0.75

Original Data	
TOTAL	PCU TOTAL
55	56.00
63	62.80
43	44.00
67	67.90
228	230.70
57.00	57.68
78	78.00
59	60.50
51	50.40
42	42.40
230	231.30
57.50	57.83
33	32.90
49	49.50
36	37.00
47	49.00
165	168.40
41.25	42.10

623	630.40
51.92	52.53

Original Data	
TOTAL	PCU TOTAL
29	30.00
39	41.50
37	36.40
27	27.40
132	135.30
33.00	33.83
46	46.90
33	33.00
42	42.40
36	36.00
157	158.30
39.25	39.58
45	47.00
43	43.00
58	59.00
35	36.00
181	185.00
45.25	46.25

470	478.60
39.17	39.88

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.20: U-Turn from A259 Barnhorn Road to A259 Barnhorn Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0930 - 0945	0	0	2	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	1	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	0
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	3	0	0	0	0	0
Session Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.20: U-Turn from A259 Barnhorn Road to A259 Barnhorn Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	1	0	0	0	0	0
Session Average	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
2	2.00
0	0.00
0	0.00
1	1.00
3	3.00
0.75	0.75

3	3.00
0.25	0.25

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
1	1.00
0	0.00
0	0.00
1	1.00
0.25	0.25

1	1.00
0.08	0.08

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.21: Left from Chestnut Walk to Peartree Lane							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
0800 - 0815	0	0	1	0	0	0	0	0
0815 - 0830	0	0	1	0	1	0	0	0
Hourly Total	0	0	2	0	1	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	1	0	1	0	0	0	0	0
0900 - 0915	0	0	0	0	1	0	0	0
0915 - 0930	0	0	1	0	1	0	0	0
Hourly Total	1	0	2	0	2	0	0	0
Hourly Average	0.25	0.00	0.50	0.00	0.50	0.00	0.00	0.00
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	1	0	2	0	0	0
1000 - 1015	0	0	1	0	0	0	0	0
1015 - 1030	0	0	4	0	0	0	0	0
Hourly Total	0	0	6	0	2	0	0	0
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.00	0.00	0.00

Session Total	1	0	10	0	5	0	0	0
Session Average	0.08	0.00	0.83	0.00	0.42	0.00	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.21: Left from Chestnut Walk to Peartree Lane							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	1	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	2	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	0
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00
1630 - 1645	0	0	1	0	1	0	0	0
1645 - 1700	0	0	1	0	1	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	2	0	0	0
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	0	0	0	0
1800 - 1815	0	0	1	0	0	0	0	0
1815 - 1830	0	0	1	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	0
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	8	0	2	0	0	0
Session Average	0.00	0.00	0.67	0.00	0.17	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
1	1.00
2	2.00
3	3.00
0.75	0.75
0	0.00
2	1.20
1	1.00
2	2.00
5	4.20
1.25	1.05
0	0.00
3	3.00
1	1.00
4	4.00
8	8.00
2.00	2.00

16	15.20
1.33	1.27

Original Data	
TOTAL	PCU TOTAL
1	1.00
0	0.00
0	0.00
2	2.00
3	3.00
0.75	0.75
2	2.00
2	2.00
0	0.00
0	0.00
4	4.00
1.00	1.00
0	0.00
1	1.00
1	1.00
1	1.00
3	3.00
0.75	0.75

10	10.00
0.83	0.83

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.22: Left from Chestnut Walk to A259 Little Common Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	6	0	1	0	0	1
0745 - 0800	0	0	5	0	0	0	0	0
0800 - 0815	0	0	7	0	0	0	0	0
0815 - 0830	0	0	6	0	0	1	0	0
Hourly Total	0	0	24	0	1	1	0	1
Hourly Average	0.00	0.00	6.00	0.00	0.25	0.25	0.00	0.25
0830 - 0845	0	0	7	0	3	0	0	0
0845 - 0900	0	0	10	0	0	0	0	0
0900 - 0915	0	0	7	0	1	0	0	0
0915 - 0930	0	0	7	0	1	0	0	0
Hourly Total	0	0	31	0	5	0	0	0
Hourly Average	0.00	0.00	7.75	0.00	1.25	0.00	0.00	0.00
0930 - 0945	0	0	11	0	1	0	0	2
0945 - 1000	0	0	5	0	0	1	0	0
1000 - 1015	0	0	6	0	0	0	0	0
1015 - 1030	0	0	3	0	0	0	0	0
Hourly Total	0	0	25	0	1	1	0	2
Hourly Average	0.00	0.00	6.25	0.00	0.25	0.25	0.00	0.50

Session Total	0	0	80	0	7	2	0	3
Session Average	0.00	0.00	6.67	0.00	0.58	0.17	0.00	0.25

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.22: Left from Chestnut Walk to A259 Little Common Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	5	0	1	0	0	0
1545 - 1600	0	0	6	0	0	0	0	1
1600 - 1615	0	0	5	0	0	0	0	0
1615 - 1630	0	0	3	0	0	0	0	1
Hourly Total	0	0	19	0	1	0	0	2
Hourly Average	0.00	0.00	4.75	0.00	0.25	0.00	0.00	0.50
1630 - 1645	0	0	3	0	0	0	0	0
1645 - 1700	0	0	4	0	1	0	0	0
1700 - 1715	0	0	10	0	1	0	0	0
1715 - 1730	0	0	2	0	0	0	0	0
Hourly Total	0	0	19	0	2	0	0	0
Hourly Average	0.00	0.00	4.75	0.00	0.50	0.00	0.00	0.00
1730 - 1745	0	0	4	0	0	0	0	0
1745 - 1800	0	0	3	0	1	0	0	0
1800 - 1815	0	0	2	0	0	0	0	0
1815 - 1830	0	0	2	0	2	0	0	0
Hourly Total	0	0	11	0	3	0	0	0
Hourly Average	0.00	0.00	2.75	0.00	0.75	0.00	0.00	0.00

Session Total	0	0	49	0	6	0	0	2
Session Average	0.00	0.00	4.08	0.00	0.50	0.00	0.00	0.17

Original Data	
TOTAL	PCU TOTAL
8	9.00
5	5.00
7	7.00
7	7.50
27	28.50
6.75	7.13
10	10.00
10	10.00
8	8.00
8	8.00
36	36.00
9.00	9.00
14	16.00
6	6.50
6	6.00
3	3.00
29	31.50
7.25	7.88

92	96.00
7.67	8.00

Original Data	
TOTAL	PCU TOTAL
6	6.00
7	8.00
5	5.00
4	5.00
22	24.00
5.50	6.00
3	3.00
5	5.00
11	11.00
2	2.00
21	21.00
5.25	5.25
4	4.00
4	4.00
2	2.00
4	4.00
14	14.00
3.50	3.50

57	59.00
4.75	4.92

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.23: Right from Chestnut Walk to B2182 Cooden Sea Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	6	0	1	0	0	0
0745 - 0800	0	0	4	0	2	0	0	0
0800 - 0815	0	0	14	0	0	0	0	0
0815 - 0830	1	0	7	0	2	0	0	0
Hourly Total	1	0	31	0	5	0	0	0
Hourly Average	0.25	0.00	7.75	0.00	1.25	0.00	0.00	0.00
0830 - 0845	0	0	3	0	0	0	0	0
0845 - 0900	0	0	10	0	0	0	0	0
0900 - 0915	0	0	5	0	1	0	0	0
0915 - 0930	0	0	1	0	2	0	0	0
Hourly Total	0	0	19	0	3	0	0	0
Hourly Average	0.00	0.00	4.75	0.00	0.75	0.00	0.00	0.00
0930 - 0945	0	0	9	0	2	0	0	1
0945 - 1000	0	0	8	0	0	0	0	0
1000 - 1015	0	0	9	0	0	0	0	0
1015 - 1030	0	0	7	0	0	0	0	1
Hourly Total	0	0	33	0	2	0	0	2
Hourly Average	0.00	0.00	8.25	0.00	0.50	0.00	0.00	0.50

Session Total	1	0	83	0	10	0	0	2
Session Average	0.08	0.00	6.92	0.00	0.83	0.00	0.00	0.17

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.23: Right from Chestnut Walk to B2182 Cooden Sea Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	3	0	1	0	0	0
1545 - 1600	0	0	6	0	1	0	0	0
1600 - 1615	0	0	6	0	0	0	0	0
1615 - 1630	0	0	6	0	0	0	0	0
Hourly Total	0	0	21	0	2	0	0	0
Hourly Average	0.00	0.00	5.25	0.00	0.50	0.00	0.00	0.00
1630 - 1645	0	0	2	0	3	1	0	0
1645 - 1700	0	0	11	0	0	0	0	0
1700 - 1715	0	0	4	0	1	0	0	0
1715 - 1730	0	0	4	0	2	0	0	0
Hourly Total	0	0	21	0	6	1	0	0
Hourly Average	0.00	0.00	5.25	0.00	1.50	0.25	0.00	0.00
1730 - 1745	0	0	3	0	0	0	0	0
1745 - 1800	0	0	6	0	0	0	0	0
1800 - 1815	0	0	9	0	1	0	0	0
1815 - 1830	1	0	9	0	0	0	0	0
Hourly Total	1	0	27	0	1	0	0	0
Hourly Average	0.25	0.00	6.75	0.00	0.25	0.00	0.00	0.00

Session Total	1	0	69	0	9	1	0	0
Session Average	0.08	0.00	5.75	0.00	0.75	0.08	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
7	7.00
6	6.00
14	14.00
10	9.20
37	36.20
9.25	9.05
3	3.00
10	10.00
6	6.00
3	3.00
22	22.00
5.50	5.50
12	13.00
8	8.00
9	9.00
8	9.00
37	39.00
9.25	9.75

96	97.20
8.00	8.10

Original Data	
TOTAL	PCU TOTAL
4	4.00
7	7.00
6	6.00
6	6.00
23	23.00
5.75	5.75
6	6.50
11	11.00
5	5.00
6	6.00
28	28.50
7.00	7.13
3	3.00
6	6.00
10	10.00
10	9.20
29	28.20
7.25	7.05

80	79.70
6.67	6.64

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.24: Right from Chestnut Walk to A259 Barnhorn Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	5	0	2	0	0	0
0745 - 0800	0	0	3	0	1	0	0	0
0800 - 0815	0	0	1	0	1	0	1	0
0815 - 0830	0	0	2	1	0	0	0	0
Hourly Total	0	0	11	1	4	0	1	0
Hourly Average	0.00	0.00	2.75	0.25	1.00	0.00	0.25	0.00
0830 - 0845	0	0	3	0	0	0	0	0
0845 - 0900	0	0	2	0	2	0	0	0
0900 - 0915	0	0	4	0	1	0	0	0
0915 - 0930	0	0	4	0	0	0	0	0
Hourly Total	0	0	13	0	3	0	0	0
Hourly Average	0.00	0.00	3.25	0.00	0.75	0.00	0.00	0.00
0930 - 0945	0	0	4	0	0	0	0	0
0945 - 1000	0	0	4	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	3	0	0	0	0	0
Hourly Total	0	0	11	0	0	0	0	0
Hourly Average	0.00	0.00	2.75	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	35	1	7	0	1	0
Session Average	0.00	0.00	2.92	0.08	0.58	0.00	0.08	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.24: Right from Chestnut Walk to A259 Barnhorn Road							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	3	0	1	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
1600 - 1615	0	0	2	0	0	0	0	0
1615 - 1630	0	0	1	0	0	0	0	0
Hourly Total	0	0	6	0	1	0	0	0
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00
1630 - 1645	0	0	2	0	0	0	0	0
1645 - 1700	0	0	2	0	1	0	0	0
1700 - 1715	0	0	1	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	0	1	0	0	0
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	2	0	0	0	0	0
1800 - 1815	0	0	2	0	0	0	0	0
1815 - 1830	0	0	3	0	0	0	0	0
Hourly Total	0	0	7	0	0	0	0	0
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	18	0	2	0	0	0
Session Average	0.00	0.00	1.50	0.00	0.17	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
7	7.00
4	4.00
3	4.30
3	3.00
17	18.30
4.25	4.58
3	3.00
4	4.00
5	5.00
4	4.00
16	16.00
4.00	4.00
4	4.00
4	4.00
0	0.00
3	3.00
11	11.00
2.75	2.75

44	45.30
3.67	3.78

Original Data	
TOTAL	PCU TOTAL
4	4.00
0	0.00
2	2.00
1	1.00
7	7.00
1.75	1.75
2	2.00
3	3.00
1	1.00
0	0.00
6	6.00
1.50	1.50
0	0.00
2	2.00
2	2.00
3	3.00
7	7.00
1.75	1.75

20	20.00
1.67	1.67

Bexhill, East Sussex
Classified Junction Count

Site 1 of 1
Peartree Lane
A259 Little Common Road
B2182 Cooden Sea Road
A259 Barnhorn Road
Chestnut Walk

Lat/Long
lat 50.845190° lon 0.433771°

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

0730 - 1030 (Weekday AM Peak)

	Movement 1.25: U-Turn from Chestnut Walk to Chestnut Walk							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Wednesday 27 September 2017

Weather
Cloudy
Temp: 12°C

1530 - 1830 (Weekday PM Peak)

	Movement 1.25: U-Turn from Chestnut Walk to Chestnut Walk							
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00

0	0.00
0.00	0.00

Original Data	
TOTAL	PCU TOTAL
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0.00	0.00

0	0.00
0.00	0.00