APPENDIX C
Final Transport Addendum

Addendum to the Transport Assessment

PROPOSED RESIDENTIAL DEVELOPMENT REV A

Spindlewood Drive, Bexhill–on-Sea

January 2018

CONTENTS

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

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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 1.7: 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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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 1.10: 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

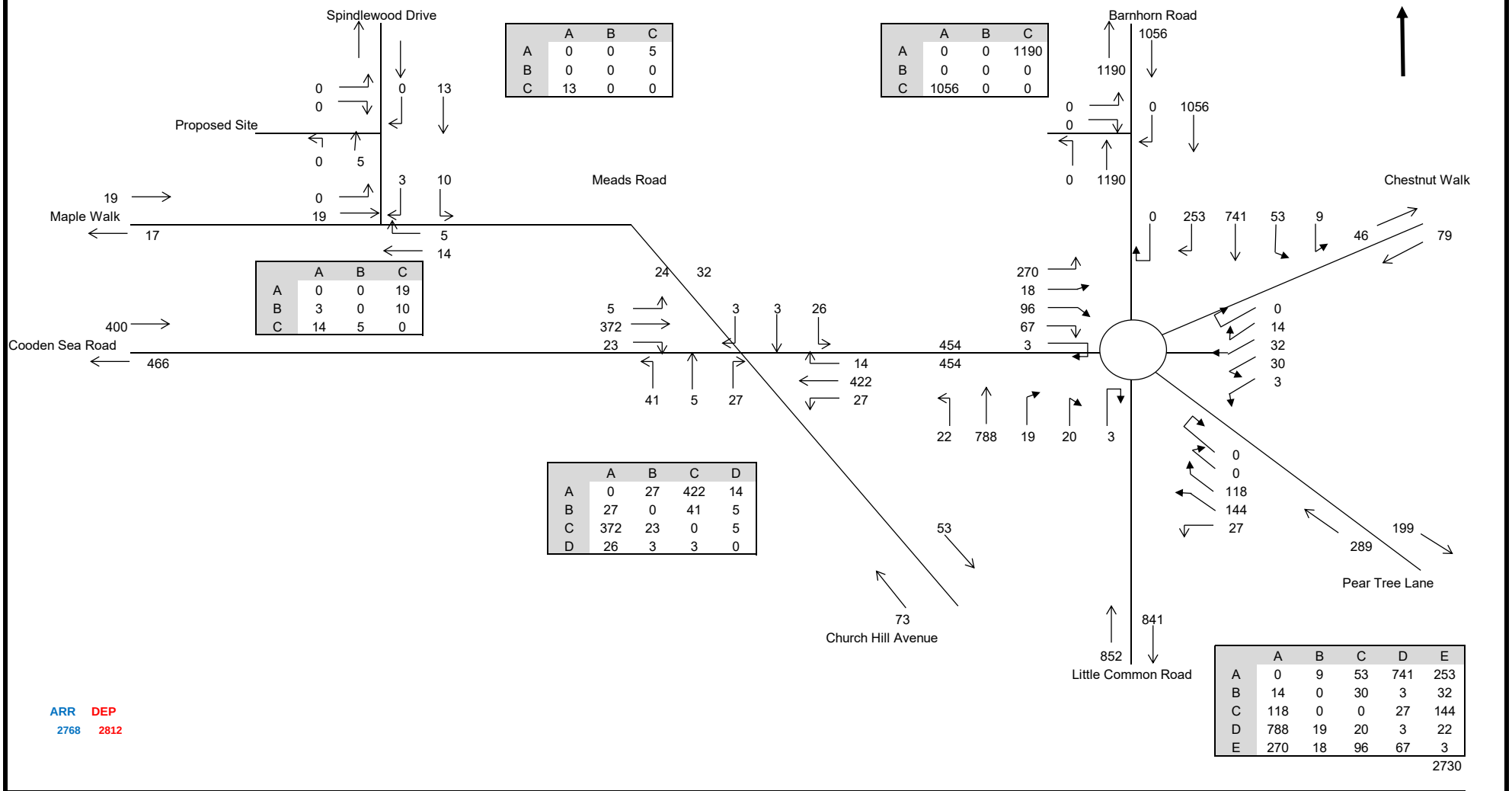
0	0.00
0.00	0.00

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

APPENDIX B

Traffic Flow Diagrams



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

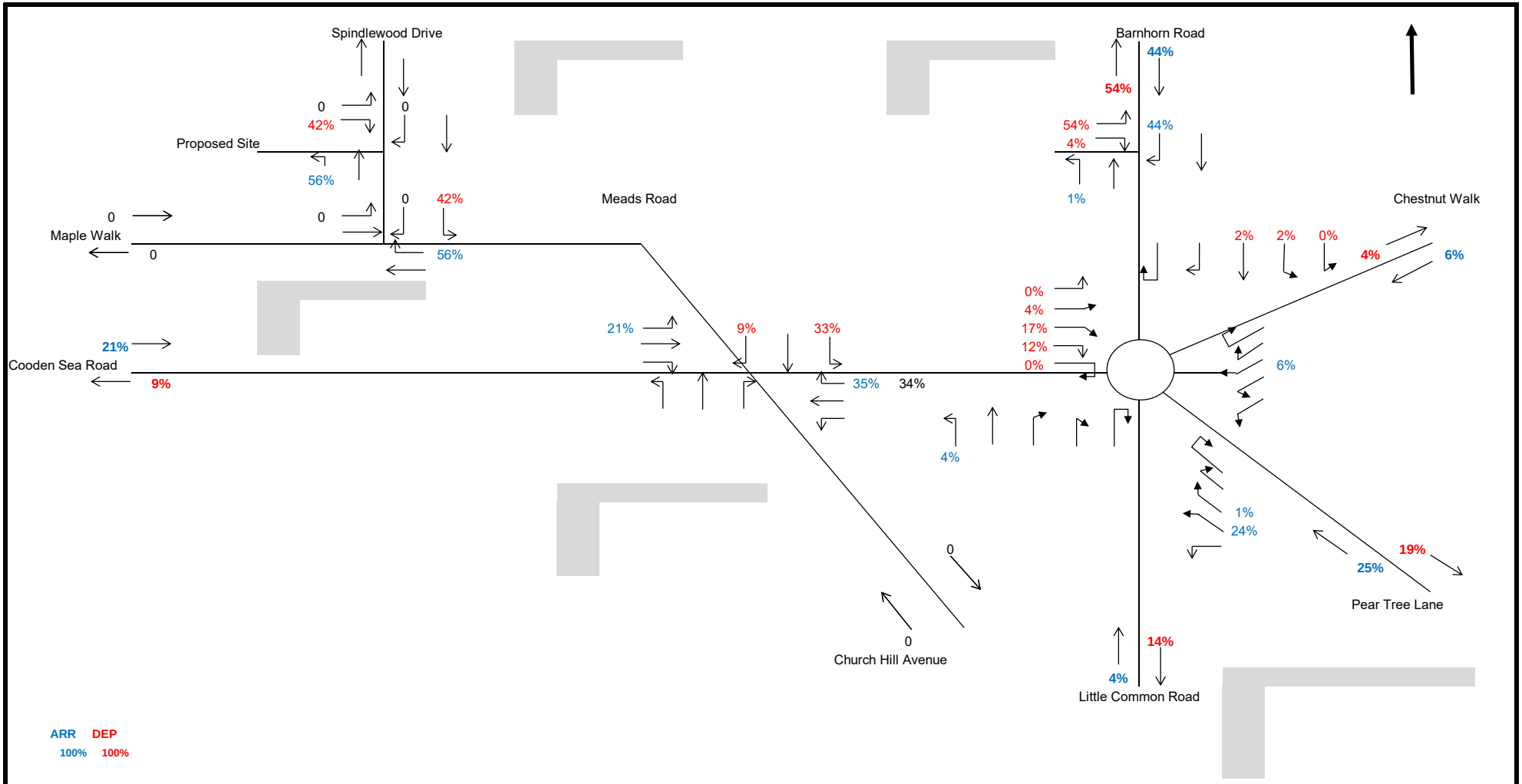
	A	B	C
A	0	0	1190
B	0	0	0
C	1056	0	0

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

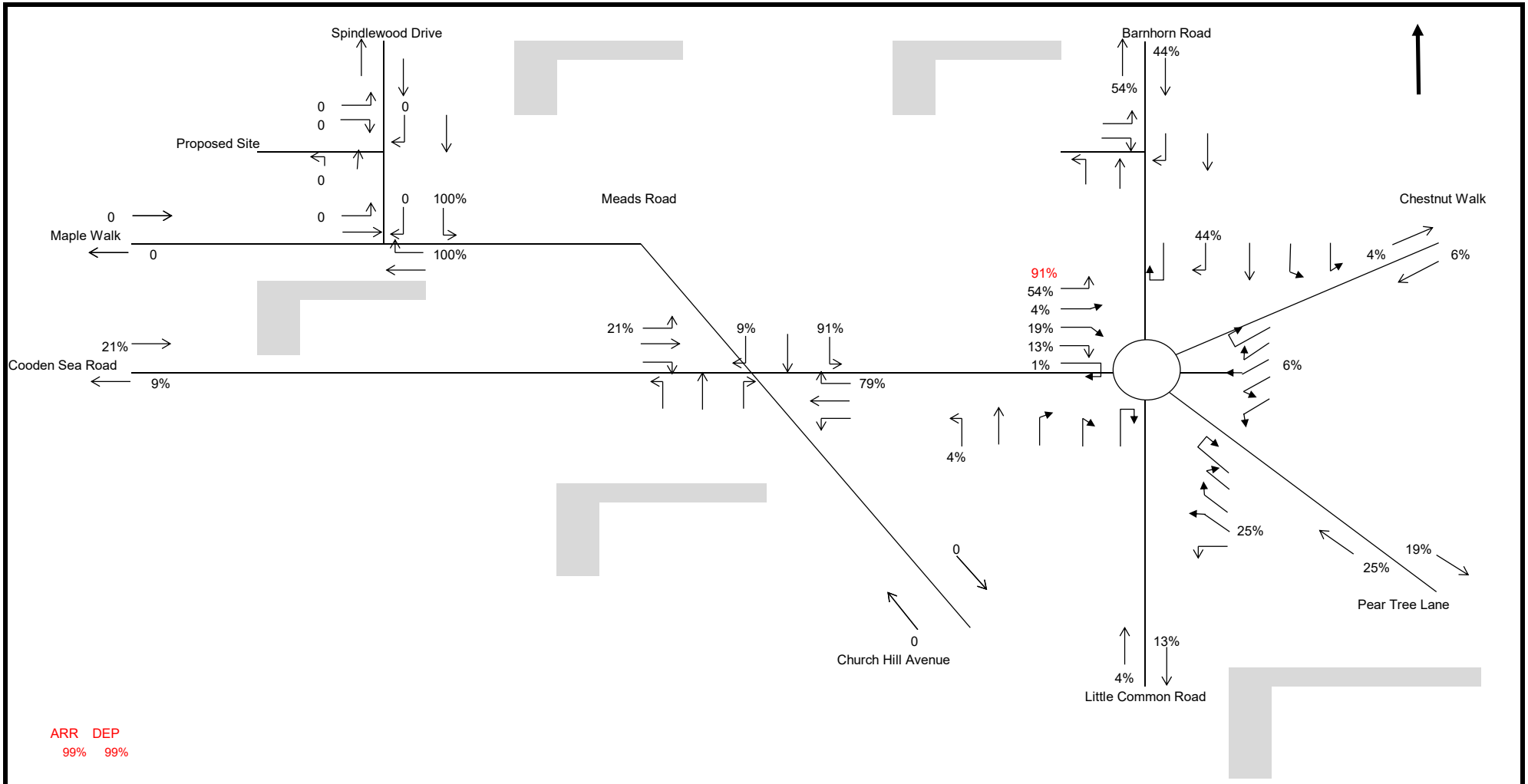
	A	B	C	D
A	0	27	422	14
B	27	0	41	5
C	372	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	9	53	741	253
B	14	0	30	3	32
C	118	0	0	27	144
D	788	19	20	3	22
E	270	18	96	67	3

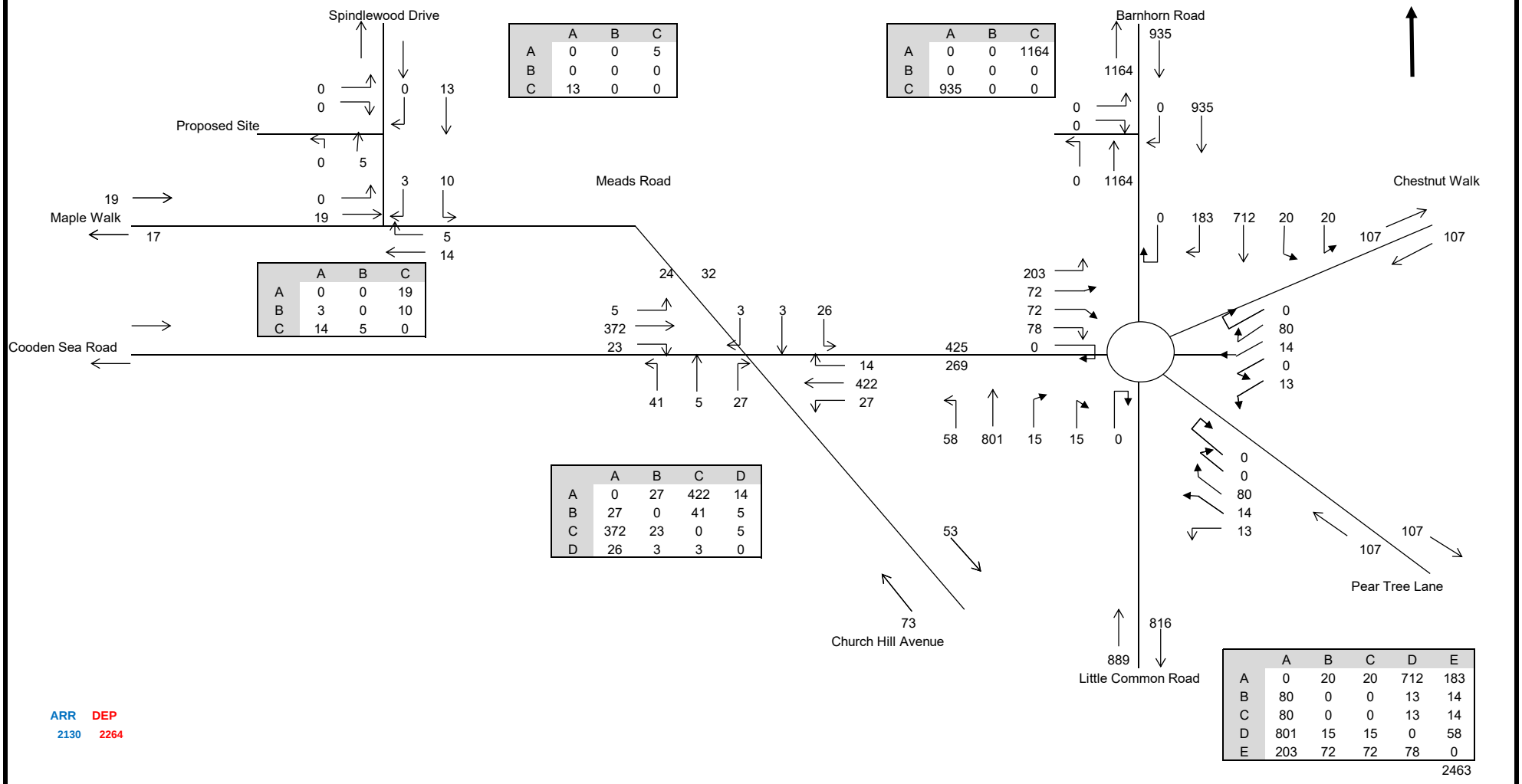
	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **TRAFFIC SURVEY 2017** **FRIDAY AM 0745-0845**
		On Behalf of	



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **2017 DEVELOPMENT DISTRIBUTION WITH NEW JUNCTION** **FRIDAY AM 0745-0845**



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **2017 COUNT DATA OBSERVED DISTRIBUTION** **FRIDAY AM 0745-0845**
		On Behalf of	



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

	A	B	C
A	0	0	1164
B	0	0	0
C	935	0	0

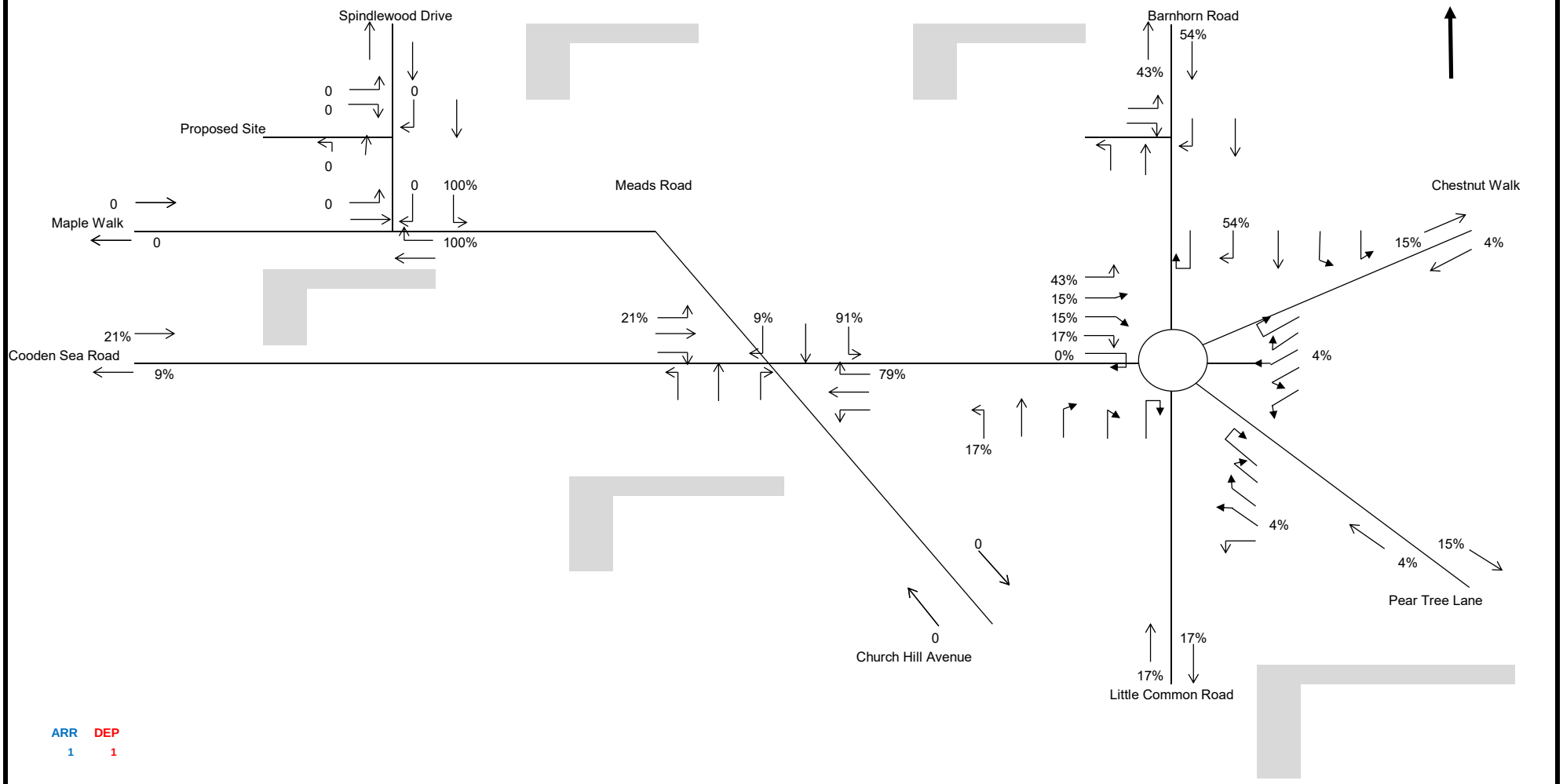
	A	B	C
A	0	0	19
B	3	0	10
C	14	5	0

	A	B	C	D
A	0	27	422	14
B	27	0	41	5
C	372	23	0	5
D	26	3	3	0

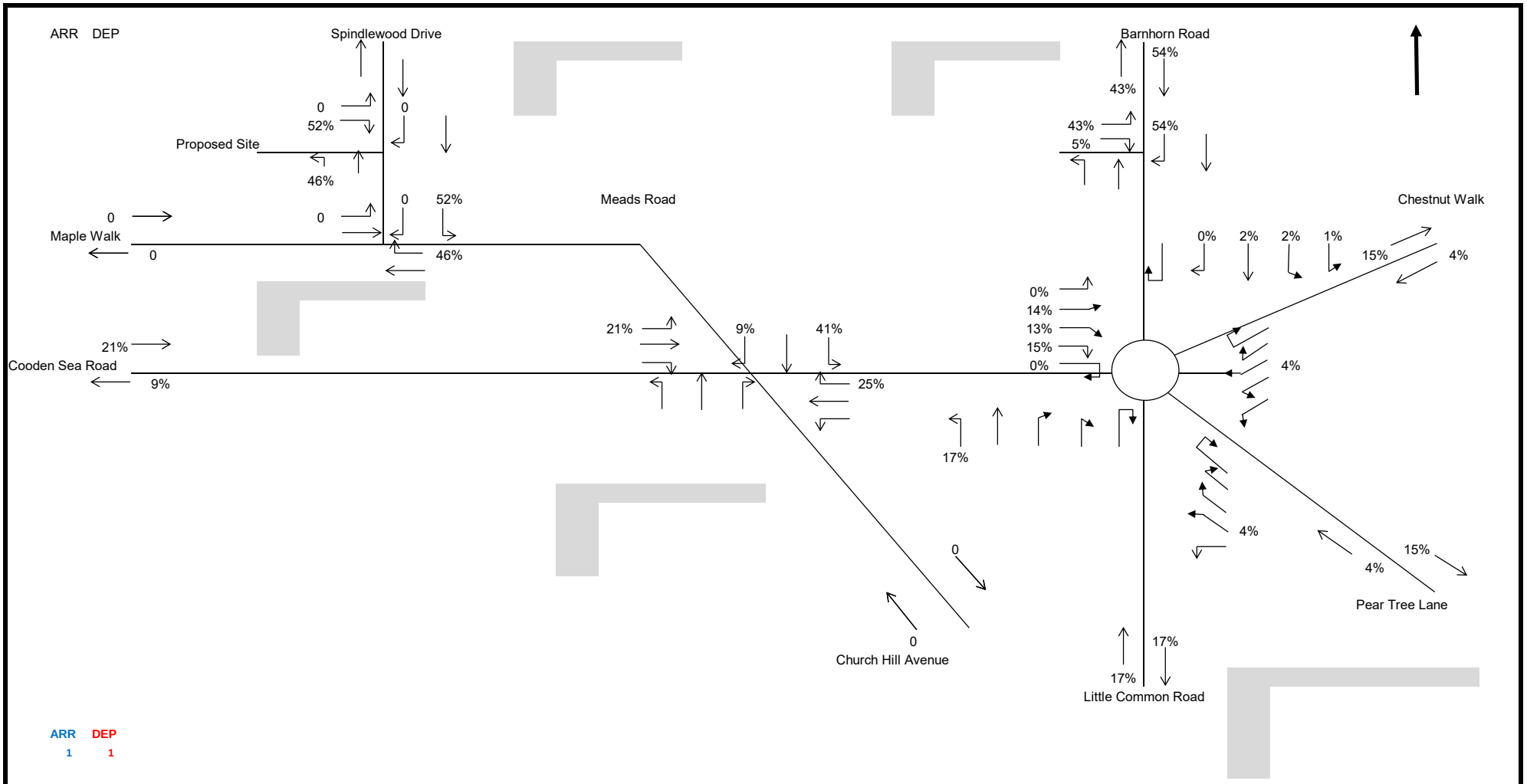
	A	B	C	D	E
A	0	20	20	712	183
B	80	0	0	13	14
C	80	0	0	13	14
D	801	15	15	0	58
E	203	72	72	78	0

2463

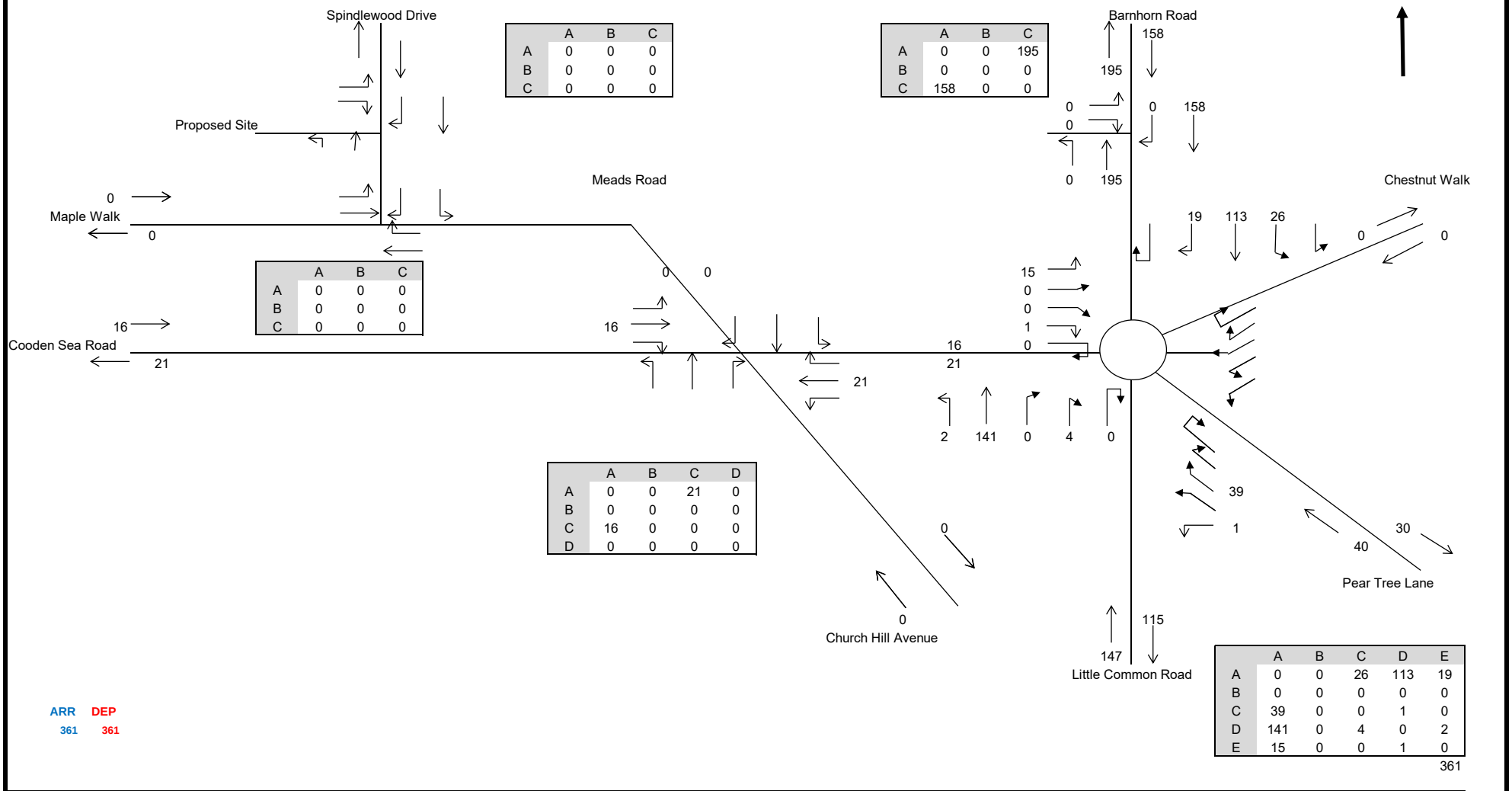
	Scheme: Proposed Residential Dwellings	Title: **SATURN DATA 2028** **FRIDAY AM 0745-0845**
	On Behalf of	



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **DISTRIBUTION BASED ON SATURN MODEL** **FRIDAY AM 0745-0845**
		On Behalf of	



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **DEVELOPMENT DISTRIBUTION BASED ON SATURN WITH NEW ACCESS FRIDAY AM 0745-0845**



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

	A	B	C
A	0	0	195
B	0	0	0
C	158	0	0

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

	A	B	C	D
A	0	0	21	0
B	0	0	0	0
C	16	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	0	26	113	19
B	0	0	0	0	0
C	39	0	0	1	0
D	141	0	4	0	2
E	15	0	0	1	0

361

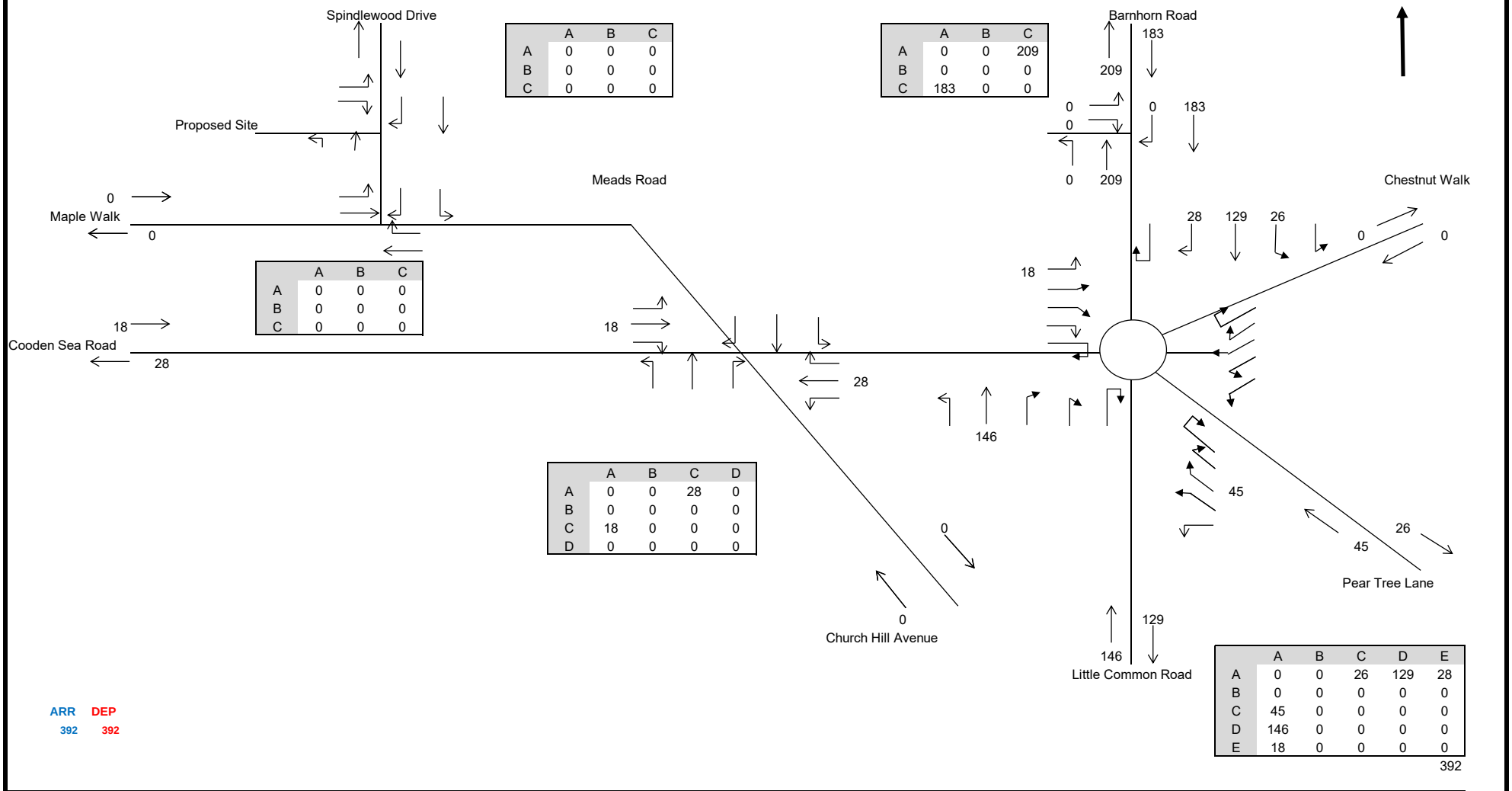
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2017
FRIDAY AM 0745-0845



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

	A	B	C
A	0	0	209
B	0	0	0
C	183	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

392

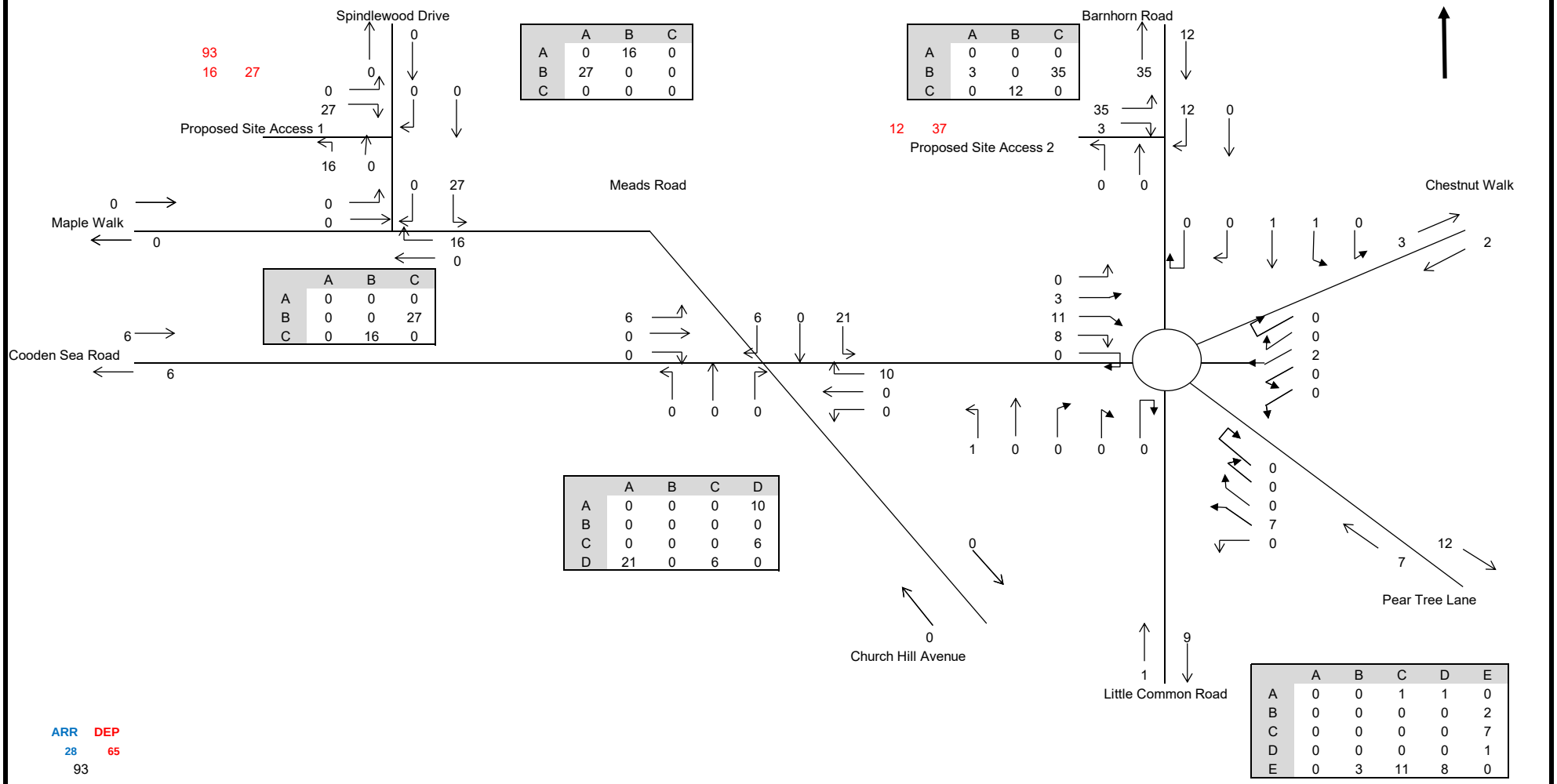
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2028
FRIDAY AM 0745-0845



	A	B	C
A	0	16	0
B	27	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	3	0	35
C	0	12	0

	A	B	C
A	0	0	0
B	0	0	27
C	0	16	0

	A	B	C	D
A	0	0	0	10
B	0	0	0	0
C	0	0	0	6
D	21	0	6	0

	A	B	C	D	E
A	0	0	1	1	0
B	0	0	0	0	2
C	0	0	0	0	7
D	0	0	0	0	1
E	0	3	11	8	0

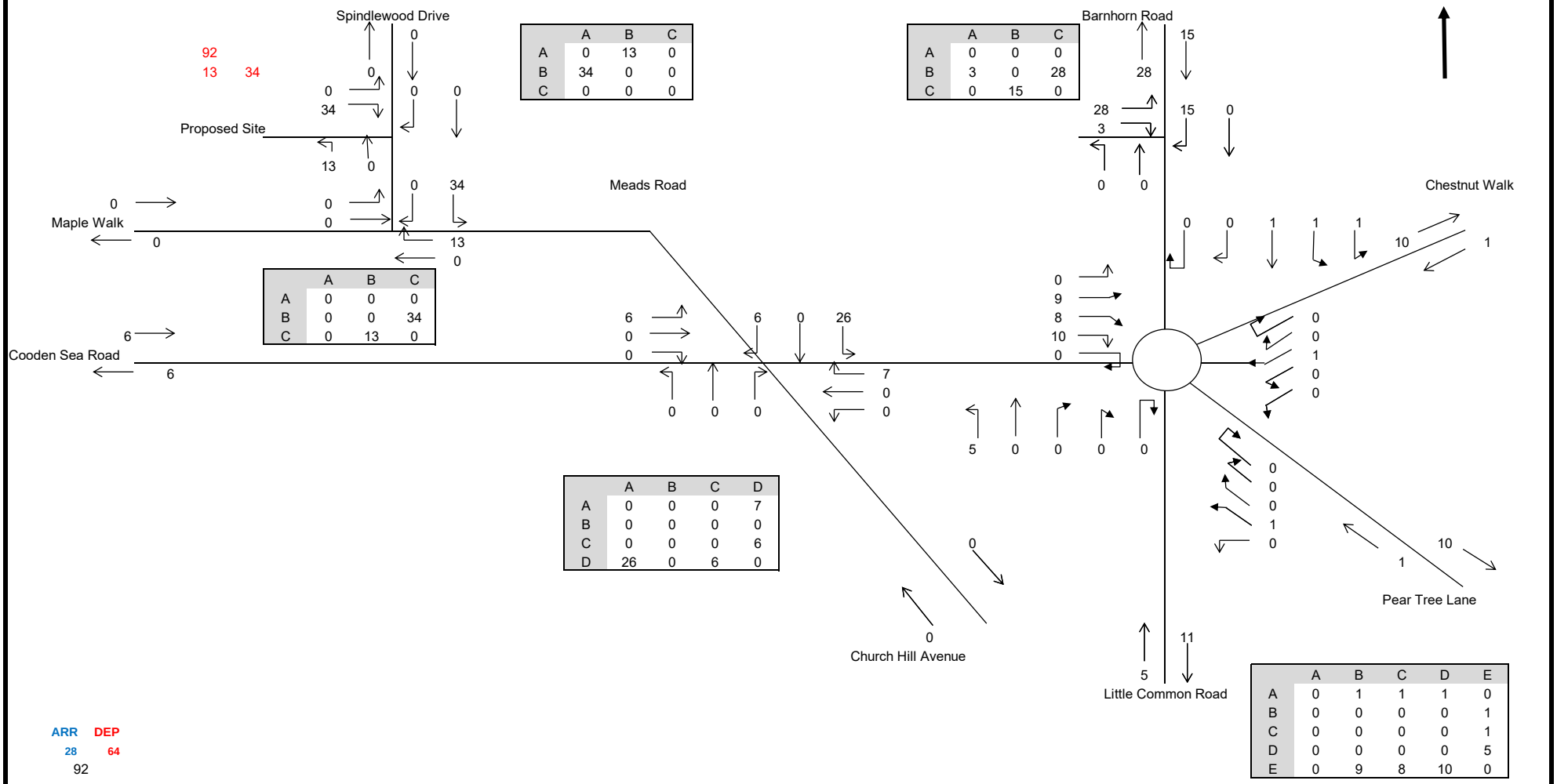
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON 2017 TURNING PATTERNS FRIDAY AM



	A	B	C
A	0	13	0
B	34	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	3	0	28
C	0	15	0

	A	B	C
A	0	0	0
B	0	0	34
C	0	13	0

	A	B	C	D
A	0	0	0	7
B	0	0	0	0
C	0	0	0	6
D	26	0	6	0

	A	B	C	D	E
A	0	1	1	1	0
B	0	0	0	0	1
C	0	0	0	0	1
D	0	0	0	0	5
E	0	9	8	10	0

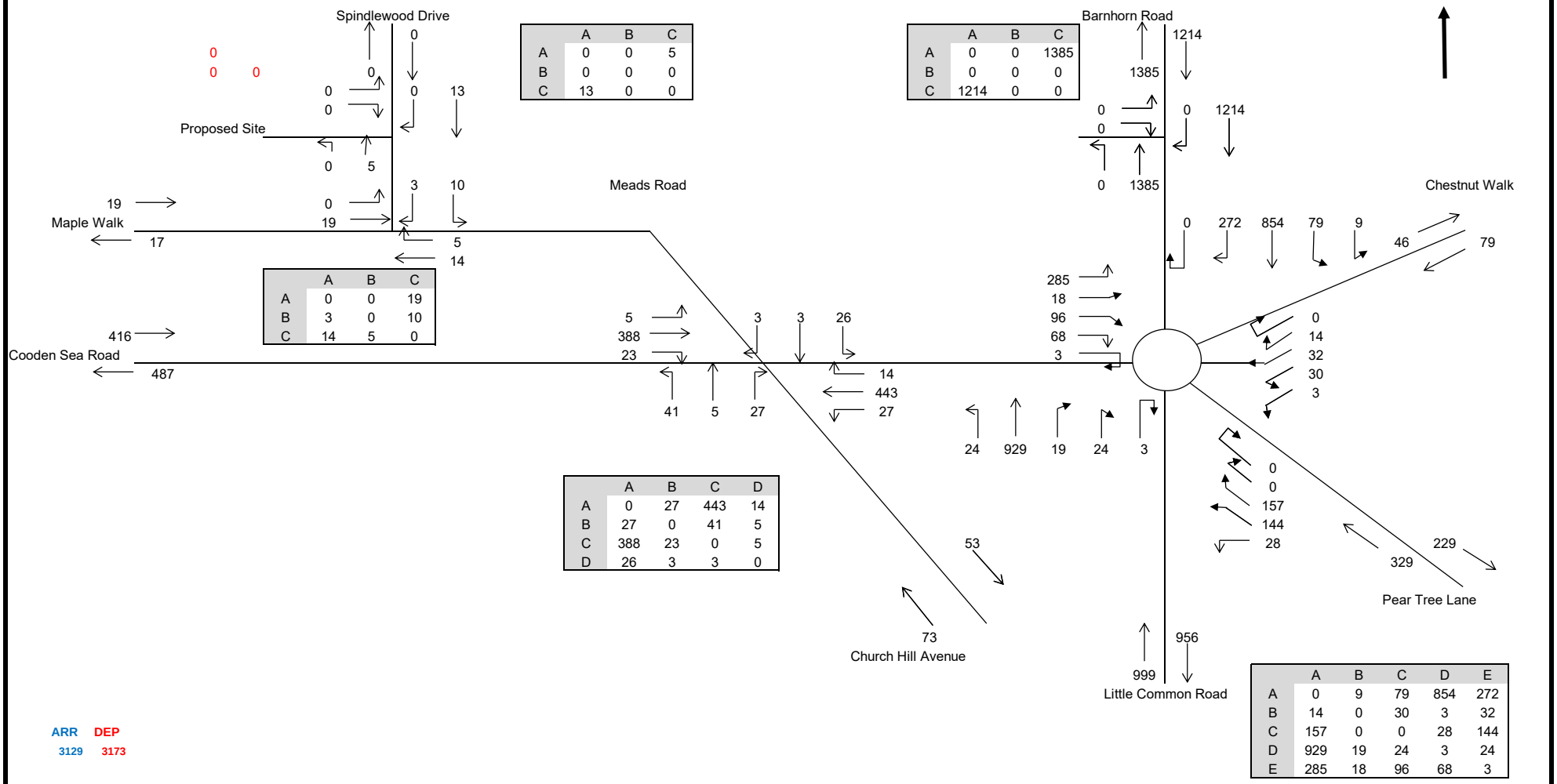
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON SATURN TURNING PATTERNS FRIDAY AM



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

	A	B	C
A	0	0	1385
B	0	0	0
C	1214	0	0

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

	A	B	C	D
A	0	27	443	14
B	27	0	41	5
C	388	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	9	79	854	272
B	14	0	30	3	32
C	157	0	0	28	144
D	929	19	24	3	24
E	285	18	96	68	3

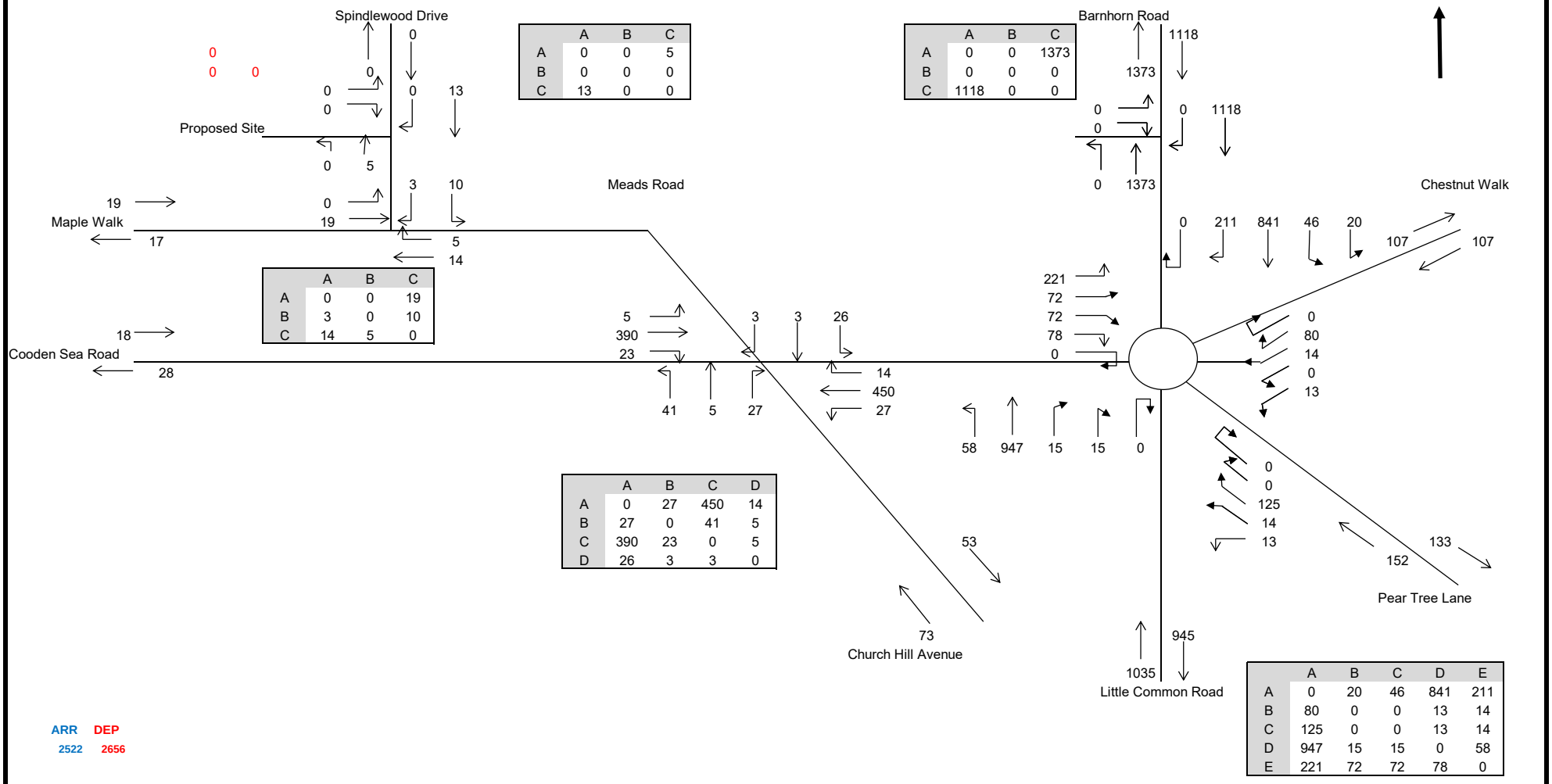
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT
FRIDAY AM



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

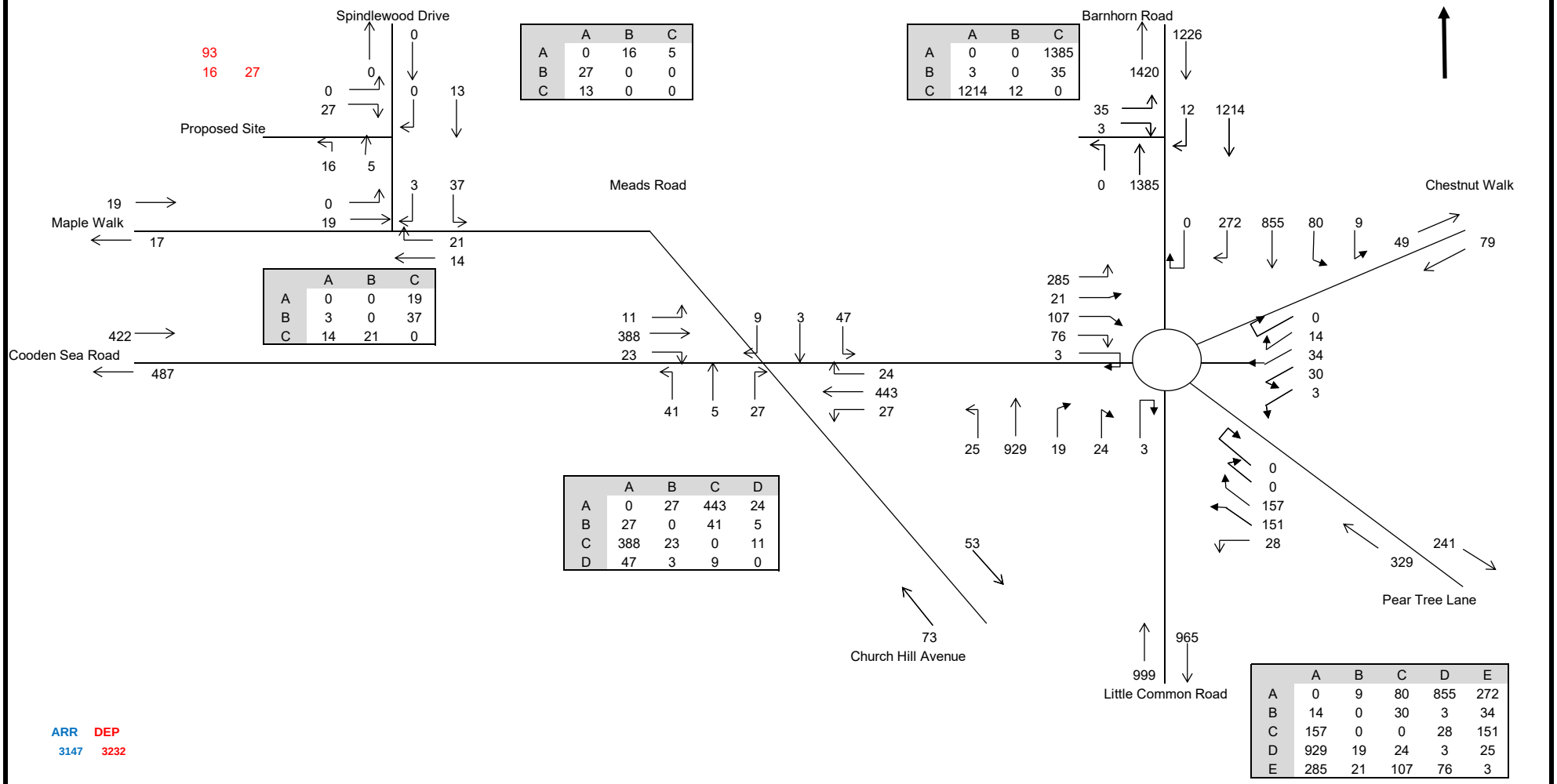
	A	B	C
A	0	0	1373
B	0	0	0
C	1118	0	0

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

	A	B	C	D
A	0	27	450	14
B	27	0	41	5
C	390	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	20	46	841	211
B	80	0	0	13	14
C	125	0	0	13	14
D	947	15	15	0	58
E	221	72	72	78	0

	Scheme Proposed Residential Dwellings	Title **2028 COUNT + 2028 COMMITTED DEVELOPMENT** **FRIDAY AM**
	On Behalf of	



	A	B	C
A	0	16	5
B	27	0	0
C	13	0	0

	A	B	C
A	0	0	19
B	3	0	37
C	14	21	0

	A	B	C	D
A	0	27	443	24
B	27	0	41	5
C	388	23	0	11
D	47	3	9	0

	A	B	C
A	0	0	1385
B	3	0	35
C	1214	12	0

	A	B	C	D	E
A	0	9	80	855	272
B	14	0	30	3	34
C	157	0	0	28	151
D	929	19	24	3	25
E	285	21	107	76	3

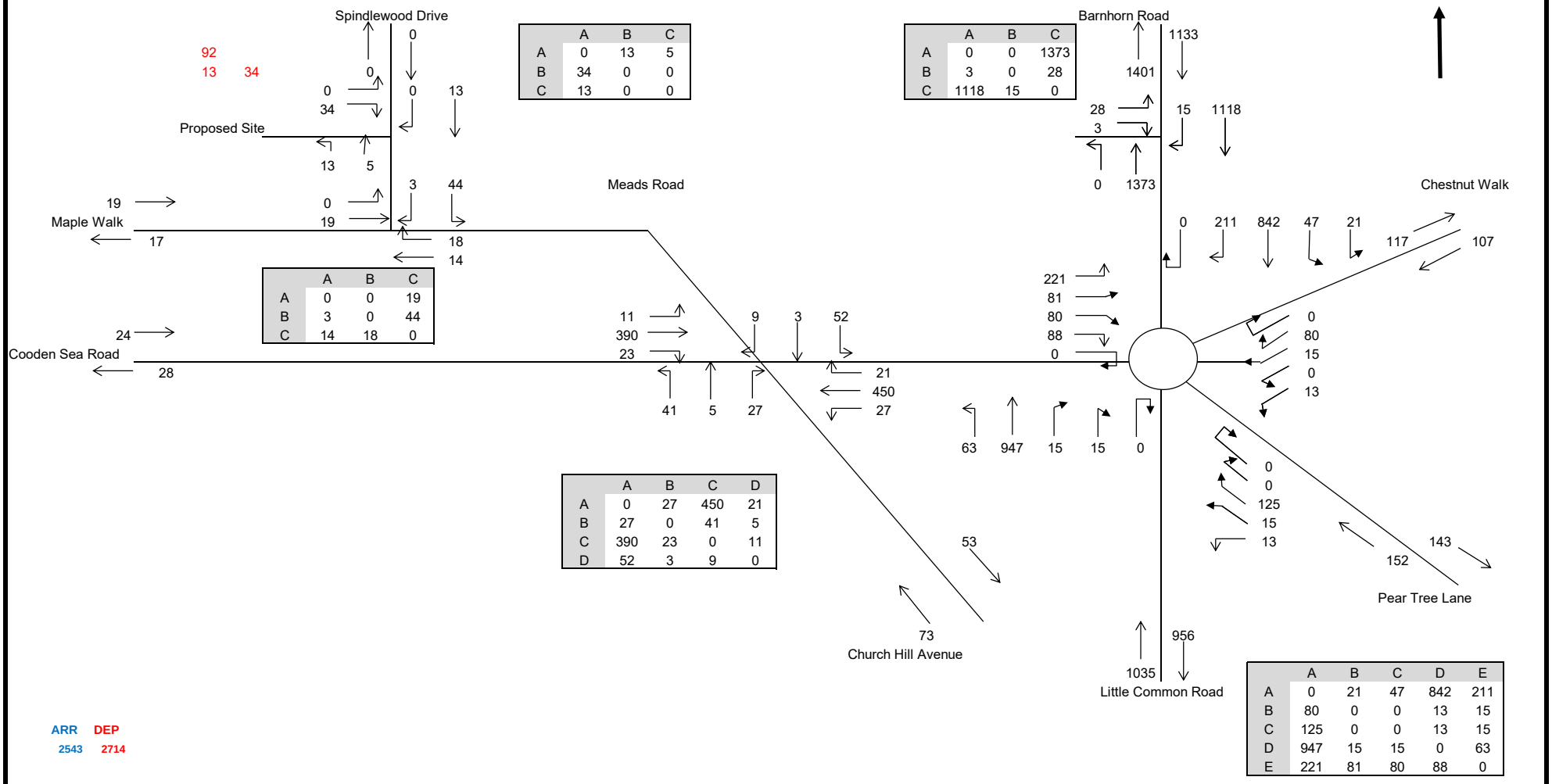
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT + DEVELOPMENT
FRIDAY AM



	A	B	C
A	0	13	5
B	34	0	0
C	13	0	0

	A	B	C
A	0	0	19
B	3	0	44
C	14	18	0

	A	B	C
A	0	0	1373
B	3	0	28
C	1118	15	0

	A	B	C	D
A	0	27	450	21
B	27	0	41	5
C	390	23	0	11
D	52	3	9	0

	A	B	C	D	E
A	0	21	47	842	211
B	80	0	0	13	15
C	125	0	0	13	15
D	947	15	15	0	63
E	221	81	80	88	0

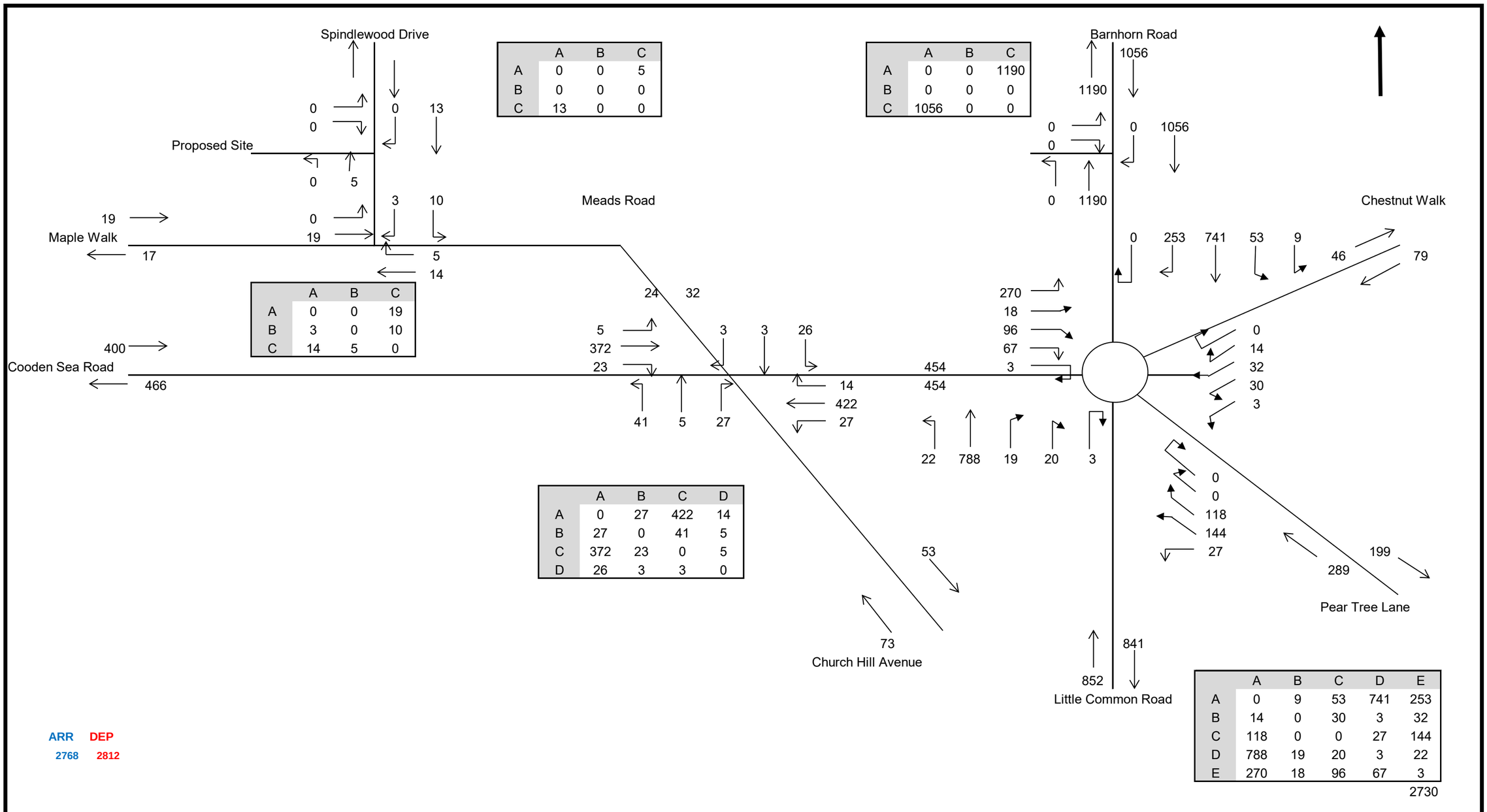
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2028 COUNT + 2028 COMMITTED DEVELOPMENT + DEVELOPMENT
FRIDAY AM



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

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

	A	B	C
A	0	0	1190
B	0	0	0
C	1056	0	0

	A	B	C	D
A	0	27	422	14
B	27	0	41	5
C	372	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	9	53	741	253
B	14	0	30	3	32
C	118	0	0	27	144
D	788	19	20	3	22
E	270	18	96	67	3

2730

ARR 2768 DEP 2812

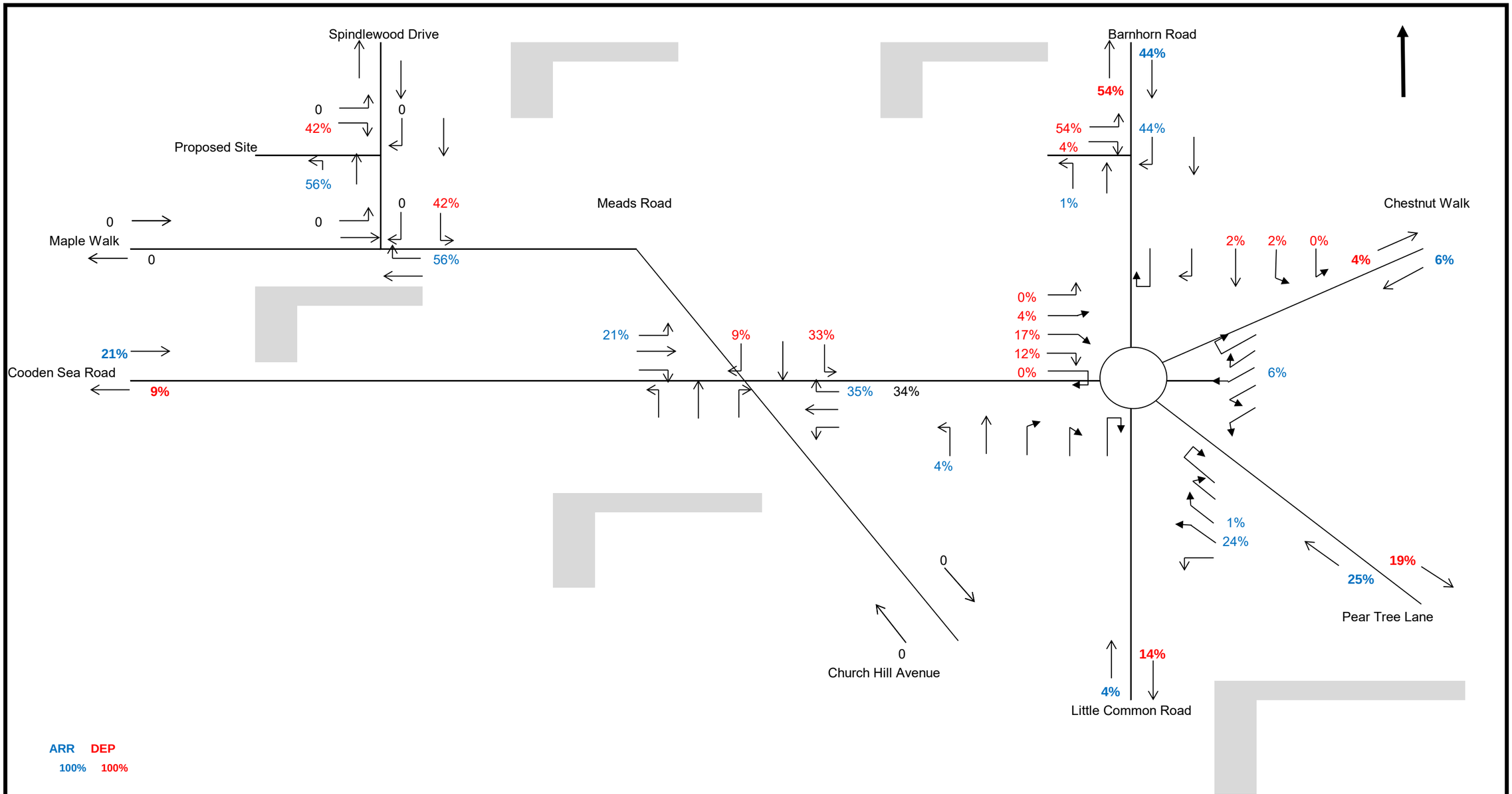
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

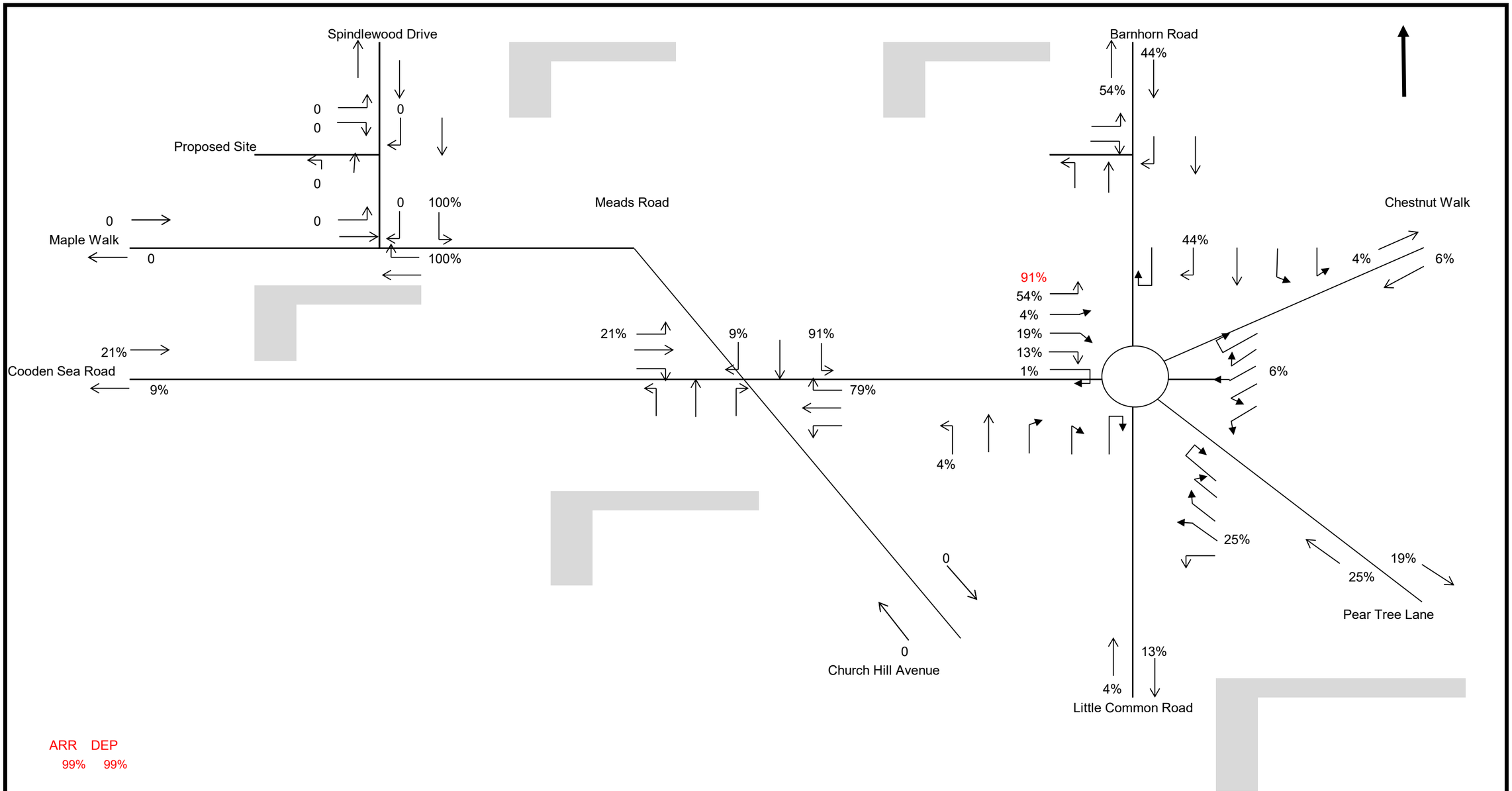
On Behalf of

Title

TRAFFIC SURVEY 2017
FRIDAY AM 0745-0845 - SENSITIVITY

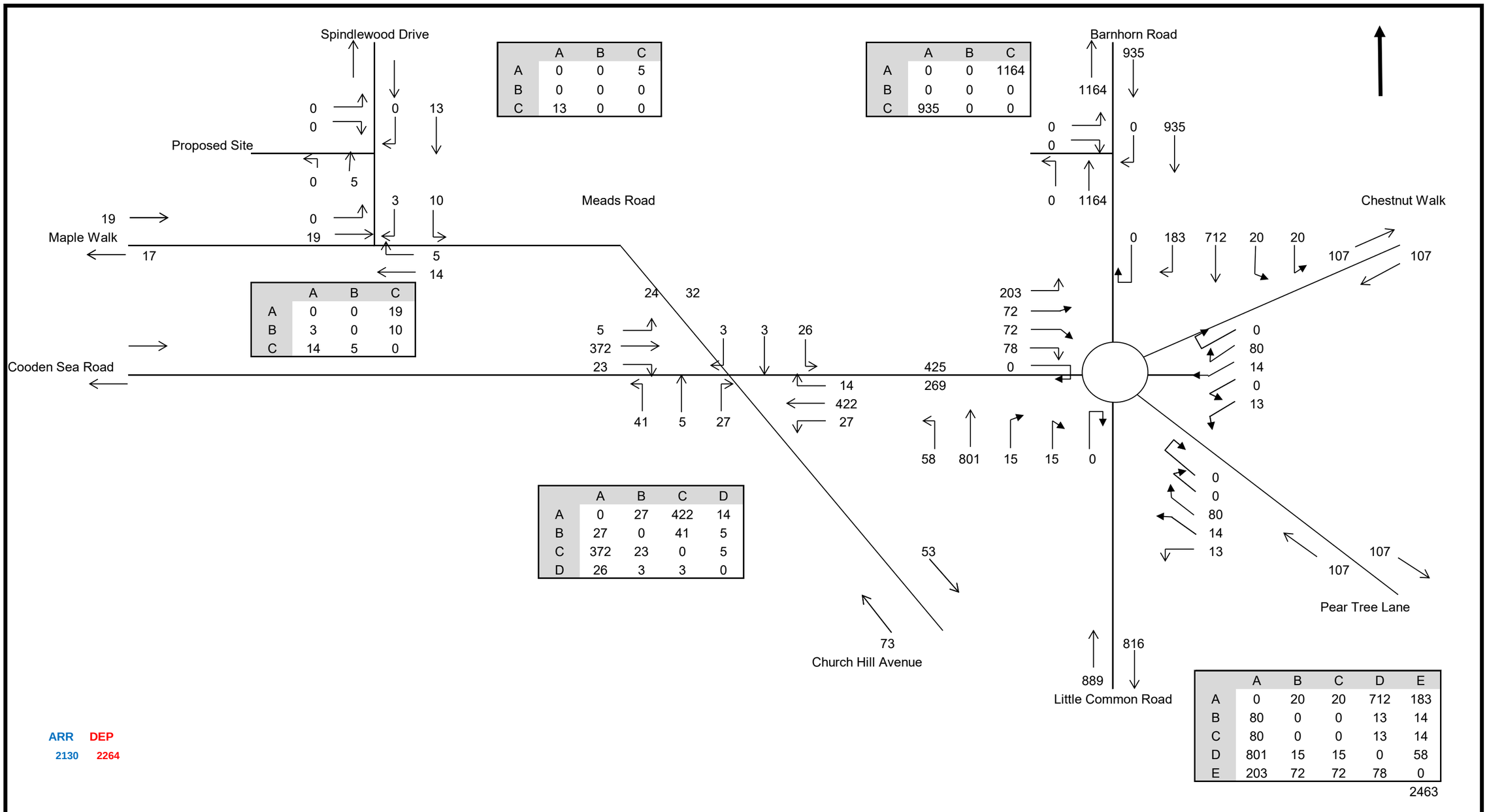


	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **2017 DEVELOPMENT DISTRIBUTION WITH NEW JUNCTION** **FRIDAY AM 0745-0845 - SENSITIVITY**



ARR DEP
99% 99%

	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **2017 COUNT DATA OBSERVED DISTRIBUTION** **FRIDAY AM 0745-0845 - SENSITIVITY**
		On Behalf of	



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

	A	B	C
A	0	0	1164
B	0	0	0
C	935	0	0

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

	A	B	C	D
A	0	27	422	14
B	27	0	41	5
C	372	23	0	5
D	26	3	3	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

2463

ARR DEP
2130 2264

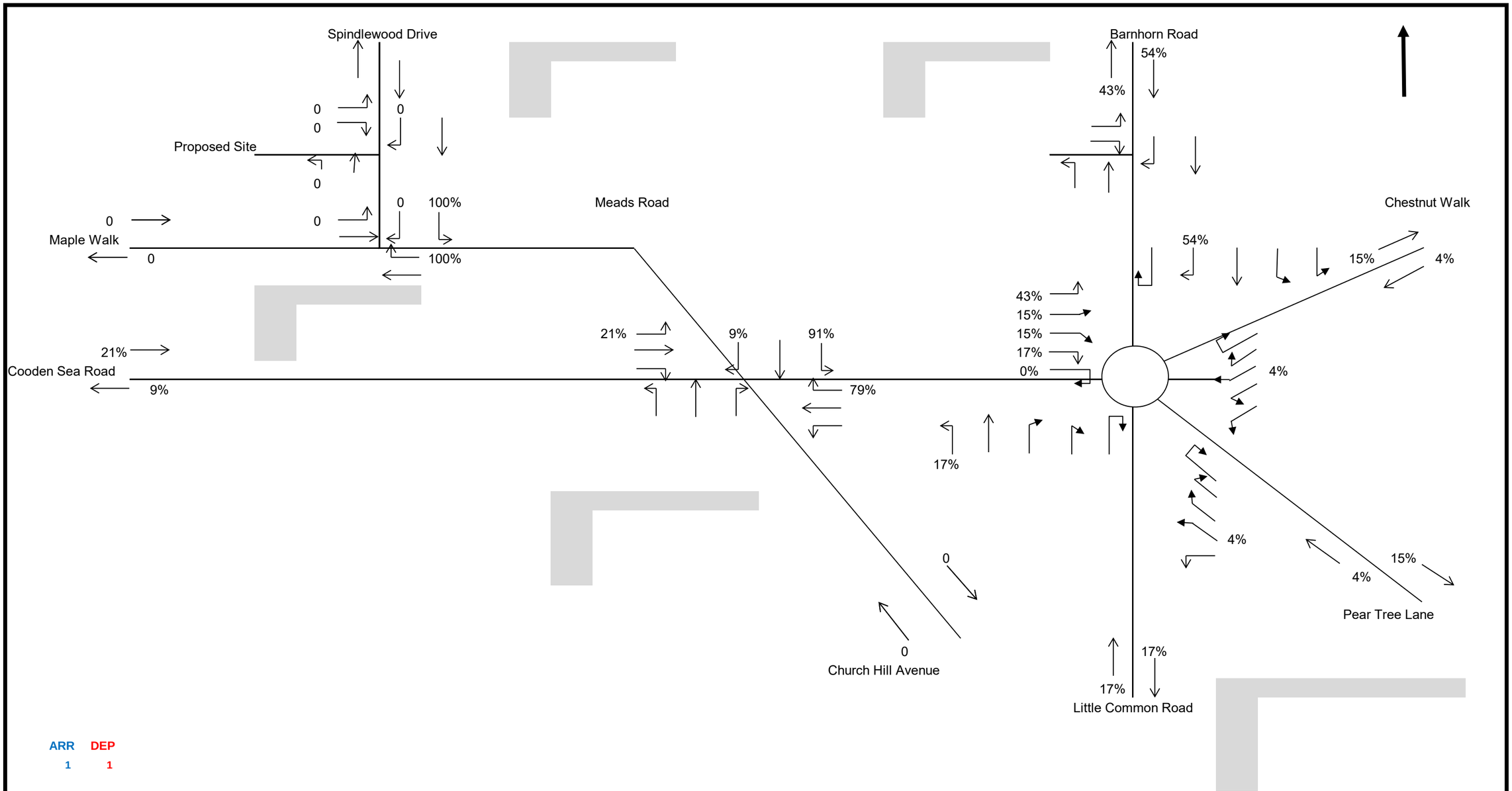
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

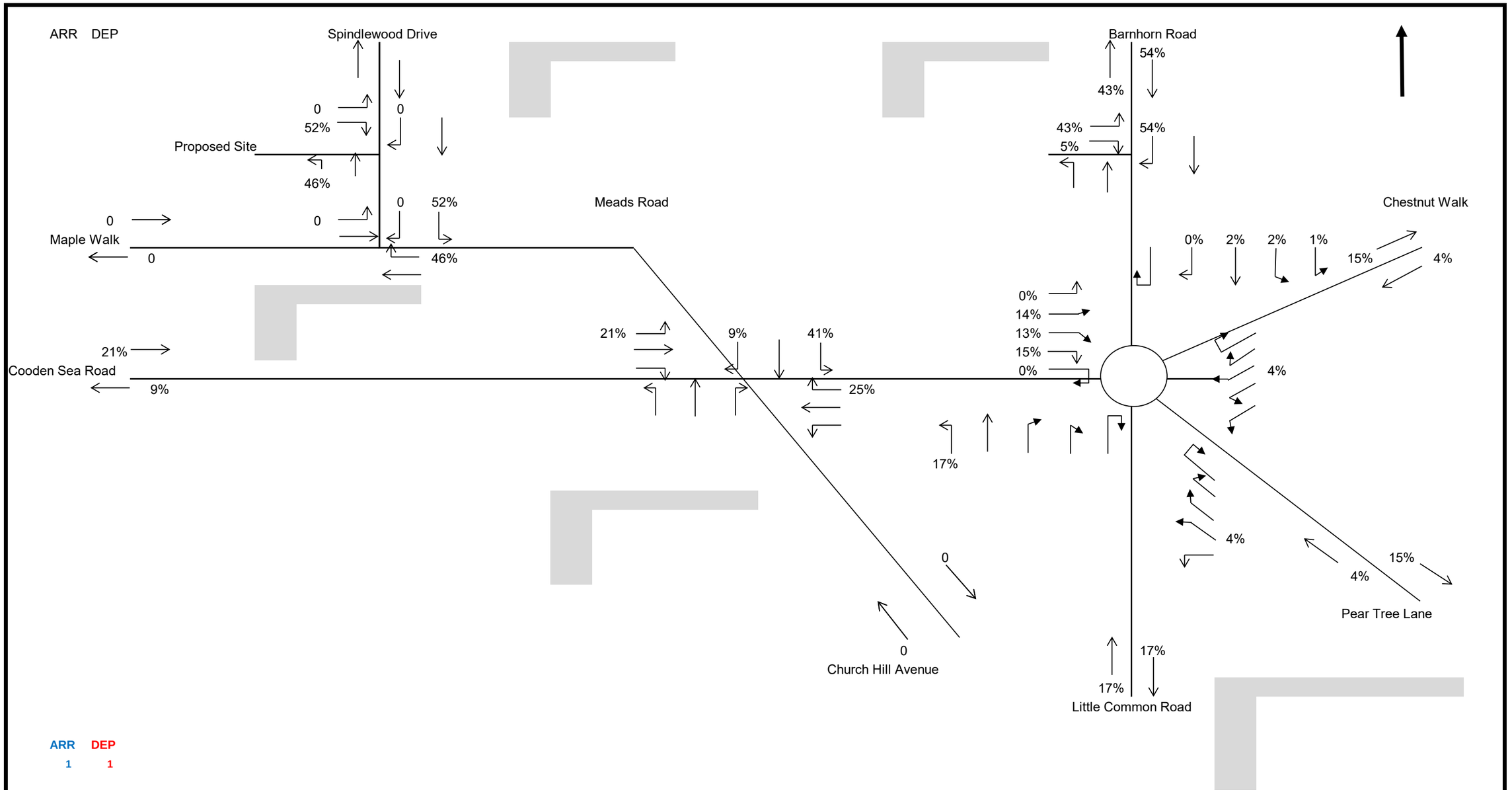
Title

SATURN DATA 2028
FRIDAY AM 0745-0845 - SENSITIVITY



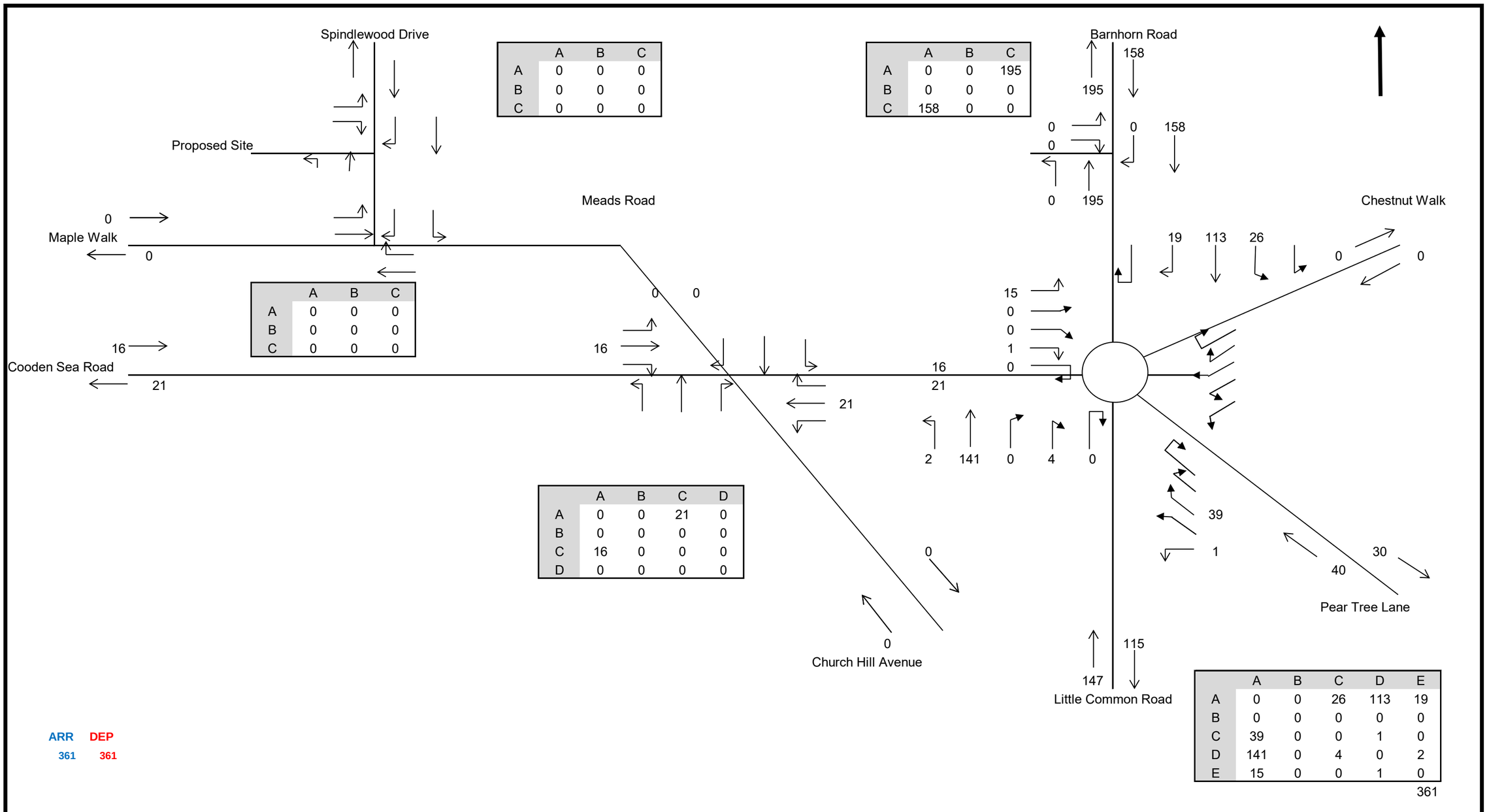
ARR DEP
1 1

	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **DISTRIBUTION BASED ON SATURN MODEL** **FRIDAY AM 0745-0845 - SENSITIVITY**
		On Behalf of	



ARR DEP
1 1

	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **DEVELOPMENT DISTRIBUTION BASED ON SATURN WITH NEW ACCESS FRIDAY AM 0745-0845 - SENSITIVITY**
		On Behalf of	



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

	A	B	C
A	0	0	195
B	0	0	0
C	158	0	0

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

	A	B	C	D
A	0	0	21	0
B	0	0	0	0
C	16	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	0	26	113	19
B	0	0	0	0	0
C	39	0	0	1	0
D	141	0	4	0	2
E	15	0	0	1	0

361

ARR	DEP
361	361

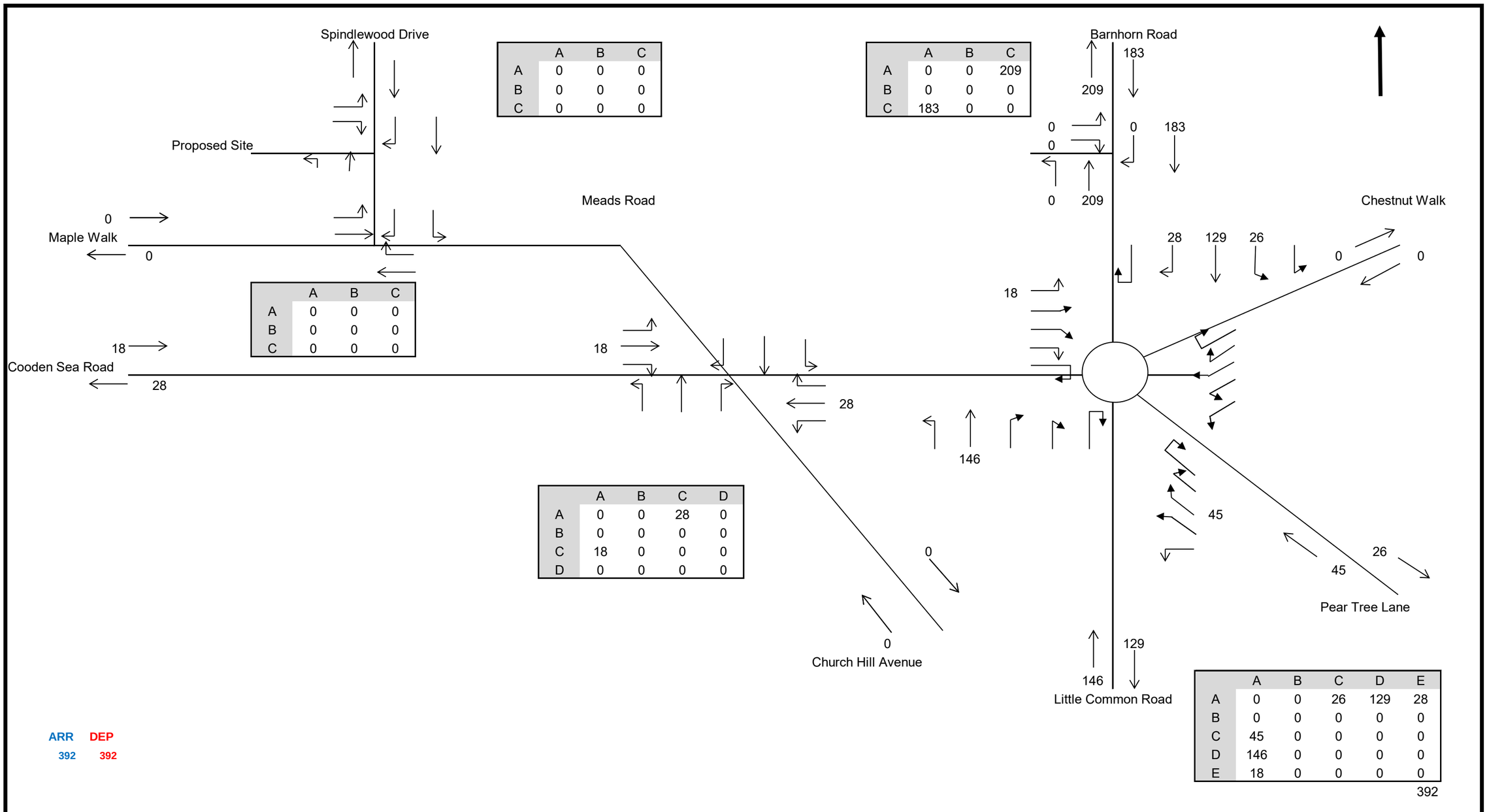
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2017
FRIDAY AM 0745-0845 - SENSITIVITY



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

	A	B	C
A	0	0	209
B	0	0	0
C	183	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

392

ARR 392 DEP 392

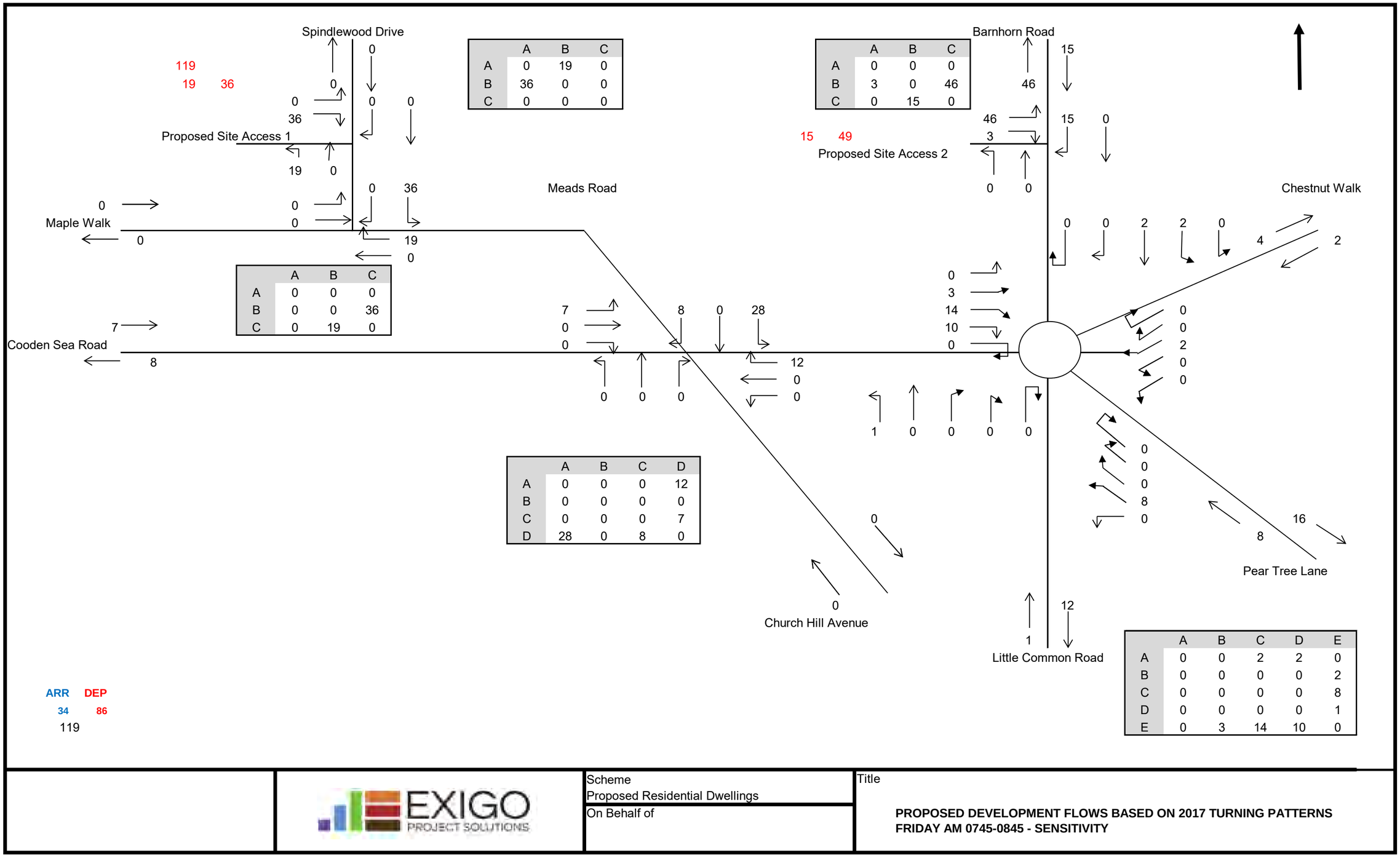
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2028
FRIDAY AM 0745-0845 - SENSITIVITY



	A	B	C
A	0	19	0
B	36	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	3	0	46
C	0	15	0

	A	B	C
A	0	0	0
B	0	0	36
C	0	19	0

	A	B	C	D
A	0	0	0	12
B	0	0	0	0
C	0	0	0	7
D	28	0	8	0

	A	B	C	D	E
A	0	0	2	2	0
B	0	0	0	0	2
C	0	0	0	0	8
D	0	0	0	0	1
E	0	3	14	10	0

ARR DEP
34 86
119

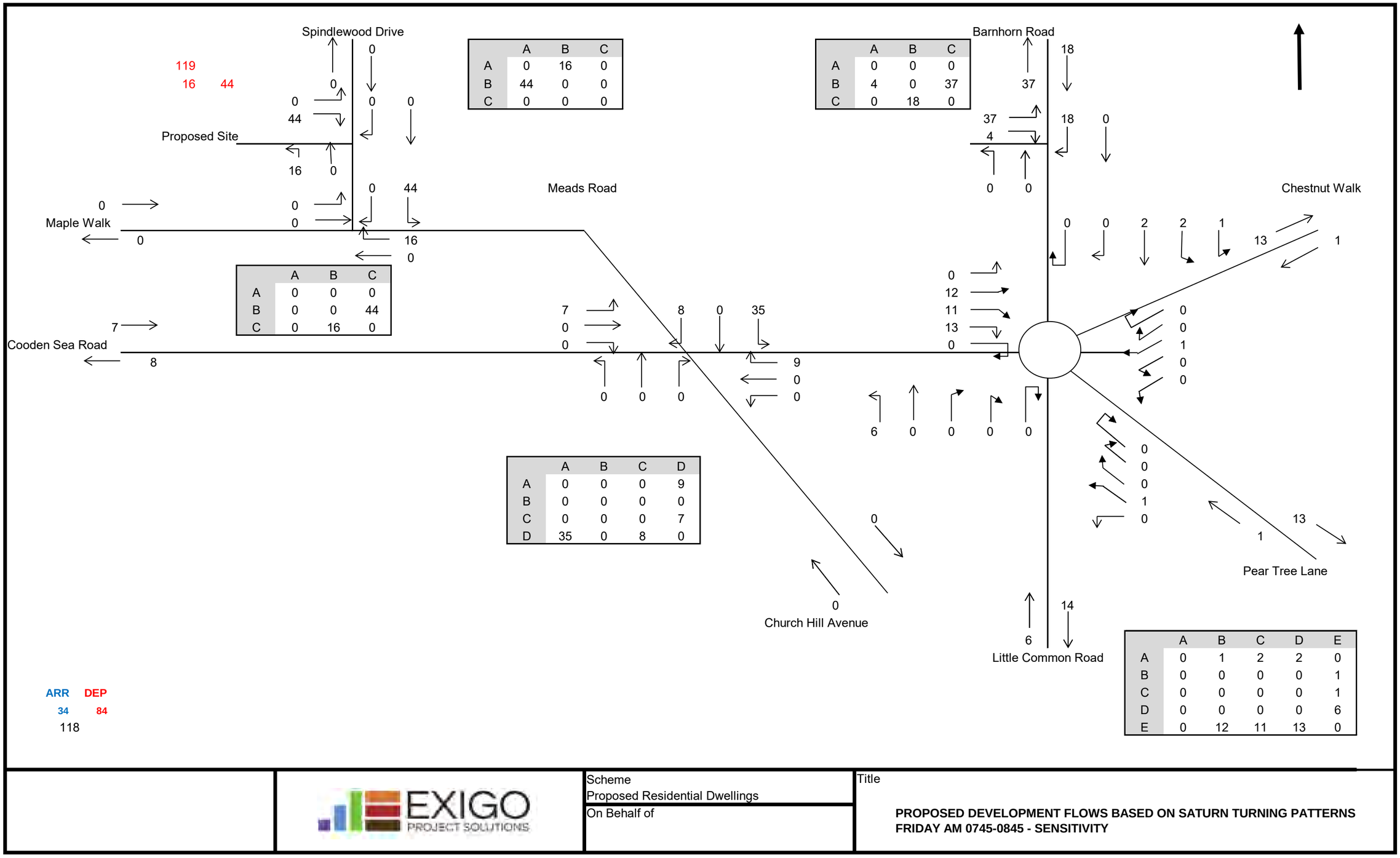
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON 2017 TURNING PATTERNS
FRIDAY AM 0745-0845 - SENSITIVITY



	A	B	C
A	0	16	0
B	44	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	4	0	37
C	0	18	0

	A	B	C
A	0	0	0
B	0	0	44
C	0	16	0

	A	B	C	D
A	0	0	0	9
B	0	0	0	0
C	0	0	0	7
D	35	0	8	0

	A	B	C	D	E
A	0	1	2	2	0
B	0	0	0	0	1
C	0	0	0	0	1
D	0	0	0	0	6
E	0	12	11	13	0

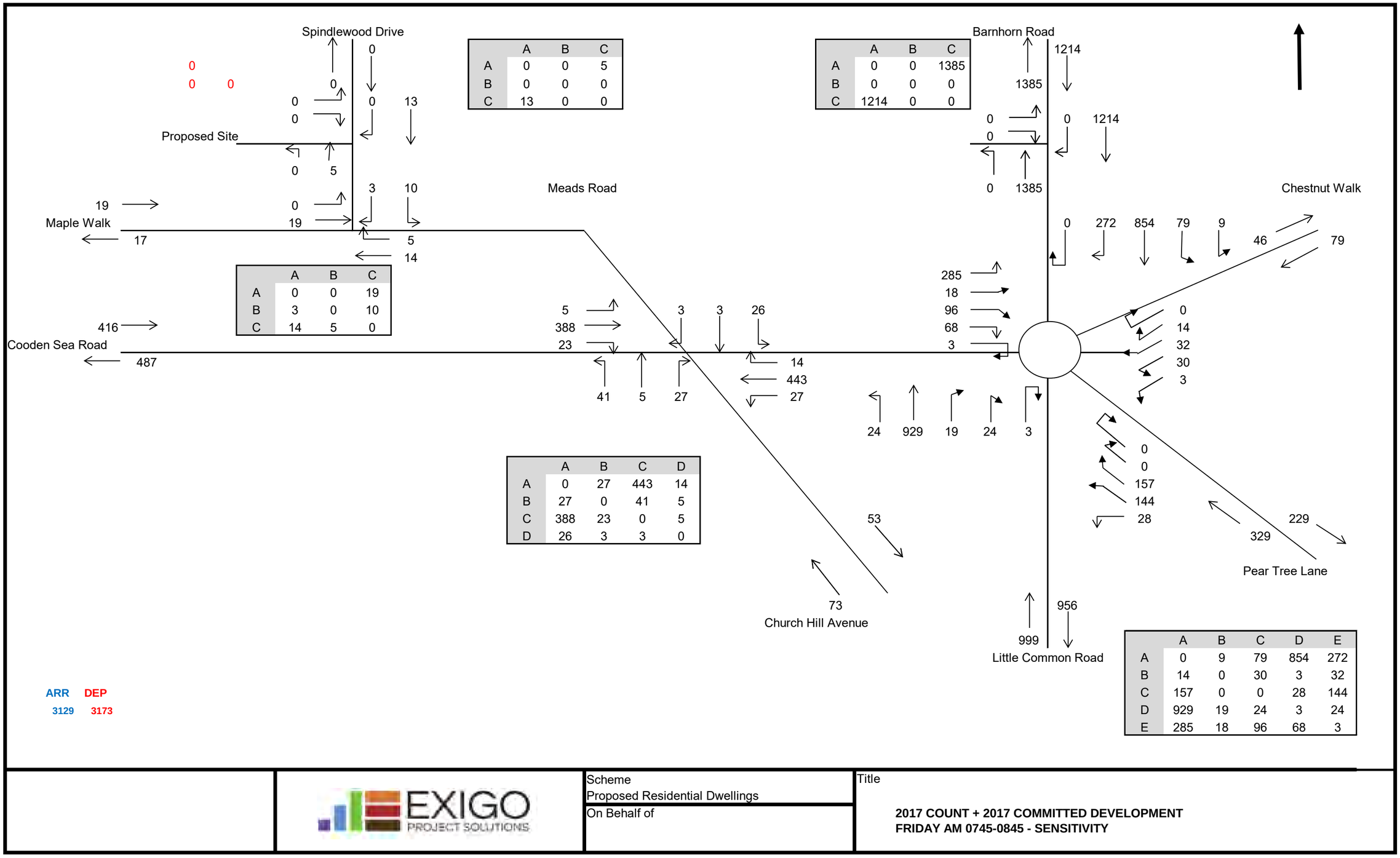
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON SATURN TURNING PATTERNS
FRIDAY AM 0745-0845 - SENSITIVITY



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

	A	B	C
A	0	0	1385
B	0	0	0
C	1214	0	0

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

	A	B	C	D
A	0	27	443	14
B	27	0	41	5
C	388	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	9	79	854	272
B	14	0	30	3	32
C	157	0	0	28	144
D	929	19	24	3	24
E	285	18	96	68	3

ARR DEP
3129 3173

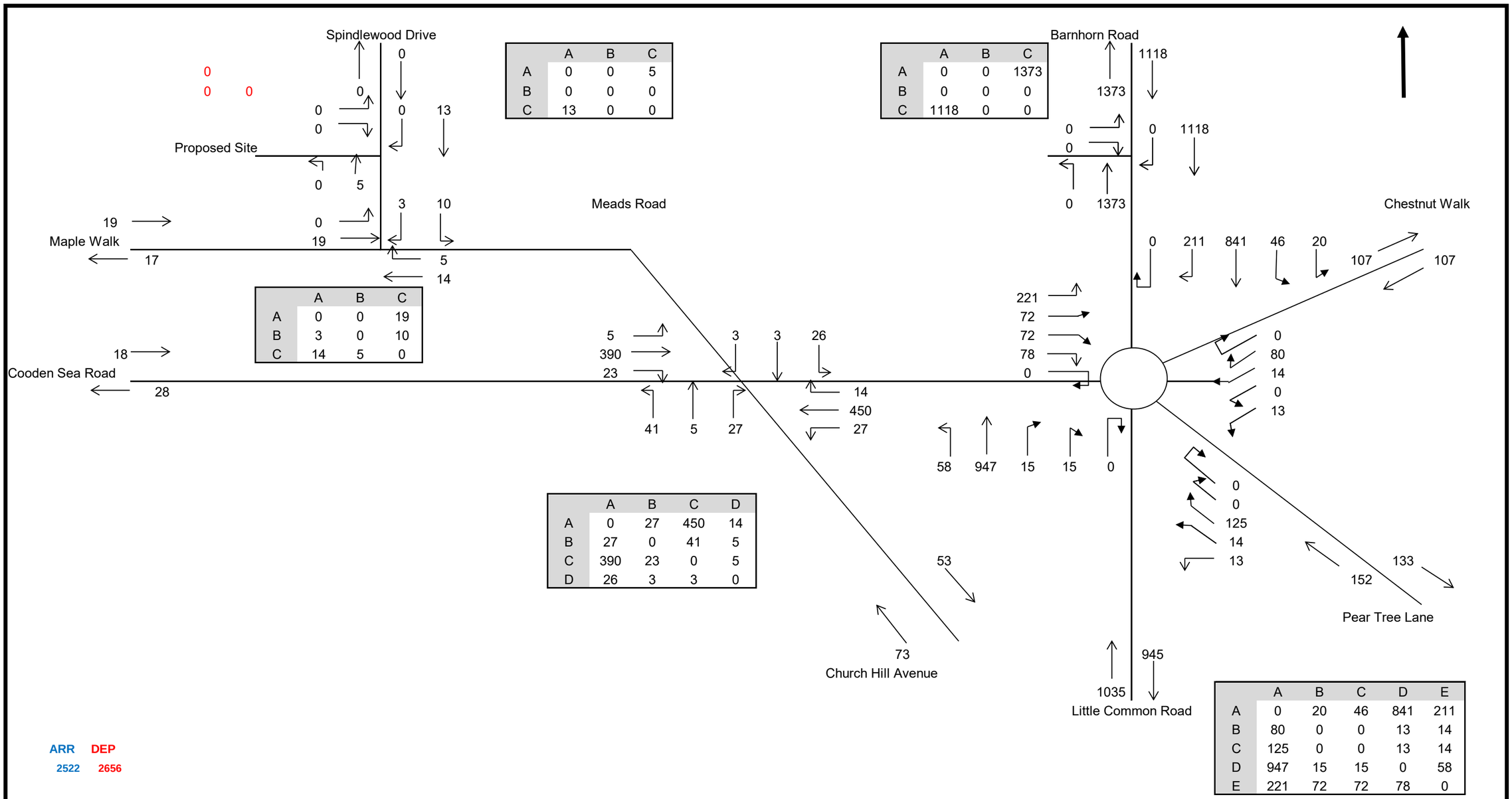
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT
FRIDAY AM 0745-0845 - SENSITIVITY



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

	A	B	C
A	0	0	1373
B	0	0	0
C	1118	0	0

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

	A	B	C	D
A	0	27	450	14
B	27	0	41	5
C	390	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	20	46	841	211
B	80	0	0	13	14
C	125	0	0	13	14
D	947	15	15	0	58
E	221	72	72	78	0

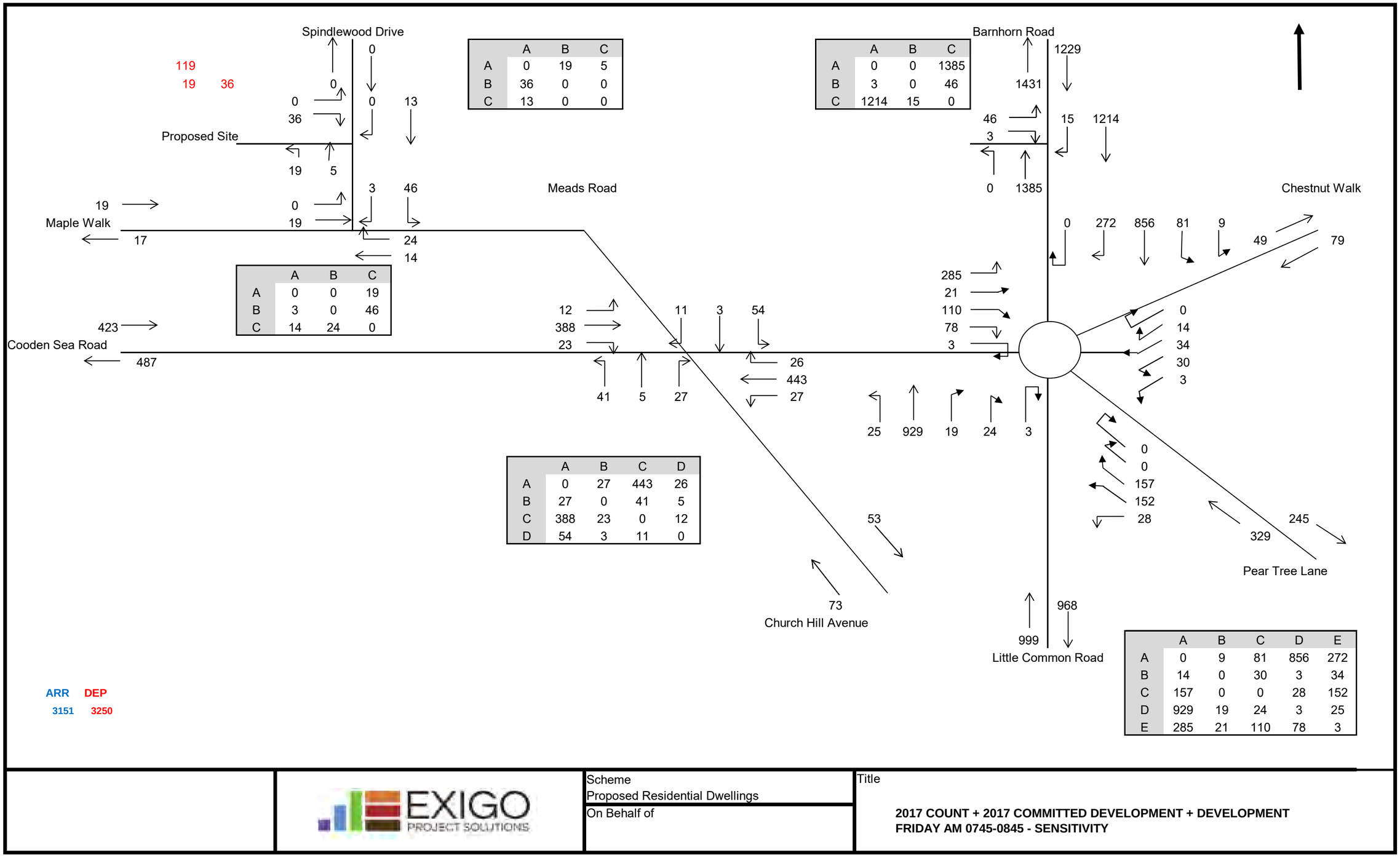
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2028 COUNT + 2028 COMMITTED DEVELOPMENT
FRIDAY AM 0745-0845 - SENSITIVITY



	A	B	C
A	0	19	5
B	36	0	0
C	13	0	0

	A	B	C
A	0	0	1385
B	3	0	46
C	1214	15	0

	A	B	C
A	0	0	19
B	3	0	46
C	14	24	0

	A	B	C	D
A	0	27	443	26
B	27	0	41	5
C	388	23	0	12
D	54	3	11	0

	A	B	C	D	E
A	0	9	81	856	272
B	14	0	30	3	34
C	157	0	0	28	152
D	929	19	24	3	25
E	285	21	110	78	3

ARR DEP
3151 3250

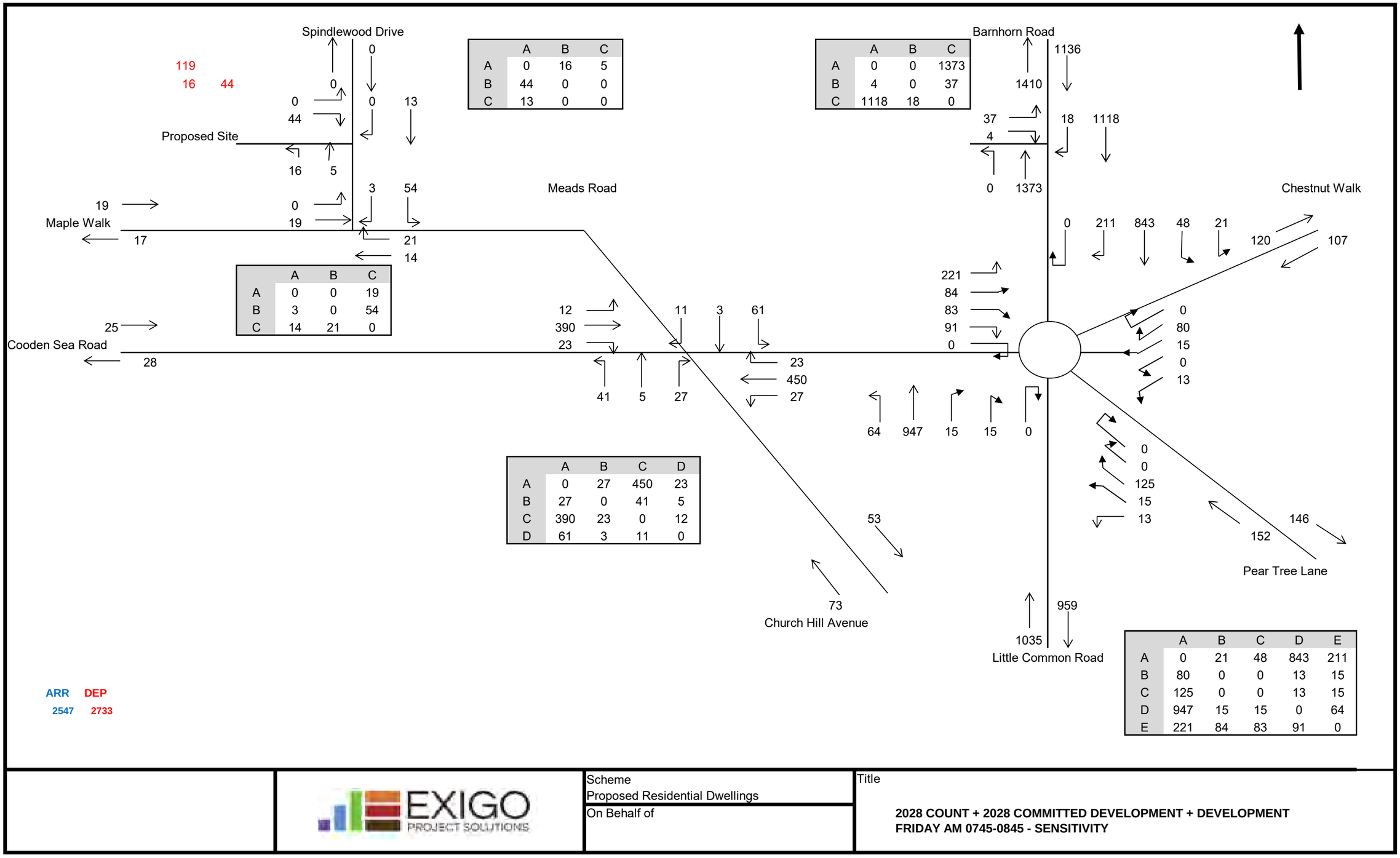
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT + DEVELOPMENT
FRIDAY AM 0745-0845 - SENSITIVITY



	A	B	C
A	0	16	5
B	44	0	0
C	13	0	0

	A	B	C
A	0	0	1373
B	4	0	37
C	1118	18	0

	A	B	C
A	0	0	19
B	3	0	54
C	14	21	0

	A	B	C	D
A	0	27	450	23
B	27	0	41	5
C	390	23	0	12
D	61	3	11	0

	A	B	C	D	E
A	0	21	48	843	211
B	80	0	0	13	15
C	125	0	0	13	15
D	947	15	15	0	64
E	221	84	83	91	0

ARR DEP
2547 2733

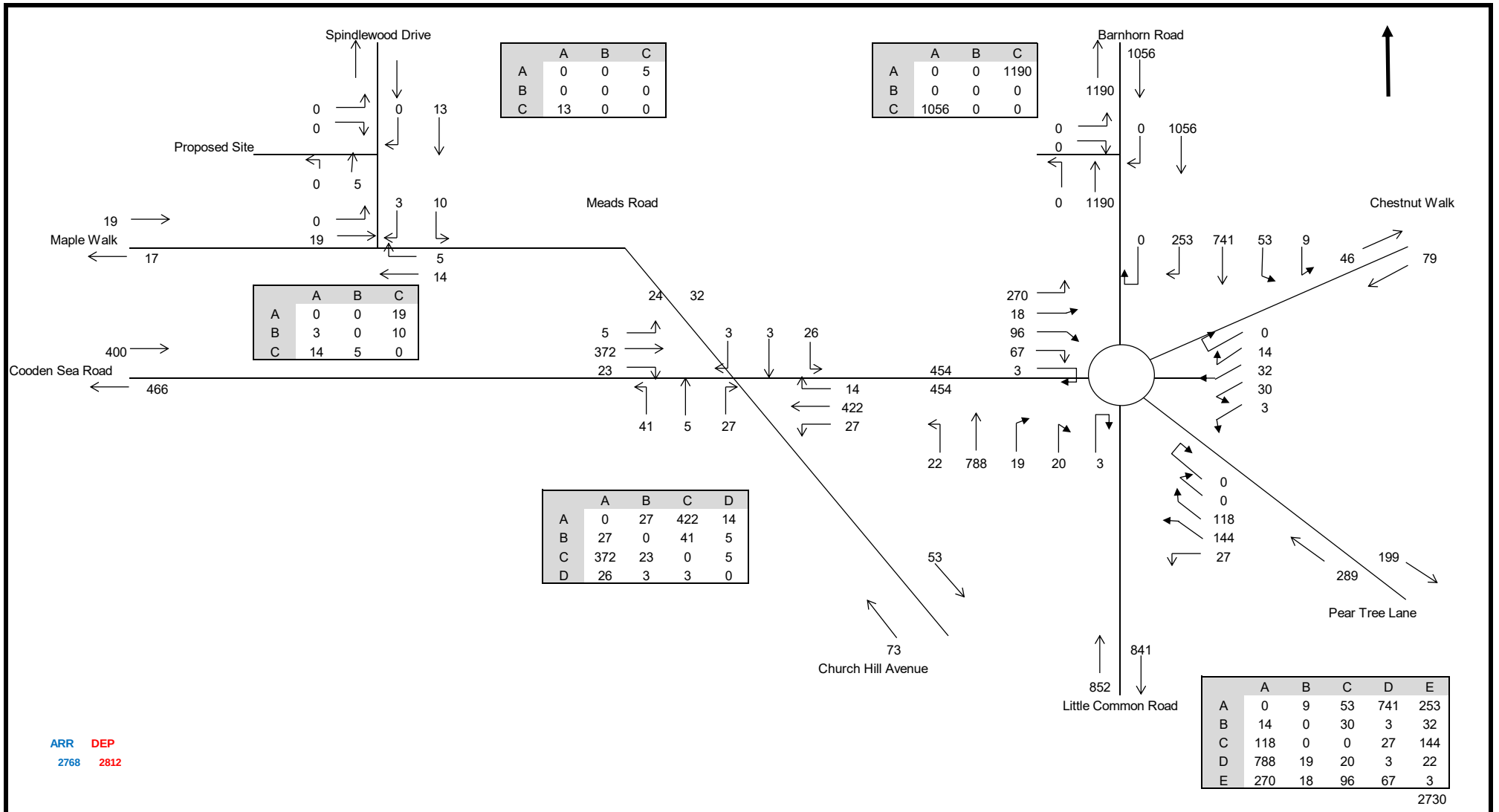
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2028 COUNT + 2028 COMMITTED DEVELOPMENT + DEVELOPMENT
FRIDAY AM 0745-0845 - SENSITIVITY



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

	A	B	C
A	0	0	1190
B	0	0	0
C	1056	0	0

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

	A	B	C	D
A	0	27	422	14
B	27	0	41	5
C	372	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	9	53	741	253
B	14	0	30	3	32
C	118	0	0	27	144
D	788	19	20	3	22
E	270	18	96	67	3

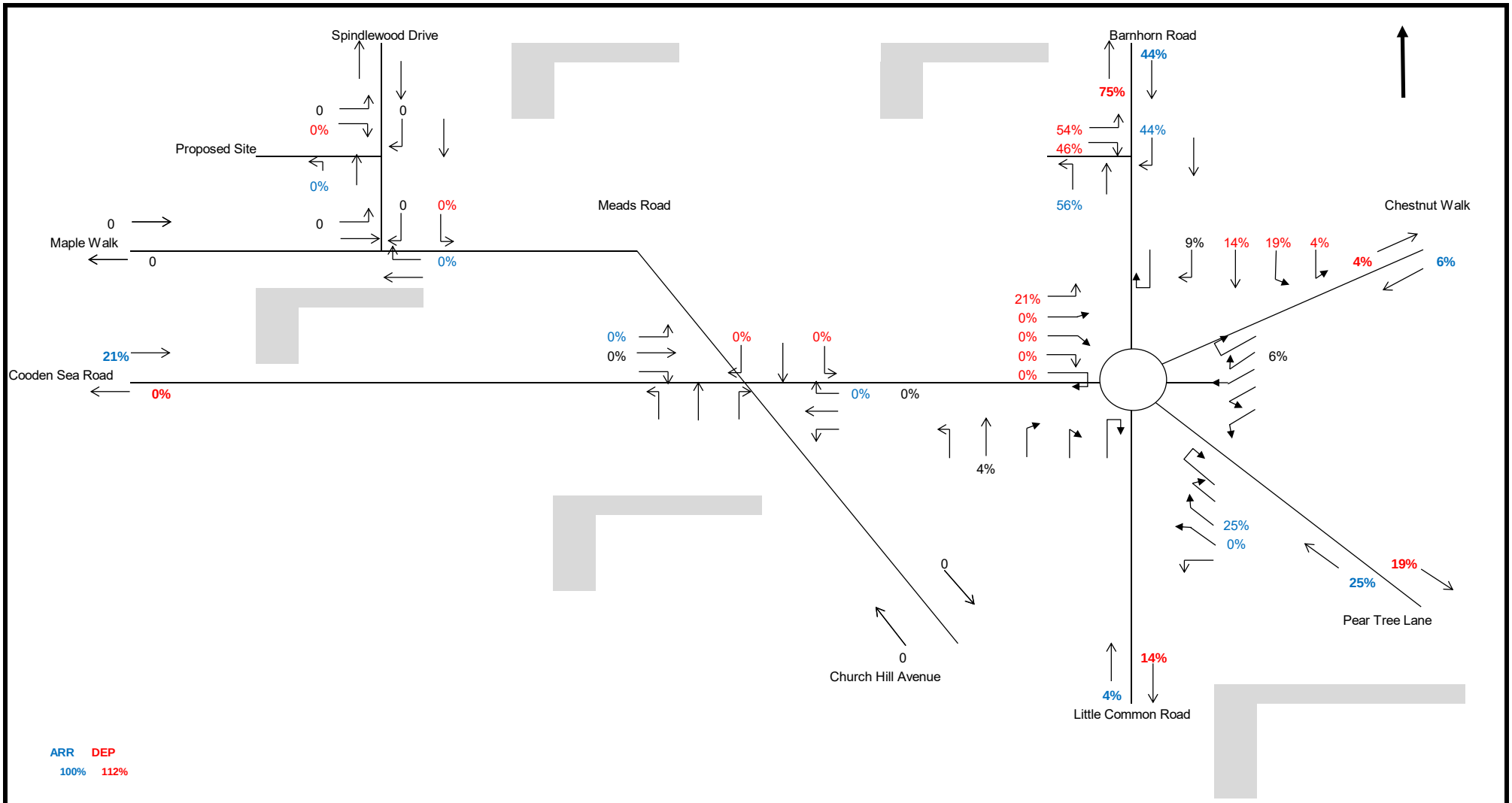
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

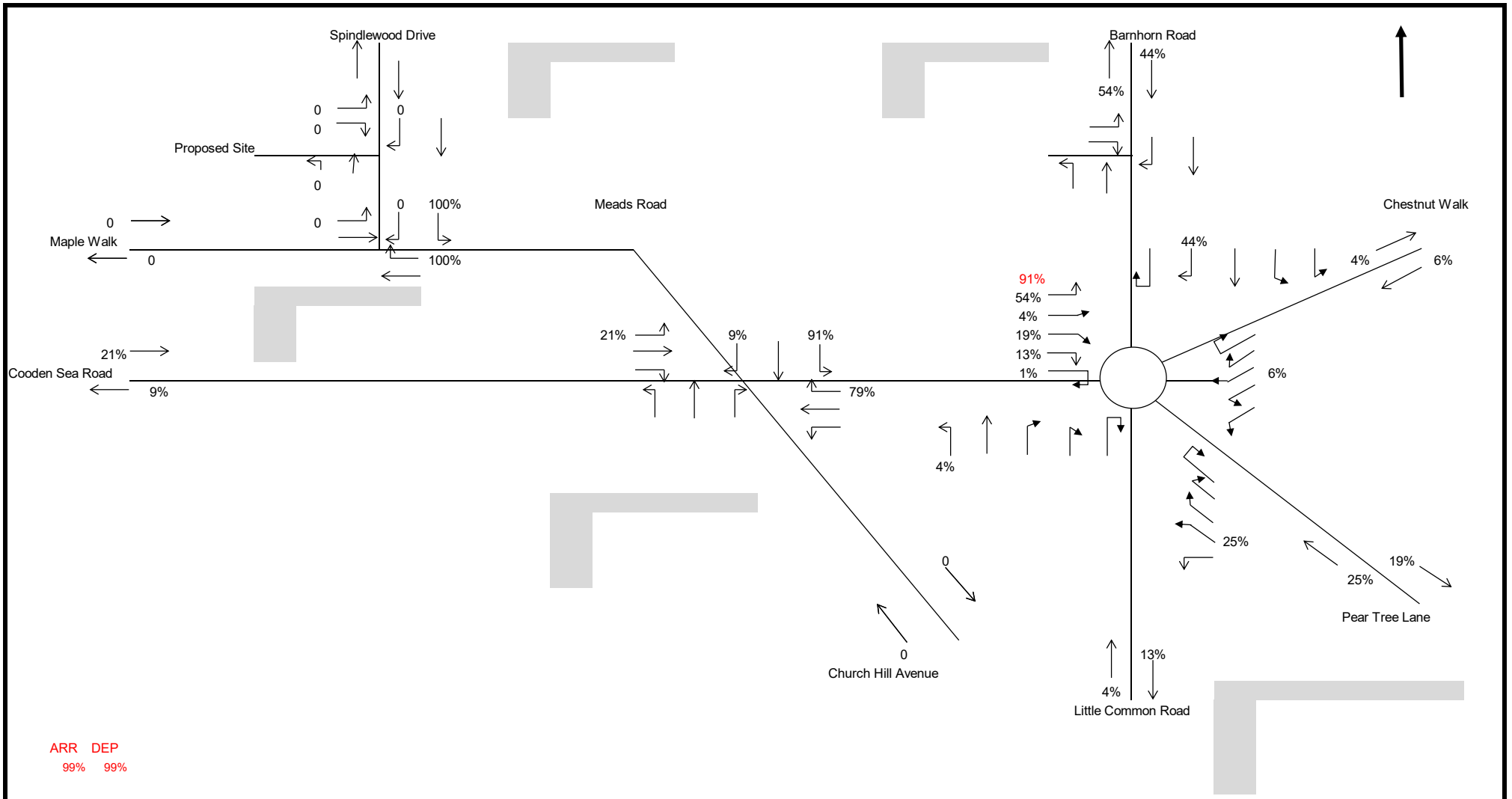
On Behalf of

Title

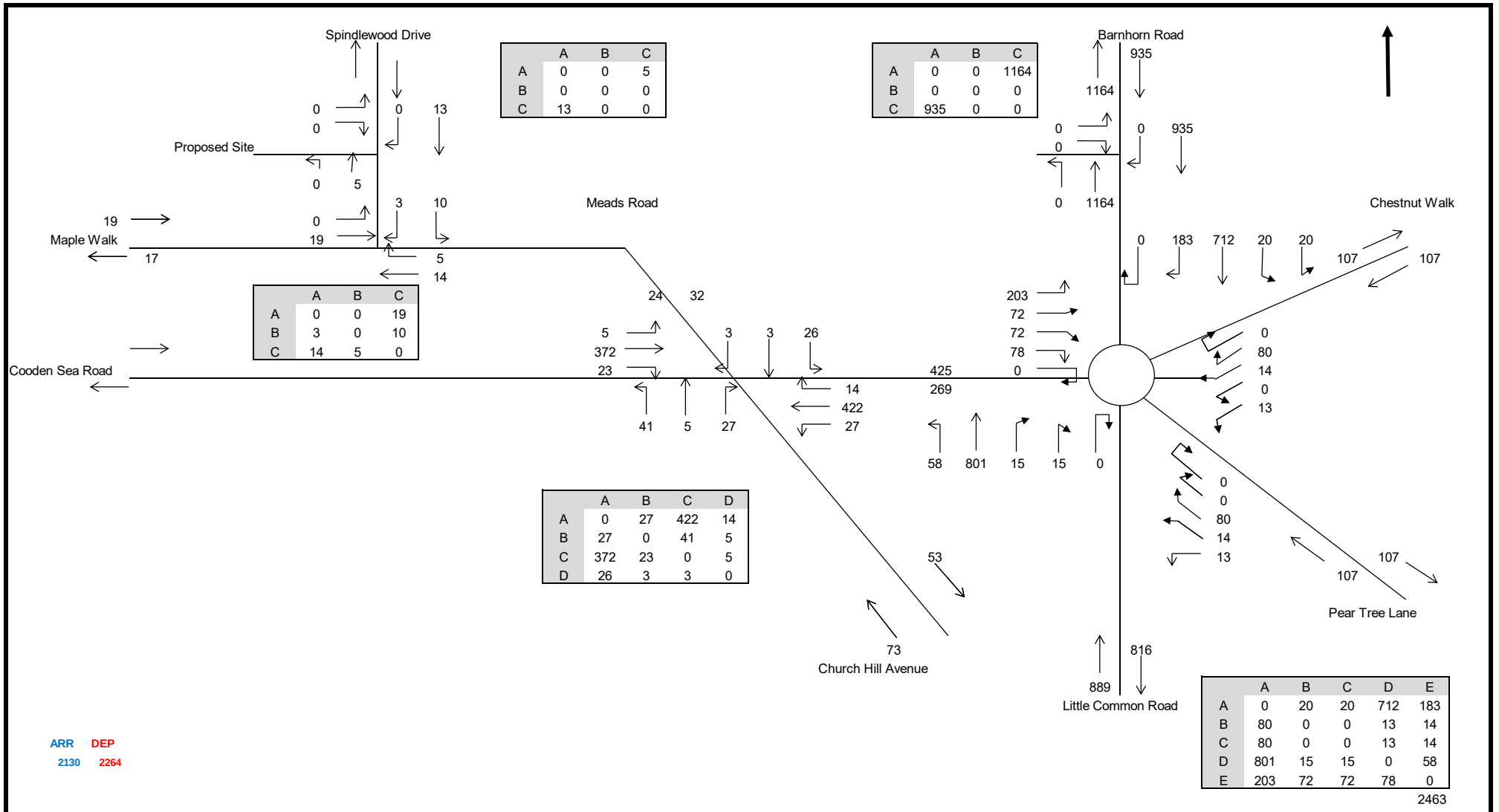
TRAFFIC SURVEY 2017
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **2017 DEVELOPMENT DISTRIBUTION WITH NEW JUNCTION** **FRIDAY AM 0745-0845 - SENSITIVITY TEST B**
		On Behalf of	



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **2017 COUNT DATA OBSERVED DISTRIBUTION** **FRIDAY AM 0745-0845 - SENSITIVITY TEST B**
		On Behalf of	



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

	A	B	C
A	0	0	1164
B	0	0	0
C	935	0	0

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

	A	B	C	D
A	0	27	422	14
B	27	0	41	5
C	372	23	0	5
D	26	3	3	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

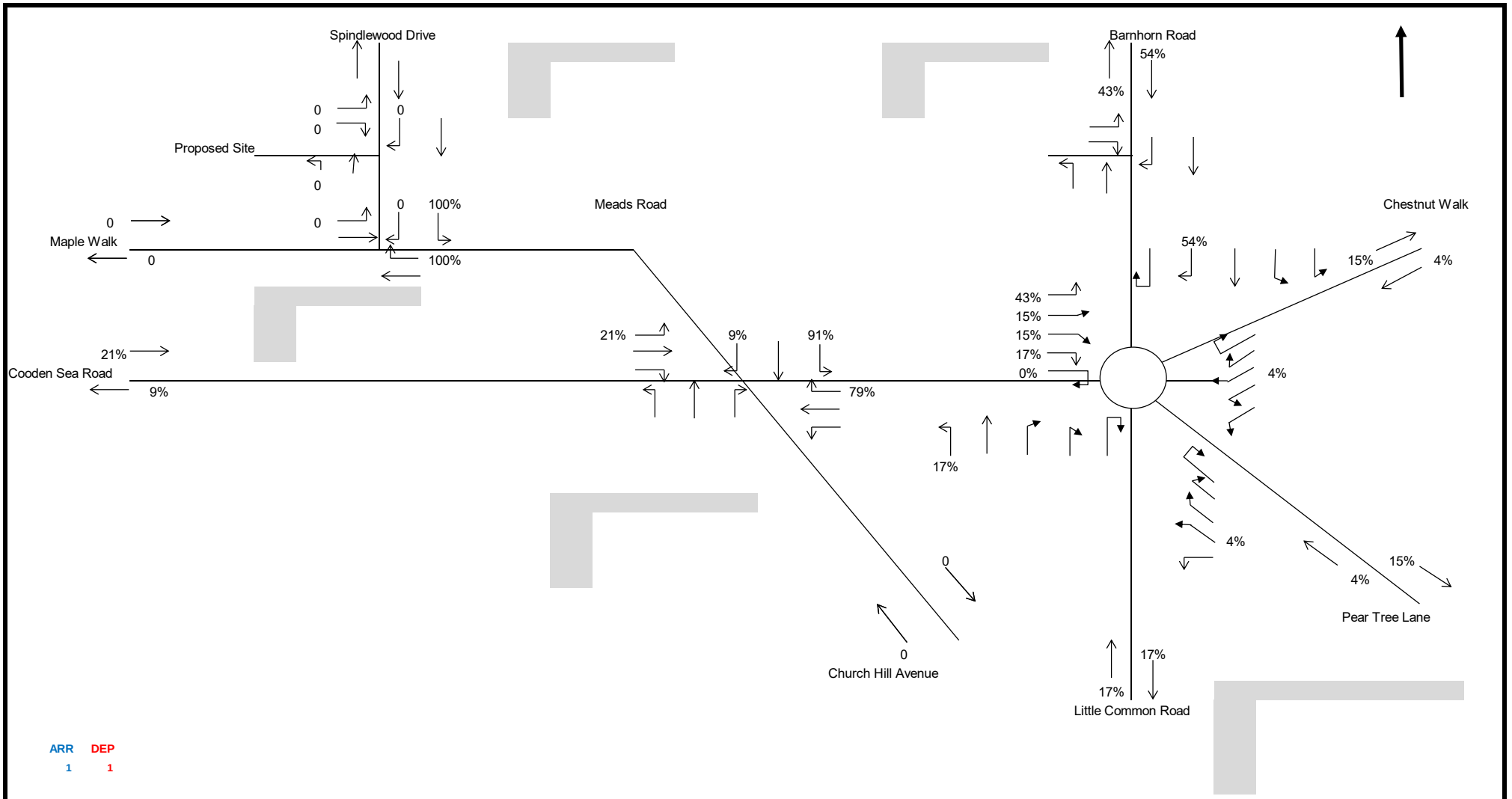
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

SATURN DATA 2028
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



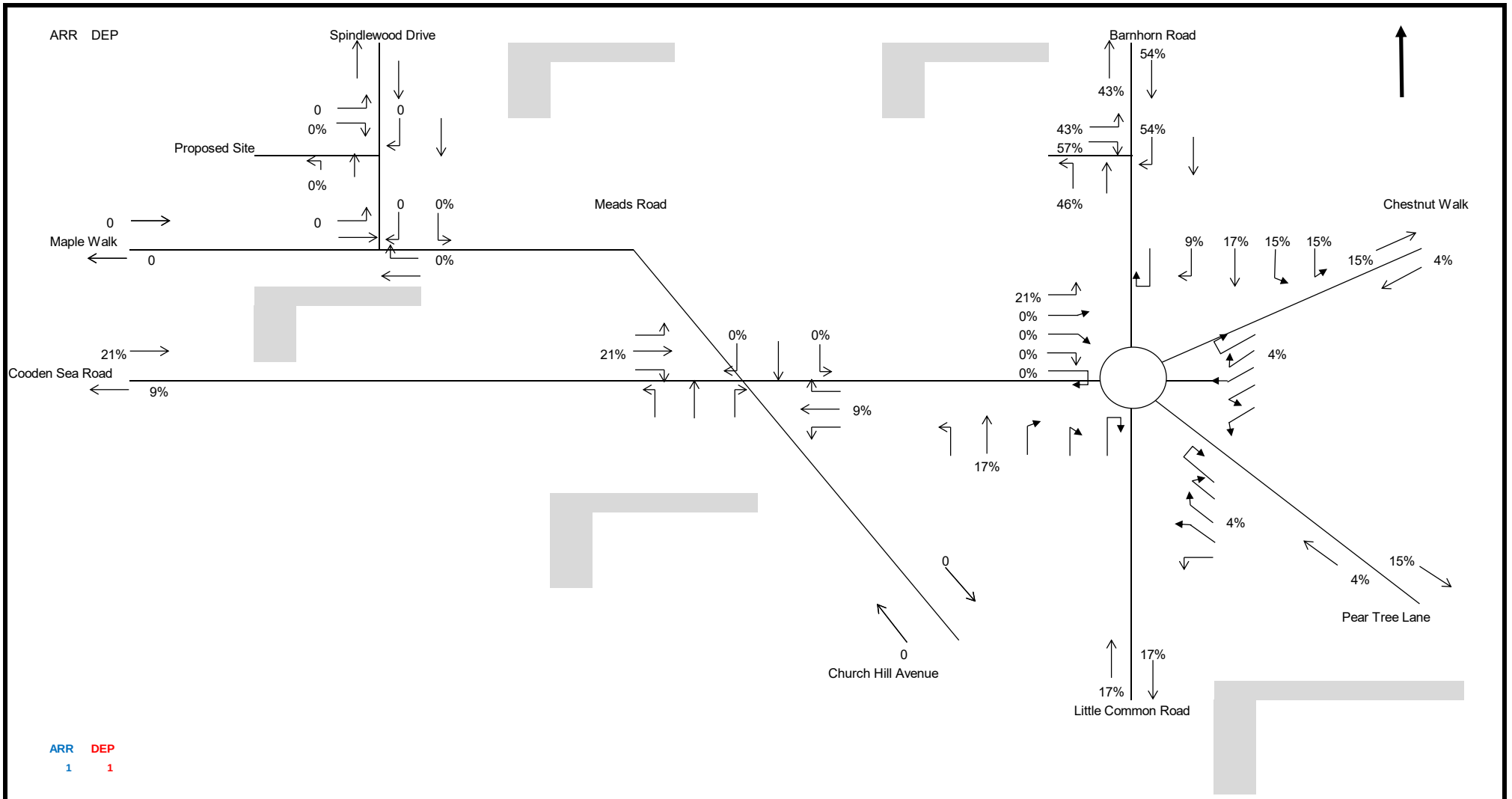
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

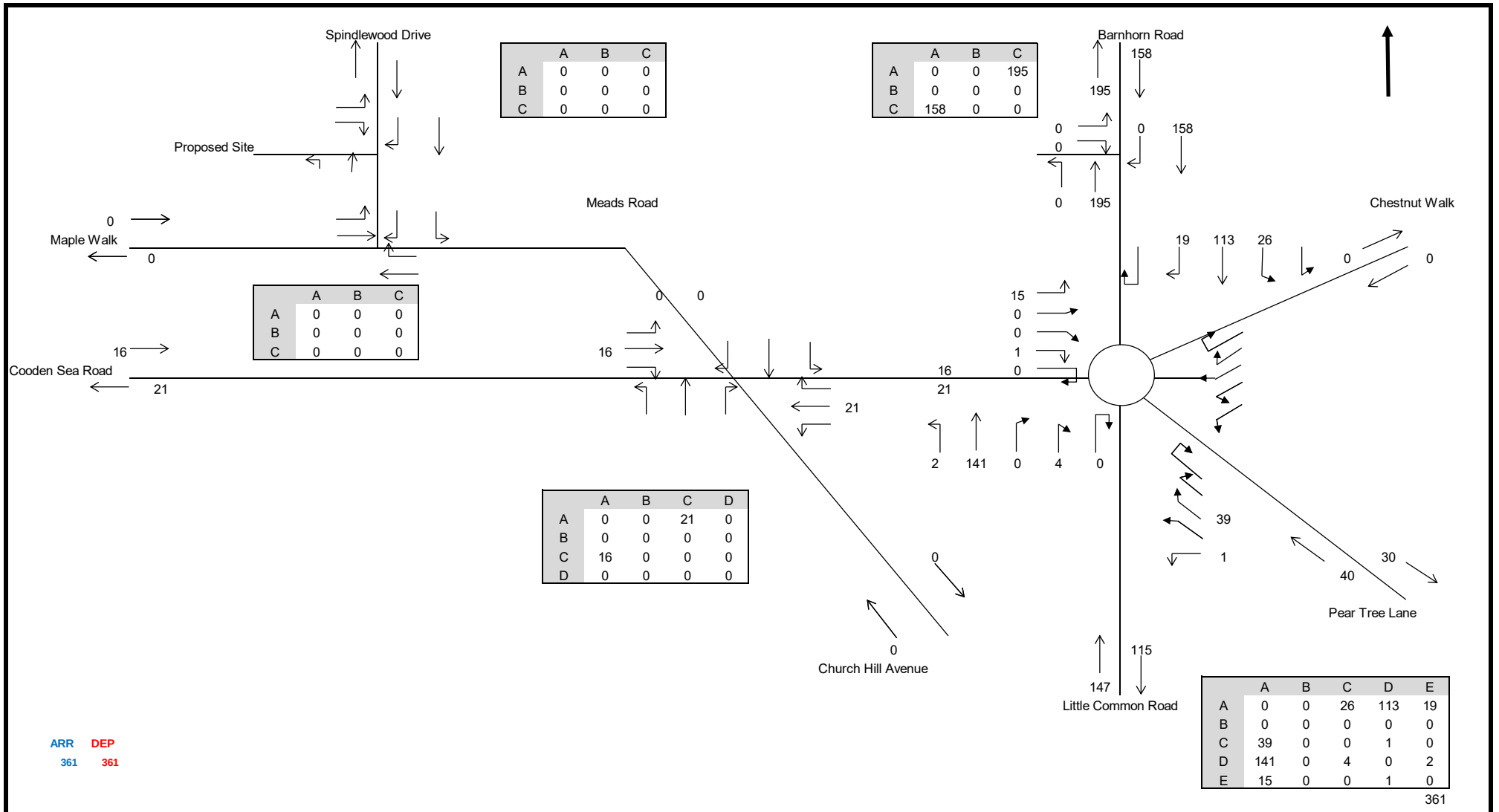
On Behalf of

Title

DISTRIBUTION BASED ON SATURN MODEL
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **DEVELOPMENT DISTRIBUTION BASED ON SATURN WITH NEW ACCESS FRIDAY AM 0745-0845 - SENSITIVITY TEST B**
		On Behalf of	



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

	A	B	C
A	0	0	195
B	0	0	0
C	158	0	0

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

	A	B	C	D
A	0	0	21	0
B	0	0	0	0
C	16	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	0	26	113	19
B	0	0	0	0	0
C	39	0	0	1	0
D	141	0	4	0	2
E	15	0	0	1	0

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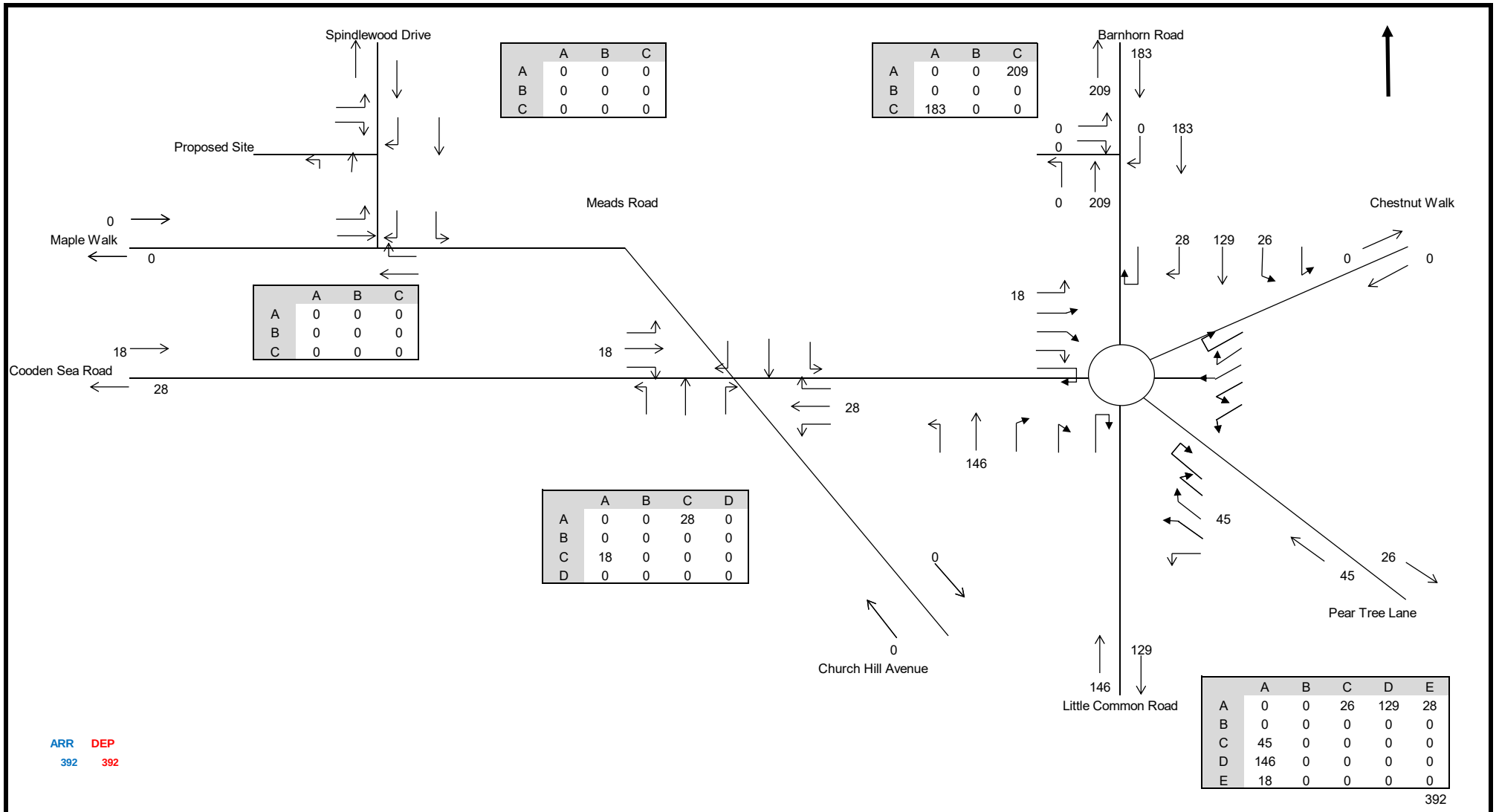
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2017
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



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

	A	B	C
A	0	0	209
B	0	0	0
C	183	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

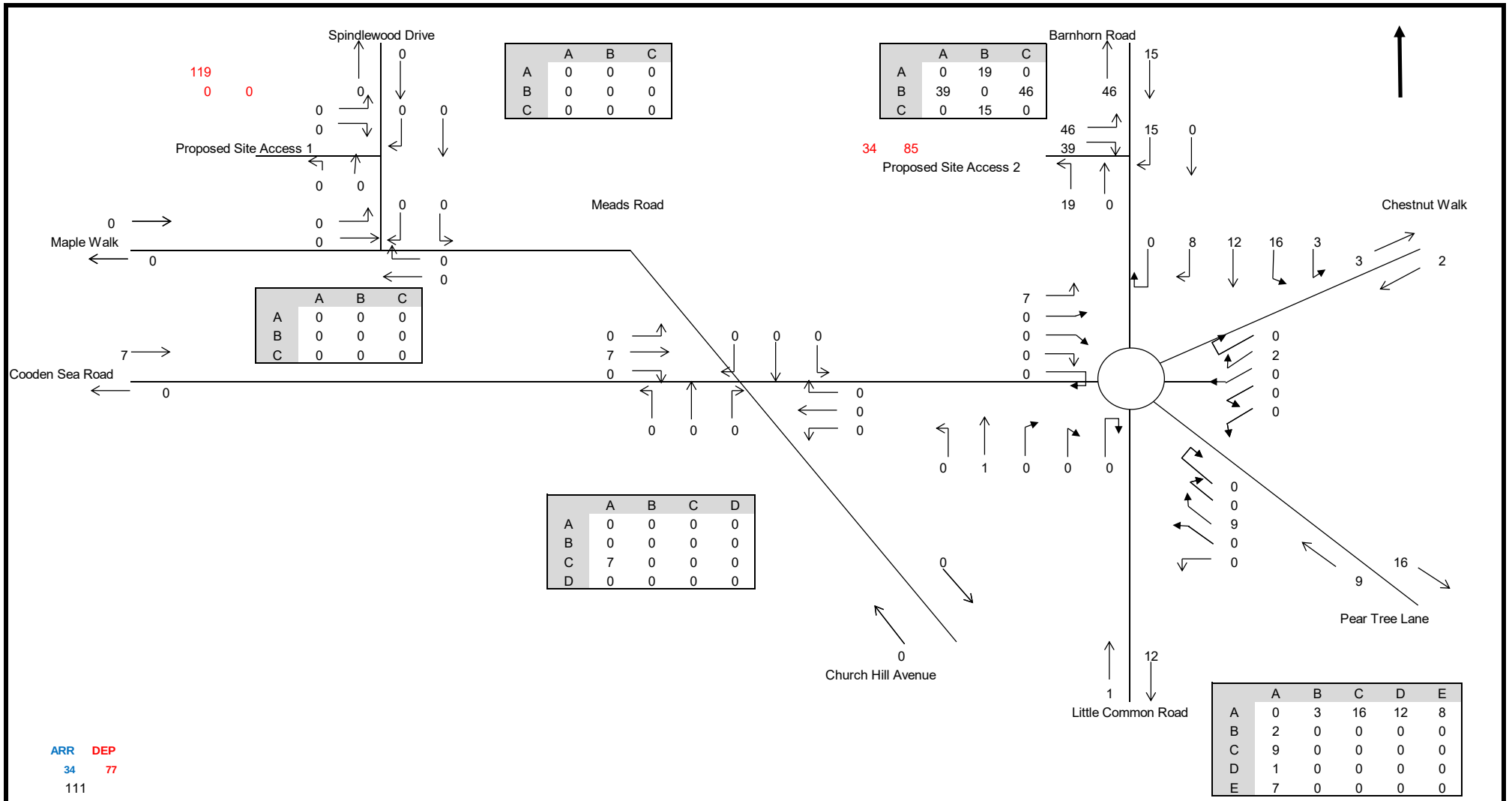
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2028
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



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

	A	B	C
A	0	19	0
B	39	0	46
C	0	15	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	7	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	3	16	12	8
B	2	0	0	0	0
C	9	0	0	0	0
D	1	0	0	0	0
E	7	0	0	0	0

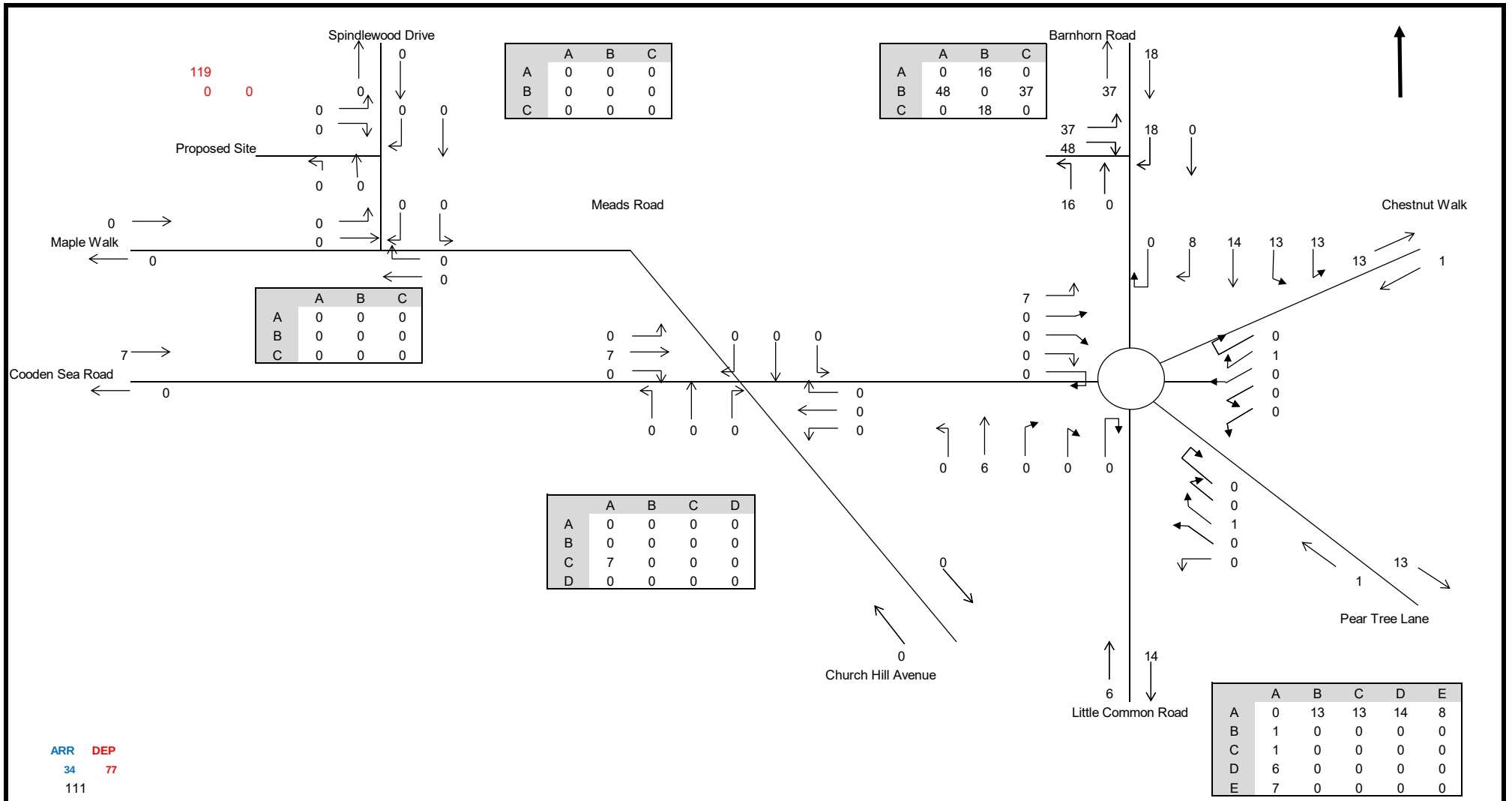
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON 2017 TURNING PATTERNS
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



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

	A	B	C
A	0	16	0
B	48	0	37
C	0	18	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	7	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	13	13	14	8
B	1	0	0	0	0
C	1	0	0	0	0
D	6	0	0	0	0
E	7	0	0	0	0

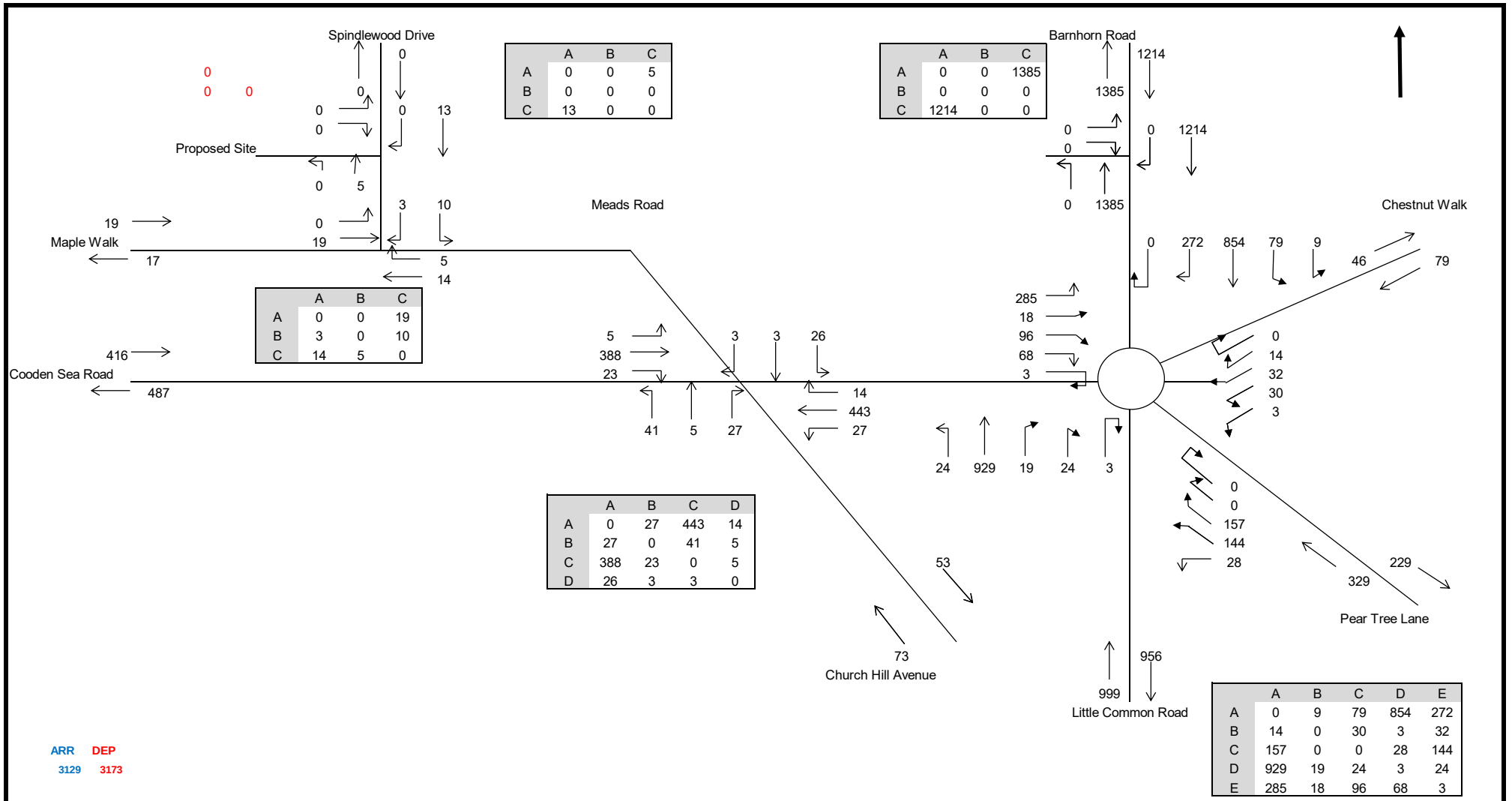
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON SATURN TURNING PATTERNS
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



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

	A	B	C
A	0	0	1385
B	0	0	0
C	1214	0	0

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

	A	B	C	D
A	0	27	443	14
B	27	0	41	5
C	388	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	9	79	854	272
B	14	0	30	3	32
C	157	0	0	28	144
D	929	19	24	3	24
E	285	18	96	68	3

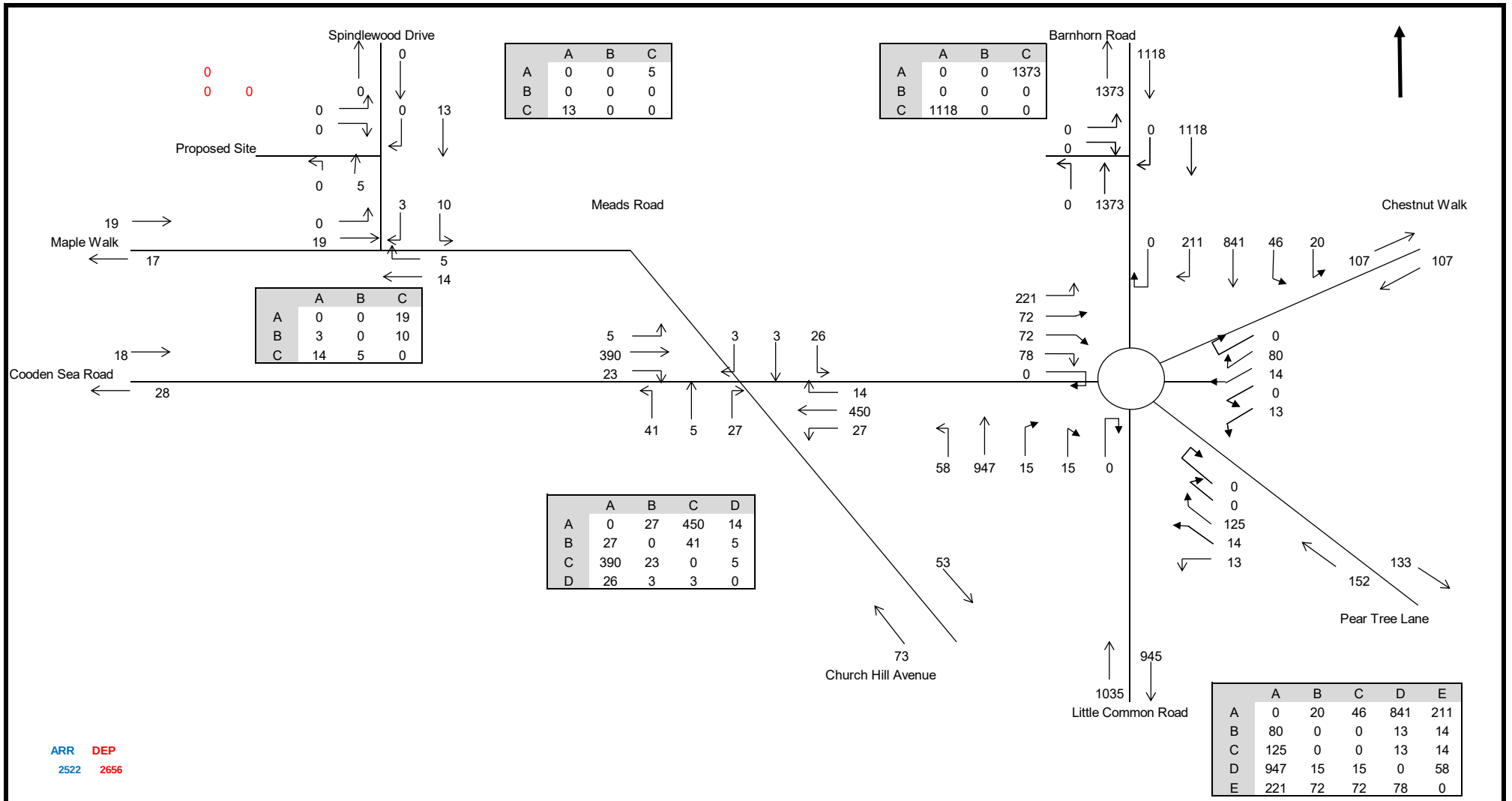
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



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

	A	B	C
A	0	0	1373
B	0	0	0
C	1118	0	0

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

	A	B	C	D
A	0	27	450	14
B	27	0	41	5
C	390	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	20	46	841	211
B	80	0	0	13	14
C	125	0	0	13	14
D	947	15	15	0	58
E	221	72	72	78	0

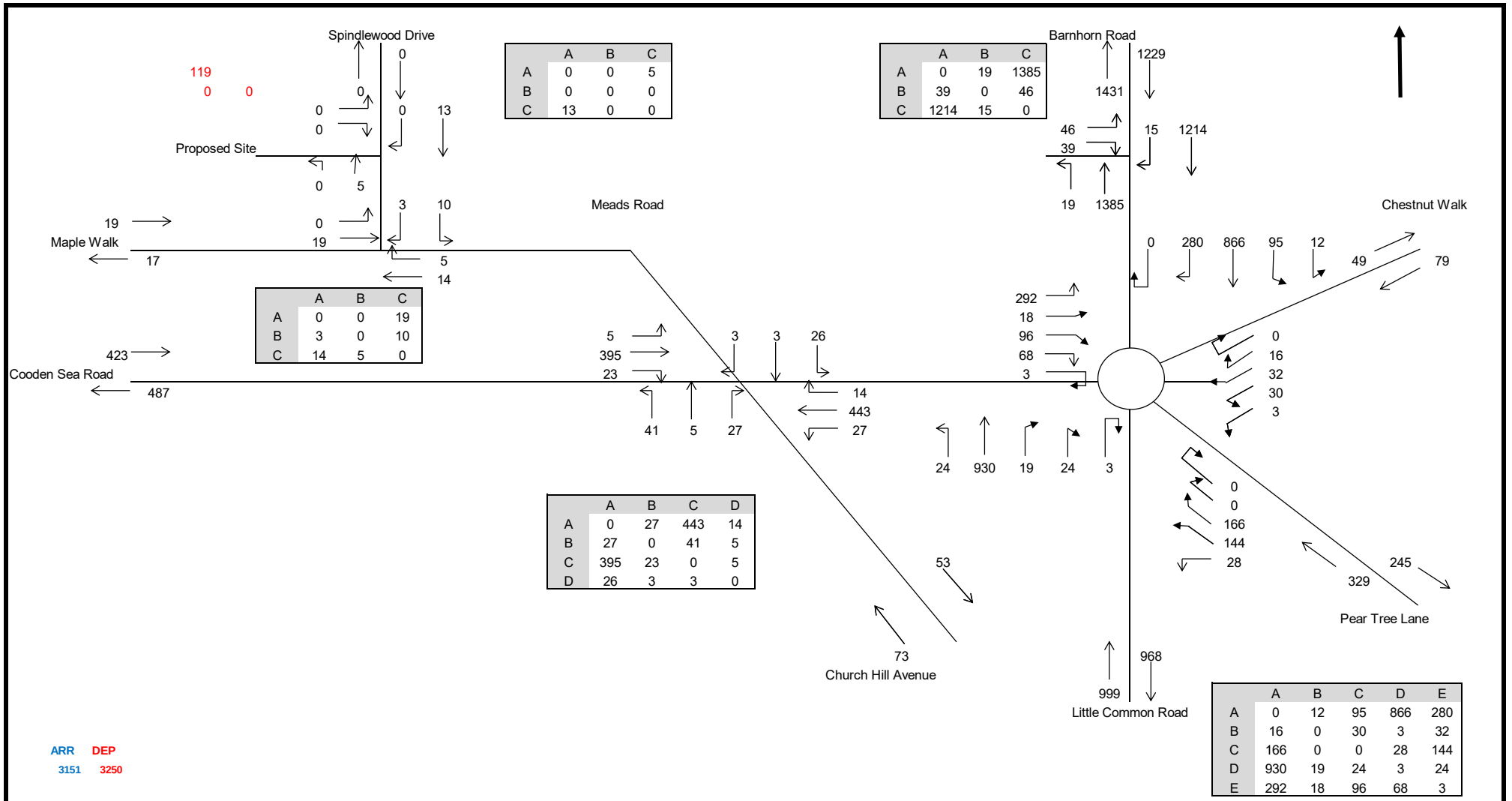
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2028 COUNT + 2028 COMMITTED DEVELOPMENT
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



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

	A	B	C
A	0	19	1385
B	39	0	46
C	1214	15	0

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

	A	B	C	D
A	0	27	443	14
B	27	0	41	5
C	395	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	12	95	866	280
B	16	0	30	3	32
C	166	0	0	28	144
D	930	19	24	3	24
E	292	18	96	68	3

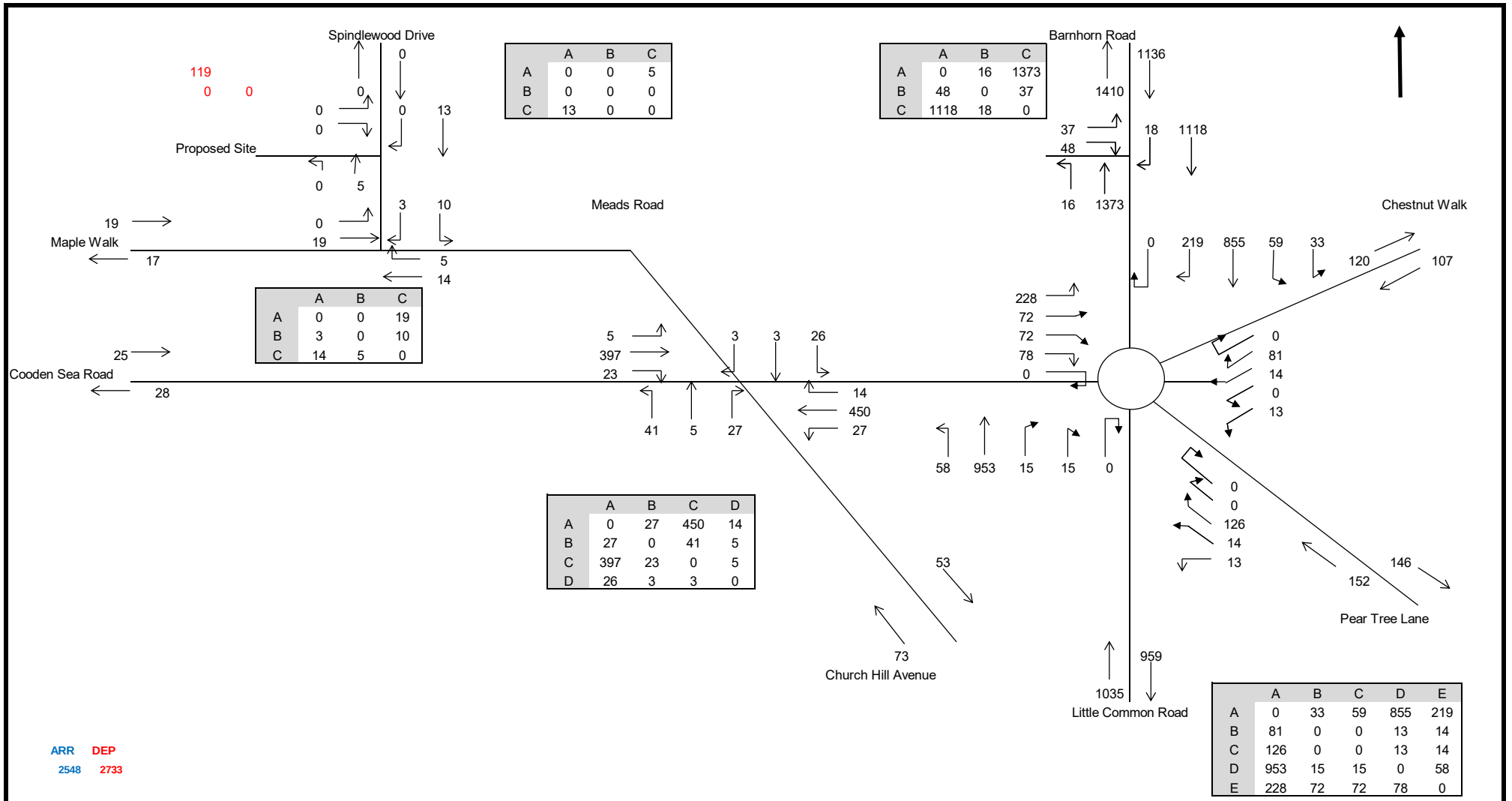
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT + DEVELOPMENT
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



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

	A	B	C
A	0	16	1373
B	48	0	37
C	1118	18	0

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

	A	B	C	D
A	0	27	450	14
B	27	0	41	5
C	397	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	33	59	855	219
B	81	0	0	13	14
C	126	0	0	13	14
D	953	15	15	0	58
E	228	72	72	78	0

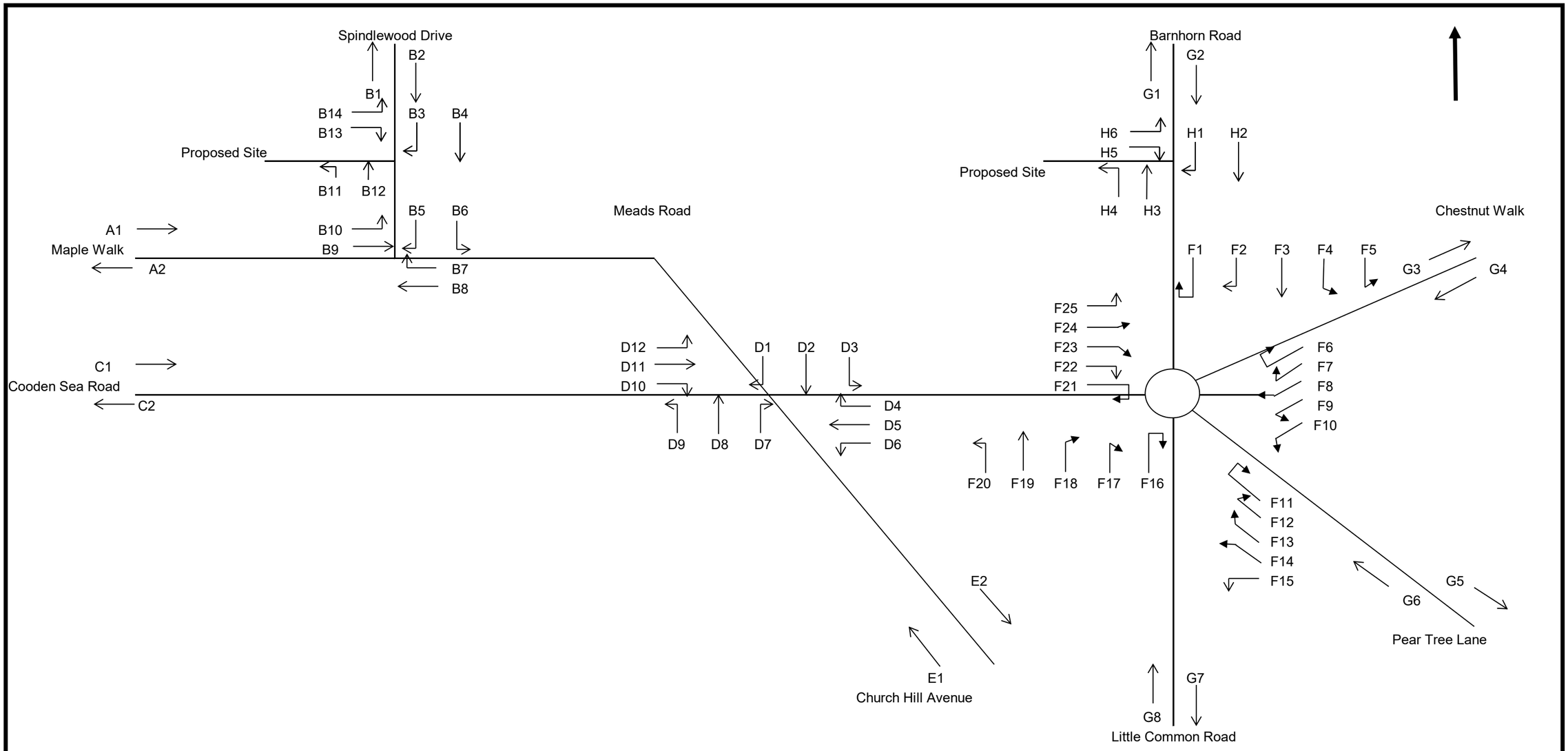
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

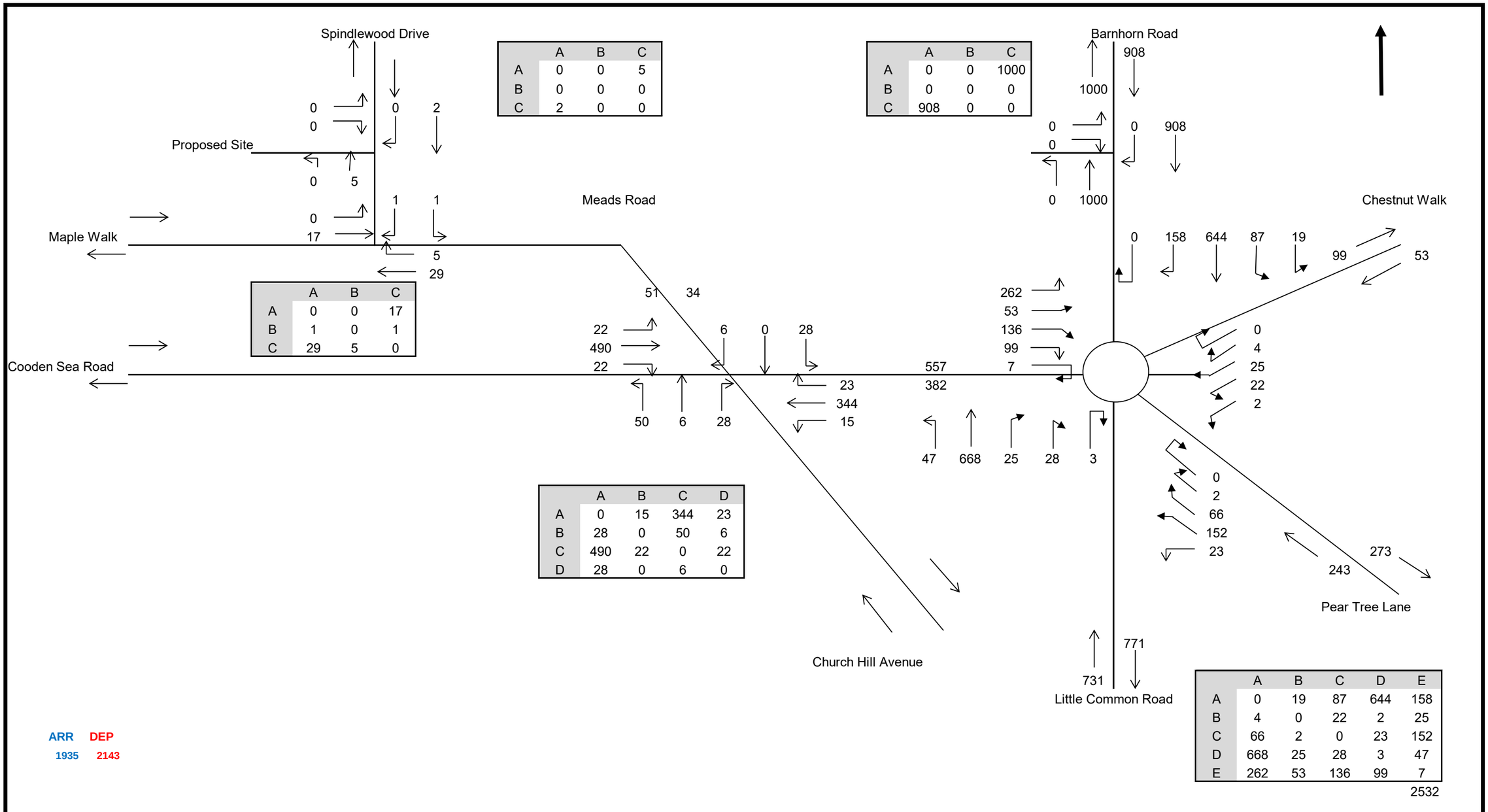
On Behalf of

Title

2028 COUNT + 2028 COMMITTED DEVELOPMENT + DEVELOPMENT
FRIDAY AM 0745-0845 - SENSITIVITY TEST B



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **Turning** **PM PEAK PERIOD**
		On Behalf of	



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

	A	B	C
A	0	0	1000
B	0	0	0
C	908	0	0

	A	B	C
A	0	0	17
B	1	0	1
C	29	5	0

	A	B	C	D
A	0	15	344	23
B	28	0	50	6
C	490	22	0	22
D	28	0	6	0

	A	B	C	D	E
A	0	19	87	644	158
B	4	0	22	2	25
C	66	2	0	23	152
D	668	25	28	3	47
E	262	53	136	99	7

2532

ARR 1935 DEP 2143

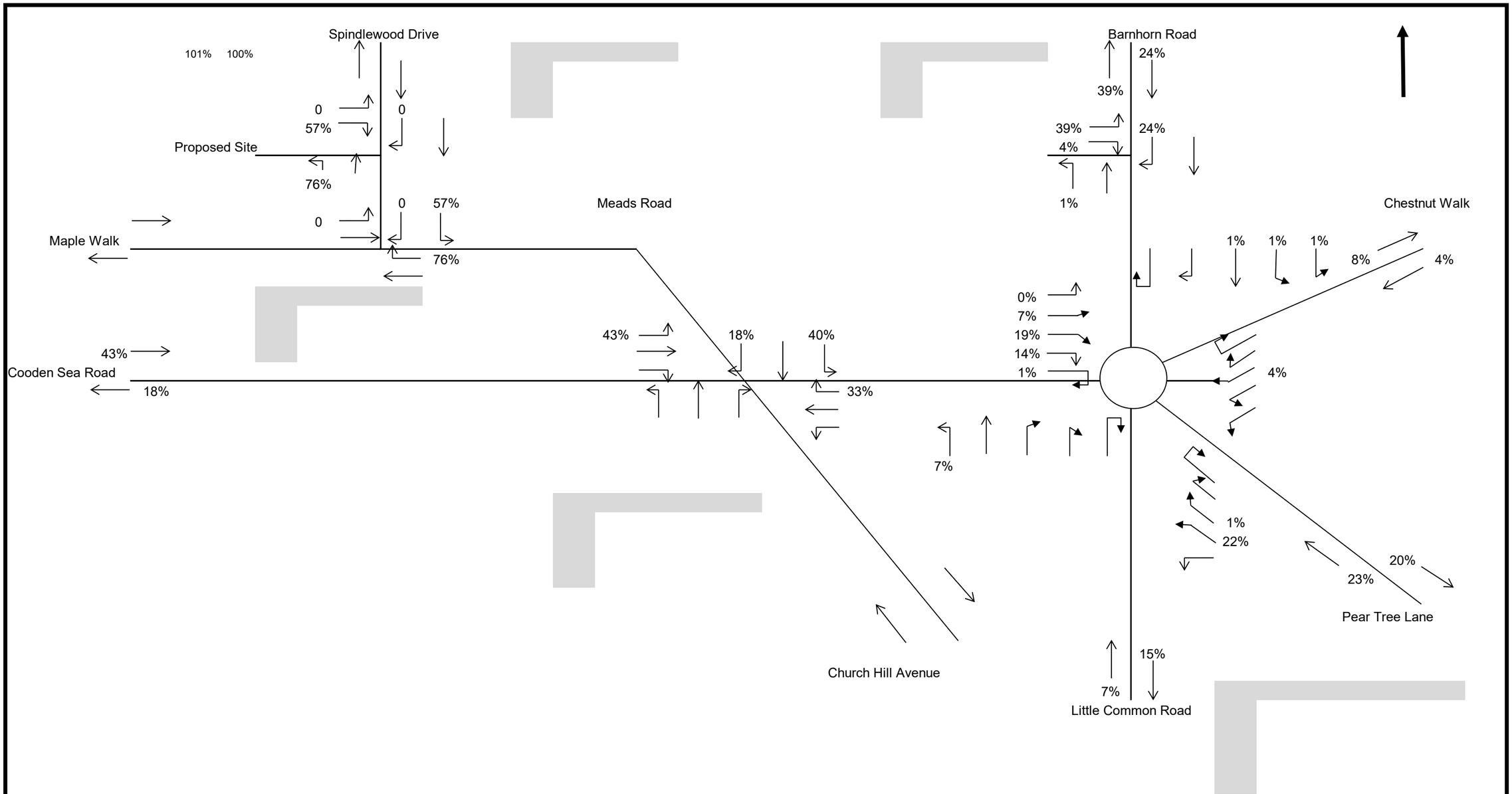
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

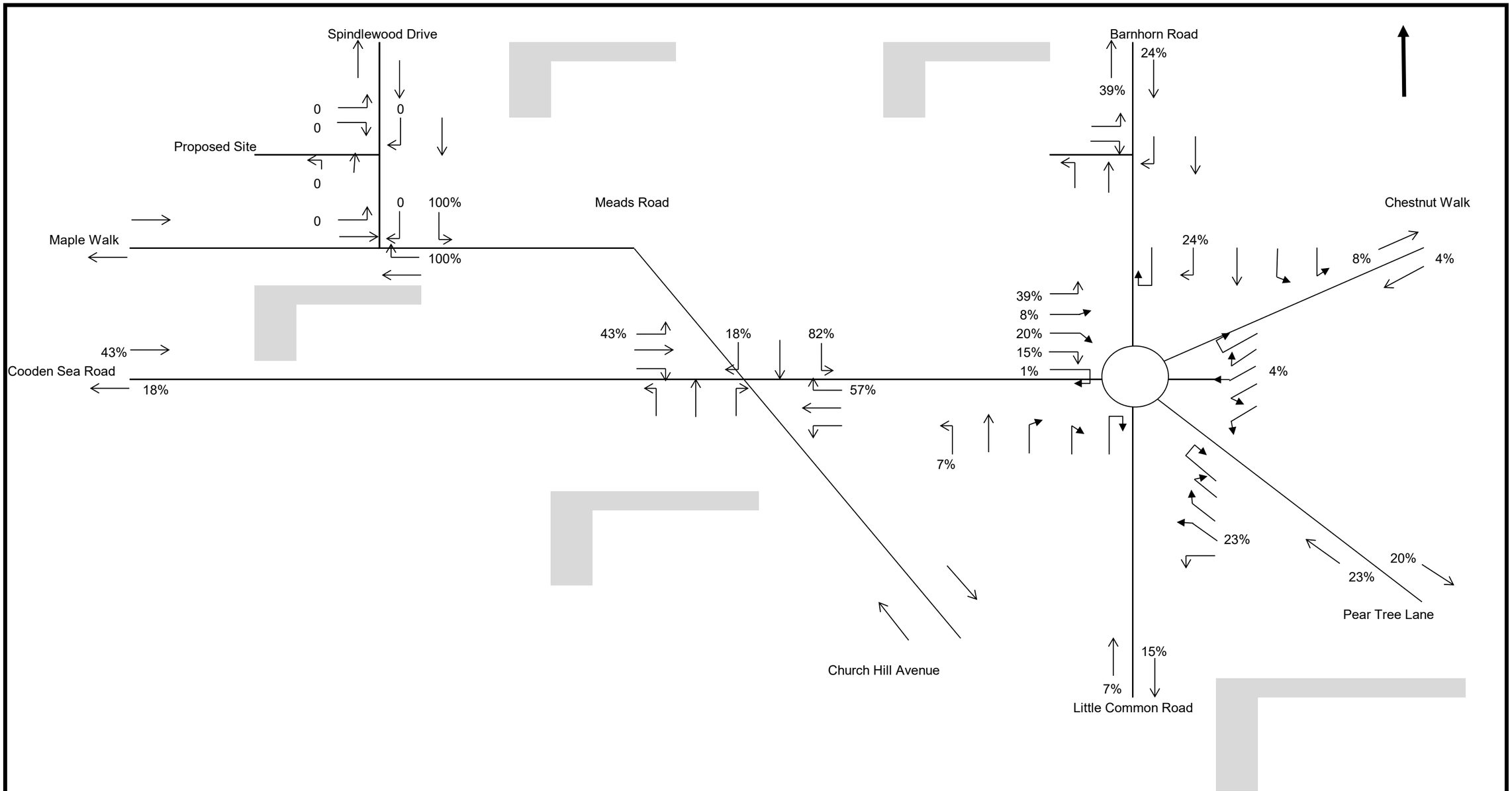
On Behalf of

Title

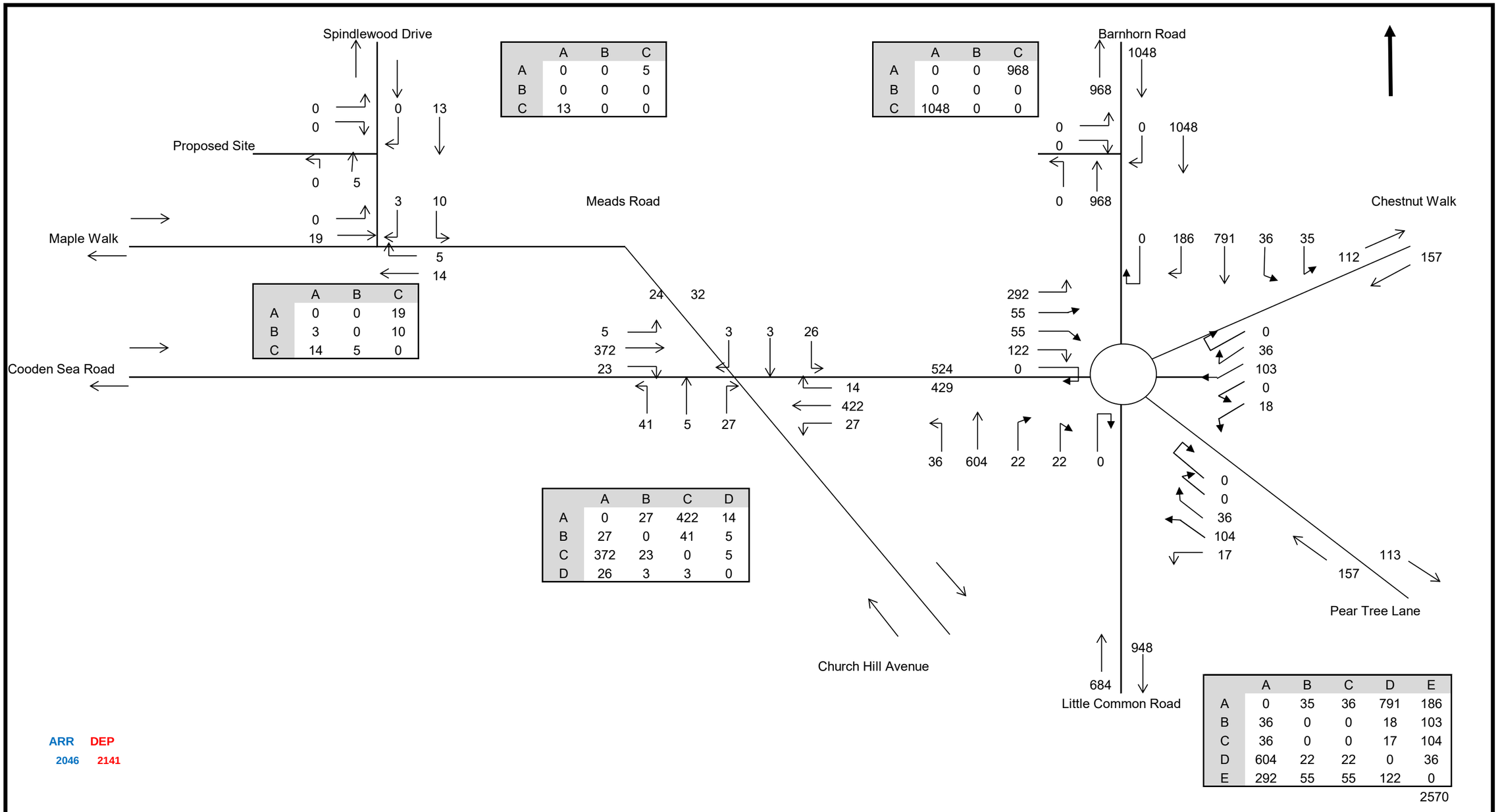
TRAFFIC SURVEY 2017
PM PEAK PERIOD

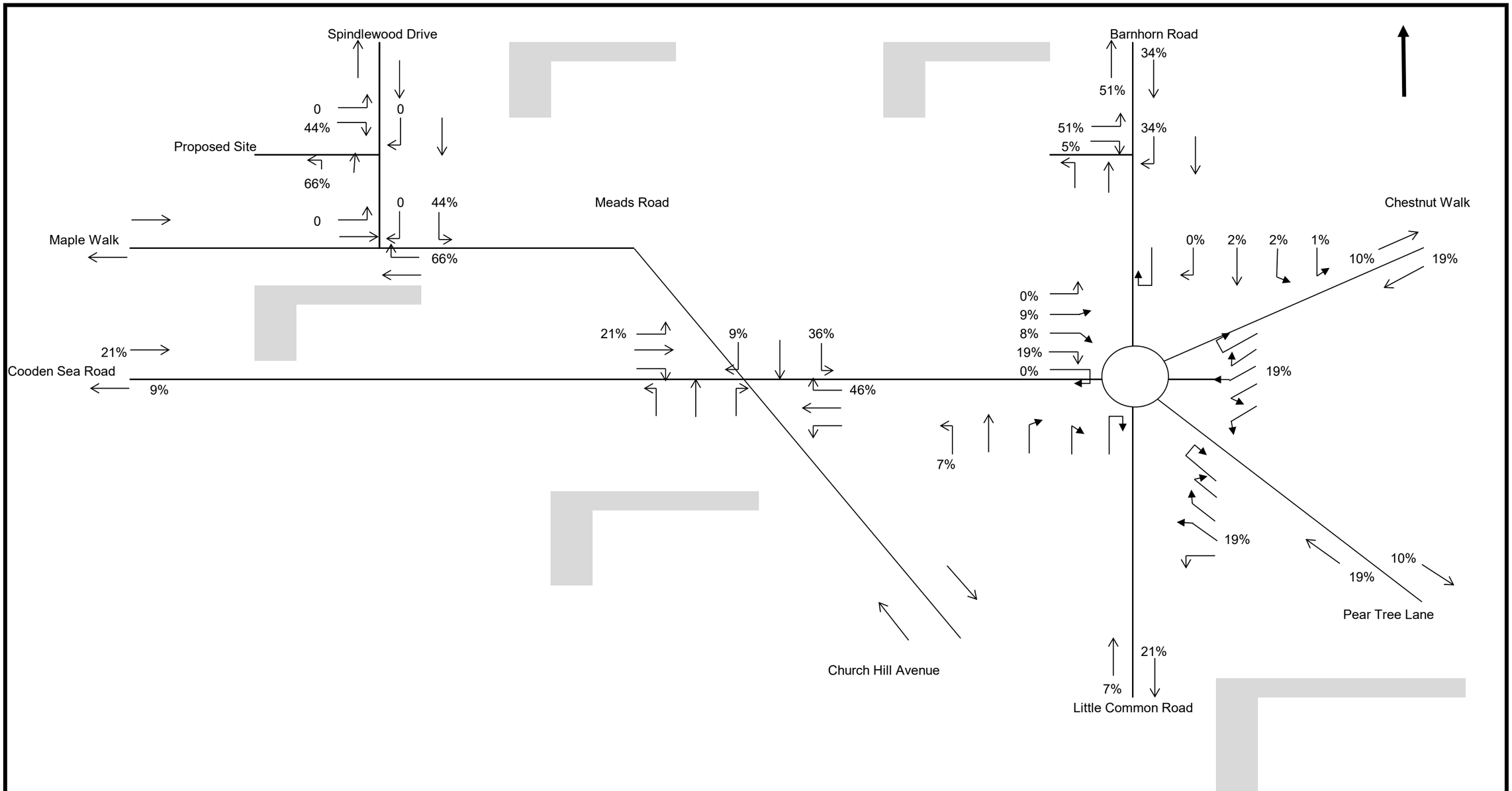


	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **2017 DEVELOPMENT DISTRIBUTION WITH NEW JUNCTION** **PM PEAK PERIOD**
		On Behalf of	

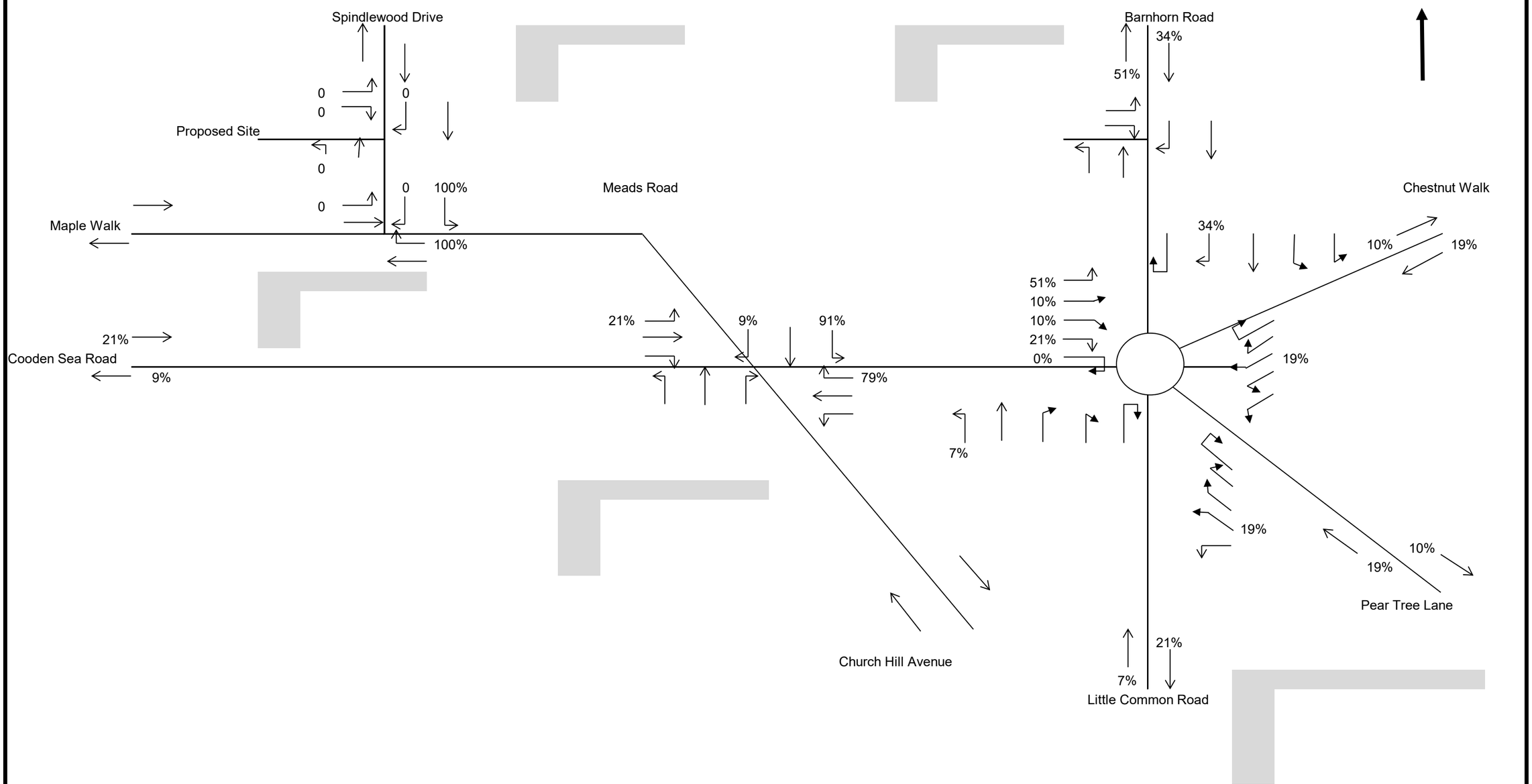


	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **2017 COUNT DATA OBSERVED DISTRIBUTION** **PM PEAK PERIOD**

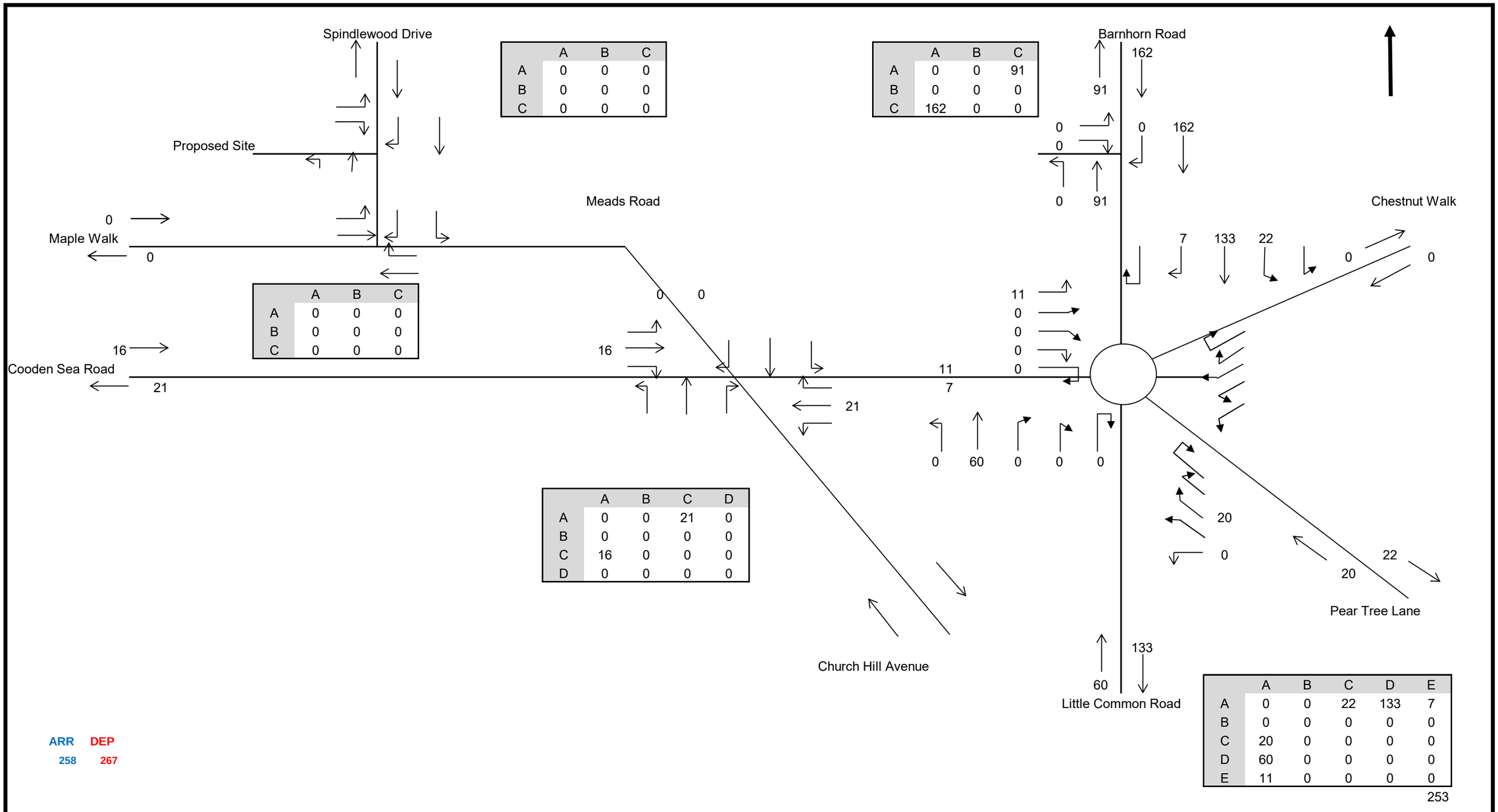

Spindlewood Drive
Proposed Site
Maple Walk
Cooden Sea Road
Meads Road
Barnhorn Road
Chestnut Walk
Pear Tree Lane
Church Hill Avenue
Little Common Road
0 0 0 13
0 5
0 3 10
19 5
14
24 32
5 372 23
3 3 26
41 5 27
14 422 27
524 429
292 55 55 122 0
36 604 22 22 0
1048
968
0 0 1048
0 968
0 186 791 36 35 112 157
0 36 103 0 18
0 0 36 104 17
113 157
948
684
A B C
A 0 0 5
B 0 0 0
C 13 0 0
A B C
A 0 0 968
B 0 0 0
C 1048 0 0
A B C
A 0 0 19
B 3 0 10
C 14 5 0
A B C D
A 0 27 422 14
B 27 0 41 5
C 372 23 0 5
D 26 3 3 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
2570
ARR DEP
2046 2141
EXIGO PROJECT SOLUTIONS
Scheme
Proposed Residential Dwellings
On Behalf of
Title
SATURN DATA 2028
PM PEAK PERIOD



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **DEVELOPMENT DISTRIBUTION BASED ON SATURN WITH NEW ACCESS PM PEAK PERIOD**



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **DISTRIBUTION BASED ON SATURN MODEL** **PM PEAK PERIOD**



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

	A	B	C
A	0	0	91
B	0	0	0
C	162	0	0

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

	A	B	C	D
A	0	0	21	0
B	0	0	0	0
C	16	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	0	22	133	7
B	0	0	0	0	0
C	20	0	0	0	0
D	60	0	0	0	0
E	11	0	0	0	0

253

ARR 258 DEP 267

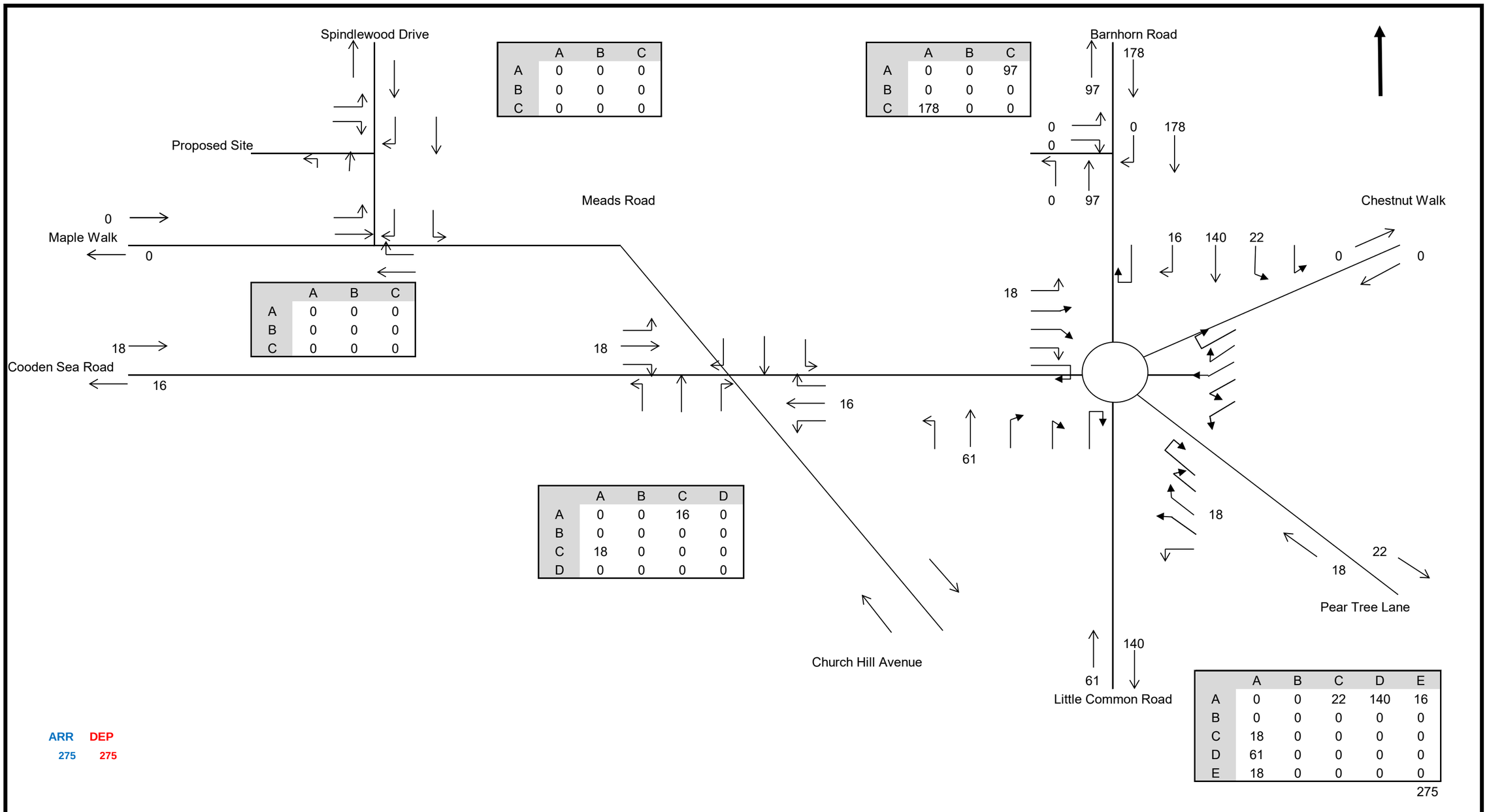
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2017
PM PEAK PERIOD



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

	A	B	C
A	0	0	97
B	0	0	0
C	178	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

ARR	DEP
275	275

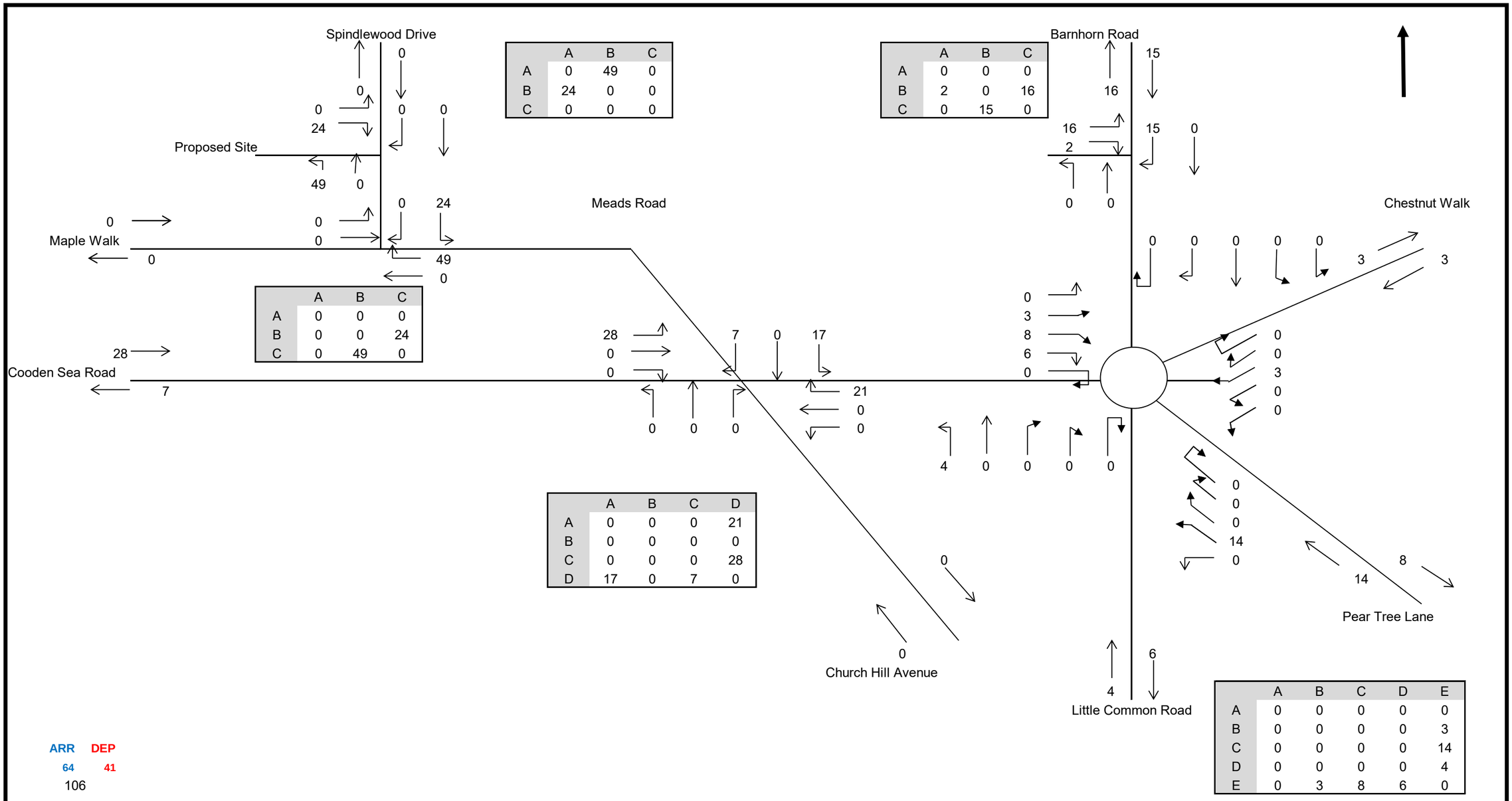
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2028
PM PEAK PERIOD



	A	B	C
A	0	49	0
B	24	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	2	0	16
C	0	15	0

	A	B	C
A	0	0	0
B	0	0	24
C	0	49	0

	A	B	C	D
A	0	0	0	21
B	0	0	0	0
C	0	0	0	28
D	17	0	7	0

	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	3
C	0	0	0	0	14
D	0	0	0	0	4
E	0	3	8	6	0

ARR 64 DEP 41

106

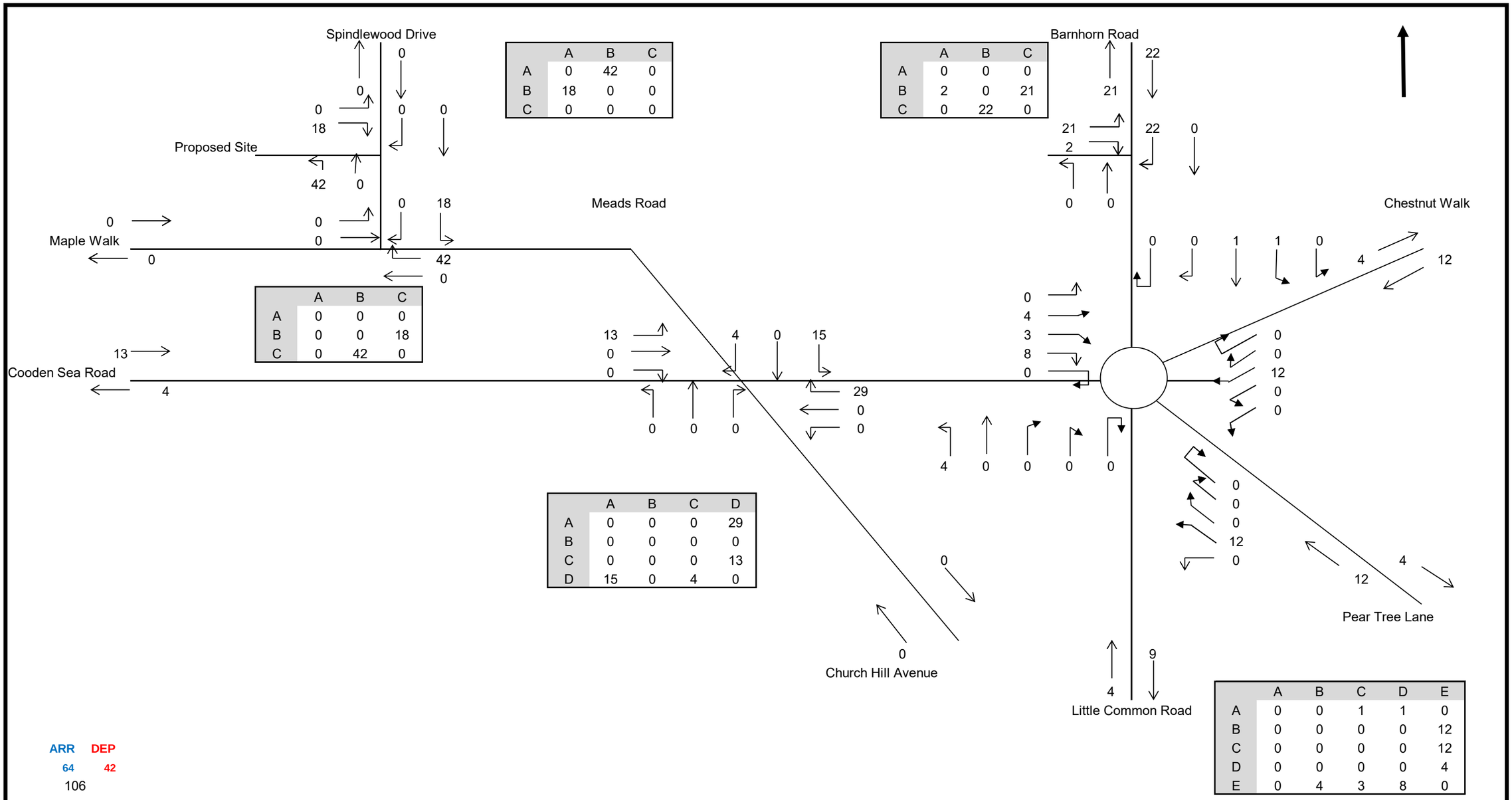
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON 2017 TURNING PATTERNS
PM PEAK PERIOD



	A	B	C
A	0	42	0
B	18	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	2	0	21
C	0	22	0

	A	B	C
A	0	0	0
B	0	0	18
C	0	42	0

	A	B	C	D
A	0	0	0	29
B	0	0	0	0
C	0	0	0	13
D	15	0	4	0

	A	B	C	D	E
A	0	0	1	1	0
B	0	0	0	0	12
C	0	0	0	0	12
D	0	0	0	0	4
E	0	4	3	8	0

ARR 64 DEP 42

106

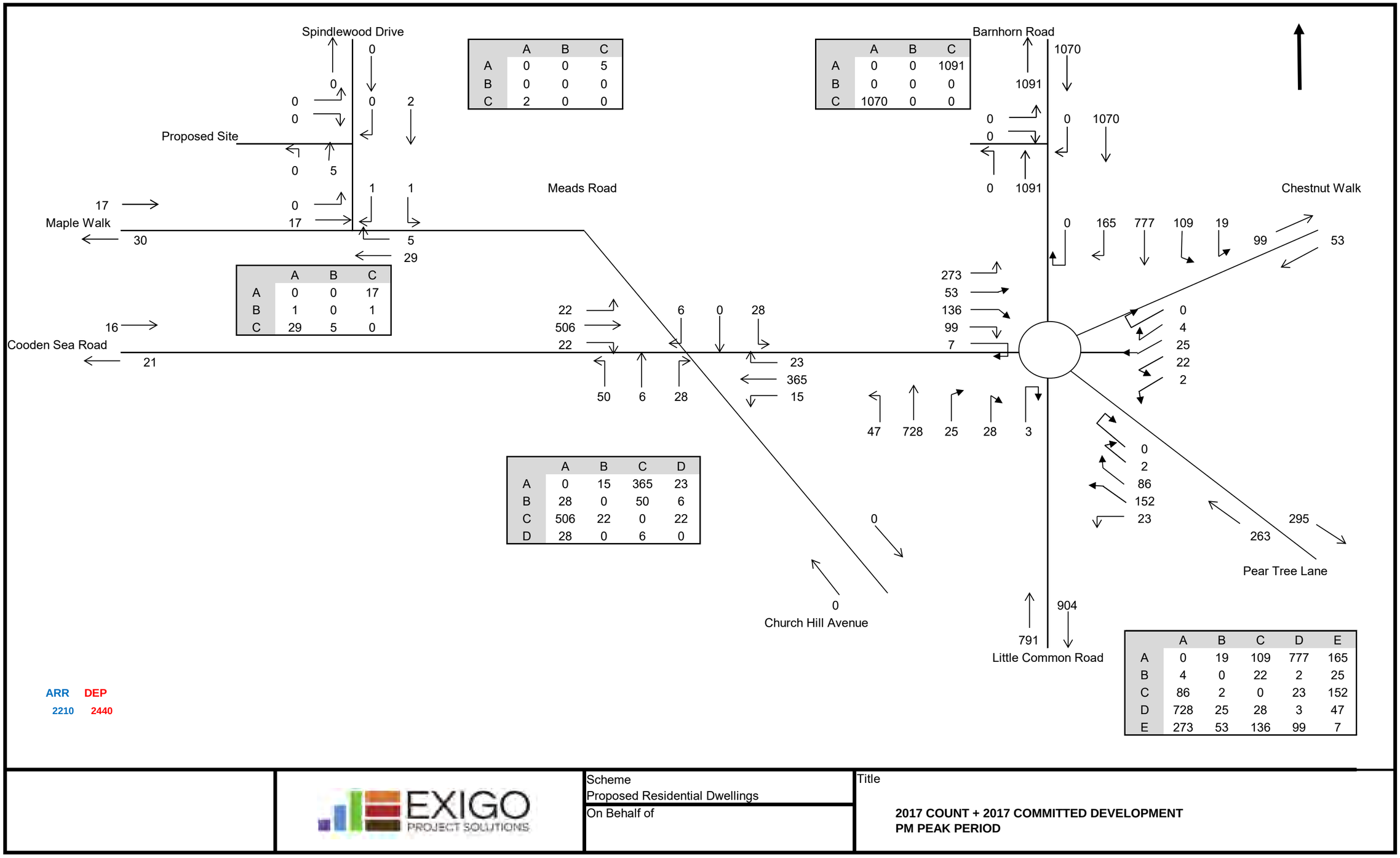
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON SATURN TURNING PATTERNS
PM PEAK PERIOD



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

	A	B	C
A	0	0	1091
B	0	0	0
C	1070	0	0

	A	B	C
A	0	0	17
B	1	0	1
C	29	5	0

	A	B	C	D
A	0	15	365	23
B	28	0	50	6
C	506	22	0	22
D	28	0	6	0

	A	B	C	D	E
A	0	19	109	777	165
B	4	0	22	2	25
C	86	2	0	23	152
D	728	25	28	3	47
E	273	53	136	99	7

ARR DEP
2210 2440

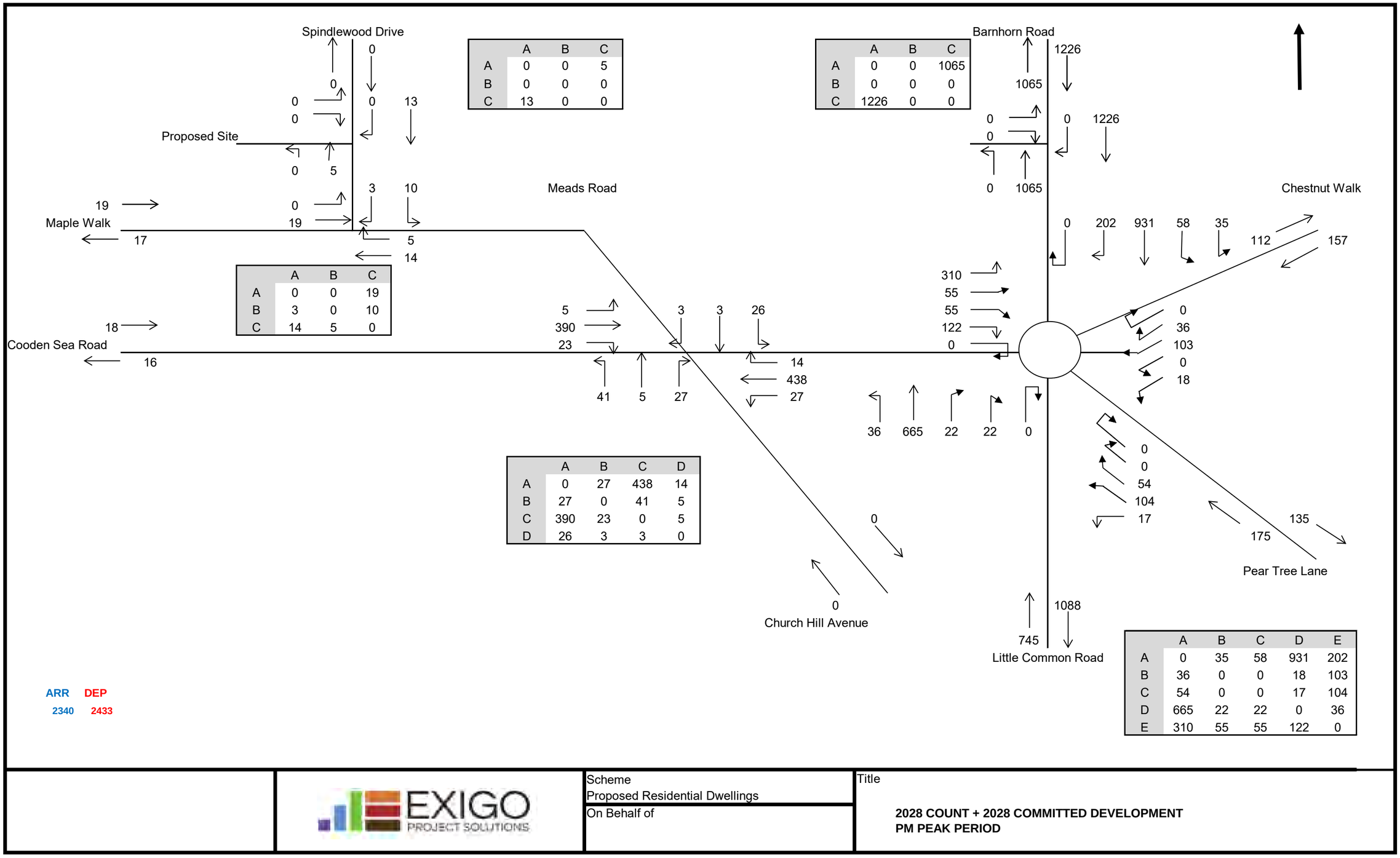
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT
PM PEAK PERIOD



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

	A	B	C
A	0	0	1065
B	0	0	0
C	1226	0	0

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

	A	B	C	D
A	0	27	438	14
B	27	0	41	5
C	390	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	35	58	931	202
B	36	0	0	18	103
C	54	0	0	17	104
D	665	22	22	0	36
E	310	55	55	122	0

ARR DEP
2340 2433

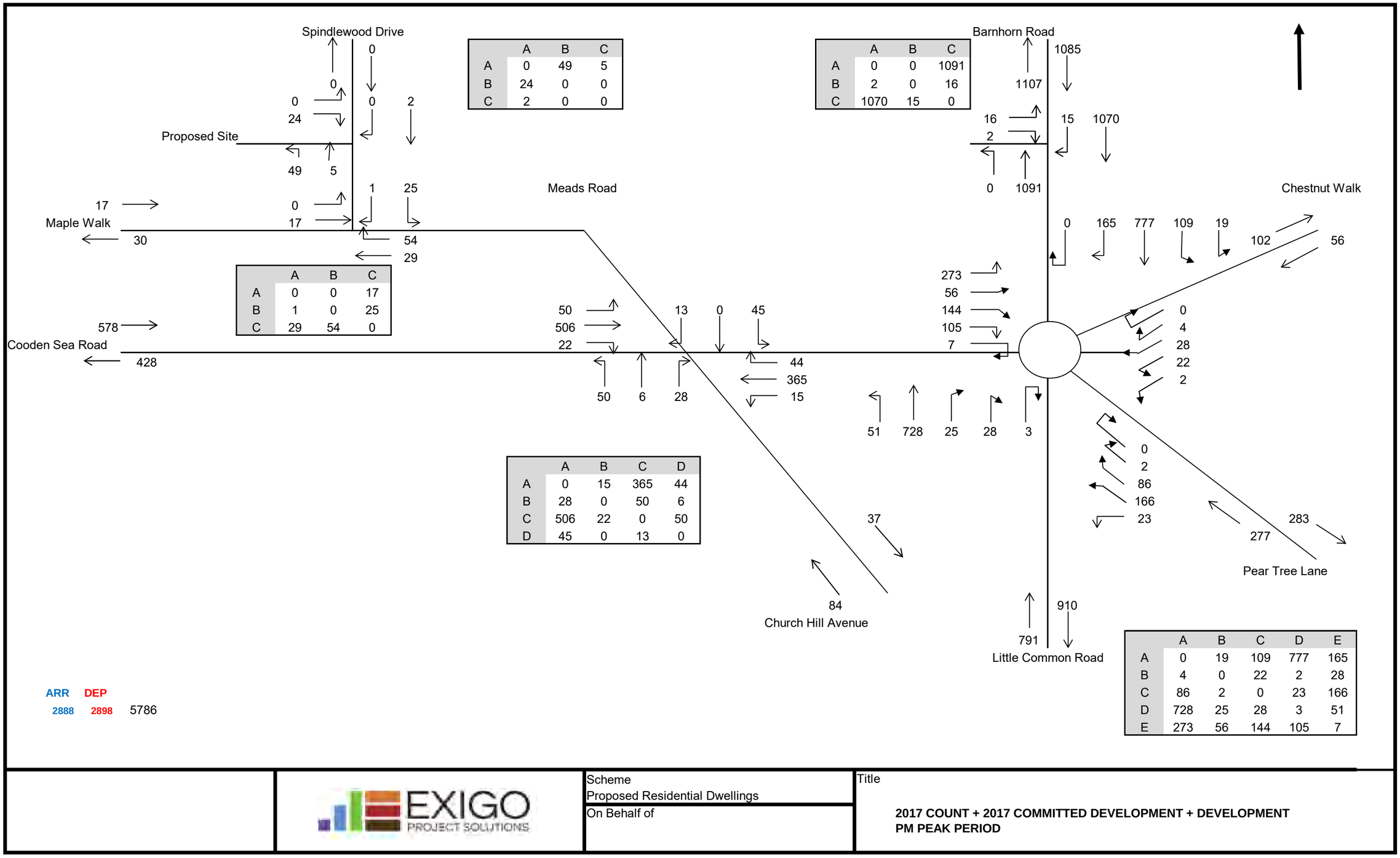
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2028 COUNT + 2028 COMMITTED DEVELOPMENT
PM PEAK PERIOD



ARR DEP
2888 2898 5786

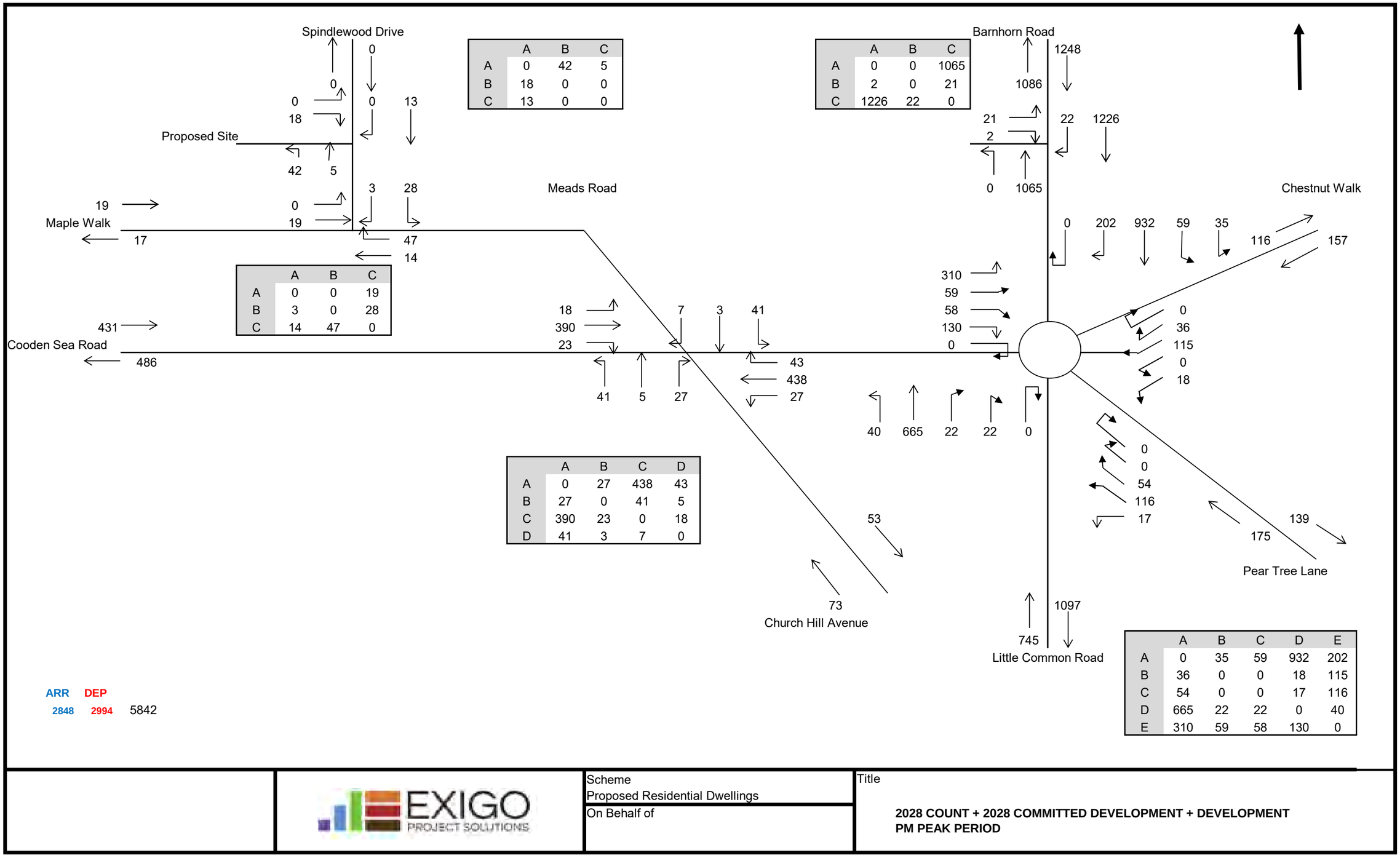
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT + DEVELOPMENT
PM PEAK PERIOD



	A	B	C
A	0	42	5
B	18	0	0
C	13	0	0

	A	B	C
A	0	0	1065
B	2	0	21
C	1226	22	0

	A	B	C
A	0	0	19
B	3	0	28
C	14	47	0

	A	B	C	D
A	0	27	438	43
B	27	0	41	5
C	390	23	0	18
D	41	3	7	0

	A	B	C	D	E
A	0	35	59	932	202
B	36	0	0	18	115
C	54	0	0	17	116
D	665	22	22	0	40
E	310	59	58	130	0

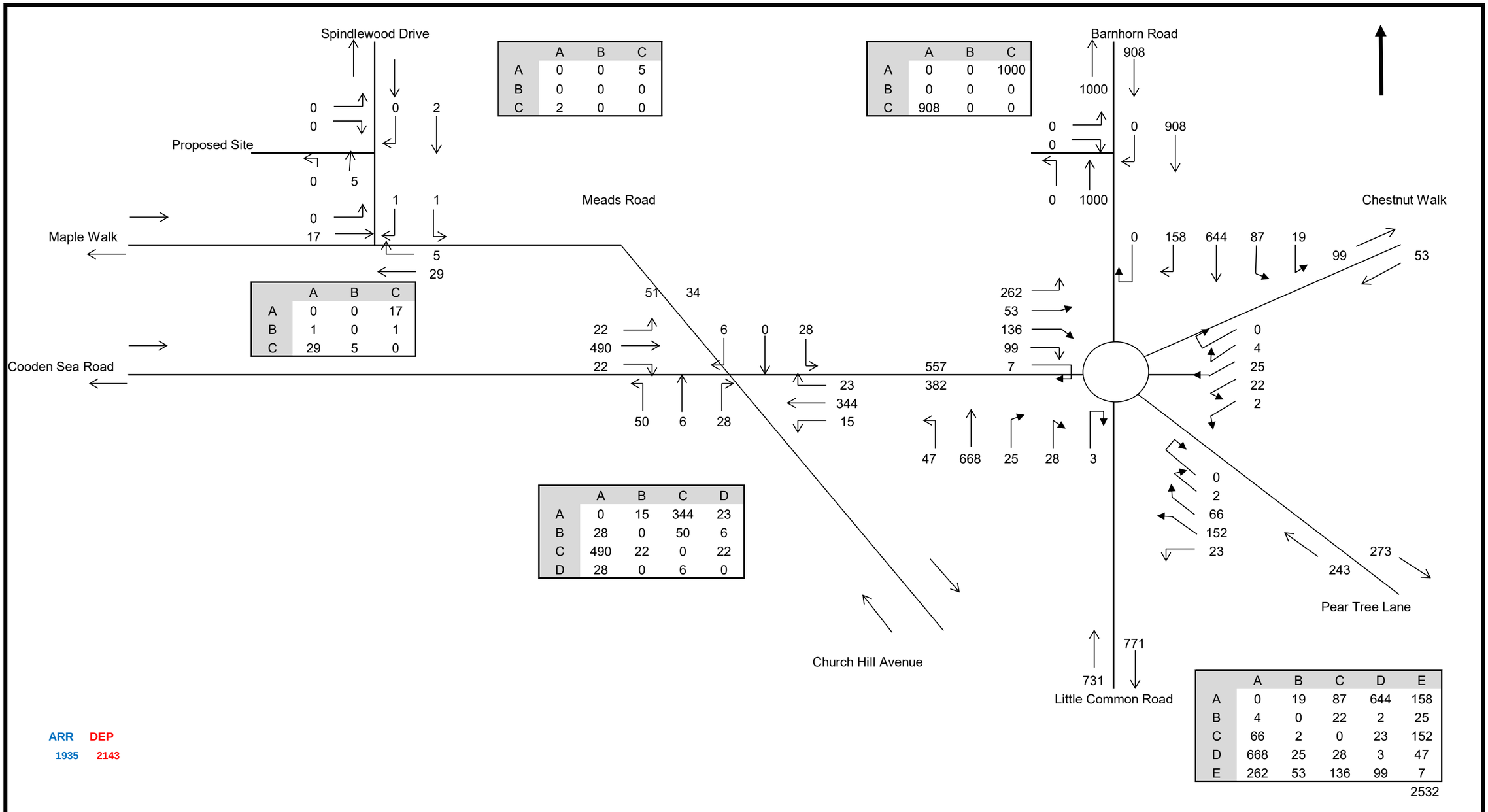
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2028 COUNT + 2028 COMMITTED DEVELOPMENT + DEVELOPMENT
PM PEAK PERIOD



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

	A	B	C
A	0	0	1000
B	0	0	0
C	908	0	0

	A	B	C
A	0	0	17
B	1	0	1
C	29	5	0

	A	B	C	D
A	0	15	344	23
B	28	0	50	6
C	490	22	0	22
D	28	0	6	0

	A	B	C	D	E
A	0	19	87	644	158
B	4	0	22	2	25
C	66	2	0	23	152
D	668	25	28	3	47
E	262	53	136	99	7

2532

ARR 1935 DEP 2143

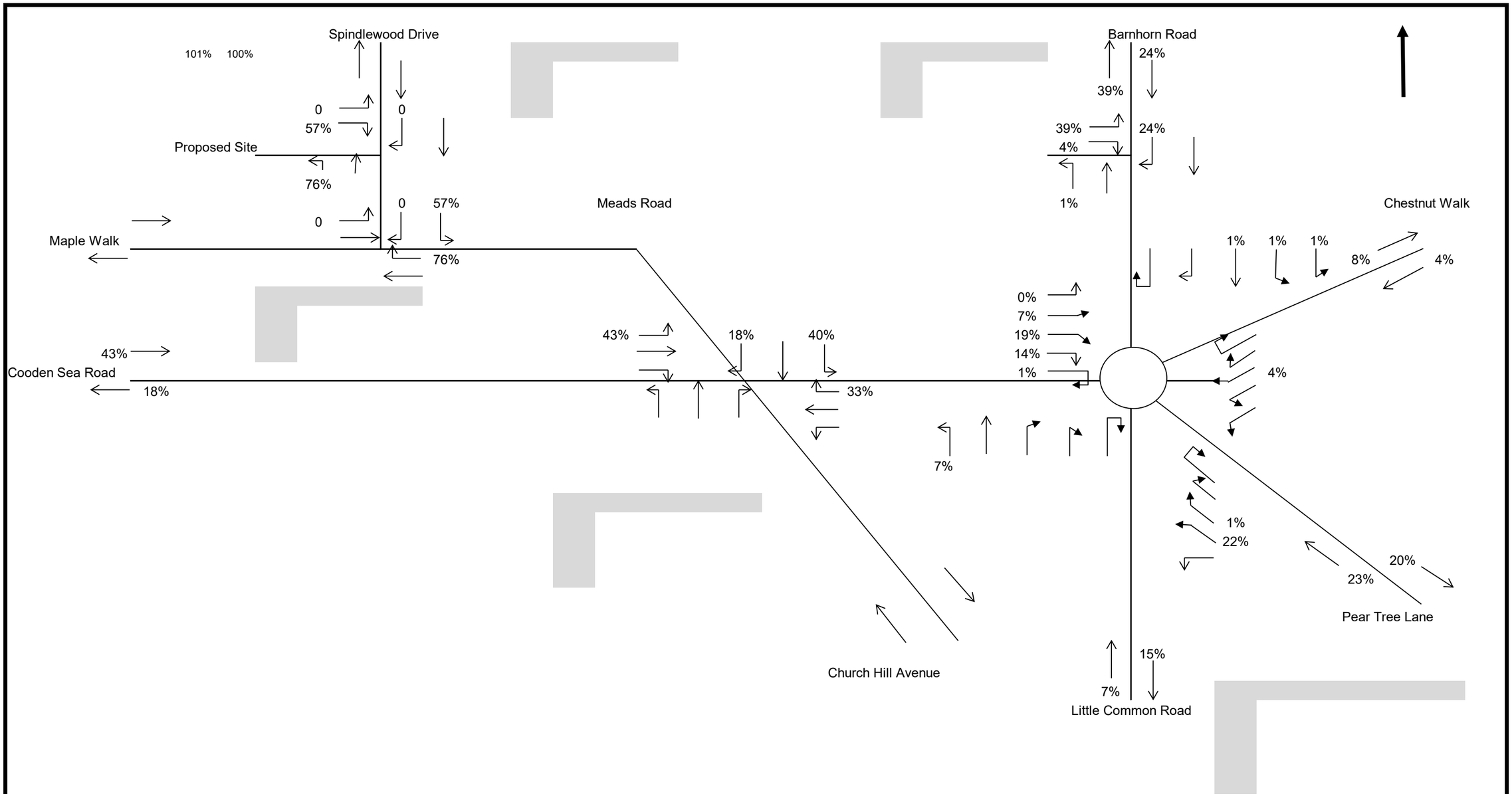
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

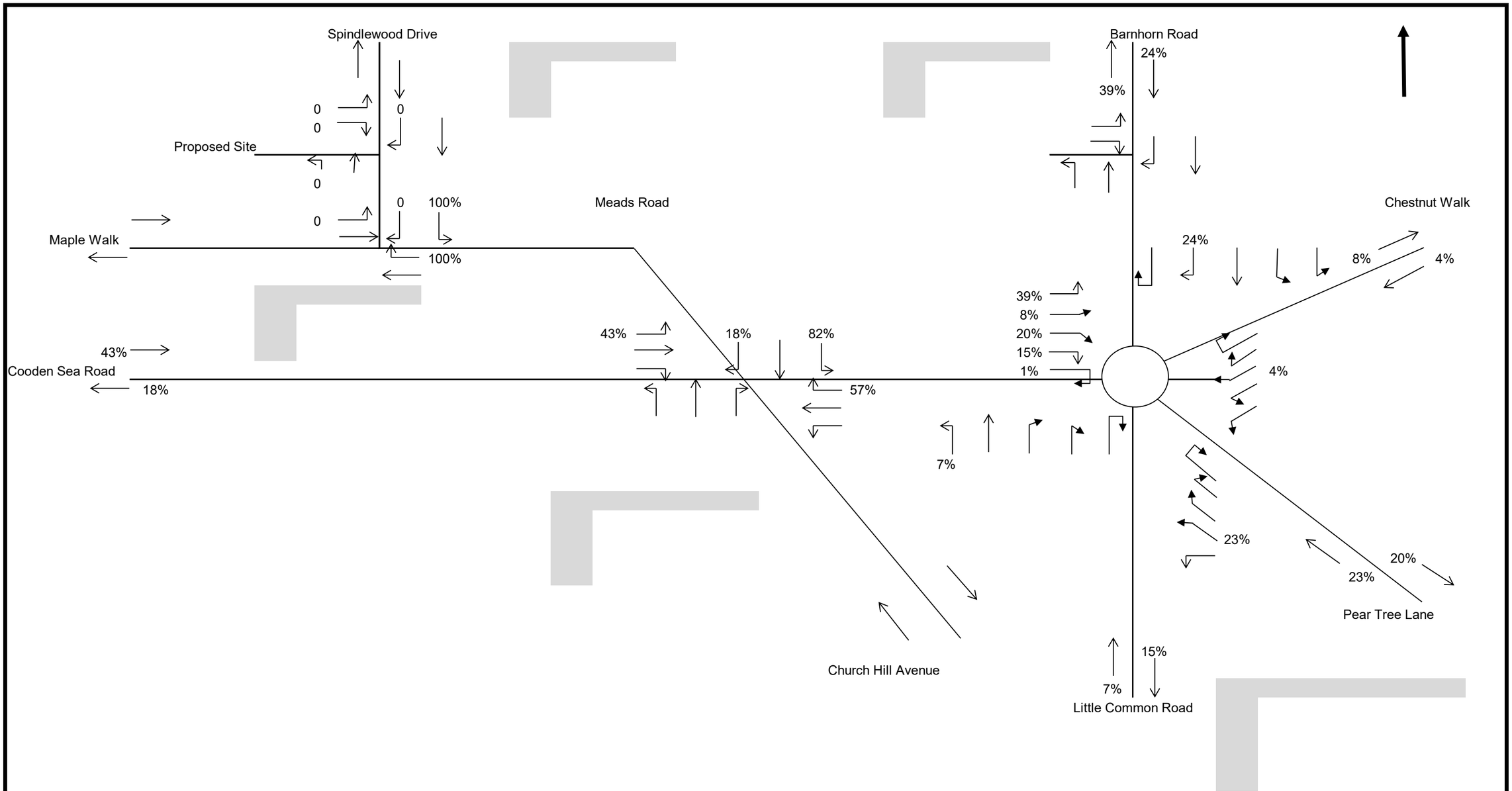
On Behalf of

Title

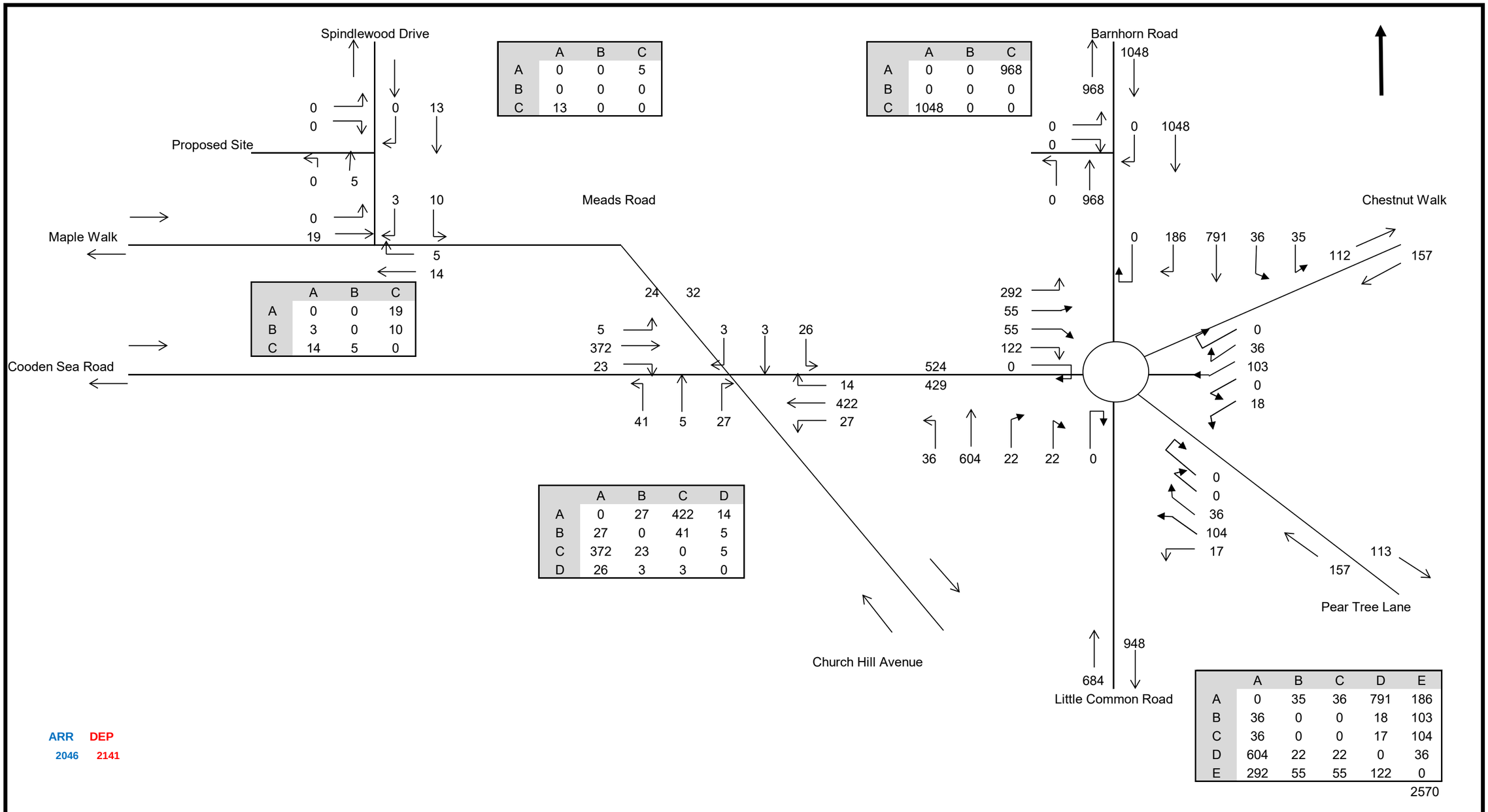
TRAFFIC SURVEY 2017
PM PEAK PERIOD - SENSITIVITY



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **2017 DEVELOPMENT DISTRIBUTION WITH NEW JUNCTION** **PM PEAK PERIOD - SENSITIVITY**
		On Behalf of	



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **2017 COUNT DATA OBSERVED DISTRIBUTION** **PM PEAK PERIOD - SENSITIVITY**
		On Behalf of	



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

	A	B	C
A	0	0	968
B	0	0	0
C	1048	0	0

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

	A	B	C	D
A	0	27	422	14
B	27	0	41	5
C	372	23	0	5
D	26	3	3	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

2570

ARR 2046 DEP 2141

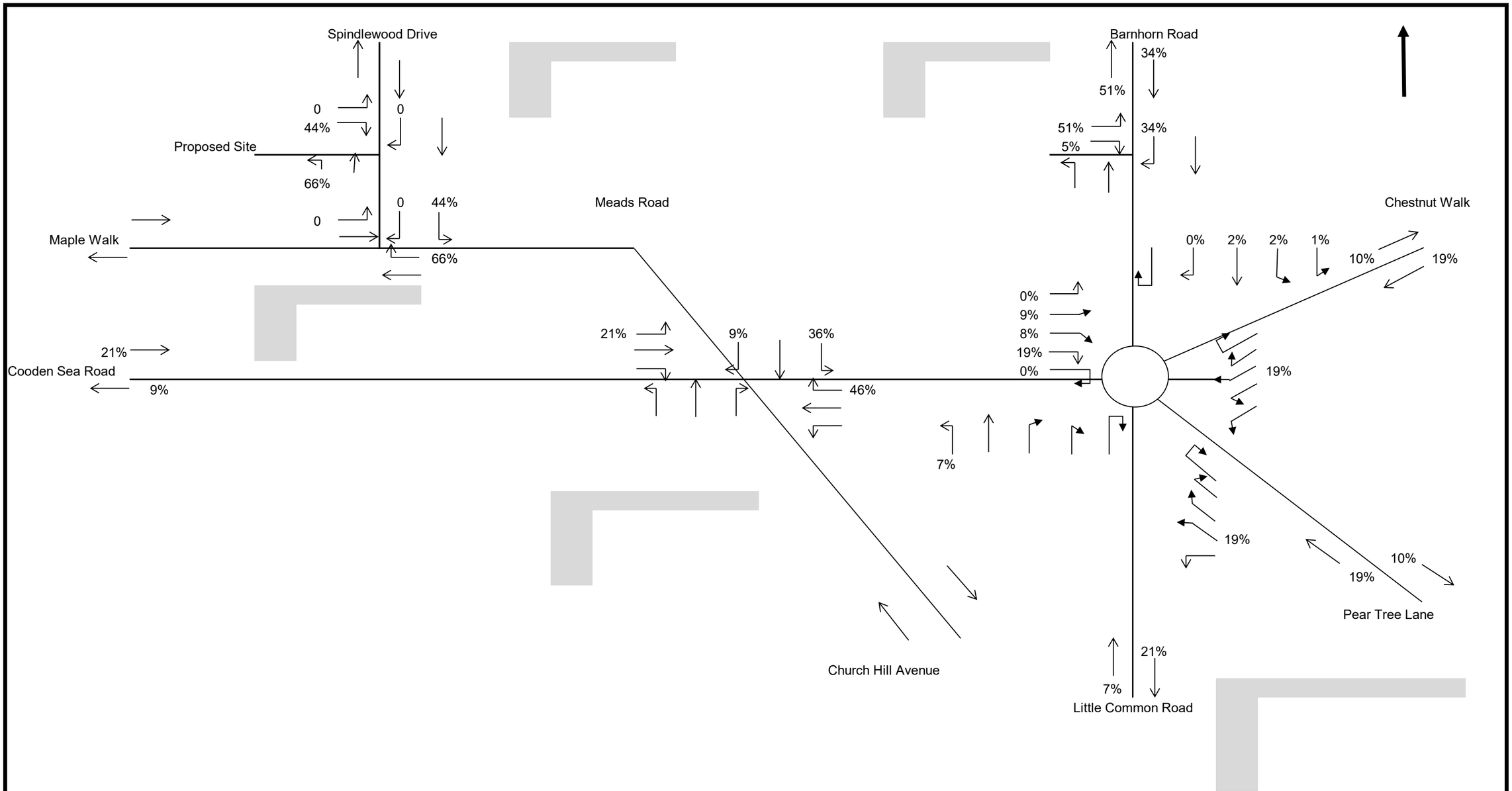
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

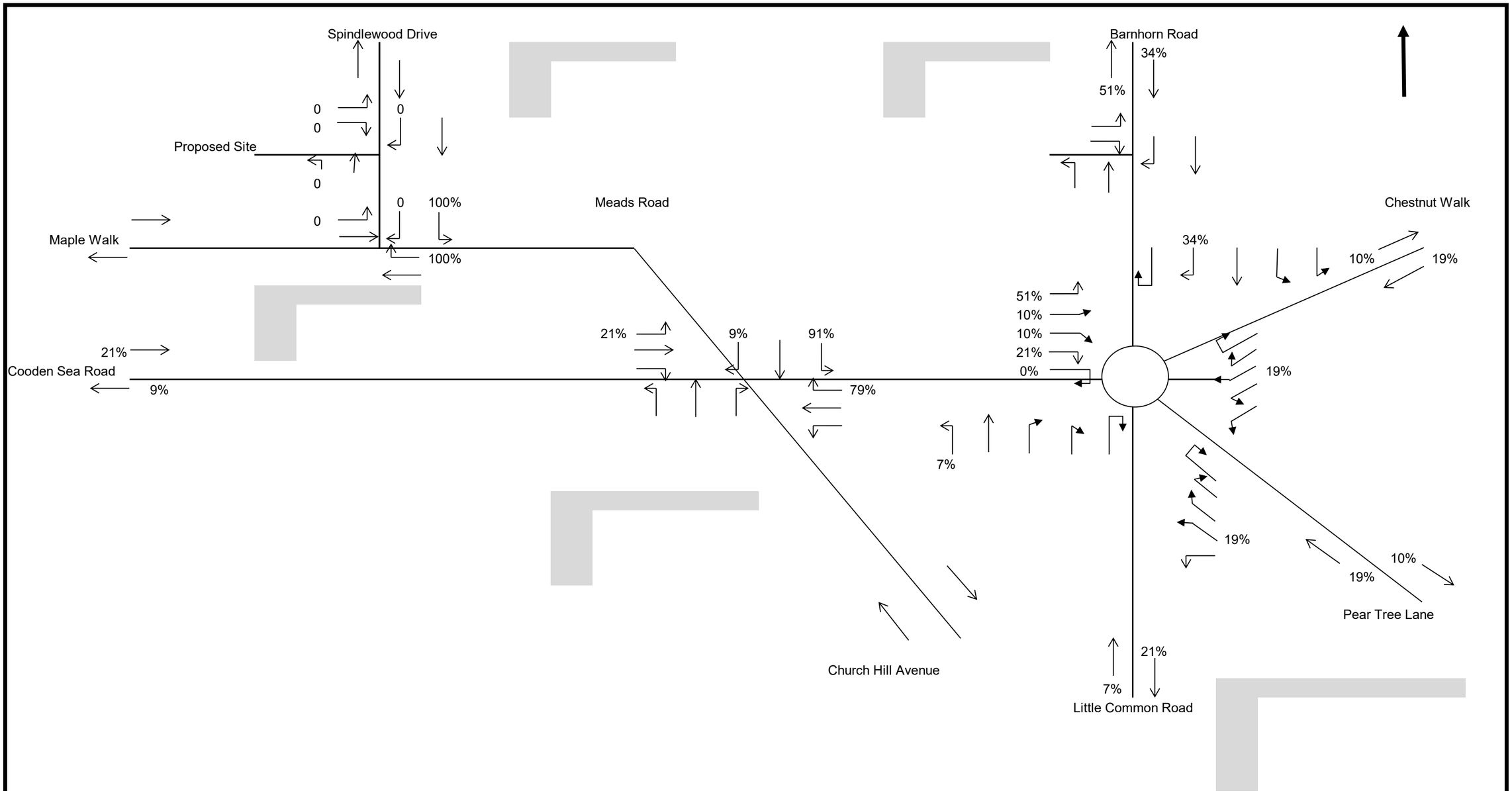
On Behalf of

Title

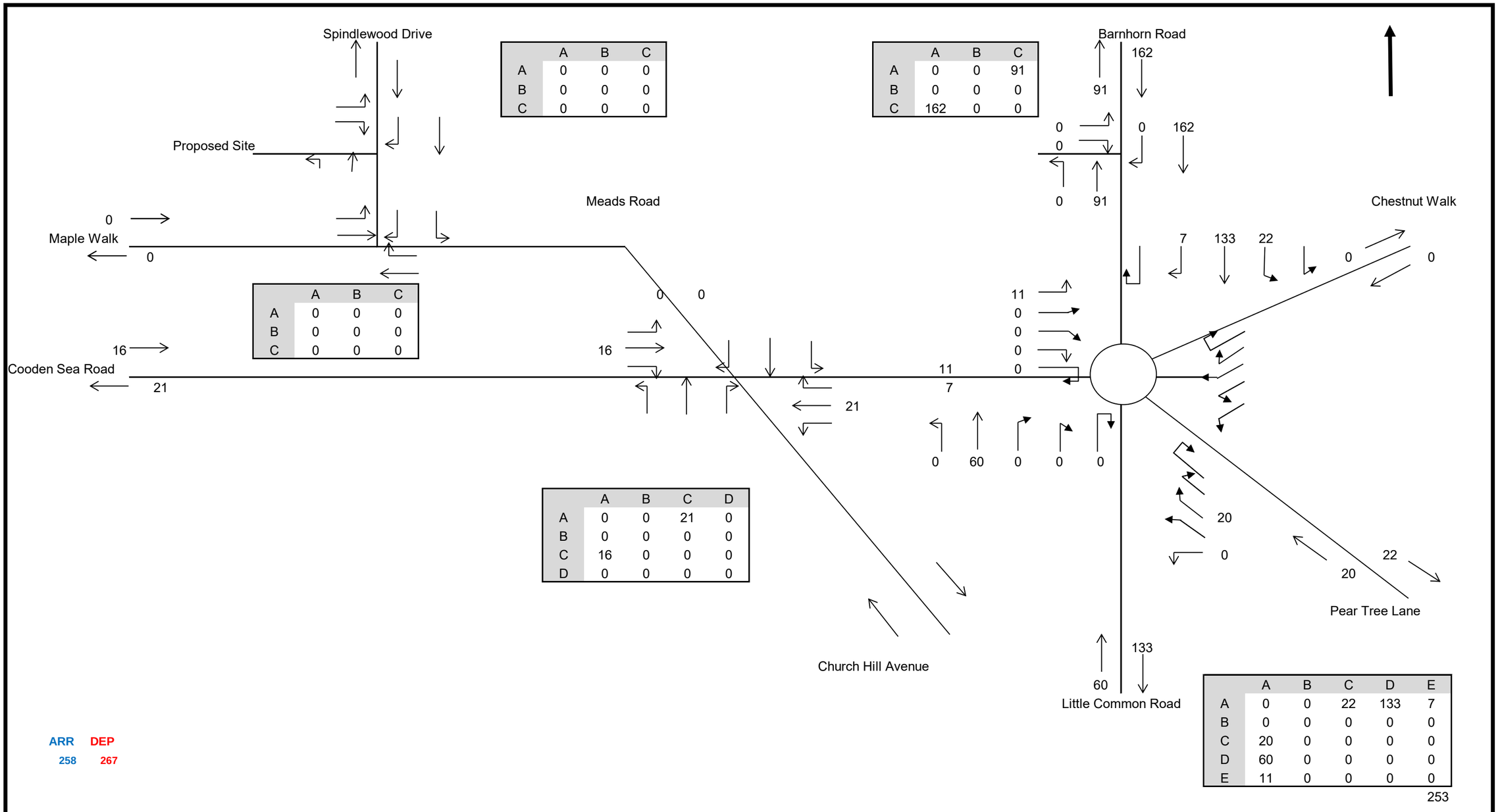
SATURN DATA 2028
PM PEAK PERIOD - SENSITIVITY



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **DEVELOPMENT DISTRIBUTION BASED ON SATURN WITH NEW ACCESS PM PEAK PERIOD - SENSITIVITY**



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **DISTRIBUTION BASED ON SATURN MODEL** **PM PEAK PERIOD - SENSITIVITY**



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

	A	B	C
A	0	0	91
B	0	0	0
C	162	0	0

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

	A	B	C	D
A	0	0	21	0
B	0	0	0	0
C	16	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	0	22	133	7
B	0	0	0	0	0
C	20	0	0	0	0
D	60	0	0	0	0
E	11	0	0	0	0

253

ARR 258 DEP 267

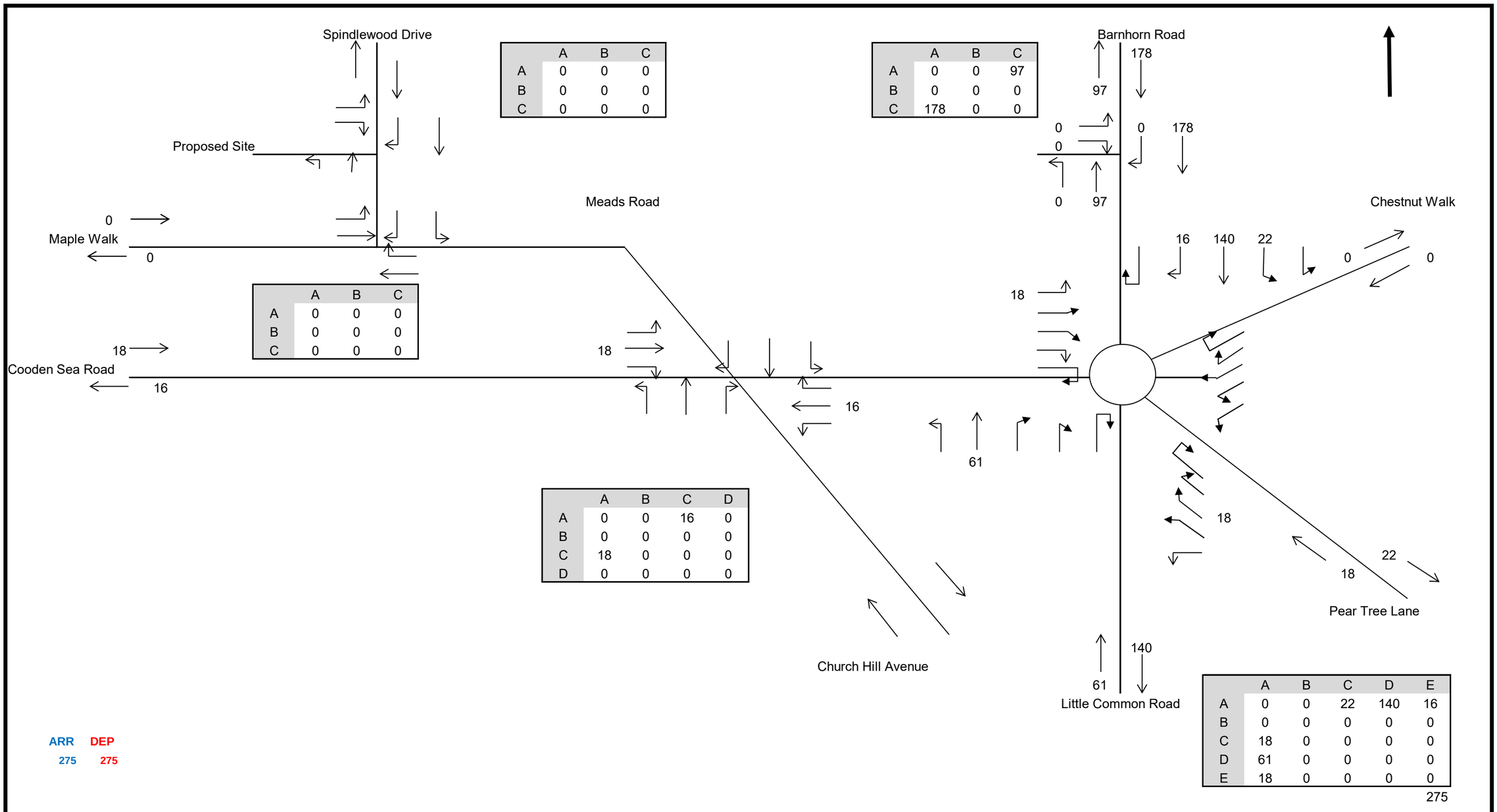
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2017
PM PEAK PERIOD - SENSITIVITY



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

	A	B	C
A	0	0	97
B	0	0	0
C	178	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

ARR	DEP
275	275

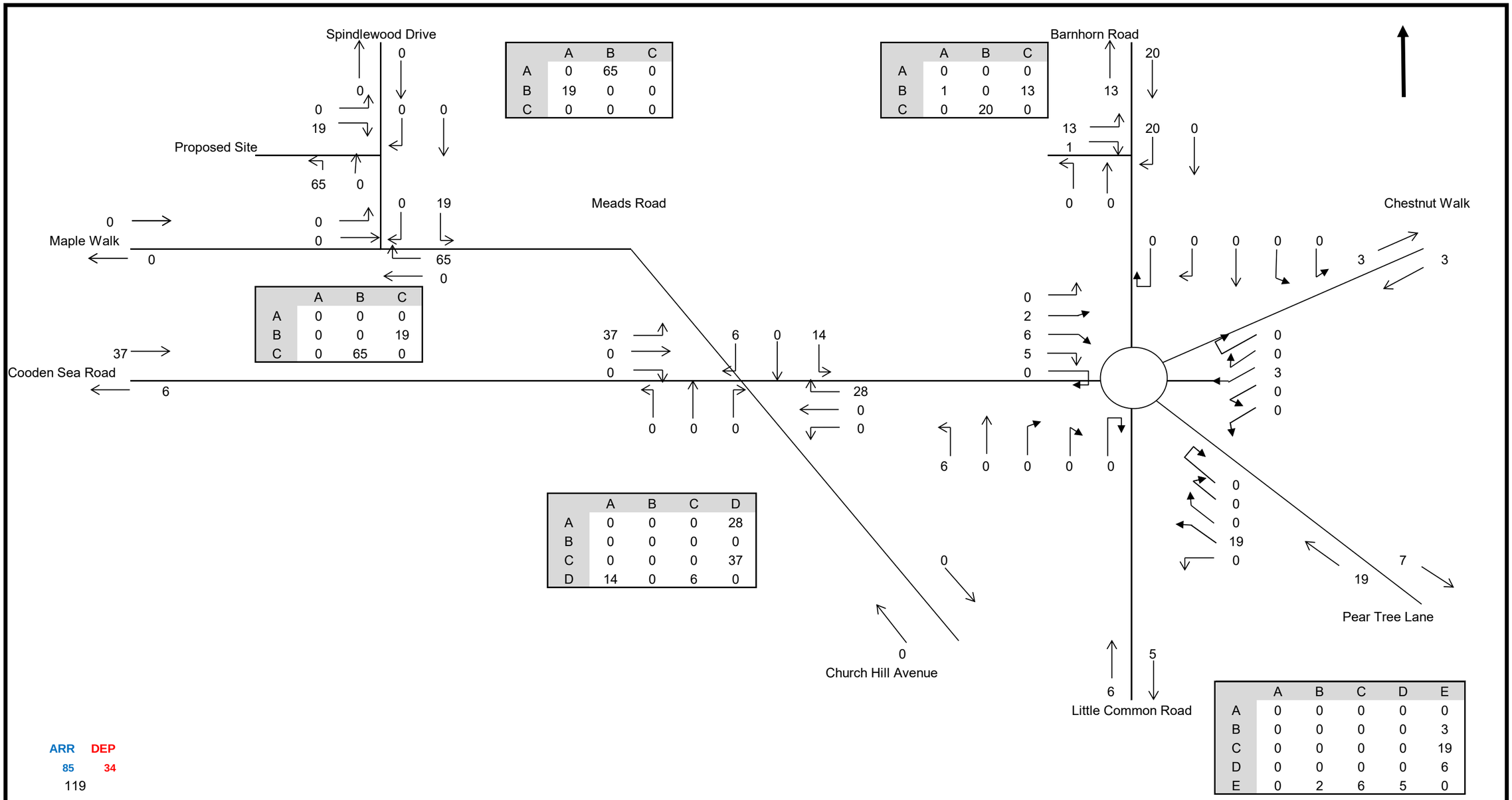
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2028
PM PEAK PERIOD - SENSITIVITY



	A	B	C
A	0	65	0
B	19	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	1	0	13
C	0	20	0

	A	B	C
A	0	0	0
B	0	0	19
C	0	65	0

	A	B	C	D
A	0	0	0	28
B	0	0	0	0
C	0	0	0	37
D	14	0	6	0

	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	3
C	0	0	0	0	19
D	0	0	0	0	6
E	0	2	6	5	0

ARR	DEP
85	34
119	

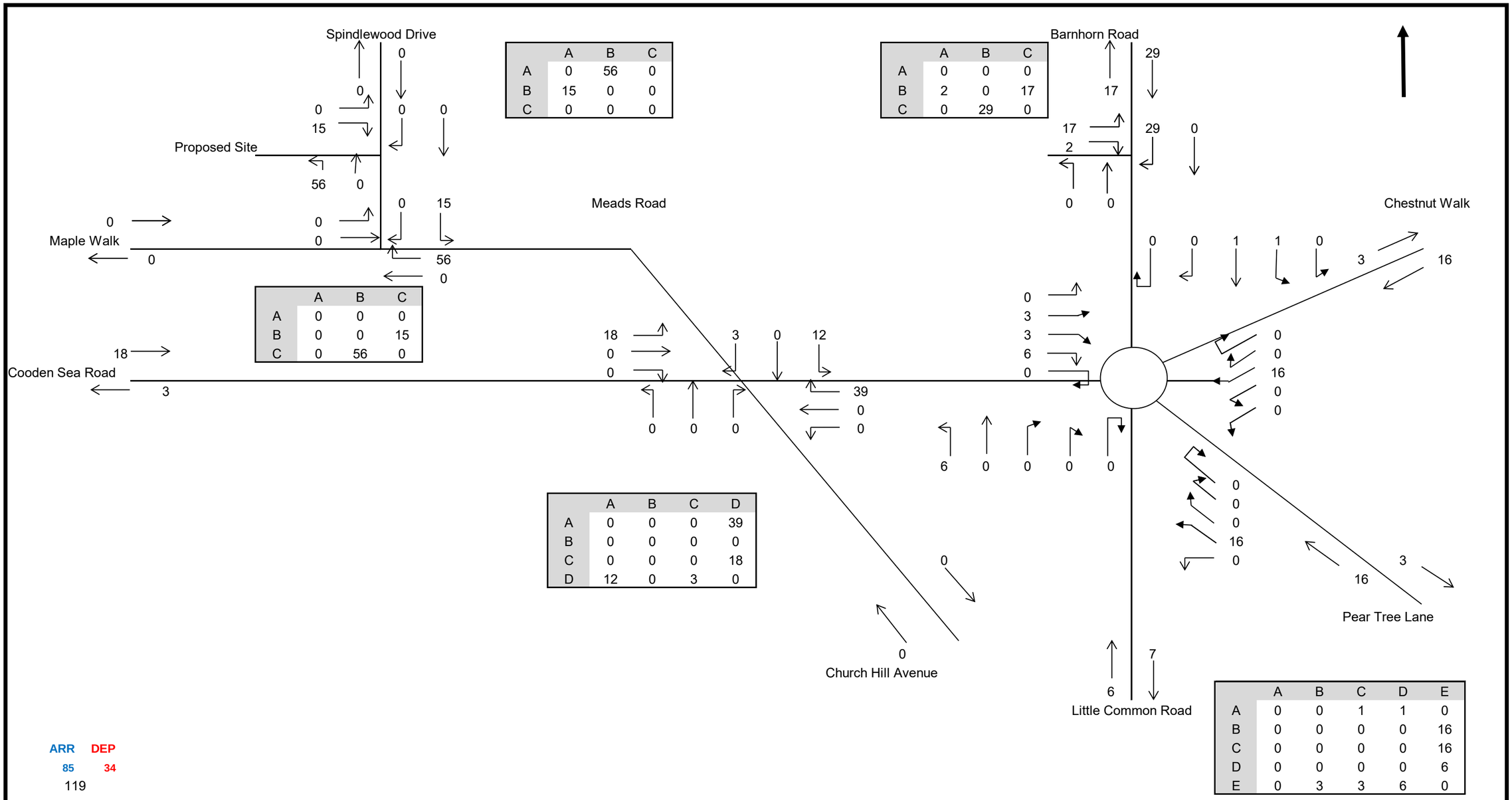
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON 2017 TURNING PATTERNS
PM PEAK PERIOD - SENSITIVITY



	A	B	C
A	0	56	0
B	15	0	0
C	0	0	0

	A	B	C
A	0	0	0
B	2	0	17
C	0	29	0

	A	B	C
A	0	0	0
B	0	0	15
C	0	56	0

	A	B	C	D
A	0	0	0	39
B	0	0	0	0
C	0	0	0	18
D	12	0	3	0

	A	B	C	D	E
A	0	0	1	1	0
B	0	0	0	0	16
C	0	0	0	0	16
D	0	0	0	0	6
E	0	3	3	6	0

ARR	DEP
85	34
119	

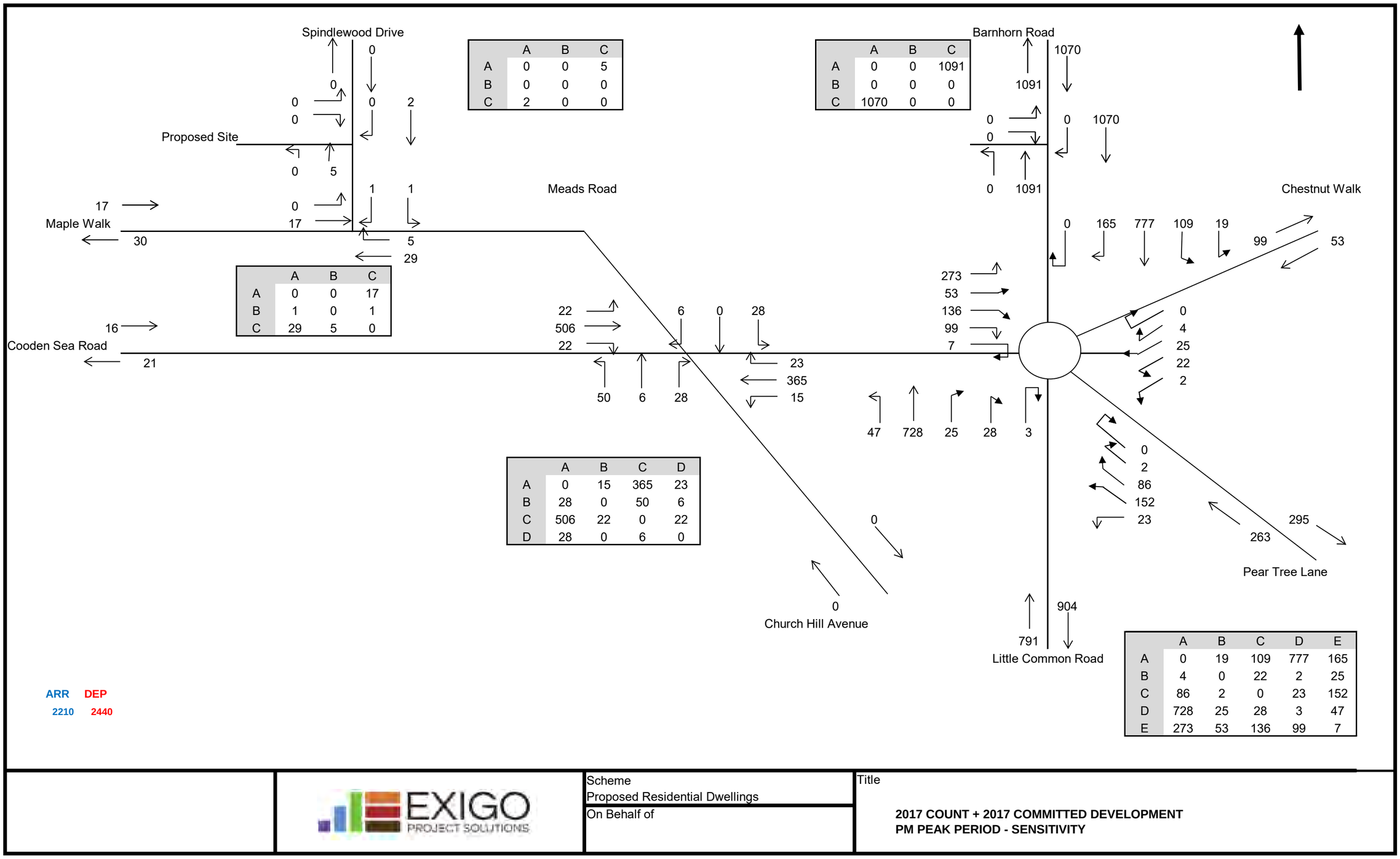
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON SATURN TURNING PATTERNS
PM PEAK PERIOD - SENSITIVITY



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

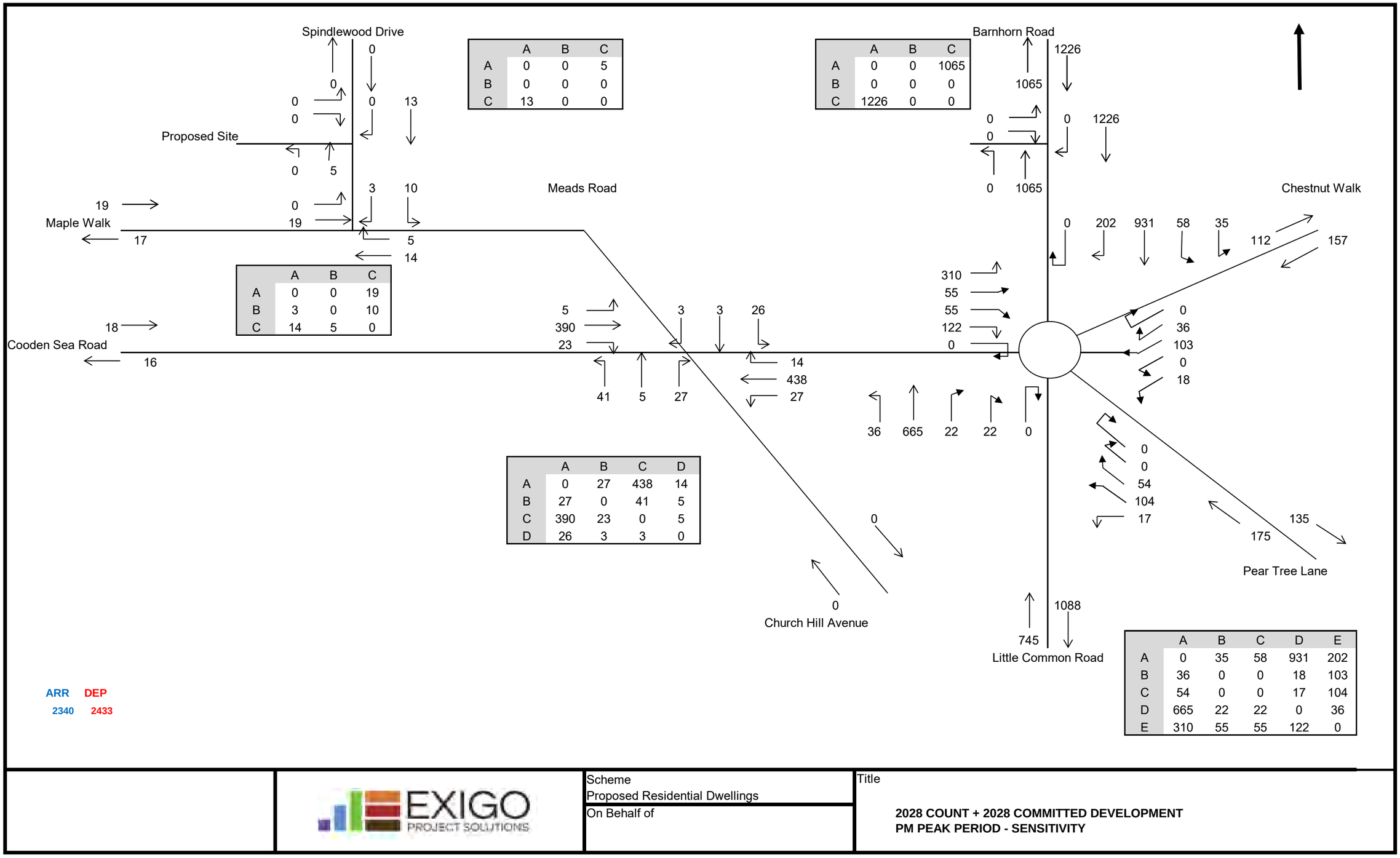
	A	B	C
A	0	0	1091
B	0	0	0
C	1070	0	0

	A	B	C
A	0	0	17
B	1	0	1
C	29	5	0

	A	B	C	D
A	0	15	365	23
B	28	0	50	6
C	506	22	0	22
D	28	0	6	0

	A	B	C	D	E
A	0	19	109	777	165
B	4	0	22	2	25
C	86	2	0	23	152
D	728	25	28	3	47
E	273	53	136	99	7

	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **2017 COUNT + 2017 COMMITTED DEVELOPMENT** **PM PEAK PERIOD - SENSITIVITY**



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

	A	B	C
A	0	0	1065
B	0	0	0
C	1226	0	0

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

	A	B	C	D
A	0	27	438	14
B	27	0	41	5
C	390	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	35	58	931	202
B	36	0	0	18	103
C	54	0	0	17	104
D	665	22	22	0	36
E	310	55	55	122	0

ARR DEP
2340 2433

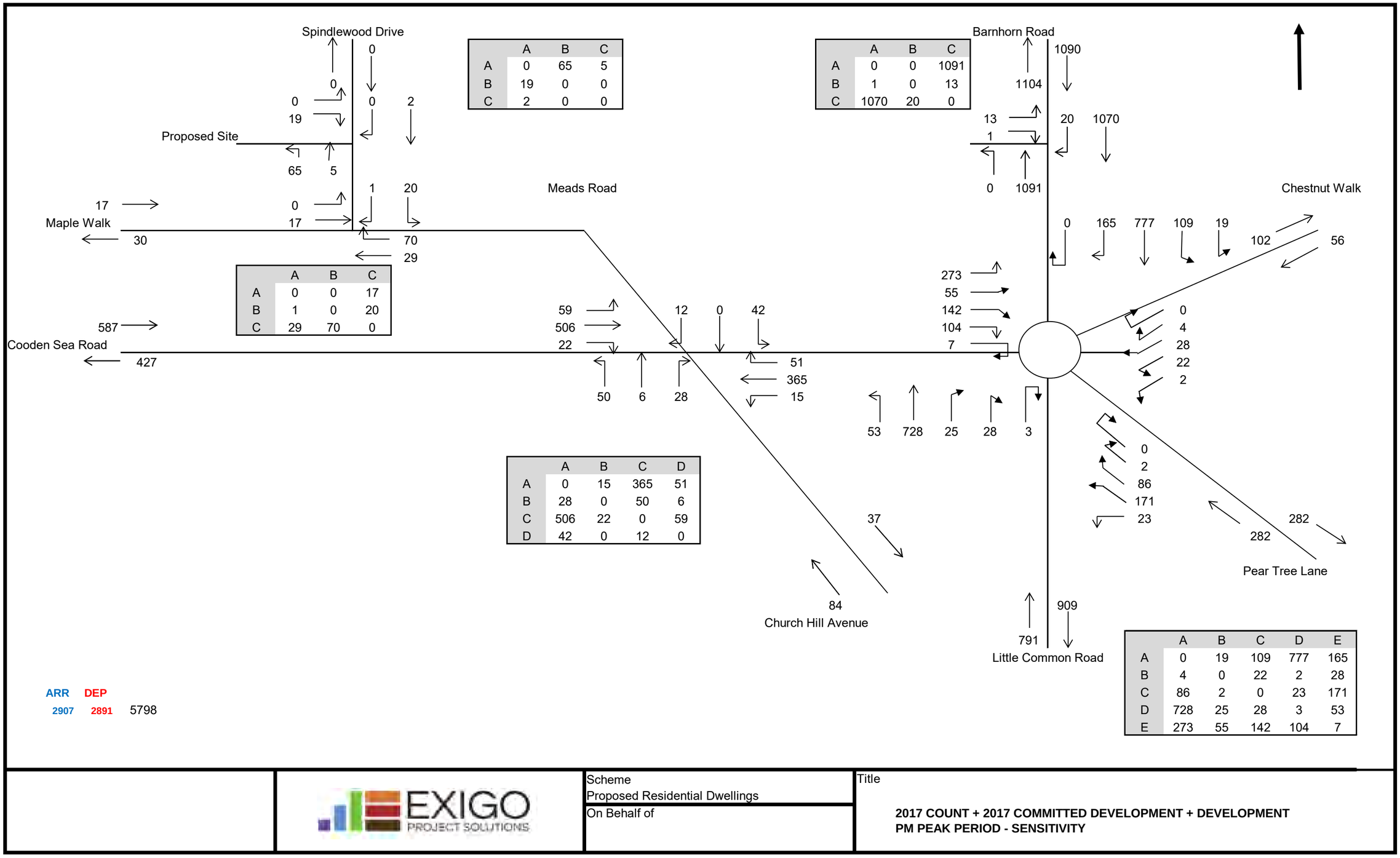
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2028 COUNT + 2028 COMMITTED DEVELOPMENT
PM PEAK PERIOD - SENSITIVITY



	A	B	C
A	0	65	5
B	19	0	0
C	2	0	0

	A	B	C
A	0	0	1091
B	1	0	13
C	1070	20	0

	A	B	C
A	0	0	17
B	1	0	20
C	29	70	0

	A	B	C	D
A	0	15	365	51
B	28	0	50	6
C	506	22	0	59
D	42	0	12	0

	A	B	C	D	E
A	0	19	109	777	165
B	4	0	22	2	28
C	86	2	0	23	171
D	728	25	28	3	53
E	273	55	142	104	7

ARR DEP
2907 2891 5798

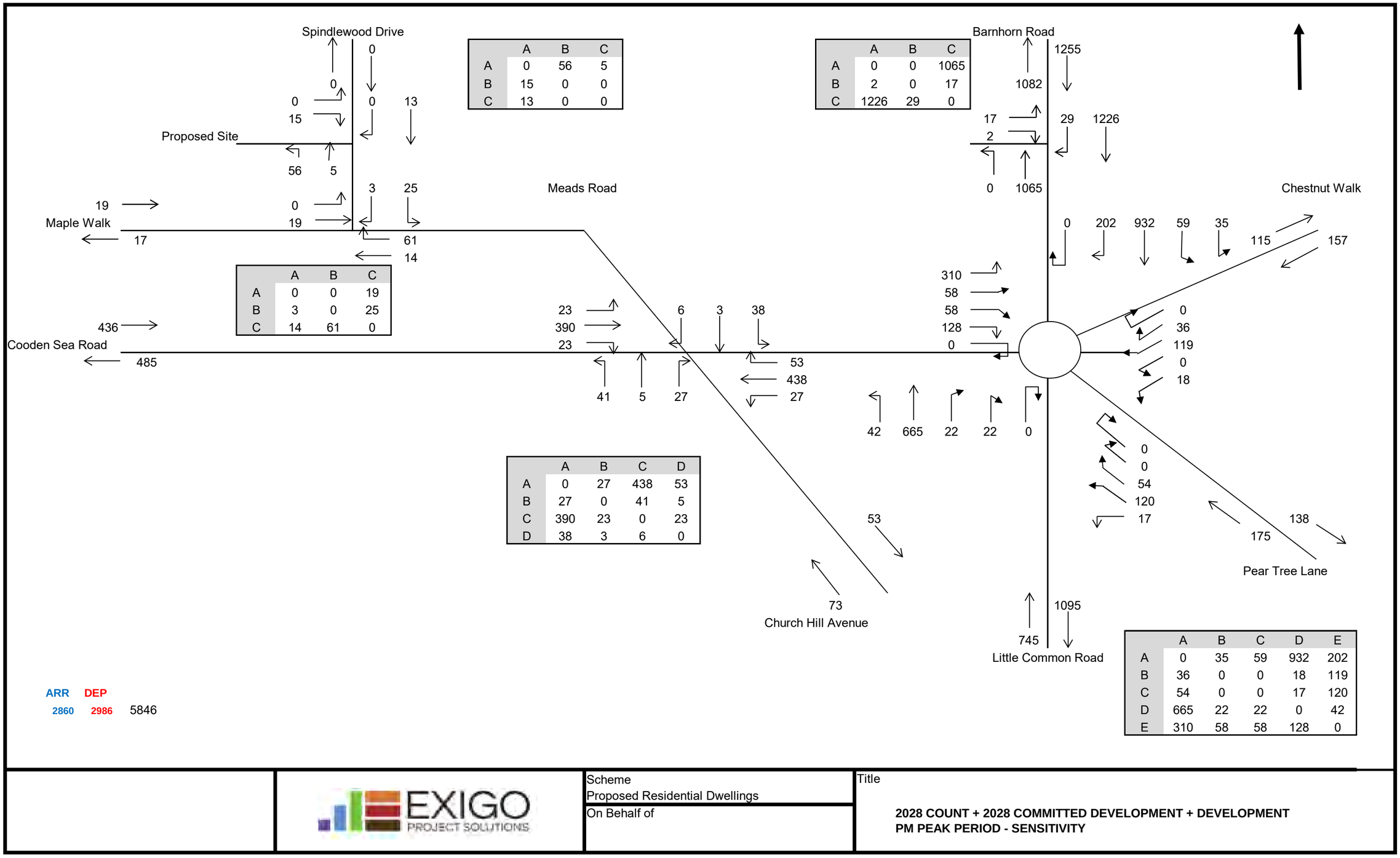
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT + DEVELOPMENT
PM PEAK PERIOD - SENSITIVITY



	A	B	C
A	0	56	5
B	15	0	0
C	13	0	0

	A	B	C
A	0	0	1065
B	2	0	17
C	1226	29	0

	A	B	C
A	0	0	19
B	3	0	25
C	14	61	0

	A	B	C	D
A	0	27	438	53
B	27	0	41	5
C	390	23	0	23
D	38	3	6	0

	A	B	C	D	E
A	0	35	59	932	202
B	36	0	0	18	119
C	54	0	0	17	120
D	665	22	22	0	42
E	310	58	58	128	0

ARR DEP
2860 2986 5846

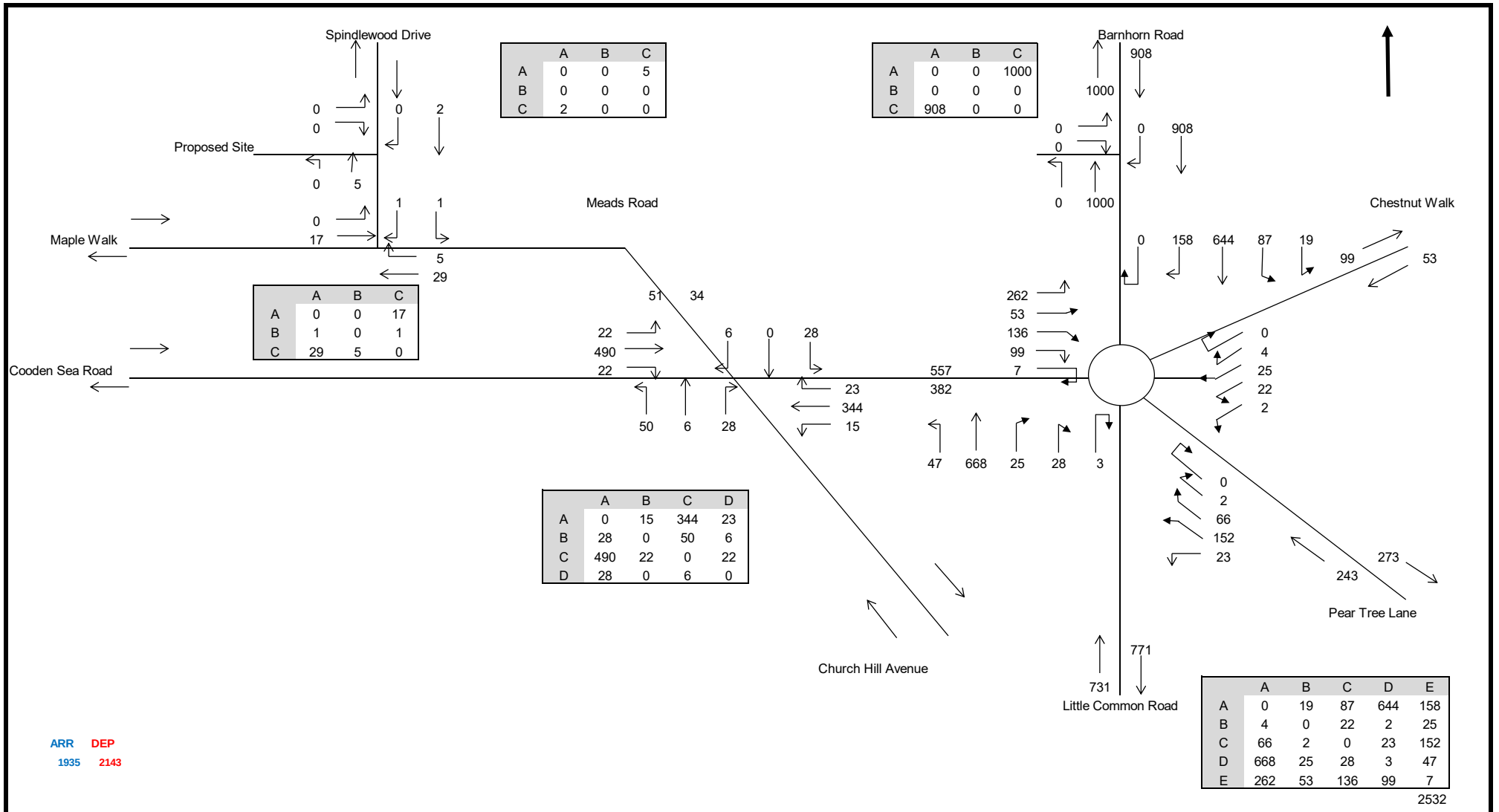
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2028 COUNT + 2028 COMMITTED DEVELOPMENT + DEVELOPMENT
PM PEAK PERIOD - SENSITIVITY



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

	A	B	C
A	0	0	1000
B	0	0	0
C	908	0	0

	A	B	C
A	0	0	17
B	1	0	1
C	29	5	0

	A	B	C	D
A	0	15	344	23
B	28	0	50	6
C	490	22	0	22
D	28	0	6	0

	A	B	C	D	E
A	0	19	87	644	158
B	4	0	22	2	25
C	66	2	0	23	152
D	668	25	28	3	47
E	262	53	136	99	7

2532

ARR 1935 DEP 2143

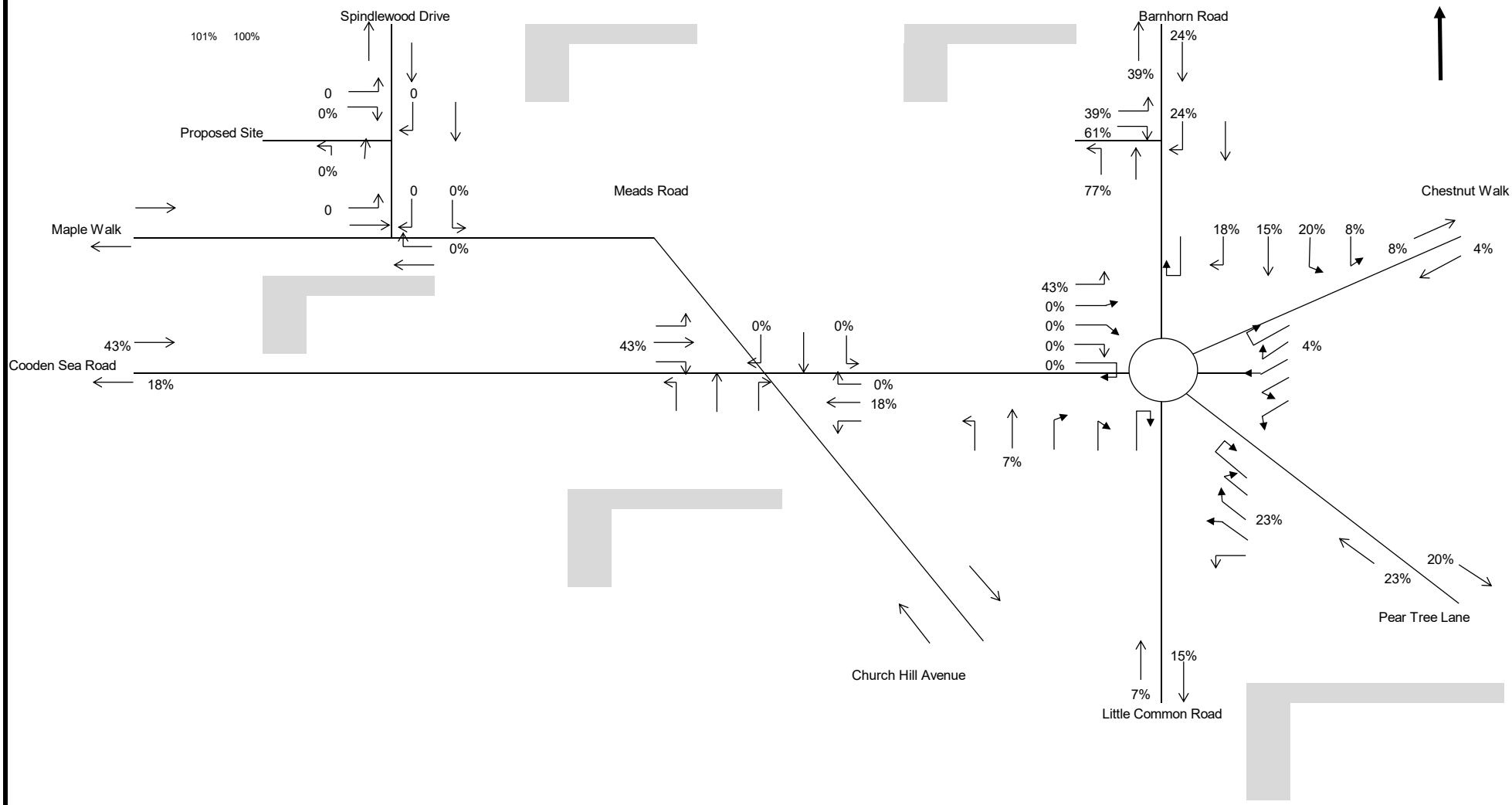
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

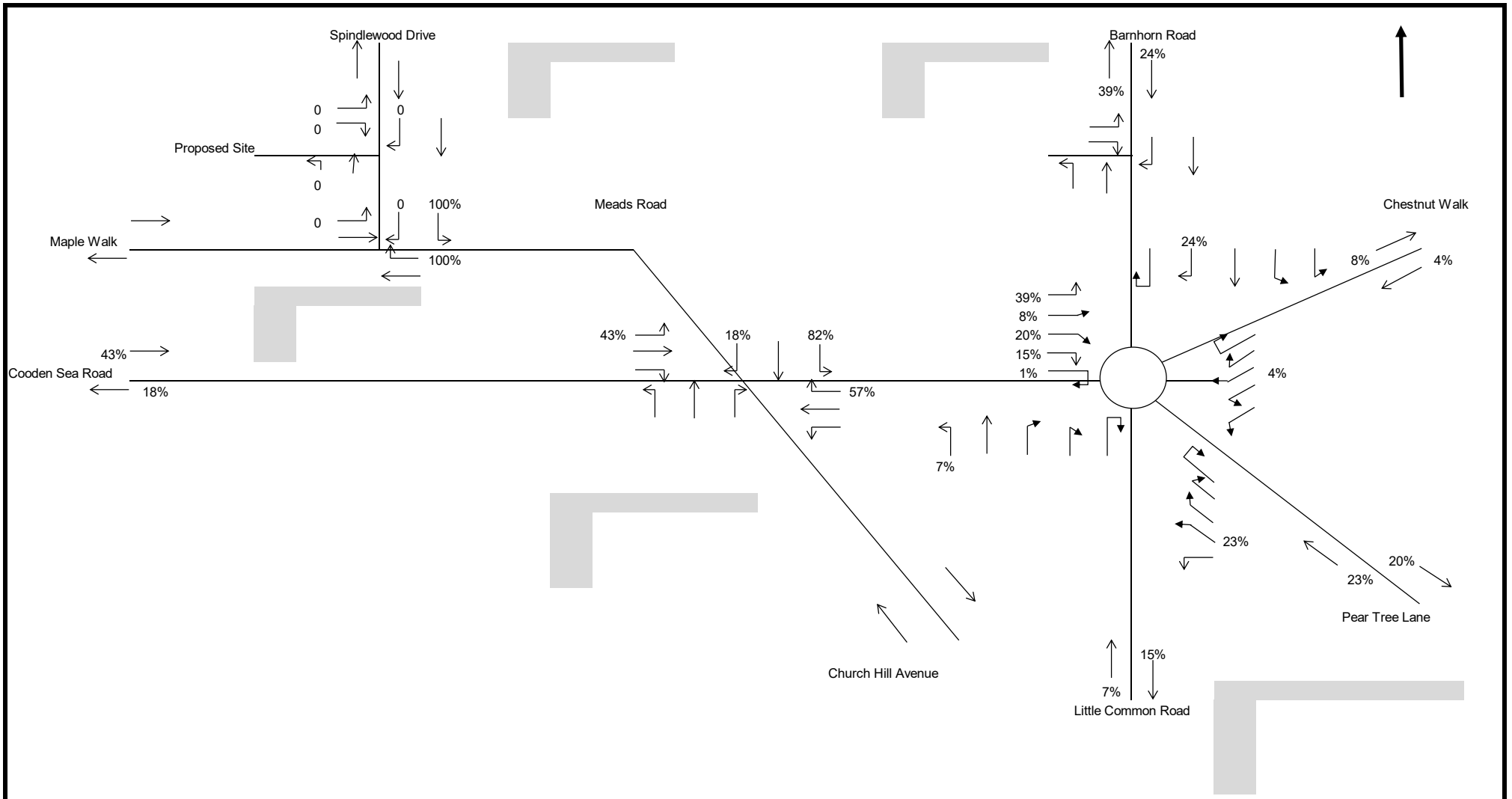
On Behalf of

Title

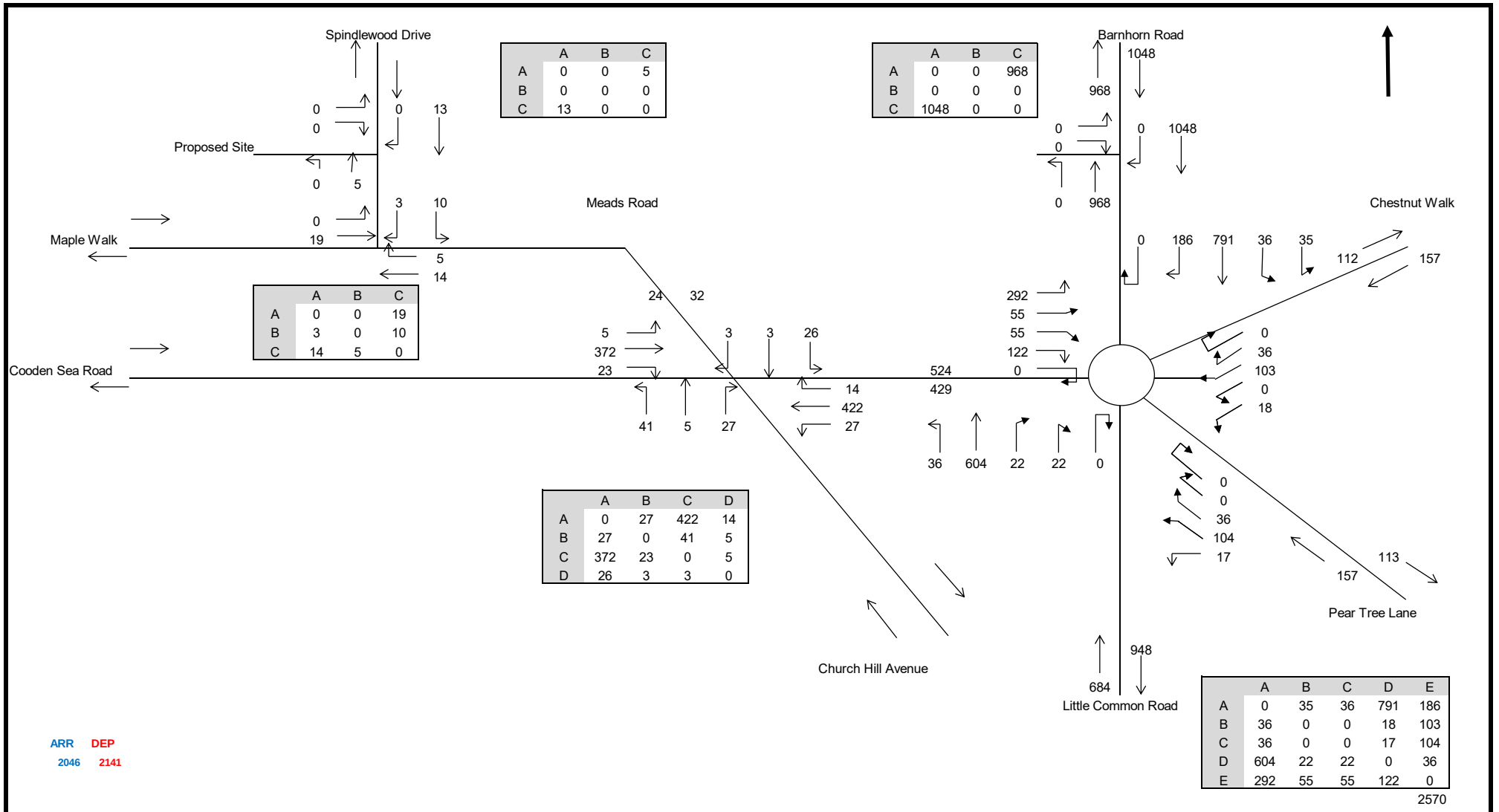
TRAFFIC SURVEY 2017
PM PEAK PERIOD - SENSITIVITY TEST B



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **2017 DEVELOPMENT DISTRIBUTION WITH NEW JUNCTION** **PM PEAK PERIOD - SENSITIVITY TEST B**



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **2017 COUNT DATA OBSERVED DISTRIBUTION** **PM PEAK PERIOD - SENSITIVITY TEST B**
		On Behalf of	



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

	A	B	C
A	0	0	968
B	0	0	0
C	1048	0	0

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

	A	B	C	D
A	0	27	422	14
B	27	0	41	5
C	372	23	0	5
D	26	3	3	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

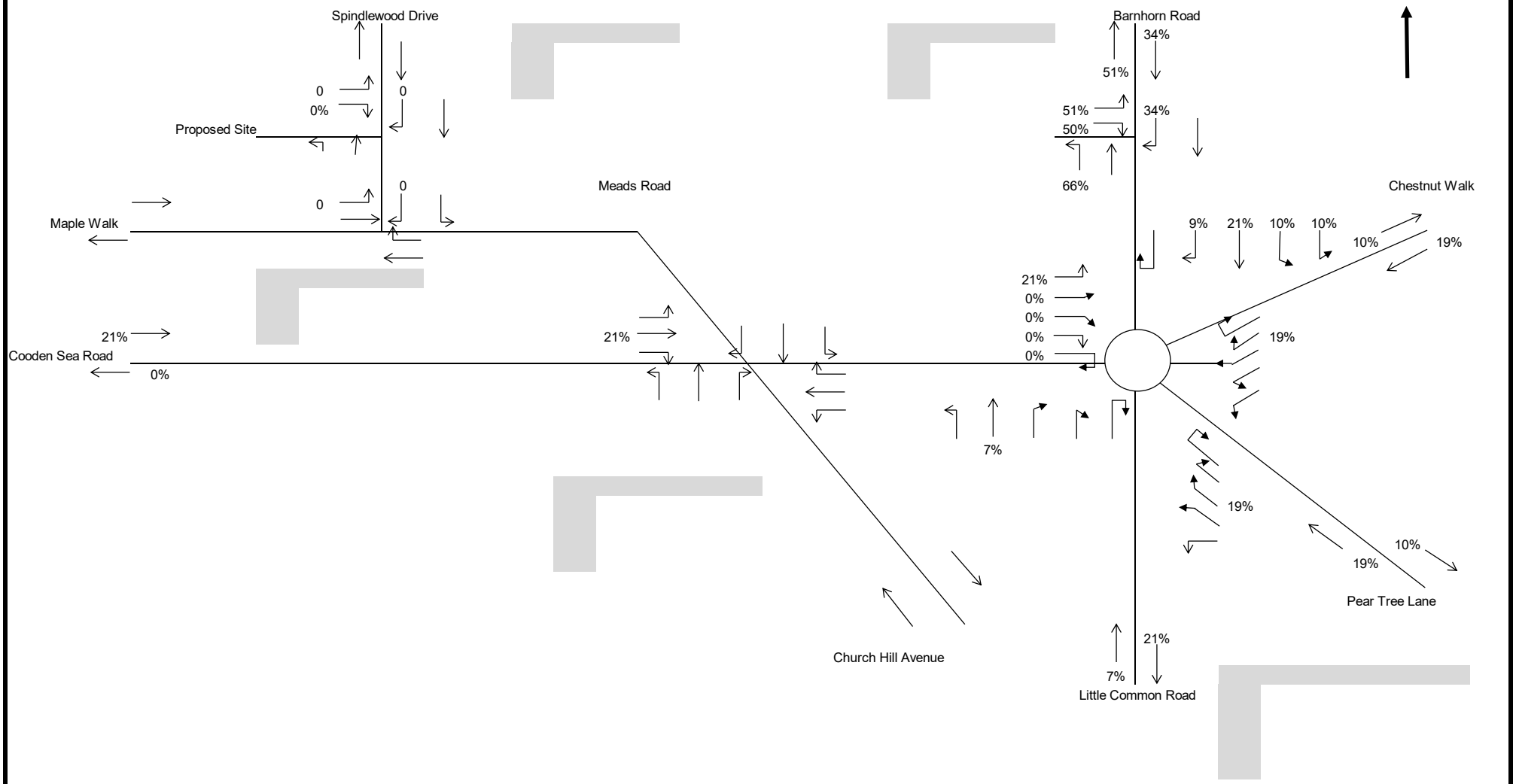
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

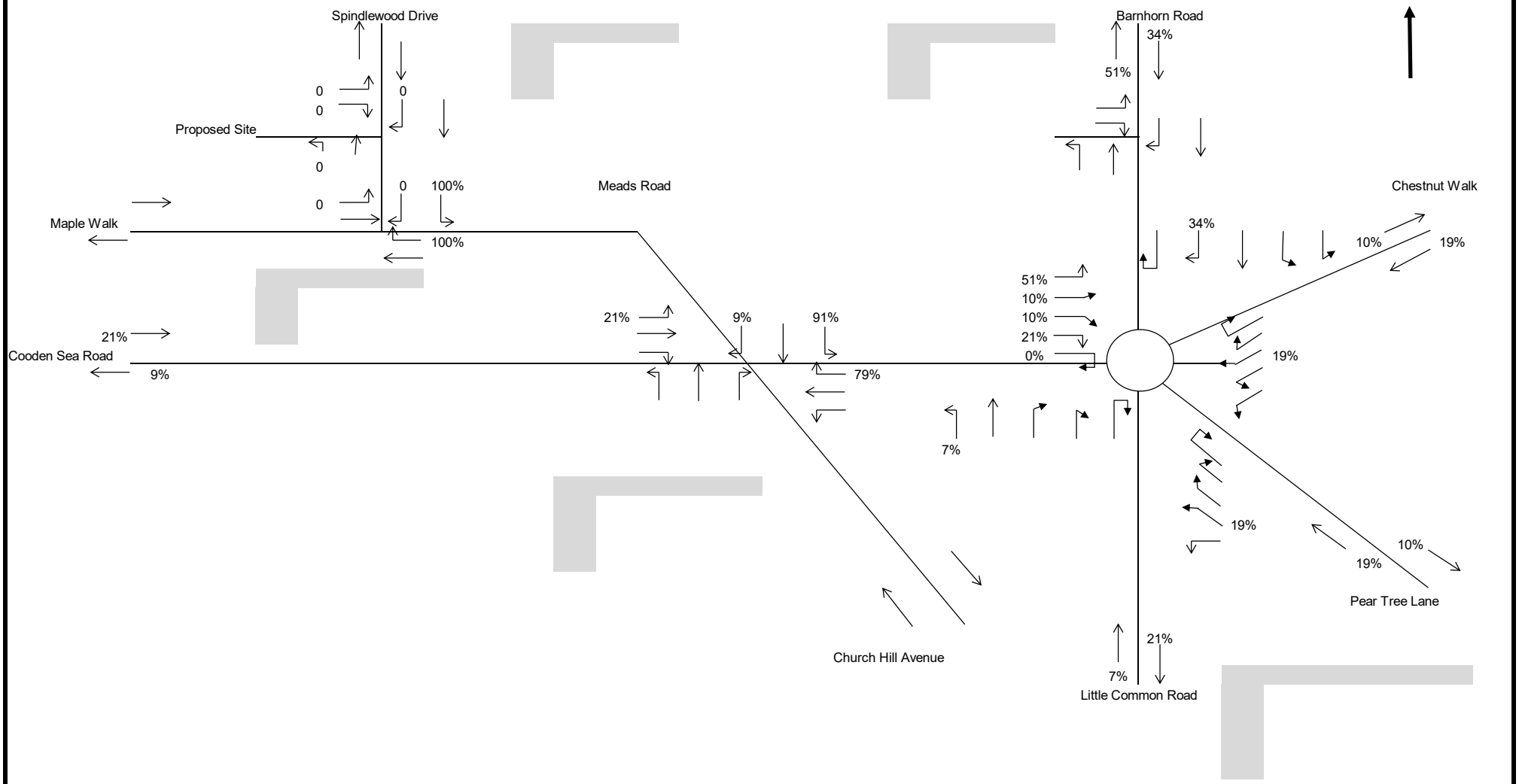
On Behalf of

Title

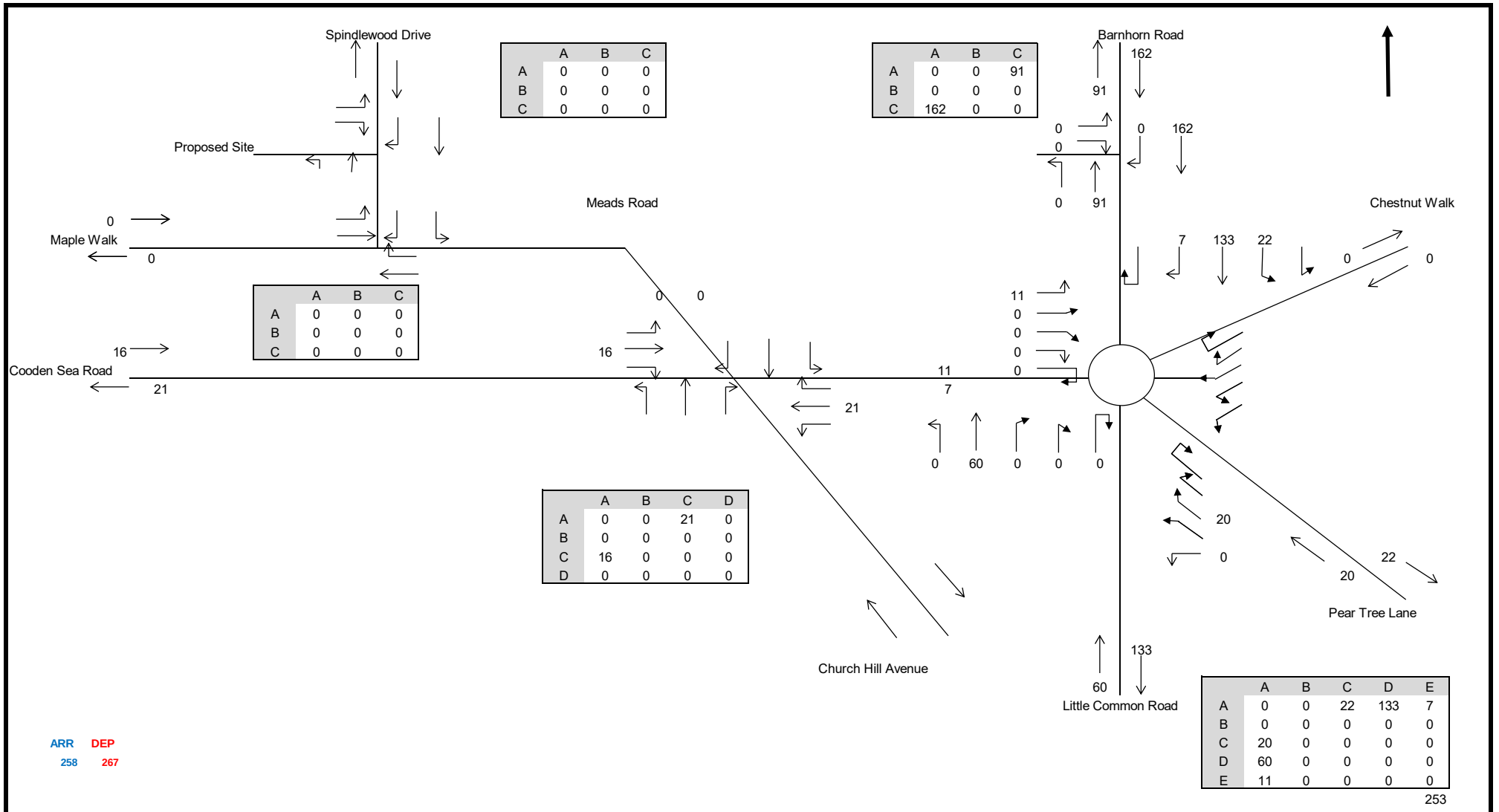
SATURN DATA 2028
PM PEAK PERIOD - SENSITIVITY TEST B



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings On Behalf of	Title **DEVELOPMENT DISTRIBUTION BASED ON SATURN WITH NEW ACCESS** **PM PEAK PERIOD - SENSITIVITY TEST B**



	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **DISTRIBUTION BASED ON SATURN MODEL** **PM PEAK PERIOD - SENSITIVITY TEST B**
		On Behalf of	



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

	A	B	C
A	0	0	91
B	0	0	0
C	162	0	0

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

	A	B	C	D
A	0	0	21	0
B	0	0	0	0
C	16	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	0	22	133	7
B	0	0	0	0	0
C	20	0	0	0	0
D	60	0	0	0	0
E	11	0	0	0	0

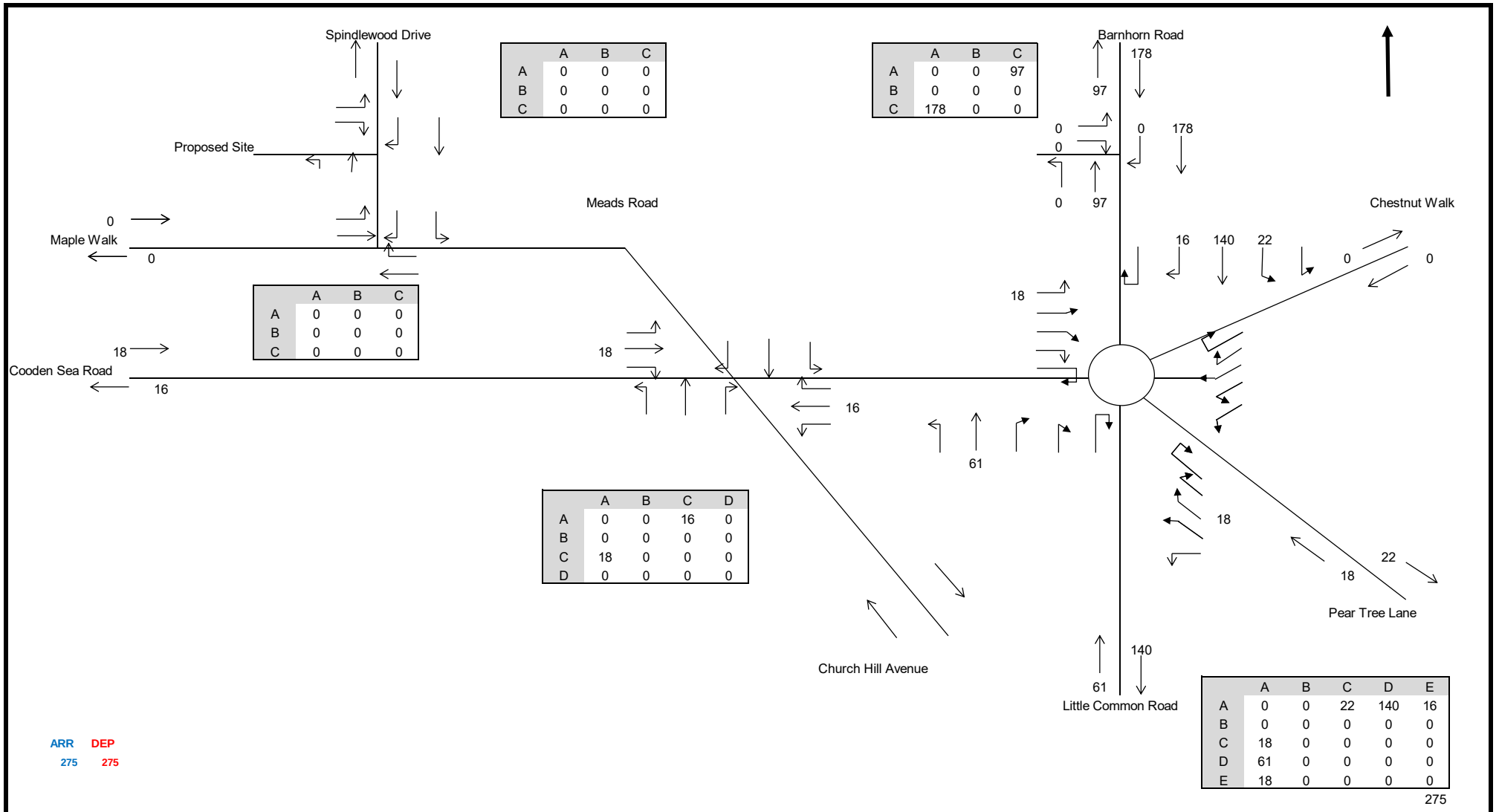
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2017
PM PEAK PERIOD - SENSITIVITY TEST B



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

	A	B	C
A	0	0	97
B	0	0	0
C	178	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

275

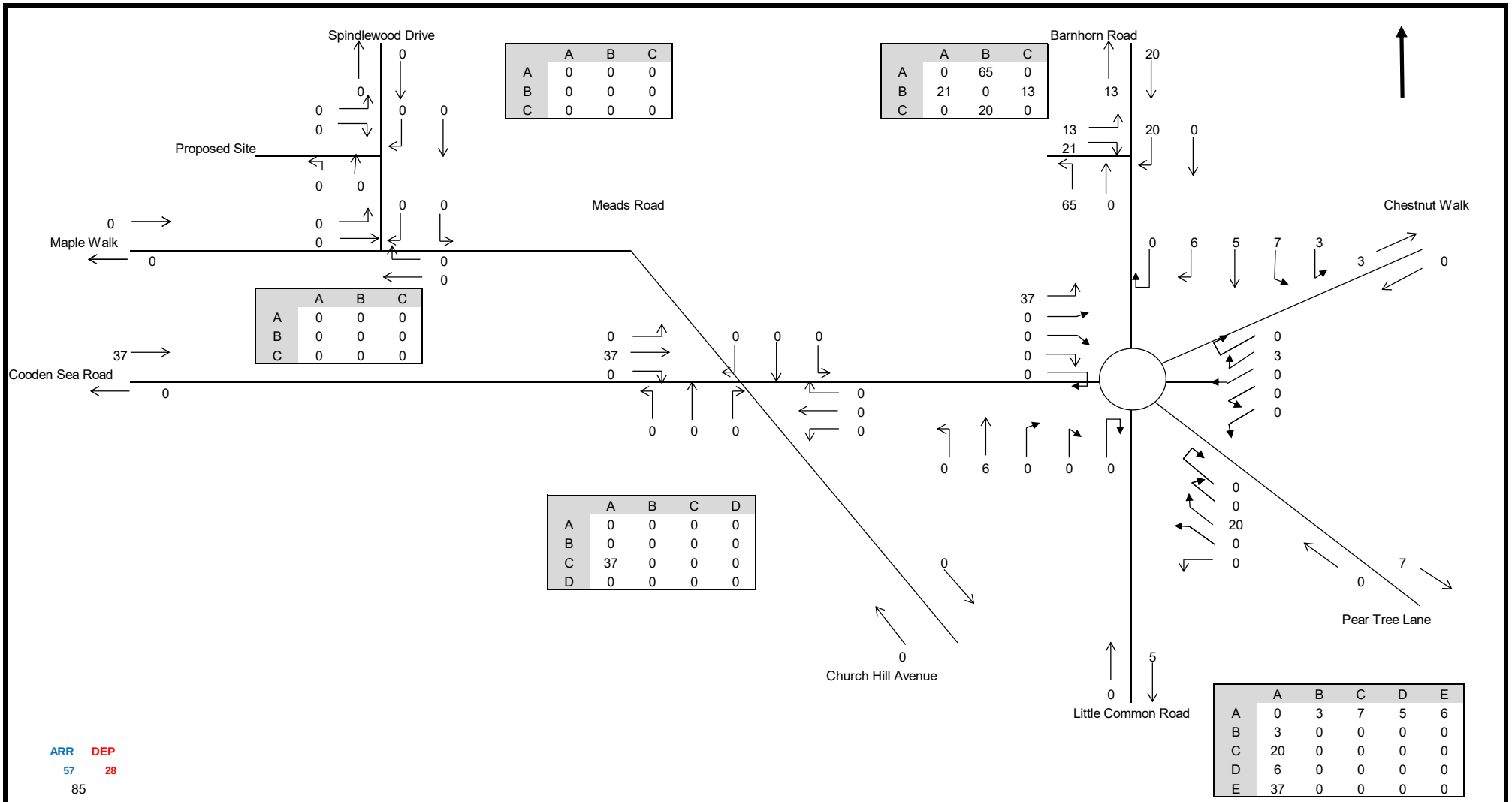
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

COMMITTED DEVELOPMENT 2028
PM PEAK PERIOD - SENSITIVITY TEST B



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

	A	B	C
A	0	65	0
B	21	0	13
C	0	20	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	37	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	3	7	5	6
B	3	0	0	0	0
C	20	0	0	0	0
D	6	0	0	0	0
E	37	0	0	0	0

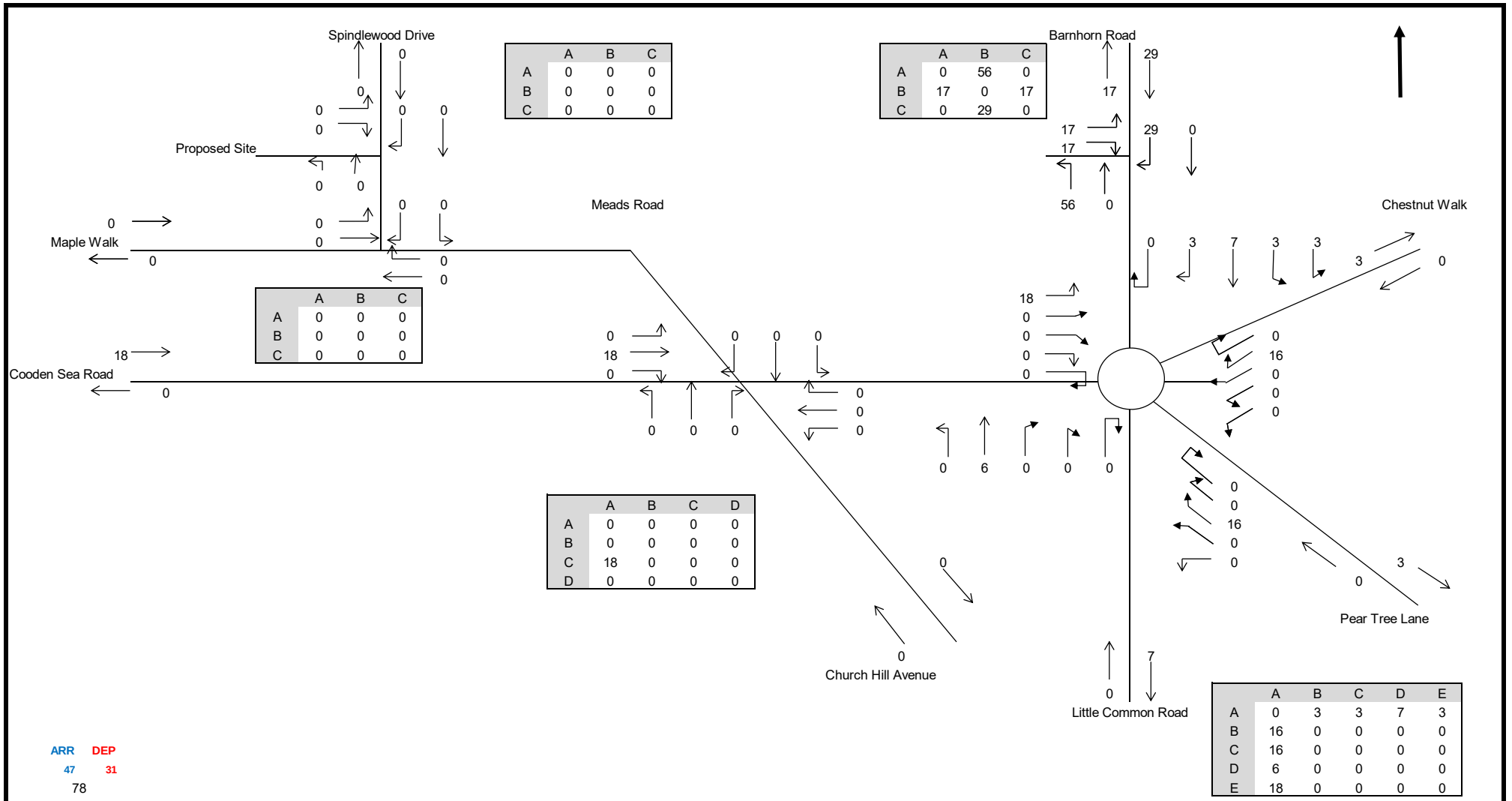
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON 2017 TURNING PATTERNS
PM PEAK PERIOD - SENSITIVITY TEST B



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

	A	B	C
A	0	56	0
B	17	0	17
C	0	29	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	18	0	0	0
D	0	0	0	0

	A	B	C	D	E
A	0	3	3	7	3
B	16	0	0	0	0
C	16	0	0	0	0
D	6	0	0	0	0
E	18	0	0	0	0

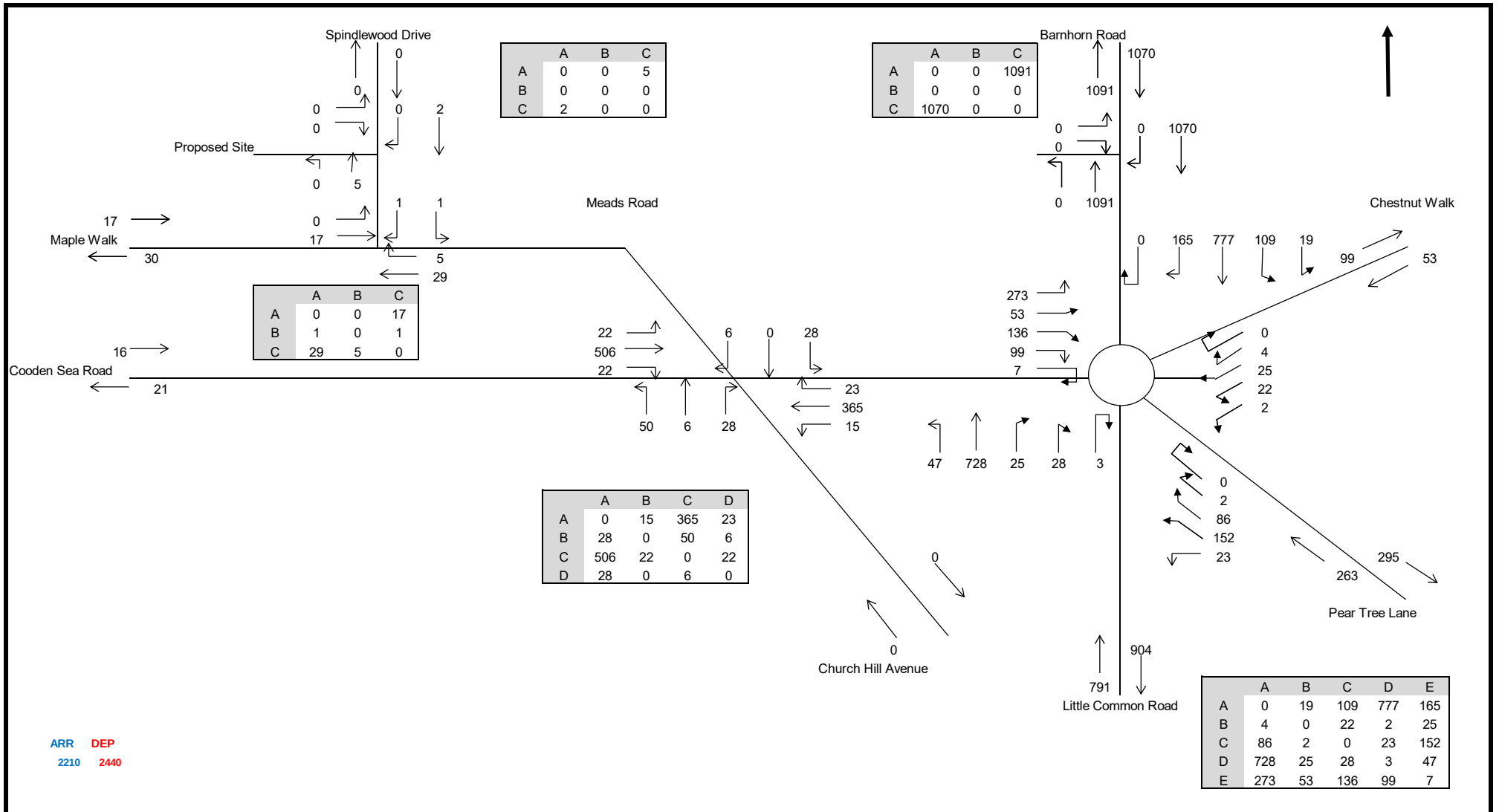
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

PROPOSED DEVELOPMENT FLOWS BASED ON SATURN TURNING PATTERNS
PM PEAK PERIOD - SENSITIVITY TEST B



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

	A	B	C
A	0	0	1091
B	0	0	0
C	1070	0	0

	A	B	C
A	0	0	17
B	1	0	1
C	29	5	0

	A	B	C	D
A	0	15	365	23
B	28	0	50	6
C	506	22	0	22
D	28	0	6	0

	A	B	C	D	E
A	0	19	109	777	165
B	4	0	22	2	25
C	86	2	0	23	152
D	728	25	28	3	47
E	273	53	136	99	7

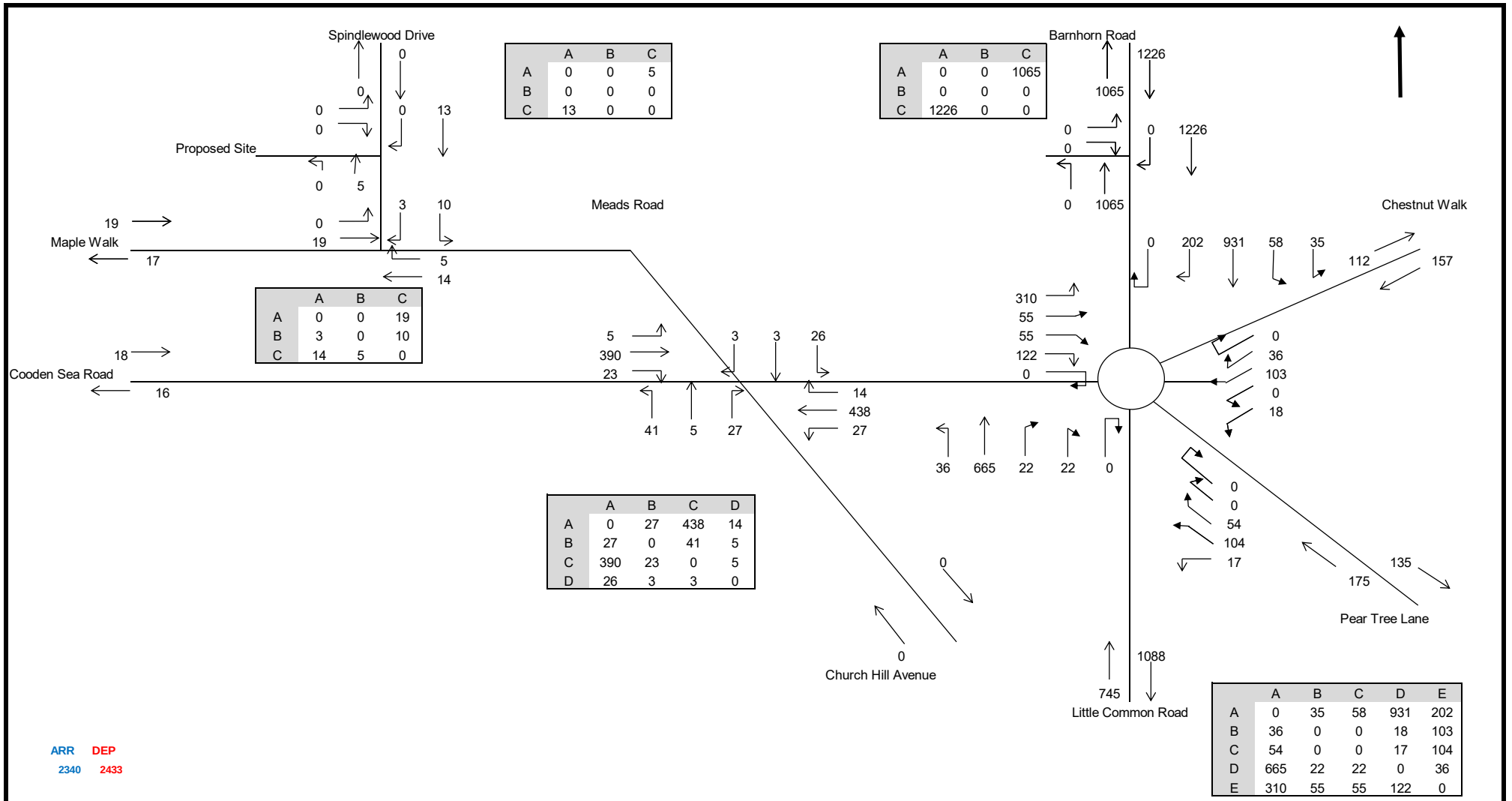
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT
PM PEAK PERIOD - SENSITIVITY TEST B



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

	A	B	C
A	0	0	1065
B	0	0	0
C	1226	0	0

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

	A	B	C	D
A	0	27	438	14
B	27	0	41	5
C	390	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	35	58	931	202
B	36	0	0	18	103
C	54	0	0	17	104
D	665	22	22	0	36
E	310	55	55	122	0

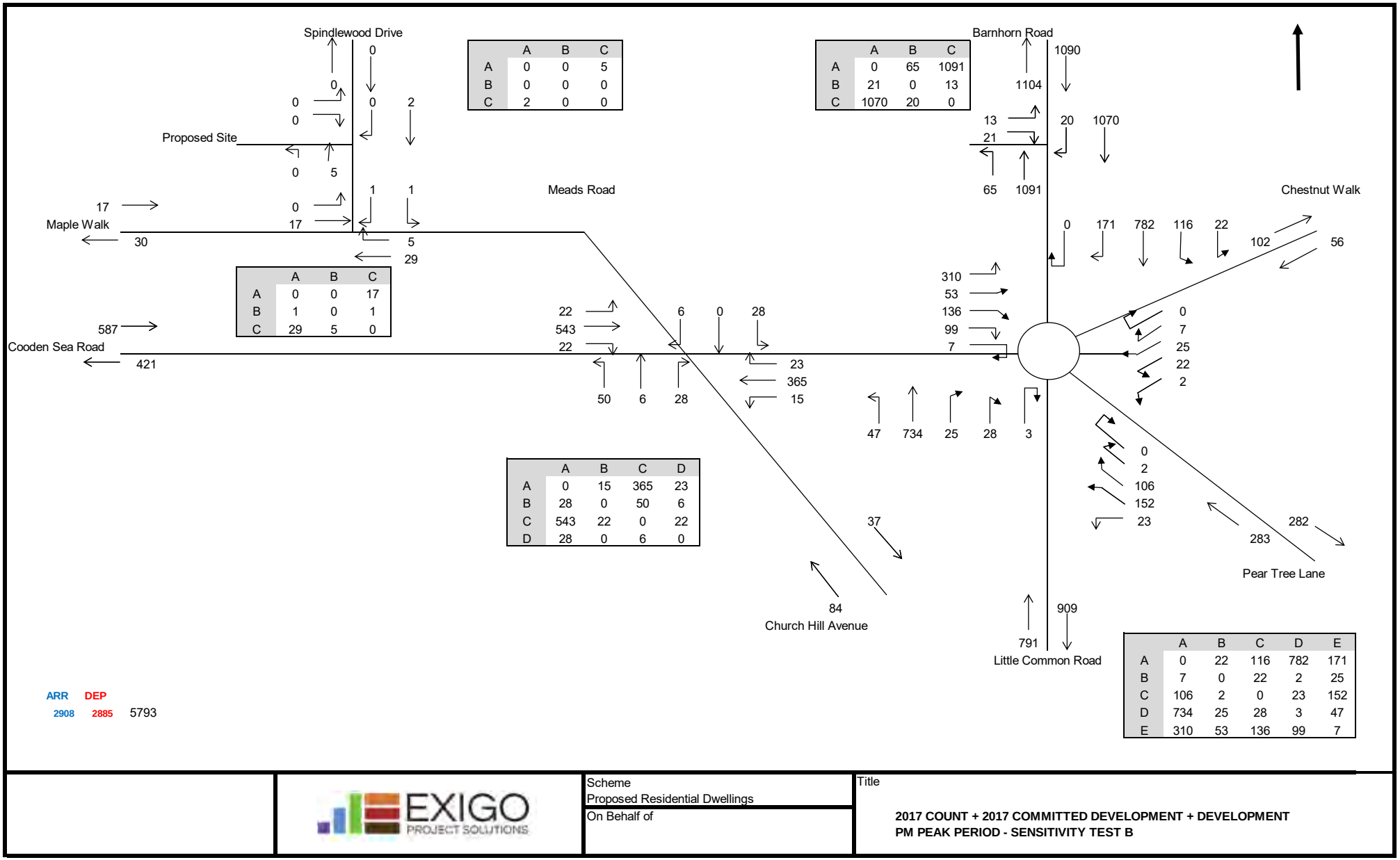
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2028 COUNT + 2028 COMMITTED DEVELOPMENT
PM PEAK PERIOD - SENSITIVITY TEST B



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

	A	B	C
A	0	65	1091
B	21	0	13
C	1070	20	0

	A	B	C
A	0	0	17
B	1	0	1
C	29	5	0

	A	B	C	D
A	0	15	365	23
B	28	0	50	6
C	543	22	0	22
D	28	0	6	0

	A	B	C	D	E
A	0	22	116	782	171
B	7	0	22	2	25
C	106	2	0	23	152
D	734	25	28	3	47
E	310	53	136	99	7

ARR DEP
2908 2885 5793

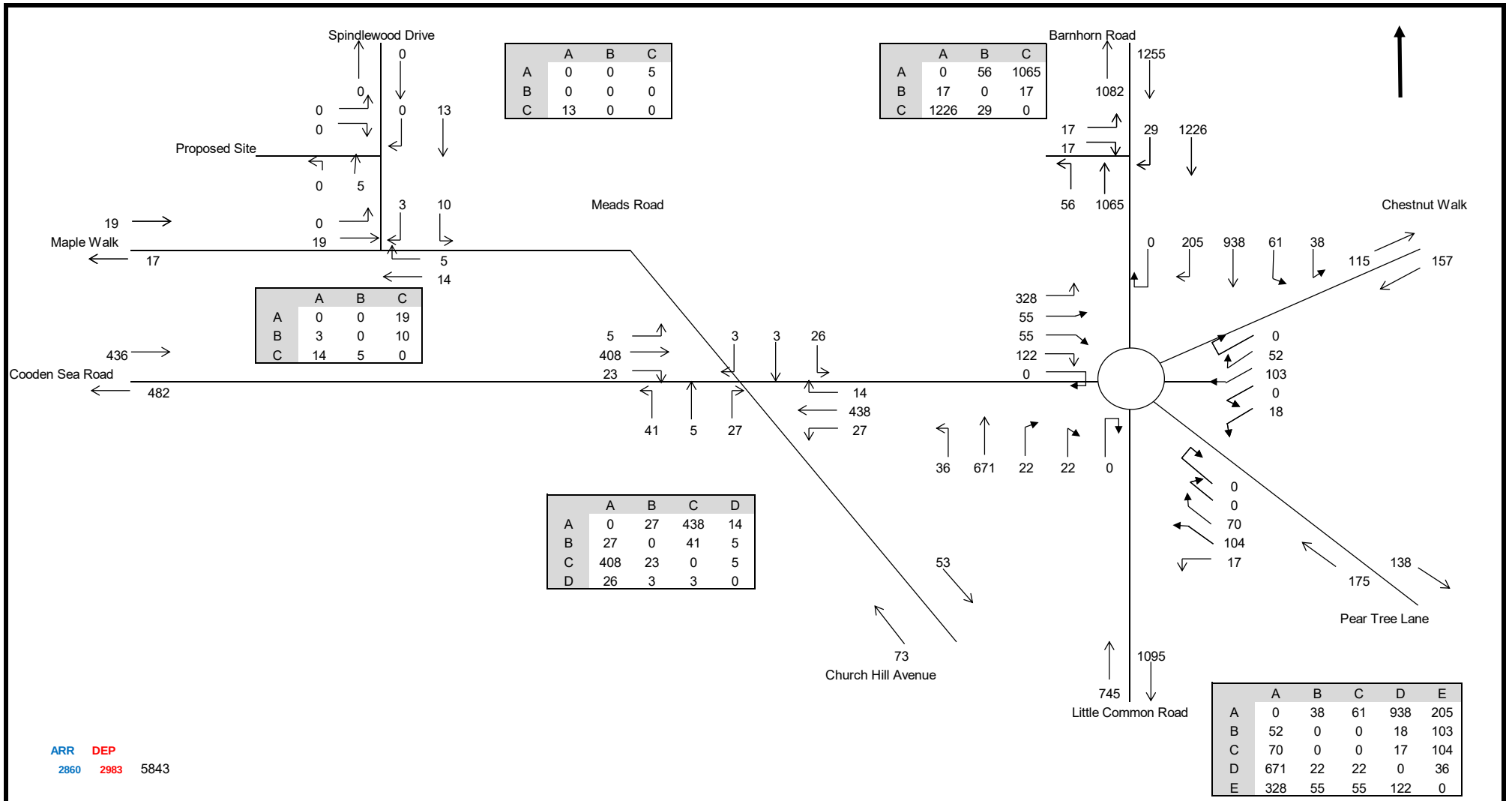
EXIGO PROJECT SOLUTIONS

Scheme
Proposed Residential Dwellings

On Behalf of

Title

2017 COUNT + 2017 COMMITTED DEVELOPMENT + DEVELOPMENT
PM PEAK PERIOD - SENSITIVITY TEST B



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

	A	B	C
A	0	56	1065
B	17	0	17
C	1226	29	0

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

	A	B	C	D
A	0	27	438	14
B	27	0	41	5
C	408	23	0	5
D	26	3	3	0

	A	B	C	D	E
A	0	38	61	938	205
B	52	0	0	18	103
C	70	0	0	17	104
D	671	22	22	0	36
E	328	55	55	122	0

	EXIGO PROJECT SOLUTIONS	Scheme Proposed Residential Dwellings	Title **2028 COUNT + 2028 COMMITTED DEVELOPMENT + DEVELOPMENT** **PM PEAK PERIOD - SENSITIVITY TEST B**
		On Behalf of	

APPENDIX C
PICADY Output

Barnhorn Road Access Rev B
TRL LIMITED

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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

Run with file:-
"P:\Bedford Park Developments\T251 - Bexhill\Calculations\Picady\Barnhorn Road Access Rev B.vpi"
(drive-on-the-left) at 11:11:44 on Wednesday, 10 January 2018

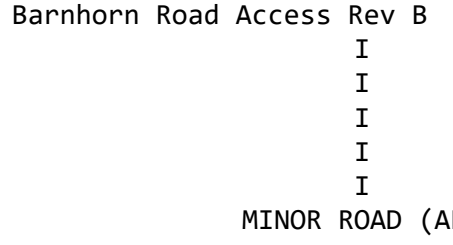
.RUN INFORMATION
****

RUN TITLE : Bexhill - New Access
LOCATION : Bexhill on Sea
DATE : 10/11/17
CLIENT :
ENUMERATOR : Modelling Machine [LAPTOP1]
JOB NUMBER :
STATUS :
DESCRIPTION :

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

INPUT DATA

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



ARM A IS Barnhorn Road East
ARM B IS Site Access
ARM C IS Barnhorn Road West

.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

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	6.75 M.
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	3.00 M.
- VISIBILITY	(VC-B)	250.00 M.
- BLOCKS TRAFFIC (SPACES)		YES (6)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	15.0 M.
- VISIBILITY TO RIGHT	(VB-A)	15.0 M.
- LANE 1 WIDTH	(WB-C)	3.00 M.
- LANE 2 WIDTH	(WB-A)	0.00 M.

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B I
633.38	0.24	0.09

I Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For OpposingI STREAM C-B I
489.88	0.22	0.09	0.14	0.31 I

I Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B I
781.32	0.29	0.29

(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: 2017 PM+COM+DEV

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2017 PM+COM+DEV

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 1091.0 (0.0)
	ARM B	0.111 2.0 (0.0)	0.000 0.0 (0.0)	0.889 16.0 (0.0)
	ARM C	0.986 1070.0 (0.0)	0.014 15.0 (0.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 PM+COM+DEV
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ VEHICLE (MIN)	AVERAGE DELAY PER ARRIVING
08.00-08.15									
B-AC	0.30	4.79	0.063		0.00	0.07	0.9		0.22
C-AB	0.25	7.70	0.032		0.00	0.03	0.5		0.13
A-B	0.00								
A-C	18.18								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	0.30	4.79	0.063		0.07	0.07	1.0	0.22	
C-AB	0.25	7.70	0.032		0.03	0.03	0.5	0.13	
A-B	0.00								
A-C	18.18								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	0.30	4.79	0.063		0.07	0.07	1.0	0.22	
C-AB	0.25	7.70	0.032		0.03	0.03	0.5	0.13	
A-B	0.00								
A-C	18.18								

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ VEHICLE (MIN)	AVERAGE DELAY PER ARRIVING I
I 08.45-09.00									
I B-AC	0.30	4.79	0.063		0.07	0.07	1.0		0.22 I
I C-AB	0.25	7.70	0.032		0.03	0.03	0.5		0.13 I
I A-B	0.00								I
I A-C	18.18								I
I									I

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

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I STREAM I	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
I	I (VEH)	(VEH/H) I	(MIN)	(MIN/VEH) I	(MIN)	(MIN/VEH) I
I B-AC I	18.0 I	18.0 I	3.9 I	0.22 I	3.9 I	0.22 I

C-AB	15.0	15.0	2.0	0.13	2.0	0.13		
A-B	0.0	0.0						
A-C	1090.8	1090.8						
ALL	2194.2	2194.2	5.9	0.00	5.9	0.00		

* 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 STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
633.38	0.24	0.09

I Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
489.88	0.22	0.09	0.14	0.31

I Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
781.32	0.29	0.29

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.Demand set: 2028 PM+COM+DEV

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2028 PM+COM+DEV

		TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S)		
TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 1065.0 (0.0)
	ARM B	0.087 2.0 (0.0)	0.000 0.0 (0.0)	0.913 21.0 (0.0)
	ARM C	0.982 1226.0 (0.0)	0.018 22.0 (0.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2028 PM+COM+DEV
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY	PEDESTRIAN FLOW	START QUEUE	END QUEUE	DELAY (VEH.MIN/ PER ARRIVING	GEOMETRIC DELAY (VEH.MIN/	AVERAGE DELAY

```
I                                (RFC)    (PEDS/MIN) (VEHS) (VEHS)  TIME SEGMENT)
TIME SEGMENT)    VEHICLE (MIN) I
I 08.00-08.15
                                 I
I   B-AC      0.39      4.79    0.081                0.00   0.09        1.2
                     0.23      I
I   C-AB      0.37      7.82    0.047                0.00   0.05        0.7
                     0.13      I
I   A-B       0.00
                                 I
I   A-C      17.75
                                 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-AC      0.39      4.79    0.081                0.09   0.09        1.3
                     0.23      I
I   C-AB      0.37      7.82    0.047                0.05   0.05        0.7
                     0.13      I
I   A-B       0.00
                                 I
I   A-C      17.75
                                 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      0.39      4.79    0.081                0.09   0.09        1.3
                     0.23      I
```

```
 I   C-AB      0.37      7.82    0.047                0.05   0.05        0.7
                      0.13      I
 I   A-B       0.00
                                I
 I   A-C      17.75
                                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      0.39      4.79    0.081                0.09   0.09        1.3
                      0.23      I
 I   C-AB      0.37      7.82    0.047                0.05   0.05        0.7
                      0.13      I
 I   A-B       0.00
                                I
 I   A-C      17.75
                                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
.
 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
.
                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   23.4 I     5.2 I    0.22   I       5.2  I    0.22   I
 I  C-AB  I   22.2 I   22.2 I     3.0 I    0.13   I       3.0  I    0.13   I
 I  A-B   I    0.0 I    0.0 I         I           I           I           I
 I  A-C   I 1065.0 I 1065.0 I         I           I           I           I
 ------------------------------------------------------------------------
 I  ALL   I 2348.4 I 2348.4 I     8.2 I    0.00   I       8.2  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     633.38            0.24                0.09       I
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 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     489.88            0.22                0.09                  0.14
     0.31       I
```

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
781.32	0.29	0.29

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.Demand set: 2017 AM+COM+DEV

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2017 AM+COM+DEV

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000	0.000	1.000
		0.0	0.0	1385.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.079	0.000	0.921
		3.0	0.0	35.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.990	0.010	0.000
		1214.0	12.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 AM+COM+DEV
AND FOR TIME PERIOD 1

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN) I
I 08.00-08.15									I
I B-AC	0.63	2.53	0.249		0.00	0.32	4.3		0.52 I
I C-AB	0.20	6.29	0.031		0.00	0.03	0.5		0.16 I
I A-B	0.00								I
I A-C	23.00								I
I									I

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN) I
I 08.15-08.30									I
I B-AC	0.63	2.53	0.249		0.32	0.32	4.8		0.53 I
I C-AB	0.20	6.29	0.031		0.03	0.03	0.5		0.16 I
I A-B	0.00								I
I A-C	23.00								I
I									I

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN) I
I 08.30-08.45									I
I B-AC	0.63	2.53	0.249		0.32	0.33	4.9	0.53	I
I C-AB	0.20	6.29	0.031		0.03	0.03	0.5	0.16	I
I A-B	0.00								I
I A-C	23.00								I
I									I

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN) I
I 08.45-09.00									I
I B-AC	0.63	2.53	0.249		0.33	0.33	4.9	0.53	I
I C-AB	0.20	6.29	0.031		0.03	0.03	0.5	0.16	I
I A-B	0.00								I
I A-C	23.00								I
I									I

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

.

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE

08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

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QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

.

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	37.8	37.8	18.9	0.50	18.9	0.50
C-AB	11.7	11.7	1.9	0.16	1.9	0.16
A-B	0.0	0.0				
A-C	1380.0	1380.0				
ALL	2617.8	2617.8	20.8	0.01	20.8	0.01

* 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)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
633.38	0.24	0.09

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 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

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-----------------
 I     489.88            0.22                0.09                  0.14
     0.31       I

-------------------------------------------------------------------------------
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 ------------------------------------------------------
 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ------------------------------------------------------
 I     781.32            0.29                0.29        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:        2028 AM+COM+DEV

 TIME PERIOD BEGINS 08.00 AND ENDS  09.00

 LENGTH OF TIME PERIOD  -   60 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY
.Demand set:        2028 AM+COM+DEV
 ------------------------------------------------------
 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 - 09.00     I         I        I        I        I
 I                     I ARM  A  I  0.000 I  0.000 I  1.000 I
```

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 I                   I         I    0.0 I    0.0 I 1373.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I
 I                   I ARM  B  I  0.097 I  0.000 I  0.903 I
 I                   I         I    3.0 I    0.0 I   28.0 I
 I                   I         I (  0.0)I (  0.0)I (  0.0)I
 I                   I         I        I        I        I
 I                   I ARM  C  I  0.987 I  0.013 I  0.000 I
 I                   I         I 1118.0 I   15.0 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         2028 AM+COM+DEV
                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-AC      0.52      2.68    0.194                0.00   0.23        3.2
                       0.46      I
 I   C-AB      0.25      6.29    0.040                0.00   0.04        0.6
                       0.17      I
 I   A-B       0.00
                                I
 I   A-C      23.00
                                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-AC      0.52      2.68    0.194                0.23   0.24        3.5
```

```
                    0.46      I
 I   C-AB      0.25      6.29    0.040               0.04   0.04        0.6
                    0.17      I
 I   A-B       0.00
                              I
 I   A-C      23.00
                              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      0.52      2.68    0.194               0.24   0.24        3.6
                    0.46      I
 I   C-AB      0.25      6.29    0.040               0.04   0.04        0.6
                    0.17      I
 I   A-B       0.00
                              I
 I   A-C      23.00
                              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      0.52      2.68    0.194               0.24   0.24        3.6
                    0.46      I
 I   C-AB      0.25      6.29    0.040               0.04   0.04        0.6
                    0.17      I
 I   A-B       0.00
                              I
 I   A-C      23.00
```

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

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.2
09.00	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	31.2	31.2	13.8	0.44	13.8	0.44
C-AB	15.1	15.1	2.5	0.16	2.5	0.16
A-B	0.0	0.0				
A-C	1380.0	1380.0				
ALL	2551.2	2551.2	16.3	0.01	16.3	0.01

* 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 STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B I
633.38	0.24	0.09 I

I Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B I
489.88	0.22	0.09	0.14	0.31 I

I Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B I
781.32	0.29	0.29 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: 2017 PM+COM+DEV Sensitivity

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2017 PM+COM+DEV Sensitivity

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 1091.0 (0.0)
	ARM B	0.071 1.0 (0.0)	0.000 0.0 (0.0)	0.929 13.0 (0.0)
	ARM C	0.982 1070.0 (0.0)	0.018 20.0 (0.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 PM+COM+DEV Sensitivity
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ VEHICLE (MIN)	AVERAGE DELAY PER ARRIVING
08.00-08.15									
B-AC	0.23	5.20	0.044		0.00	0.05	0.7		0.20
C-AB	0.33	7.70	0.043		0.00	0.04	0.7		0.14
A-B	0.00								
A-C	18.18								

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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-AC      0.23      5.20    0.044                0.05   0.05        0.7
                      0.20      I
 I   C-AB      0.33      7.70    0.043                0.04   0.05        0.7
                      0.14      I
 I   A-B       0.00
                                I
 I   A-C      18.18
                                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      0.23      5.20    0.044                0.05   0.05        0.7
                      0.20      I
 I   C-AB      0.33      7.70    0.043                0.05   0.05        0.7
                      0.14      I
 I   A-B       0.00
                                I
 I   A-C      18.18
                                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      0.23      5.20    0.044                0.05   0.05        0.7
                      0.20      I
I   C-AB      0.33      7.70    0.043                0.05   0.05        0.7
                      0.14      I
I   A-B       0.00
                                I
I   A-C      18.18
                                I
I
                                I
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*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
.
 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
.
                QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                --------------------------------------------
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 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   13.8 I   13.8 I     2.7 I    0.20   I       2.7  I    0.20   I
 I  C-AB  I   20.0 I   20.0 I     2.7 I    0.13   I       2.7  I    0.13   I
 I  A-B   I    0.0 I    0.0 I         I           I           I           I
 I  A-C   I 1090.8 I 1090.8 I         I           I           I           I
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I ALL	I 2194.8	I 2194.8	I 5.4	I 0.00	I 5.4	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 STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B I
633.38	0.24	0.09

I Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B I
489.88	0.22	0.09	0.14	0.31 I

I Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B I
781.32	0.29	0.29

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.Demand set: 2028 PM+COM+DEV Sensitivity

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2028 PM+COM+DEV Sensitivity

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 1065.0 (0.0)
	ARM B	0.105 2.0 (0.0)	0.000 0.0 (0.0)	0.895 17.0 (0.0)
	ARM C	0.977 1226.0 (0.0)	0.023 29.0 (0.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2028 PM+COM+DEV Sensitivity
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									

```
 I   B-AC      0.32      4.55    0.070                0.00   0.07        1.1
                      0.24      I
 I   C-AB      0.48      7.82    0.062                0.00   0.07        1.0
                      0.14      I
 I   A-B       0.00
                                I
 I   A-C      17.75
                                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-AC      0.32      4.55    0.070                0.07   0.08        1.1
                      0.24      I
 I   C-AB      0.48      7.82    0.062                0.07   0.07        1.0
                      0.14      I
 I   A-B       0.00
                                I
 I   A-C      17.75
                                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      0.32      4.55    0.070                0.08   0.08        1.1
                      0.24      I
 I   C-AB      0.48      7.82    0.062                0.07   0.07        1.0
                      0.14      I
 I   A-B       0.00
                                I
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 I   A-C      17.75
                                  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      0.32      4.55    0.070                0.08   0.08        1.1
                      0.24      I
 I   C-AB      0.48      7.82    0.062                0.07   0.07        1.0
                      0.14      I
 I   A-B       0.00
                                  I
 I   A-C      17.75
                                  I
 I
                                  I
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*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
.
 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
.
                QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
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STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	19.2	19.2	4.4	0.23	4.4	0.23
C-AB	29.0	29.0	3.9	0.14	3.9	0.14
A-B	0.0	0.0				
A-C	1065.0	1065.0				
ALL	2339.4	2339.4	8.4	0.00	8.4	0.00

* 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)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
633.38	0.24	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
489.88	0.22	0.09	0.14	0.31

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
781.32	0.29	0.29

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.Demand set: 2017 AM+COM+DEV Sensitivity

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2017 AM+COM+DEV Sensitivity

		TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S)		
TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000 0.0 (0.0)	0.000 0.0 (0.0)	1.000 1385.0 (0.0)
	ARM B	0.061 3.0 (0.0)	0.000 0.0 (0.0)	0.939 46.0 (0.0)
	ARM C	0.988 1214.0 (0.0)	0.012 15.0 (0.0)	0.000 0.0 (0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN) I
I 08.00-08.15									I
I B-AC	0.82	2.82	0.291		0.00	0.39	5.3	0.49	I
I C-AB	0.24	6.29	0.039		0.00	0.04	0.6	0.17	I
I A-B	0.00								I
I A-C	23.00								I
I									I

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN) I
I 08.15-08.30									I
I B-AC	0.82	2.82	0.291		0.39	0.40	6.0	0.50	I
I C-AB	0.24	6.29	0.039		0.04	0.04	0.6	0.17	I
I A-B	0.00								I
I A-C	23.00								I
I									I

I TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN) 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      0.82      2.82    0.291                0.40   0.40        6.0
                      0.50      I
 I   C-AB      0.24      6.29    0.039                0.04   0.04        0.6
                      0.17      I
 I   A-B       0.00
                                I
 I   A-C      23.00
                                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      0.82      2.82    0.291                0.40   0.41        6.1
                      0.50      I
 I   C-AB      0.24      6.29    0.039                0.04   0.04        0.6
                      0.17      I
 I   A-B       0.00
                                I
 I   A-C      23.00
                                I
 I
                                I
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*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           0.4
   08.30           0.4
   08.45           0.4
   09.00           0.4
```

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QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

.

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	49.2	49.2	23.4	0.48	23.4	0.48
C-AB	14.6	14.6	2.4	0.16	2.4	0.16
A-B	0.0	0.0				
A-C	1380.0	1380.0				
ALL	2629.2	2629.2	25.8	0.01	25.8	0.01

* 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)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
633.38	0.24	0.09

Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing

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Slope For OpposingI
 I STREAM B-A     STREAM  A-C          STREAM A-B          STREAM  C-A
STREAM  C-B       I

-------------------------------------------------------------------------------
-----------------
 I     489.88            0.22                0.09                  0.14
     0.31       I

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 I Intercept For Slope For Opposing   Slope For Opposing I
 I STREAM C-B     STREAM  A-C          STREAM A-B        I
 ----------------------------------------------------------
 I     781.32            0.29                0.29        I
 ----------------------------------------------------------
  (NB These values do not allow for any site specific corrections)

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

.Demand set:        2028 AM+COM+DEV Sensitivity

 TIME PERIOD BEGINS 08.00 AND ENDS  09.00

 LENGTH OF TIME PERIOD  -   60 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY
.Demand set:        2028 AM+COM+DEV Sensitivity
 ------------------------------------------------------------
 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 - 09.00     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 1373.0 I
 I                     I         I (  0.0)I (  0.0)I (  0.0)I
 I                     I         I        I        I        I
 I                     I ARM  B  I  0.098 I  0.000 I  0.902 I
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 I                  I         I    4.0 I    0.0 I   37.0 I
 I                  I         I (  0.0)I (  0.0)I (  0.0)I
 I                  I         I        I        I        I
 I                  I ARM  C  I  0.984 I  0.016 I  0.000 I
 I                  I         I 1118.0 I   18.0 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         2028 AM+COM+DEV Sensitivity
                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-AC      0.68      2.65    0.257                0.00   0.33        4.5
                       0.50      I
 I   C-AB      0.30      6.29    0.048                0.00   0.05        0.7
                       0.17      I
 I   A-B       0.00
                                I
 I   A-C      23.00
                                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-AC      0.68      2.65    0.257                0.33   0.34        5.0
                       0.51      I
 I   C-AB      0.30      6.29    0.048                0.05   0.05        0.8
                       0.17      I
 I   A-B       0.00
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                                  I
 I   A-C      23.00
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                                  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      0.68      2.65    0.257                0.34   0.34        5.1
                      0.51      I
 I   C-AB      0.30      6.29    0.048                0.05   0.05        0.8
                      0.17      I
 I   A-B       0.00
                                  I
 I   A-C      23.00
                                  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      0.68      2.65    0.257                0.34   0.34        5.1
                      0.51      I
 I   C-AB      0.30      6.29    0.048                0.05   0.05        0.8
                      0.17      I
 I   A-B       0.00
                                  I
 I   A-C      23.00
                                  I
 I
                                  I
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WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

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QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

.

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.1
08.45	0.1
09.00	0.1

.

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	40.8	40.8	19.7	0.48	19.7	0.48
C-AB	18.1	18.1	3.0	0.17	3.0	0.17
A-B	0.0	0.0				
A-C	1380.0	1380.0				
ALL	2560.8	2560.8	22.7	0.01	22.7	0.01

* 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 STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
633.38	0.24	0.09

I Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For OpposingI STREAM C-B
489.88	0.22	0.09	0.14	0.31

I Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
781.32	0.29	0.29

(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: 2017 PM+COM+DEV Sensitivity B

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY
.Demand set: 2017 PM+COM+DEV Sensitivity B

TIME	FROM/TO	ARM A	ARM B	ARM C
08.00 - 09.00		TURNING PROPORTIONS		
		TURNING COUNTS		
		(PERCENTAGE OF H.V.S)		
	ARM A	0.000	0.056	0.944
		0.0	65.0	1091.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.618	0.000	0.382
		21.0	0.0	13.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.982	0.018	0.000
		1070.0	20.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2017 PM+COM+DEV Sensitivity B
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ VEHICLE (MIN)	AVERAGE DELAY PER ARRIVING
08.00-08.15									
B-AC	0.57	2.27	0.251		0.00	0.32	4.3		
					0.57				
C-AB	0.33	7.46	0.044		0.00	0.05	0.7		
					0.14				
A-B	1.07								
A-C	17.93								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ VEHICLE (MIN)	AVERAGE DELAY PER ARRIVING

```
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      0.57      2.27    0.251                0.32   0.33        4.9
                      0.59      I
 I   C-AB      0.33      7.46    0.044                0.05   0.05        0.7
                      0.14      I
 I   A-B       1.07
                                 I
 I   A-C      17.93
                                 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      0.57      2.27    0.251                0.33   0.33        4.9
                      0.59      I
 I   C-AB      0.33      7.46    0.044                0.05   0.05        0.7
                      0.14      I
 I   A-B       1.07
                                 I
 I   A-C      17.93
                                 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
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                                  I
 I   B-AC      0.57      2.27    0.251                0.33   0.33        5.0
                       0.59      I
 I   C-AB      0.33      7.46    0.044                0.05   0.05        0.7
                       0.14      I
 I   A-B       1.07
                                  I
 I   A-C      17.93
                                  I
 I
                                  I
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*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           0.3
   08.30           0.3
   08.45           0.3
   09.00           0.3
.
 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
.
                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   34.2 I   34.2 I    19.0 I    0.56   I      19.0  I    0.56   I
 I  C-AB  I   19.8 I   19.8 I     2.8 I    0.14   I       2.8  I    0.14   I
 I  A-B   I   64.1 I   64.1 I         I           I            I           I
 I  A-C   I 1075.9 I 1075.9 I         I           I            I           I
 ------------------------------------------------------------------------
 I  ALL   I 2254.2 I 2254.2 I    21.8 I    0.01   I      21.8  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 STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	I
I 633.38	0.24	0.09	I

I Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	I
I 489.88	0.22	0.09	0.14	0.31	I

I Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	I
I 781.32	0.29	0.29	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:        2028 PM+COM+DEV Sensitivity B

 TIME PERIOD BEGINS 08.00 AND ENDS  09.00

 LENGTH OF TIME PERIOD  -   60 MIN.
 LENGTH OF TIME SEGMENT -   15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY
.Demand set:        2028 PM+COM+DEV Sensitivity B
 ------------------------------------------------------------
 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 - 09.00     I         I        I        I        I
 I                     I ARM  A  I  0.000 I  0.050 I  0.950 I
 I                     I         I    0.0 I   56.0 I 1065.0 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   17.0 I    0.0 I   17.0 I
 I                     I         I (  0.0)I (  0.0)I (  0.0)I
 I                     I         I        I        I        I
 I                     I ARM  C  I  0.977 I  0.023 I  0.000 I
 I                     I         I 1226.0 I   29.0 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         2028 PM+COM+DEV Sensitivity B
                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-AC      0.57      1.98    0.288                0.00   0.38        5.0
                       0.69      I
 I   C-AB      0.49      7.46    0.065                0.00   0.07        1.0
                       0.14      I
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 I   A-B       0.95
                                 I
 I   A-C      18.05
                                 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-AC      0.57      1.98    0.288                0.38   0.39        5.8
                       0.71      I
 I   C-AB      0.49      7.46    0.065                0.07   0.07        1.0
                       0.14      I
 I   A-B       0.95
                                 I
 I   A-C      18.05
                                 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      0.57      1.98    0.288                0.39   0.40        5.9
                       0.71      I
 I   C-AB      0.49      7.46    0.065                0.07   0.07        1.0
                       0.14      I
 I   A-B       0.95
                                 I
 I   A-C      18.05
                                 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      0.57      1.98    0.288                0.40   0.40        6.0
                      0.71      I
 I   C-AB      0.49      7.46    0.065                0.07   0.07        1.0
                      0.14      I
 I   A-B       0.95
                                I
 I   A-C      18.05
                                I
 I
                                I
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*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           0.4
   08.30           0.4
   08.45           0.4
   09.00           0.4
.
 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
.
                QUEUEING DELAY INFORMATION OVER WHOLE PERIOD
                --------------------------------------------
 ------------------------------------------------------------------------
 I STREAM I   TOTAL DEMAND  I   * QUEUEING *      I * INCLUSIVE QUEUEING * I
 I        I                I    * DELAY *        I       * DELAY *        I
```

	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	34.2	34.2	22.7	0.66	22.7	0.66
C-AB	29.1	29.1	4.2	0.14	4.2	0.14
A-B	56.9	56.9				
A-C	1083.1	1083.1				
ALL	2434.2	2434.2	26.9	0.01	26.9	0.01

* 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)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
633.38	0.24	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
489.88	0.22	0.09	0.14	0.31

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B

I	781.32	0.29	0.29 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: 2017 AM+COM+DEV Sensitivity B

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2017 AM+COM+DEV Sensitivity B

I	I	TURNING PROPORTIONS		I
I	I	TURNING COUNTS		I
I	I	(PERCENTAGE OF H.V.S)		I
I TIME	I FROM/TO I	ARM A I	ARM B I	ARM C I
I 08.00 - 09.00	I	I	I	I
I	I ARM A	I 0.000	I 0.014	I 0.986 I
I	I	I 0.0	I 19.0	I 1385.0 I
I	I	I (0.0)	I (0.0)	I (0.0) I
I	I	I	I	I
I	I ARM B	I 0.459	I 0.000	I 0.541 I
I	I	I 39.0	I 0.0	I 46.0 I
I	I	I (0.0)	I (0.0)	I (0.0) I
I	I	I	I	I
I	I ARM C	I 0.988	I 0.012	I 0.000 I
I	I	I 1214.0	I 15.0	I 0.0 I
I	I	I (0.0)	I (0.0)	I (0.0) 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 2017 AM+COM+DEV Sensitivity B
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-AC      1.40      0.80    1.752               0.00  10.10       80.4
                     8.05      I
 I   C-AB      0.24      6.29    0.039               0.00   0.04        0.6
                     0.17      I
 I   A-B       0.31
                                I
 I   A-C      22.69
                                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 08.15-08.30
                                I
 I   B-AC      1.40      0.80    1.756              10.10  19.24      220.2
                    20.01      I
 I   C-AB      0.24      6.29    0.039               0.04   0.04        0.6
                     0.17      I
 I   A-B       0.31
                                I
 I   A-C      22.69
                                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 08.30-08.45                                                                  I
 I   B-AC      1.40      0.80    1.756               19.24  28.32      356.8
                     31.27      I
 I   C-AB      0.24      6.29    0.039                0.04   0.04        0.6
                      0.17      I
 I   A-B       0.31                                                           I
 I   A-C      22.69                                                           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-AC      1.40      0.80    1.756               28.32  37.38      492.8
                     42.54      I
 I   C-AB      0.24      6.29    0.039                0.04   0.04        0.6
                      0.17      I
 I   A-B       0.31                                                           I
 I   A-C      22.69                                                           I
 I                                                                           I
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*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          10.1    **********
   08.30          19.2    ******************
   08.45          28.3    ****************************
   09.00          37.4    ************************************
.
 QUEUE FOR STREAM    C-AB
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  TIME          NO. OF
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SEGMENT ENDING	VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0

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QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	84.0	84.0	1150.1	13.69	2026.5	24.12
C-AB	14.6	14.6	2.4	0.16	2.4	0.16
A-B	18.7	18.7				
A-C	1361.3	1361.3				
ALL	2664.0	2664.0	1152.5	0.43	2028.9	0.76

* 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)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
633.38	0.24	0.09

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B

I	489.88	0.22	0.09	0.14
	0.31	I		

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
781.32	0.29	0.29

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

.Demand set: 2028 AM+COM+DEV Sensitivity B

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

.Demand set: 2028 AM+COM+DEV Sensitivity B

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
08.00 - 09.00	ARM A	0.000	0.012	0.988
		0.0	16.0	1373.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.565	0.000	0.435
		48.0	0.0	37.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.984	0.016	0.000

```
 I                   I         I 1118.0 I   18.0 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         2028 AM+COM+DEV Sensitivity B
                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-AC      1.40      0.86    1.635               0.00   9.39       75.5
                      7.18      I
 I   C-AB      0.30      6.29    0.048               0.00   0.05        0.7
                      0.17      I
 I   A-B       0.26
                                I
 I   A-C      22.74
                                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-AC      1.40      0.85    1.638               9.39  17.71      203.4
                     17.51      I
 I   C-AB      0.30      6.29    0.048               0.05   0.05        0.8
                      0.17      I
 I   A-B       0.26
                                I
 I   A-C      22.74
                                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      1.40      0.85    1.638               17.71  25.94      327.4
                     27.12      I
 I   C-AB      0.30      6.29    0.048                0.05   0.05        0.8
                      0.17      I
 I   A-B       0.26
                                I
 I   A-C      22.74
                                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      1.40      0.85    1.638               25.94  34.15      450.8
                     36.72      I
 I   C-AB      0.30      6.29    0.048                0.05   0.05        0.8
                      0.17      I
 I   A-B       0.26
                                I
 I   A-C      22.74
                                I
 I
                                I
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*WARNING* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR
.
 QUEUE FOR STREAM    B-AC
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TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	9.4	*********
08.30	17.7	******************
08.45	25.9	**************************
09.00	34.2	**********************************

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QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.1
08.45	0.1
09.00	0.1

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QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-AC	84.0	84.0	1057.1	12.58	1739.5	20.71
C-AB	18.1	18.1	3.0	0.17	3.0	0.17
A-B	15.9	15.9				
A-C	1364.1	1364.1				
ALL	2604.0	2604.0	1060.1	0.41	1742.5	0.67

* 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*******