

Junction: J2: A259/Downs Road										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead Arm J2:5 Left	Inf 11.00	90.8 % 9.2 %	1941	1941		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965		
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773		
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764		
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950		
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085		
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612		
J2:4/1	Infinite Saturation Flow									
J2:5/1	Infinite Saturation Flow									

Junction: J3: London Road / Beeching Road										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead Arm J3:4 Left	Inf 9.00	97.6 % 2.4 %	1987	1987		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left Arm J3:5 Right	8.00 5.00	97.0 % 3.0 %	1679	1679		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right Arm J3:5 Ahead	6.00 Inf	34.0 % 66.0 %	1852	1852		
J3:4/1	Infinite Saturation Flow									
J3:5/1	Infinite Saturation Flow									

Junction: J4: A269/London Rd Bus Gate								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A269 North Lane 1)			Infinite Saturation Flow				Inf	Inf
J4:1/2 (A269 North Lane 2)			Infinite Saturation Flow				Inf	Inf
J4:2/1 (London Road Lane 1)			Infinite Saturation Flow				Inf	Inf
J4:3/1 (A269 South Lane 1)			Infinite Saturation Flow				Inf	Inf
J4:4/1			Infinite Saturation Flow				Inf	Inf
J4:5/1			Infinite Saturation Flow				Inf	Inf
J4:6/1			Infinite Saturation Flow				Inf	Inf
J4:6/2			Infinite Saturation Flow				Inf	Inf

Scenario 12: '2025 Assessment Flows - PM Peak - Sensitivity Test' (FG12: '2025 Assessment Flows - PM Peak - Sensitivity Test', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

	Destination							Tot.
	A	B	C	D	E	F	G	
A	0	0	107	368	137	264	69	945
B	0	0	0	1	0	1	0	2
C	3	0	0	40	15	332	88	478
D	201	1	112	0	13	196	52	575
E	66	0	37	5	0	66	17	191
F	406	1	320	120	45	0	17	909
G	81	0	64	24	9	40	0	218
Tot.	757	2	640	558	219	899	243	3318

Origin

Traffic Lane Flows

Lane	Scenario 12: 2025 Assessment Flows - PM Peak - Sensitivity Test
Junction: J1: A259/A269	
J1:1/1	488
J1:1/2 (with short)	582(In) 384(Out)
J1:1/3 (short)	198
J1:2/1	233
J1:2/2 (with short)	245(In) 242(Out)
J1:2/3 (short)	3
J1:3/1	613
J1:3/2	334
J1:4/1 (with short)	748(In) 599(Out)
J1:4/2 (short)	149
J1:5/1	705
J1:5/2	380
J1:6/1	323
J1:6/2	317
J1:7/1	759
Junction: J2: A259/Downs Road	
J2:1/1 (short)	424
J2:1/2 (with short)	909(In) 485(Out)
J2:2/1 (with short)	218(In) 178(Out)
J2:2/2 (short)	40
J2:3/1	705
J2:3/2 (with short)	380(In) 154(Out)
J2:3/3 (short)	226
J2:4/1	899
J2:5/1	243
Junction: J3: London Road / Beeching Road	
J3:1/1	575
J3:2/1	191
J3:3/1	759
J3:4/1	219
J3:5/1	558
Junction: J4: A269/London Rd Bus Gate	

J4:1/1	612
J4:1/2	333
J4:2/1	2
J4:3/1	759
J4:4/1	757
J4:5/1	2
J4:6/1	613
J4:6/2	334

Lane Saturation Flows

Junction: J1: A259/A269										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795		
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130		
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936		
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	76.4 %	1878	1878		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:7 Left	10.00	23.6 %				
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085		
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1895	1895		
J1:3/2 (A269 Combe Valley Way)	3.50	0.00	N	Arm J1:6 Left	18.00	17.5 %				
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:7 Ahead	Inf	82.5 %	1937	1937		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936		
J1:5/1	2.75	0.00	N	Arm J1:5 Left	17.00	55.3 %				
J1:5/2	2.75	0.00	Y	Arm J4:3 Ahead	Inf	44.7 %	1802	1802		
J1:6/1	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856		
J1:6/2	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856		
J1:7/1	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856		
J1:5/1			Infinite Saturation Flow				Inf	Inf		
J1:5/2			Infinite Saturation Flow				Inf	Inf		
J1:6/1			Infinite Saturation Flow				Inf	Inf		
J1:6/2			Infinite Saturation Flow				Inf	Inf		
J1:7/1			Infinite Saturation Flow				Inf	Inf		

Junction: J2: A259/Downs Road										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead Arm J2:5 Left	Inf 11.00	96.0 % 4.0 %	1954	1954		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965		
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773		
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764		
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950		
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085		
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612		
J2:4/1	Infinite Saturation Flow									
J2:5/1	Infinite Saturation Flow									

Junction: J3: London Road / Beeching Road										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead Arm J3:4 Left	Inf 9.00	97.7 % 2.3 %	1988	1988		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left Arm J3:5 Right	8.00 5.00	97.4 % 2.6 %	1680	1680		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right Arm J3:5 Ahead	6.00 Inf	27.1 % 72.9 %	1882	1882		
J3:4/1	Infinite Saturation Flow									
J3:5/1	Infinite Saturation Flow									

Junction: J4: A269/London Rd Bus Gate									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J4:1/1 (A269 North Lane 1)			Infinite Saturation Flow				Inf	Inf	
J4:1/2 (A269 North Lane 2)			Infinite Saturation Flow				Inf	Inf	
J4:2/1 (London Road Lane 1)			Infinite Saturation Flow				Inf	Inf	
J4:3/1 (A269 South Lane 1)			Infinite Saturation Flow				Inf	Inf	
J4:4/1			Infinite Saturation Flow				Inf	Inf	
J4:5/1			Infinite Saturation Flow				Inf	Inf	
J4:6/1			Infinite Saturation Flow				Inf	Inf	
J4:6/2			Infinite Saturation Flow				Inf	Inf	

Scenario 13: '2031 Assessment Flows - AM Peak - Sensitivity Test' (FG13: '2031 Assessment Flows - AM Peak - Sensitivity Test', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

	Destination							Tot.
	A	B	C	D	E	F	G	
A	0	0	66	506	260	329	69	1230
B	0	0	0	2	2	1	0	5
C	3	0	0	42	22	318	67	452
D	169	2	44	0	11	184	38	448
E	66	0	17	5	0	71	14	173
F	409	4	419	138	71	0	42	1083
G	94	2	96	31	16	18	0	257
Tot.	741	8	642	724	382	921	230	3648

Traffic Lane Flows

Lane	Scenario 13: 2031 Assessment Flows - AM Peak - Sensitivity Test
Junction: J1: A259/A269	
J1:1/1	509
J1:1/2 (with short)	771(In) 515(Out)
J1:1/3 (short)	256
J1:2/1	227
J1:2/2 (with short)	225(In) 222(Out)
J1:2/3 (short)	3
J1:3/1	836
J1:3/2	399
J1:4/1 (with short)	605(In) 544(Out)
J1:4/2 (short)	61
J1:5/1	748
J1:5/2	343
J1:6/1	322
J1:6/2	320
J1:7/1	1090
Junction: J2: A259/Downs Road	
J2:1/1 (short)	455
J2:1/2 (with short)	1083(In) 628(Out)
J2:2/1 (with short)	257(In) 239(Out)
J2:2/2 (short)	18
J2:3/1	748
J2:3/2 (with short)	343(In) 155(Out)
J2:3/3 (short)	188
J2:4/1	921
J2:5/1	230
Junction: J3: London Road / Beeching Road	
J3:1/1	448
J3:2/1	173
J3:3/1	1090
J3:4/1	382
J3:5/1	724
Junction: J4: A269/London Rd Bus Gate	

J4:1/1	832
J4:1/2	398
J4:2/1	5
J4:3/1	749
J4:4/1	741
J4:5/1	8
J4:6/1	836
J4:6/2	399

Lane Saturation Flows

Junction: J1: A259/A269										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795		
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130		
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936		
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	71.8 %	1866	1866		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:7 Left	10.00	28.2 %				
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085		
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895		
J1:3/2 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	7.9 %				
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:7 Ahead	Inf	92.1 %	1952	1952		
J1:4/2 (A269 London Road)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936		
J1:5/1	2.75	0.00	N	Arm J1:5 Left	17.00	56.4 %				
J1:5/2	2.75	0.00	N	Arm J4:3 Ahead	Inf	43.6 %	1800	1800		
J1:6/1				Arm J1:6 Right	16.00	100.0 %	1856	1856		
J1:6/2				Arm J1:6 Right						
J1:7/1				Arm J1:6 Right						
			Infinite Saturation Flow				Inf	Inf		
			Infinite Saturation Flow				Inf	Inf		
			Infinite Saturation Flow				Inf	Inf		
			Infinite Saturation Flow				Inf	Inf		
			Infinite Saturation Flow				Inf	Inf		

Junction: J2: A259/Downs Road										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead Arm J2:5 Left	Inf 11.00	90.8 % 9.2 %	1941	1941		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965		
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773		
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764		
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950		
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085		
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612		
J2:4/1	Infinite Saturation Flow									
J2:5/1	Infinite Saturation Flow									

Junction: J3: London Road / Beeching Road										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead Arm J3:4 Left	Inf 9.00	97.5 % 2.5 %	1987	1987		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left Arm J3:5 Right	8.00 5.00	97.1 % 2.9 %	1680	1680		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right Arm J3:5 Ahead	6.00 Inf	34.0 % 66.0 %	1852	1852		
J3:4/1	Infinite Saturation Flow									
J3:5/1	Infinite Saturation Flow									

Junction: J4: A269/London Rd Bus Gate									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
J4:1/1 (A269 North Lane 1)			Infinite Saturation Flow				Inf	Inf	
J4:1/2 (A269 North Lane 2)			Infinite Saturation Flow				Inf	Inf	
J4:2/1 (London Road Lane 1)			Infinite Saturation Flow				Inf	Inf	
J4:3/1 (A269 South Lane 1)			Infinite Saturation Flow				Inf	Inf	
J4:4/1			Infinite Saturation Flow				Inf	Inf	
J4:5/1			Infinite Saturation Flow				Inf	Inf	
J4:6/1			Infinite Saturation Flow				Inf	Inf	
J4:6/2			Infinite Saturation Flow				Inf	Inf	

Scenario 14: '2031 Assessment Flows - PM Peak - Sensitivity Test' (FG14: '2031 Assessment Flows - PM Peak - Sensitivity Test', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

	Destination							Tot.
	A	B	C	D	E	F	G	
A	0	0	114	389	146	279	73	1001
B	0	0	0	1	0	1	0	2
C	3	0	0	42	16	350	93	504
D	213	1	119	0	14	208	55	610
E	71	0	39	5	0	69	18	202
F	431	1	339	127	48	0	18	964
G	86	0	68	26	9	42	0	231
Tot.	804	2	679	590	233	949	257	3514

Traffic Lane Flows

Lane	Scenario 14: 2031 Assessment Flows - PM Peak - Sensitivity Test
Junction: J1: A259/A269	
J1:1/1	518
J1:1/2 (with short)	617(In) 407(Out)
J1:1/3 (short)	210
J1:2/1	246
J1:2/2 (with short)	258(In) 255(Out)
J1:2/3 (short)	3
J1:3/1	650
J1:3/2	353
J1:4/1 (with short)	793(In) 635(Out)
J1:4/2 (short)	158
J1:5/1	745
J1:5/2	401
J1:6/1	341
J1:6/2	338
J1:7/1	804
Junction: J2: A259/Downs Road	
J2:1/1 (short)	450
J2:1/2 (with short)	964(In) 514(Out)
J2:2/1 (with short)	231(In) 189(Out)
J2:2/2 (short)	42
J2:3/1	745
J2:3/2 (with short)	401(In) 162(Out)
J2:3/3 (short)	239
J2:4/1	949
J2:5/1	257
Junction: J3: London Road / Beeching Road	
J3:1/1	610
J3:2/1	202
J3:3/1	804
J3:4/1	233
J3:5/1	590
Junction: J4: A269/London Rd Bus Gate	

J4:1/1	649
J4:1/2	352
J4:2/1	2
J4:3/1	806
J4:4/1	804
J4:5/1	2
J4:6/1	650
J4:6/2	353

Lane Saturation Flows

Junction: J1: A259/A269										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795		
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130		
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936		
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	76.4 %	1879	1879		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:7 Left	10.00	23.6 %				
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085		
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:6 Left	18.00	17.5 %				
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:7 Ahead	Inf	82.5 %	1937	1937		
J1:4/2 (A269 London Road)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936		
J1:5/1	2.75	0.00	N	Arm J1:5 Left Arm J4:3 Ahead	17.00 Inf	55.1 % 44.9 %	1802	1802		
J1:6/1	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856		
J1:5/1	Infinite Saturation Flow									
J1:5/2	Infinite Saturation Flow									
J1:6/1	Infinite Saturation Flow									
J1:6/2	Infinite Saturation Flow									
J1:7/1	Infinite Saturation Flow									

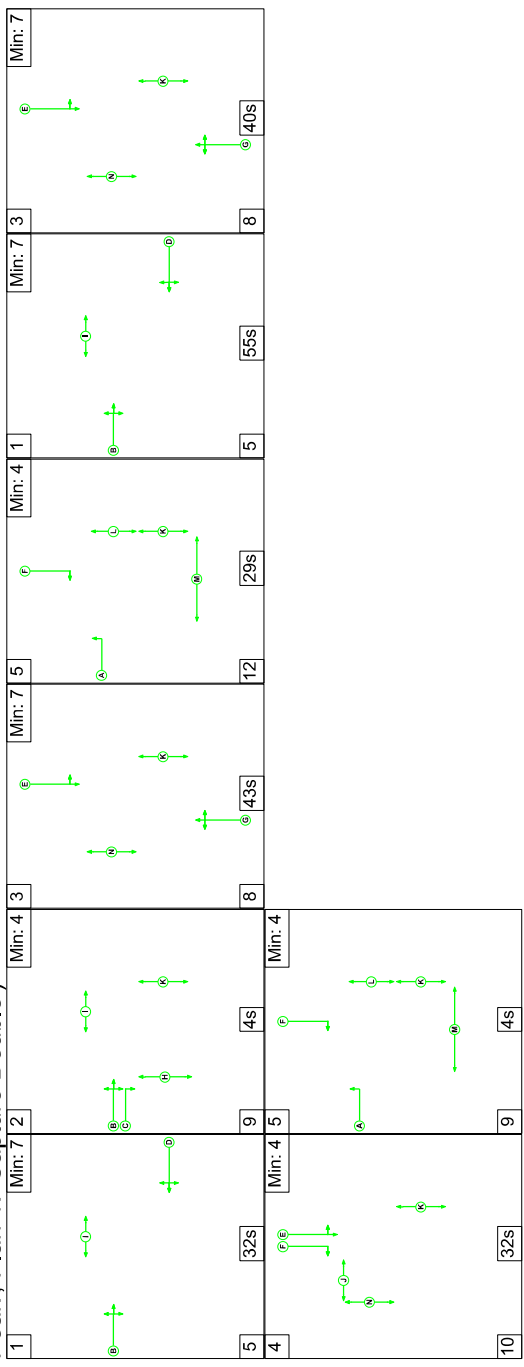
Junction: J2: A259/Downs Road										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	96.0 %	1954	1954		
				Arm J2:5 Left	11.00	4.0 %				
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965		
				Arm J1:1 Left	11.00	100.0 %			1773	1773
J2:2/2 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1764	1764		
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764		
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950		
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085		
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612		
J2:4/1	Infinite Saturation Flow									
J2:5/1	Infinite Saturation Flow									

Junction: J3: London Road / Beeching Road										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.7 %	1987	1987		
				Arm J3:4 Left	9.00	2.3 %				
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.5 %	1680	1680		
				Arm J3:5 Right	5.00	2.5 %				
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	27.2 %	1882	1882		
				Arm J3:5 Ahead	Inf	72.8 %				
J3:4/1	Infinite Saturation Flow									
J3:5/1	Infinite Saturation Flow									

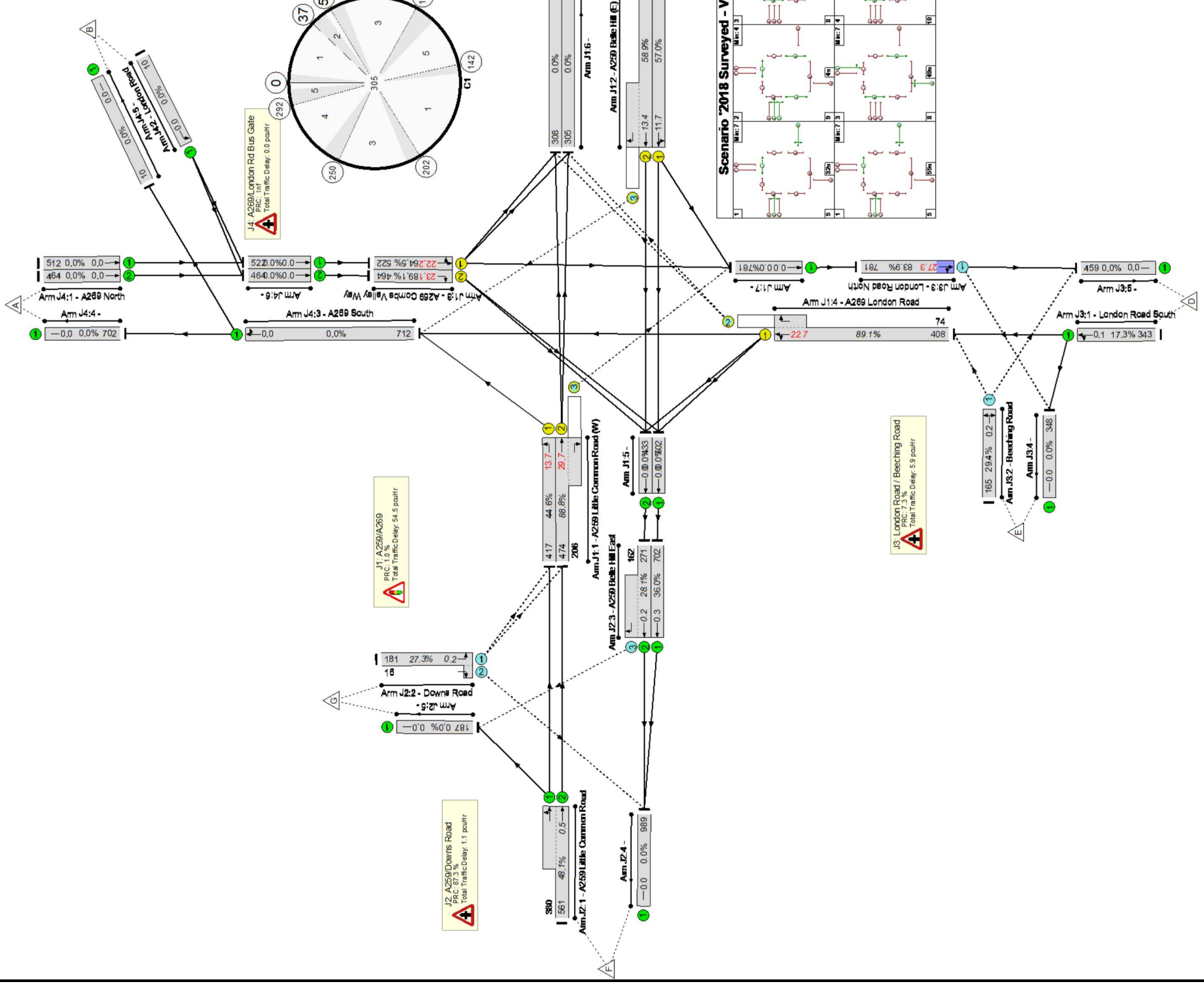
Junction: J4: A269/London Rd Bus Gate								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A269 North Lane 1)			Infinite Saturation Flow				Inf	Inf
J4:1/2 (A269 North Lane 2)			Infinite Saturation Flow				Inf	Inf
J4:2/1 (London Road Lane 1)			Infinite Saturation Flow				Inf	Inf
J4:3/1 (A269 South Lane 1)			Infinite Saturation Flow				Inf	Inf
J4:4/1			Infinite Saturation Flow				Inf	Inf
J4:5/1			Infinite Saturation Flow				Inf	Inf
J4:6/1			Infinite Saturation Flow				Inf	Inf
J4:6/2			Infinite Saturation Flow				Inf	Inf

Stage Sequence Diagram

Scenario 1: '2018 Surveyed - Validation - AM Peak' (FG1: '2018 Surveyed Flows (Extracted from Prime TA) - AM Peak', Plan 1: 'Capture Double')



Network Layout Diagram



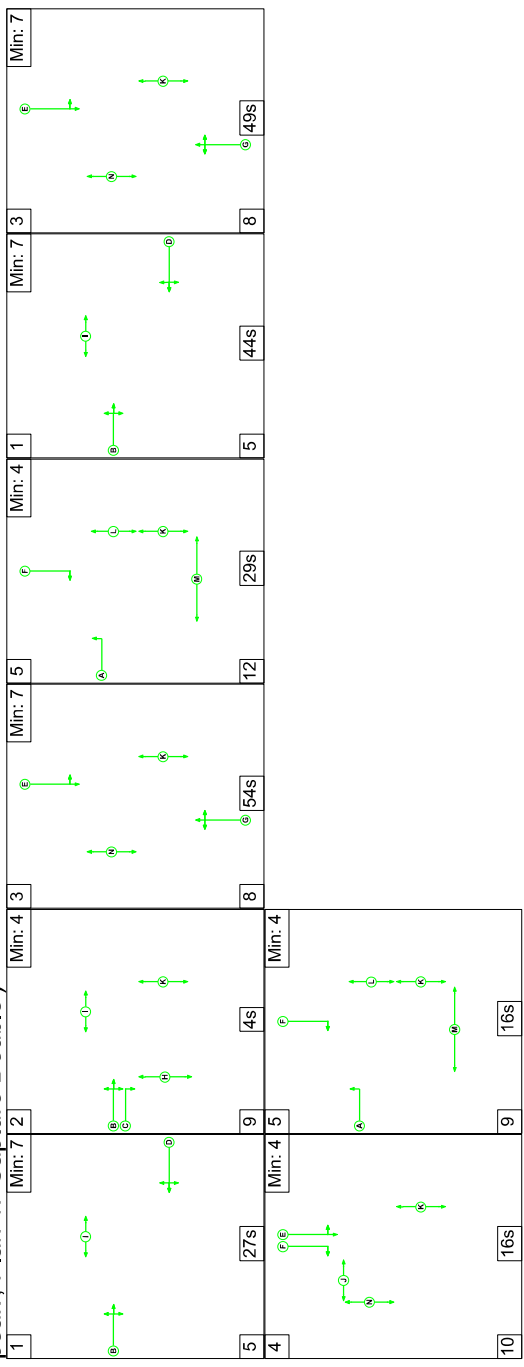
Network Results

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	89.1%	42.3	17.6	61.5	-	-	-	-
J1: A259/A269	-	-	-	-	-	89.1%	39.3	13.6	54.5	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	417	1795	936	44.6%	2.8	0.4	3.2	27.3	13.3	0.4	13.7
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	680	2130:1936	766	88.8%	8.7	3.7	13.3	70.2	26.1	3.7	29.7
2/1	A259 Belle Hill (E) Ahead Left	D	306	1839	537	57.0%	3.9	0.7	4.6	53.6	11.1	0.7	11.7
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	370	2085:1895	628	58.9%	4.7	0.7	5.7	55.1	12.7	0.7	13.4
3/1	A269 Combe Valley Way Left Ahead	E	522	1945	810	64.5%	5.4	0.9	6.3	43.3	21.3	0.9	22.2
3/2	A269 Combe Valley Way Right	F	464	1936	520	89.1%	6.9	3.6	10.6	82.0	19.5	3.6	23.1
4/1+4/2	A269 London Road Left Right Ahead	G	482	1833:1856	541	89.1%	6.9	3.6	11.0	82.0	19.0	3.6	22.7
J2: A259/Downs Road	-	-	-	-	-	48.1%	0.0	1.1	1.1	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	941	1965:1948	1958	48.1%	0.0	0.5	0.5	1.8	0.0	0.5	0.5
2/1+2/2	Downs Road Left Right	-	197	1773:1764	720	27.3%	0.0	0.2	0.2	3.4	0.0	0.2	0.2
3/1	A259 Belle Hill East Ahead	-	702	1950	1950	36.0%	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	433	2085:1612	1541	28.1%	0.0	0.2	0.2	1.6	0.0	0.2	0.2
J3: London Road / Beeching Road	-	-	-	-	-	83.9%	3.1	2.8	5.9	-	-	-	-
1/1	London Road South Ahead Left	-	343	1982	1982	17.3%	0.0	0.1	0.1	1.1	0.0	0.1	0.1
2/1	Beeching Road Left Right	-	165	1673	560	29.4%	0.0	0.2	0.2	4.5	0.0	0.2	0.2

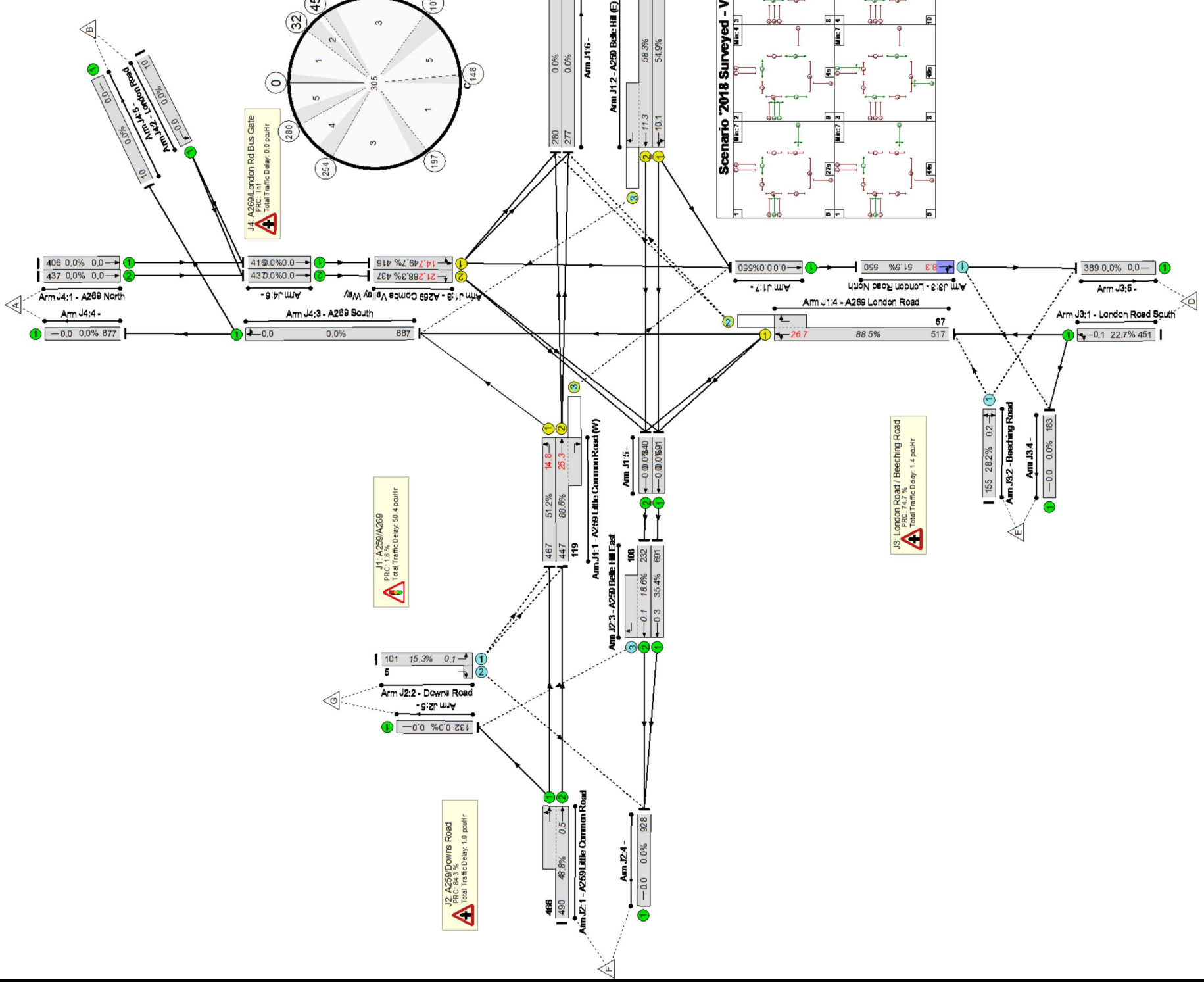
3/1	London Road North Right Ahead	-	781	1816	931	83.9%	3.1	2.5	5.6	25.7	24.8	2.5	27.3
J4: A269/London Rd Bus Gate	-	-	-	-	-	0.0%	0.0	0.0	0.0	-	-	-	-
C1		PRC for Signalled Lanes (%):		1.0	Total Delay for Signalled Lanes (pcuHr):		54.47	Cycle Time (s):		305			
		PRC Over All Lanes (%):		1.0	Total Delay Over All Lanes(pcuHr):		61.49						

Stage Sequence Diagram

Scenario 2: '2018 Surveyed - Validation - PM Peak' (FG2: '2018 Surveyed Flows (Extracted from Prime TA) - PM peak', Plan 1: 'Capture Double')



Network Layout Diagram

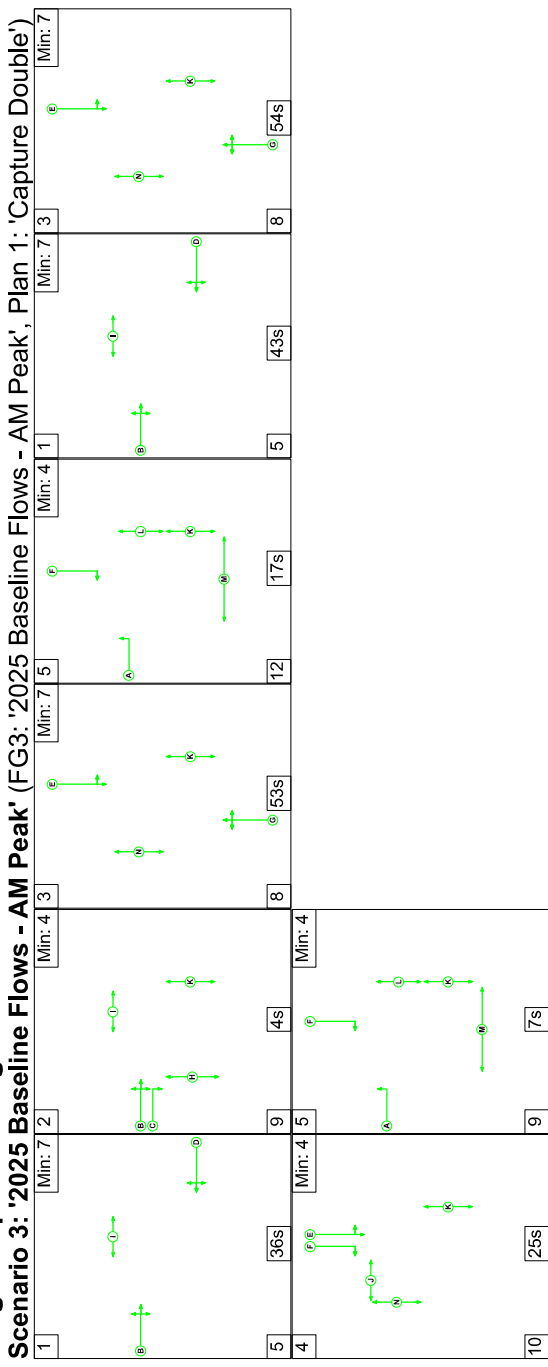


Network Results

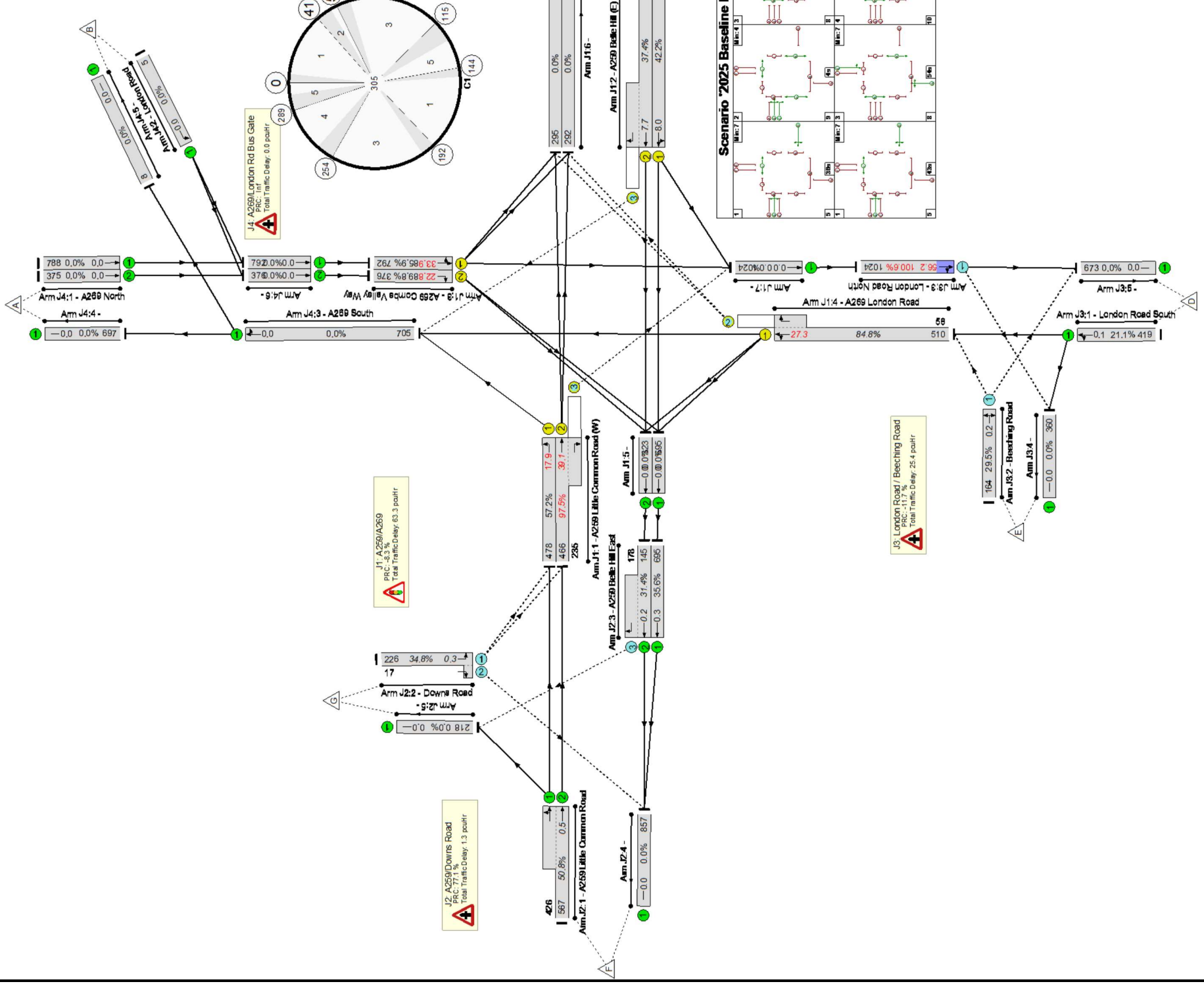
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	88.6%	37.5	14.6	52.8	-	-	-	-
J1: A259/A269	-	-	-	-	-	88.6%	36.9	12.7	50.4	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	467	1795	912	51.2%	3.3	0.5	3.8	29.2	14.3	0.5	14.8
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	566	2130:1936	639	88.6%	8.0	3.5	11.8	75.2	21.8	3.5	25.3
2/1	A259 Belle Hill (E) Ahead Left	D	247	1879	450	54.9%	3.5	0.6	4.1	59.7	9.5	0.6	10.1
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	308	2085:1895	529	58.3%	4.3	0.7	5.3	62.4	10.6	0.7	11.3
3/1	A269 Combe Valley Way Left Ahead	E	416	1948	837	49.7%	3.7	0.5	4.2	36.2	14.2	0.5	14.7
3/2	A269 Combe Valley Way Right	F	437	1936	495	88.3%	6.6	3.4	10.0	82.3	17.8	3.4	21.2
4/1+4/2	A269 London Road Left Right Ahead	G	584	1847:1856	660	88.5%	7.5	3.5	11.2	68.8	23.2	3.5	26.7
J2: A259/Downs Road	-	-	-	-	-	48.8%	0.0	1.0	1.0	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	956	1965:1951	1958	48.8%	0.0	0.5	0.5	1.8	0.0	0.5	0.5
2/1+2/2	Downs Road Left Right	-	106	1773:1764	693	15.3%	0.0	0.1	0.1	3.1	0.0	0.1	0.1
3/1	A259 Belle Hill East Ahead	-	691	1950	1950	35.4%	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	340	2085:1612	1829	18.6%	0.0	0.1	0.1	1.2	0.0	0.1	0.1
J3: London Road / Beeching Road	-	-	-	-	-	51.5%	0.6	0.9	1.4	-	-	-	-
1/1	London Road South Ahead Left	-	451	1984	1984	22.7%	0.0	0.1	0.1	1.2	0.0	0.1	0.1
2/1	Beeching Road Left Right	-	155	1677	550	28.2%	0.0	0.2	0.2	4.6	0.0	0.2	0.2

3/1	London Road North Right Ahead	-	550	1867	1068	51.5%	0.6	0.5	1.1	7.2	7.8	0.5	8.3
J4: A269/London Rd Bus Gate	-	-	-	-	-	0.0%	0.0	0.0	0.0	-	-	-	-
C1		PRC for Signalled Lanes (%):		1.6	Total Delay for Signalled Lanes (pcuHr):		50.39	Cycle Time (s): 305					
		PRC Over All Lanes (%):		1.6	Total Delay Over All Lanes(pcuHr):		52.78						

Stage Sequence Diagram



Network Layout Diagram

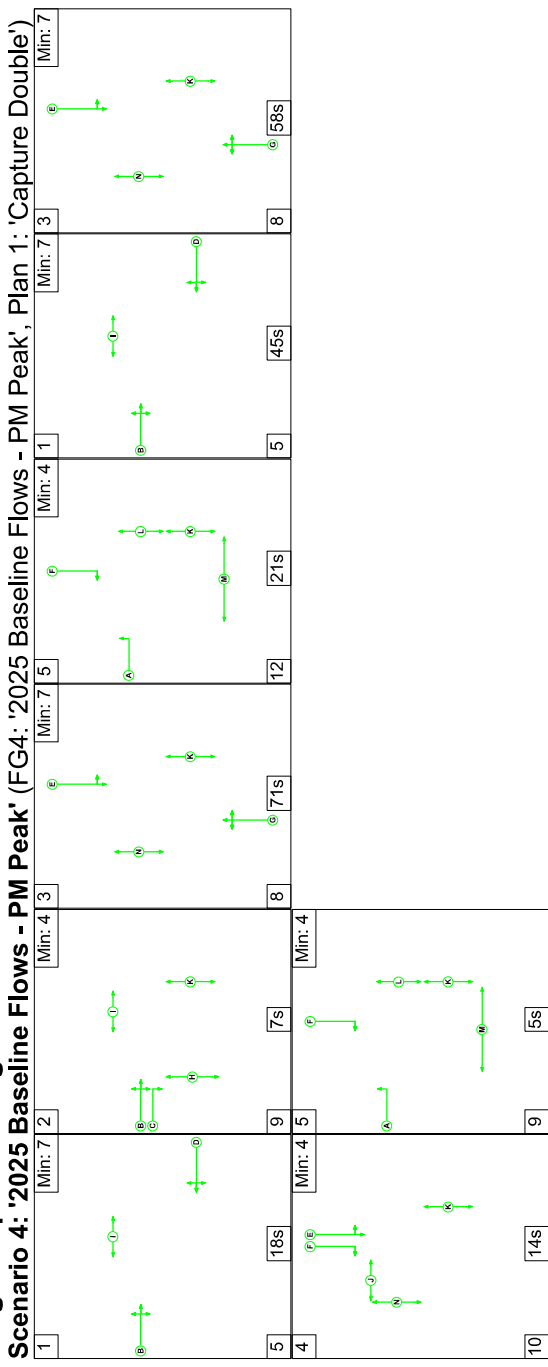


Network Results

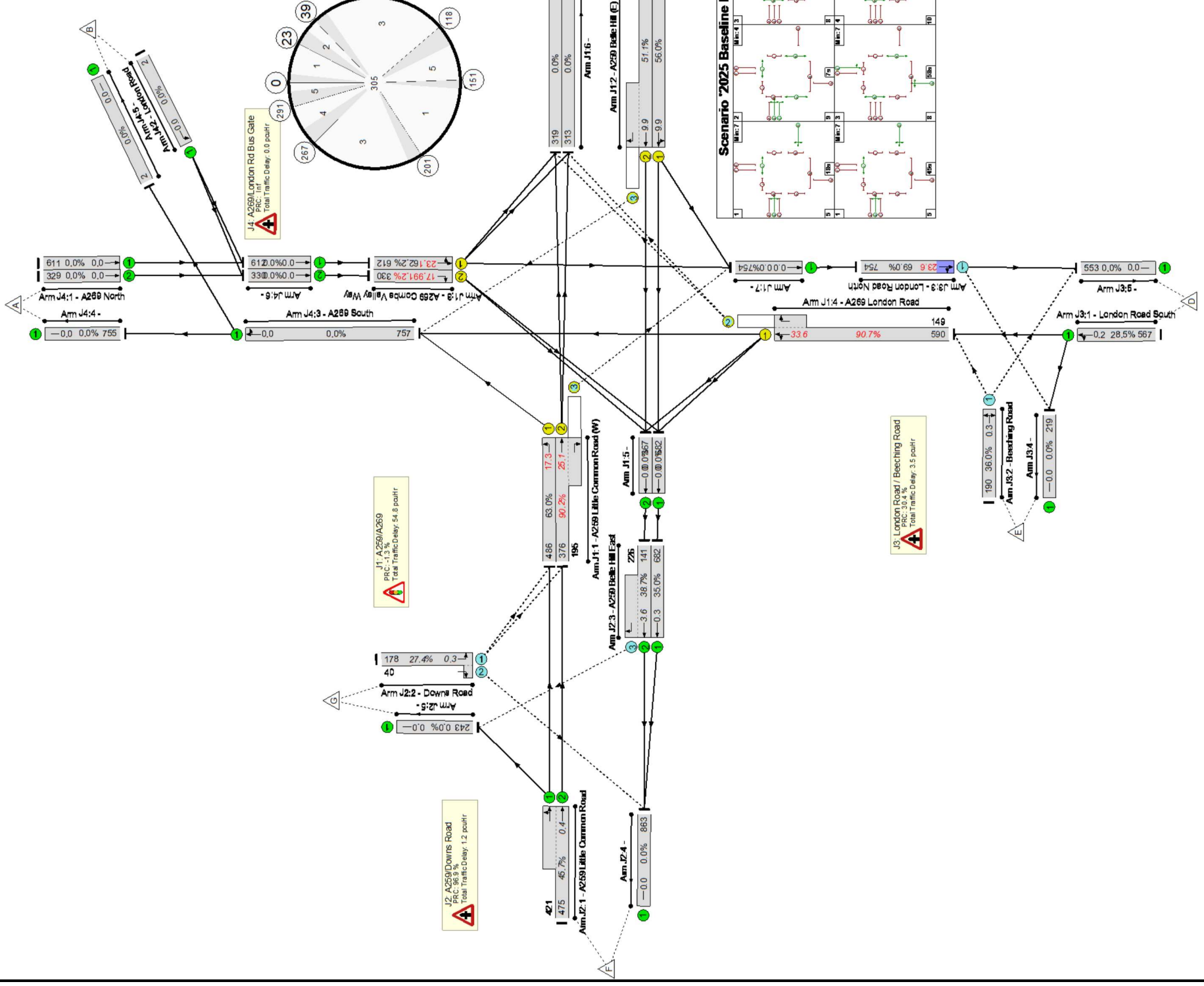
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	100.6%	49.6	39.2	90.0	-	-	-	-
J1: A259/A269	-	-	-	-	-	97.5%	42.1	20.1	63.3	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	478	1795	836	57.2%	4.1	0.7	4.7	35.6	17.3	0.7	17.9
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	701	2130:1936	719	97.5%	10.0	9.4	20.0	103.0	29.7	9.4	39.1
2/1	A259 Belle Hill (E) Ahead Left	D	209	1865	495	42.2%	2.7	0.4	3.1	52.7	7.6	0.4	8.0
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	210	2085:1895	561	37.4%	2.7	0.3	3.0	51.3	7.4	0.3	7.7
3/1	A269 Combe Valley Way Left Ahead	E	792	1952	922	85.9%	7.9	2.9	10.8	49.1	31.0	2.9	33.9
3/2	A269 Combe Valley Way Right	F	376	1936	419	89.8%	7.6	3.7	11.3	108.5	19.1	3.7	22.8
4/1+4/2	A269 London Road Left Right Ahead	G	568	1801:1856	670	84.8%	7.1	2.7	10.3	65.6	24.7	2.7	27.3
J2: A259/Downs Road	-	-	-	-	-	50.8%	0.0	1.3	1.3	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	993	1965:1940	1954	50.8%	0.0	0.5	0.5	1.9	0.0	0.5	0.5
2/1+2/2	Downs Road Left Right	-	243	1773:1764	698	34.8%	0.0	0.3	0.3	4.0	0.0	0.3	0.3
3/1	A259 Belle Hill East Ahead	-	695	1950	1950	35.6%	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	323	2085:1612	1029	31.4%	0.0	0.2	0.2	2.5	0.0	0.2	0.2
J3: London Road / Beeching Road	-	-	-	-	-	100.6%	7.6	17.8	25.4	-	-	-	-
1/1	London Road South Ahead Left	-	419	1987	1987	21.1%	0.0	0.1	0.1	1.1	0.0	0.1	0.1
2/1	Beeching Road Left Right	-	164	1679	556	29.5%	0.0	0.2	0.2	4.6	0.0	0.2	0.2

3/1	London Road North Right Ahead	-	1024	1851	1018	100.6%	7.6	17.5	25.1	88.1	38.7	17.5	56.2
J4: A269/London Rd Bus Gate	-	-	-	-	-	0.0%	0.0	0.0	0.0	-	-	-	-
C1		PRC for Signalled Lanes (%):		-8.3		Total Delay for Signalled Lanes (pcuHr):		63.32		Cycle Time (s): 305			
		PRC Over All Lanes (%):		-11.7		Total Delay Over All Lanes(pcuHr):		90.01					

Stage Sequence Diagram



Network Layout Diagram



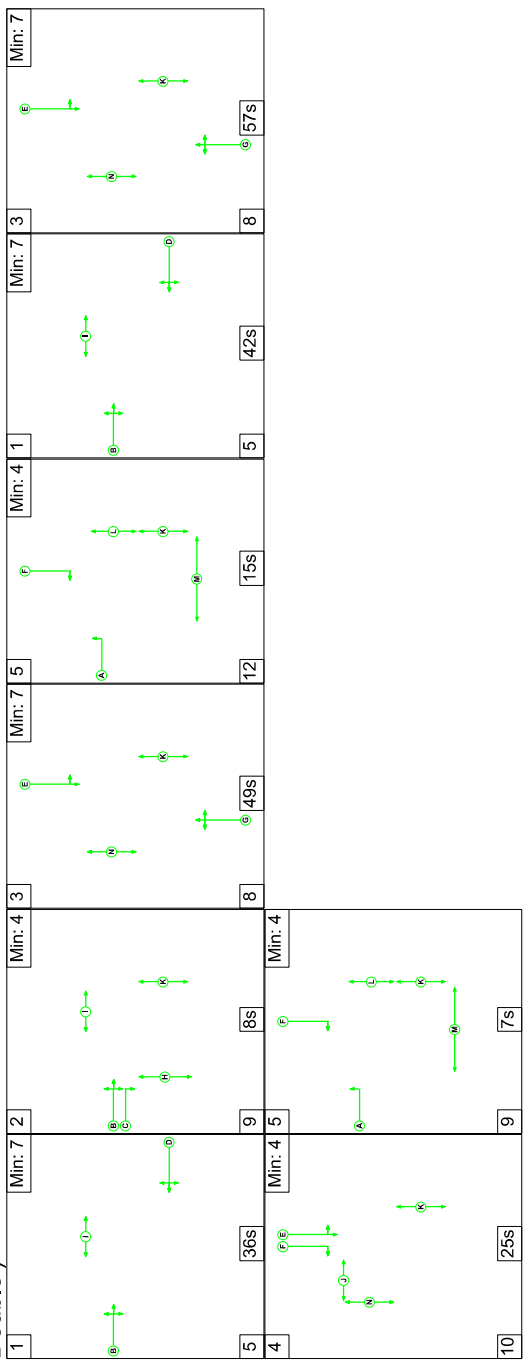
Network Results

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	91.2%	40.0	18.1	59.5	-	-	-	-
J1: A259/A269	-	-	-	-	-	91.2%	38.0	15.4	54.8	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	486	1795	771	63.0%	4.6	0.8	5.4	40.3	16.5	0.8	17.3
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	571	2130:1936	633	90.2%	8.3	4.1	12.9	81.3	21.0	4.1	25.1
2/1	A259 Belle Hill (E) Ahead Left	D	224	1877	400	56.0%	3.4	0.6	4.0	64.3	9.3	0.6	9.9
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	230	2085:1895	450	51.1%	3.4	0.5	4.0	62.0	9.3	0.5	9.9
3/1	A269 Combe Valley Way Left Ahead	E	612	1937	984	62.2%	4.8	0.8	5.6	32.9	22.3	0.8	23.1
3/2	A269 Combe Valley Way Right	F	330	1936	362	91.2%	5.6	4.1	9.7	105.7	13.8	4.1	17.9
4/1+4/2	A269 London Road Left Right Ahead	G	739	1803:1856	815	90.7%	8.1	4.4	13.2	64.5	29.2	4.4	33.6
J2: A259/Downs Road	-	-	-	-	-	45.7%	0.0	1.2	1.2	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	896	1965:1954	1960	45.7%	0.0	0.4	0.4	1.7	0.0	0.4	0.4
2/1+2/2	Downs Road Left Right	-	218	1773:1764	795	27.4%	0.0	0.2	0.2	3.1	0.1	0.2	0.3
3/1	A259 Belle Hill East Ahead	-	682	1950	1950	35.0%	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	367	2085:1612	949	38.7%	0.0	0.3	0.3	3.2	3.3	0.3	3.6
J3: London Road / Beeching Road	-	-	-	-	-	69.0%	1.9	1.6	3.5	-	-	-	-
1/1	London Road South Ahead Left	-	567	1987	1987	28.5%	0.0	0.2	0.2	1.3	0.0	0.2	0.2
2/1	Beeching Road Left Right	-	190	1680	528	36.0%	0.0	0.3	0.3	5.3	0.0	0.3	0.3

3/1	London Road North Right Ahead	-	754	1881	1093	69.0%	1.9	1.1	3.0	14.4	22.5	1.1	23.6
J4: A269/London Rd Bus Gate	-	-	-	-	-	0.0%	0.0	0.0	0.0	-	-	-	-
C1		PRC for Signalled Lanes (%):		-1.3		Total Delay for Signalled Lanes (pcuHr):		54.80		Cycle Time (s): 305			
		PRC Over All Lanes (%):		-1.3		Total Delay Over All Lanes(pcuHr):		59.51					

Stage Sequence Diagram

Scenario 5: '2025 Assessment Flows - AM Peak' (FG5: '2025 Assessment Flows - AM Peak', Plan 1: 'Capture Double')



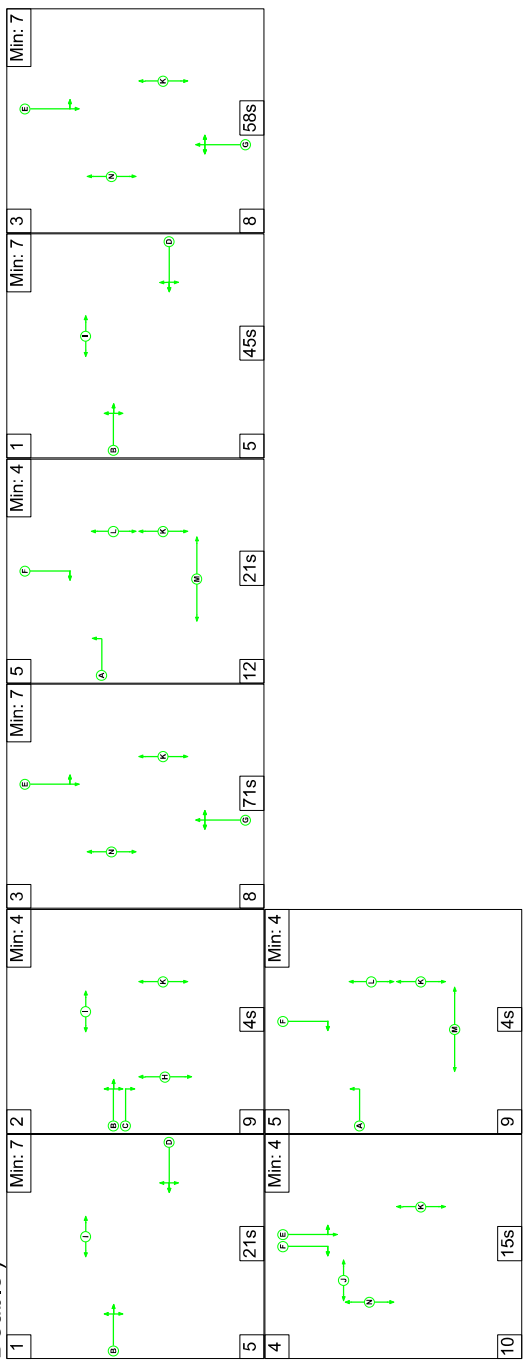
Network Results

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	100.8%	52.5	42.8	96.4	-	-	-	-
J1: A259/A269	-	-	-	-	-	98.3%	44.4	22.9	68.5	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	482	1795	842	57.3%	4.1	0.7	4.8	35.8	18.1	0.7	18.7
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	726	2130:1936	739	98.3%	10.5	10.7	21.8	107.9	32.5	10.7	43.2
2/1	A259 Belle Hill (E) Ahead Left	D	211	1865	489	43.1%	2.8	0.4	3.1	53.5	7.9	0.4	8.3
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	214	2085:1895	555	38.6%	2.8	0.3	3.1	52.1	7.9	0.3	8.2
3/1	A269 Combe Valley Way Left Ahead	E	792	1952	915	86.5%	8.7	3.1	11.8	53.6	32.7	3.1	35.8
3/2	A269 Combe Valley Way Right	F	378	1936	406	93.0%	8.2	5.0	13.2	125.5	20.6	5.0	25.6
4/1+4/2	A269 London Road Left Right Ahead	G	570	1800:1856	663	85.9%	7.3	2.9	10.7	67.9	25.7	2.9	28.6
J2: A259/Downs Road	-	-	-	-	-	52.3%	0.0	1.3	1.3	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	1022	1965:1940	1954	52.3%	0.0	0.5	0.5	1.9	0.0	0.5	0.5
2/1+2/2	Downs Road Left Right	-	243	1773:1764	695	34.9%	0.0	0.3	0.3	4.0	0.0	0.3	0.3
3/1	A259 Belle Hill East Ahead	-	703	1950	1950	36.1%	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	326	2085:1612	1029	31.7%	0.0	0.2	0.2	2.6	0.0	0.2	0.2
J3: London Road / Beeching Road	-	-	-	-	-	100.8%	8.0	18.5	26.6	-	-	-	-
1/1	London Road South Ahead Left	-	421	1987	1987	21.2%	0.0	0.1	0.1	1.1	0.0	0.1	0.1
2/1	Beeching Road Left Right	-	164	1679	556	29.5%	0.0	0.2	0.2	4.6	0.0	0.2	0.2

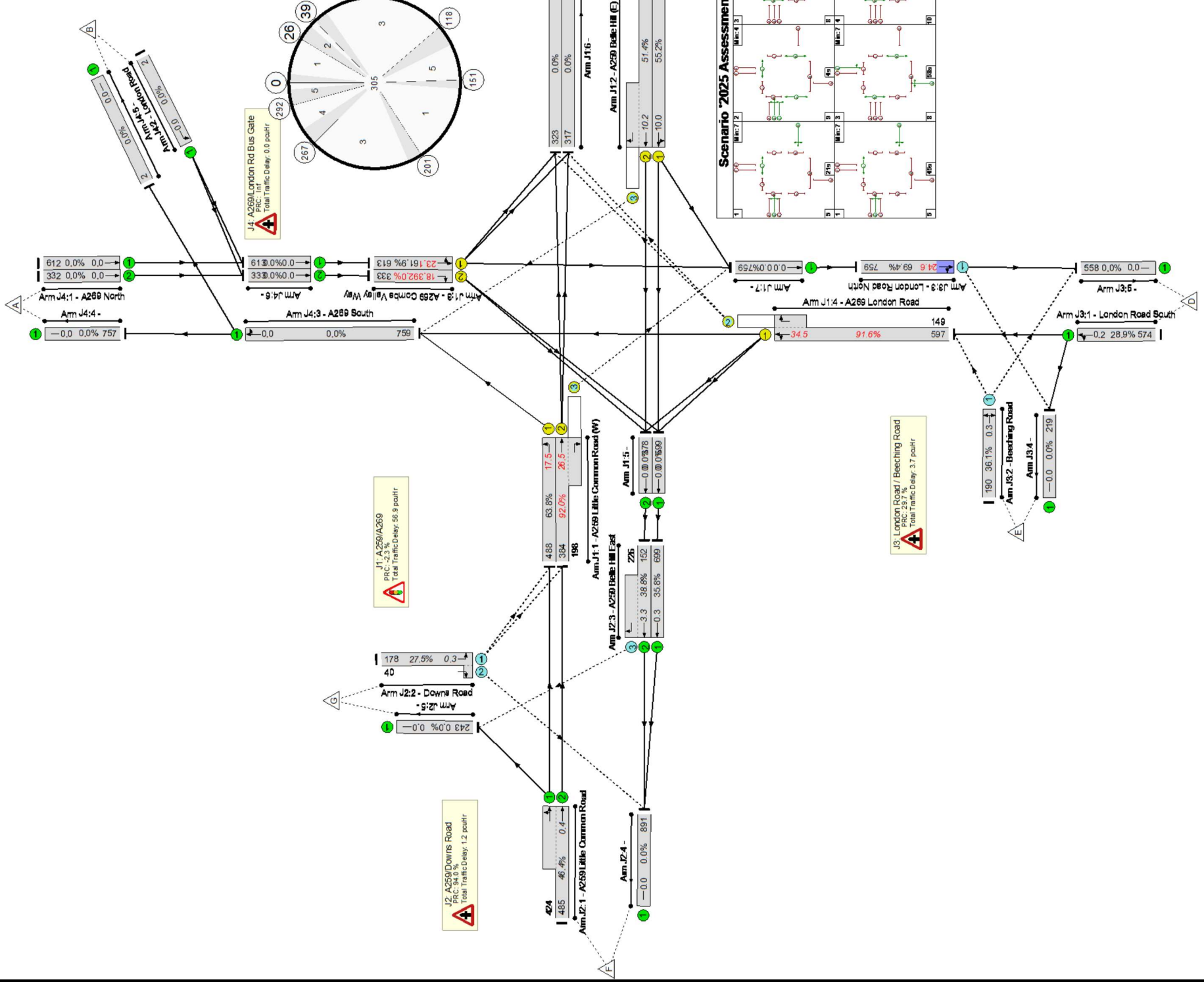
3/1	London Road North Right Ahead	-	1030	1852	1022	100.8%	8.0	18.2	26.2	91.7	42.6	18.2	60.8
J4: A269/London Rd Bus Gate	-	-	-	-	-	0.0%	0.0	0.0	0.0	-	-	-	-
C1		PRC for Signalled Lanes (%):		-9.2		Total Delay for Signalled Lanes (pcuHr):		68.51		Cycle Time (s): 305			
		PRC Over All Lanes (%):		-12.0		Total Delay Over All Lanes(pcuHr):		96.42					

Stage Sequence Diagram

Scenario 6: '2025 Assessment Flows - PM Peak' (FG6: '2025 Assessment Flows - PM Peak', Plan 1: 'Capture Double')



Network Layout Diagram

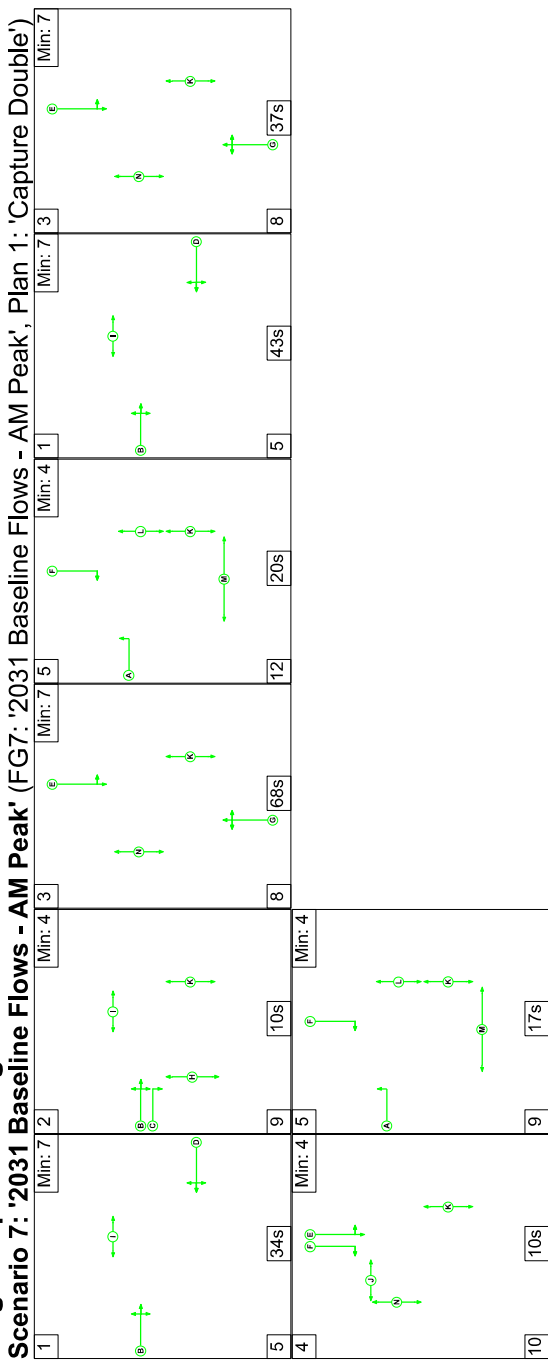


Network Results

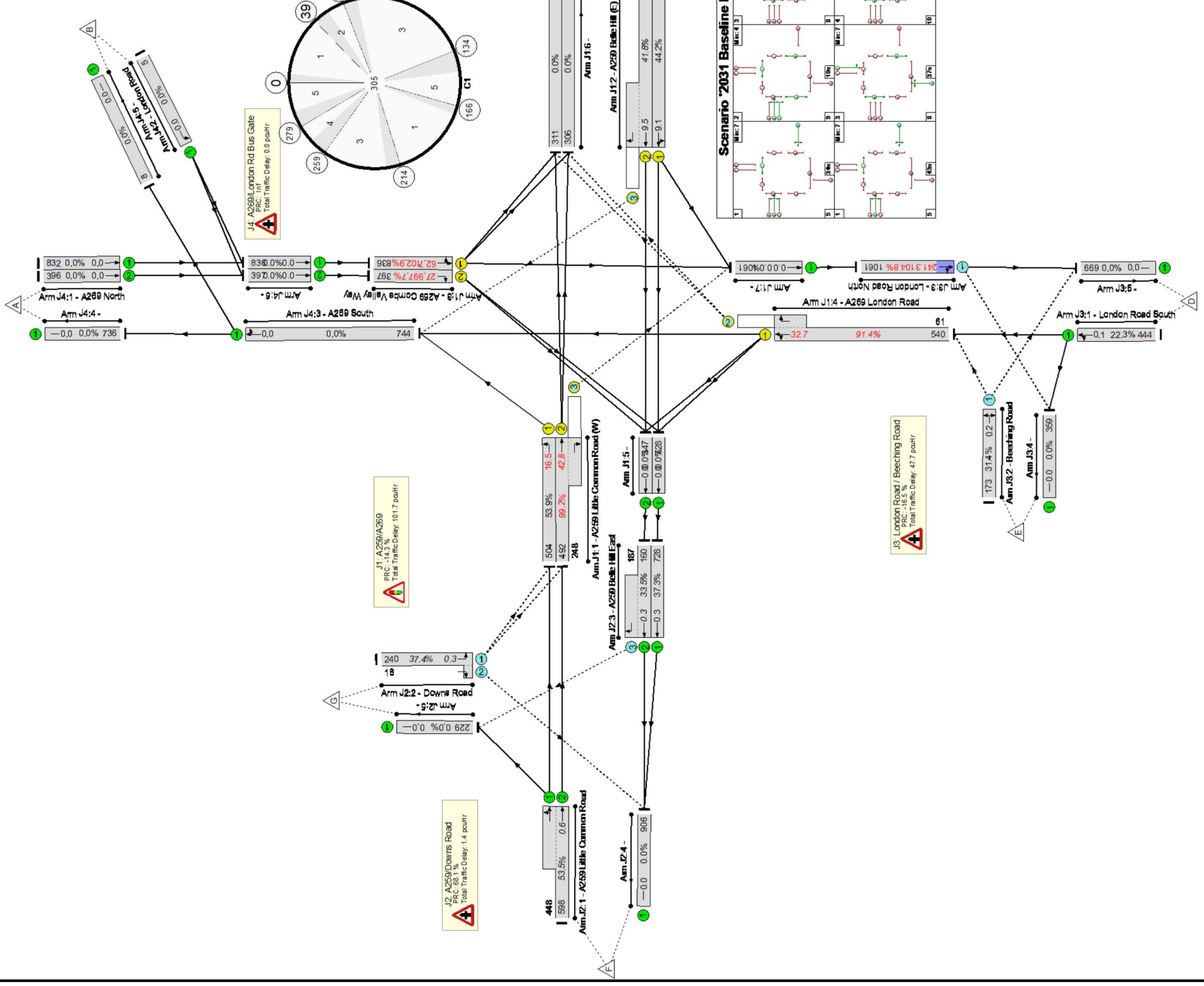
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	92.0%	40.7	19.7	61.8	-	-	-	-
J1: A259/A269	-	-	-	-	-	92.0%	38.6	16.8	56.9	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	488	1795	765	63.8%	4.7	0.9	5.6	41.0	16.7	0.9	17.5
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	582	2130:1936	633	92.0%	8.5	4.8	13.9	86.0	21.7	4.8	26.5
2/1	A259 Belle Hill (E) Ahead Left	D	231	1878	419	55.2%	3.4	0.6	4.0	62.4	9.4	0.6	10.0
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	242	2085:1895	471	51.4%	3.5	0.5	4.1	60.5	9.7	0.5	10.2
3/1	A269 Combe Valley Way Left Ahead	E	613	1937	991	61.9%	4.7	0.8	5.5	32.5	22.3	0.8	23.1
3/2	A269 Combe Valley Way Right	F	333	1936	362	92.0%	5.6	4.4	10.1	108.7	13.9	4.4	18.3
4/1+4/2	A269 London Road Left Right Ahead	G	746	1802:1856	815	91.6%	8.2	4.8	13.8	66.5	29.7	4.8	34.5
J2: A259/Downs Road	-	-	-	-	-	46.4%	0.0	1.2	1.2	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	909	1965:1954	1960	46.4%	0.0	0.4	0.4	1.7	0.0	0.4	0.4
2/1+2/2	Downs Road Left Right	-	218	1773:1764	794	27.5%	0.0	0.2	0.2	3.1	0.1	0.2	0.3
3/1	A259 Belle Hill East Ahead	-	699	1950	1950	35.8%	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	378	2085:1612	974	38.8%	0.0	0.3	0.3	3.1	2.9	0.3	3.3
J3: London Road / Beeching Road	-	-	-	-	-	69.4%	2.1	1.6	3.7	-	-	-	-
1/1	London Road South Ahead Left	-	574	1987	1987	28.9%	0.0	0.2	0.2	1.3	0.0	0.2	0.2
2/1	Beeching Road Left Right	-	190	1680	526	36.1%	0.0	0.3	0.3	5.3	0.0	0.3	0.3

3/1	London Road North Right Ahead	-	759	1882	1094	69.4%	2.1	1.1	3.2	15.2	23.4	1.1	24.6
J4: A269/London Rd Bus Gate	-	-	-	-	-	0.0%	0.0	0.0	0.0	-	-	-	-
C1		PRC for Signalled Lanes (%):		-2.3		Total Delay for Signalled Lanes (pcuHr):		56.90		Cycle Time (s): 305			
		PRC Over All Lanes (%):		-2.3		Total Delay Over All Lanes(pcuHr):		61.82					

Stage Sequence Diagram



Network Layout Diagram

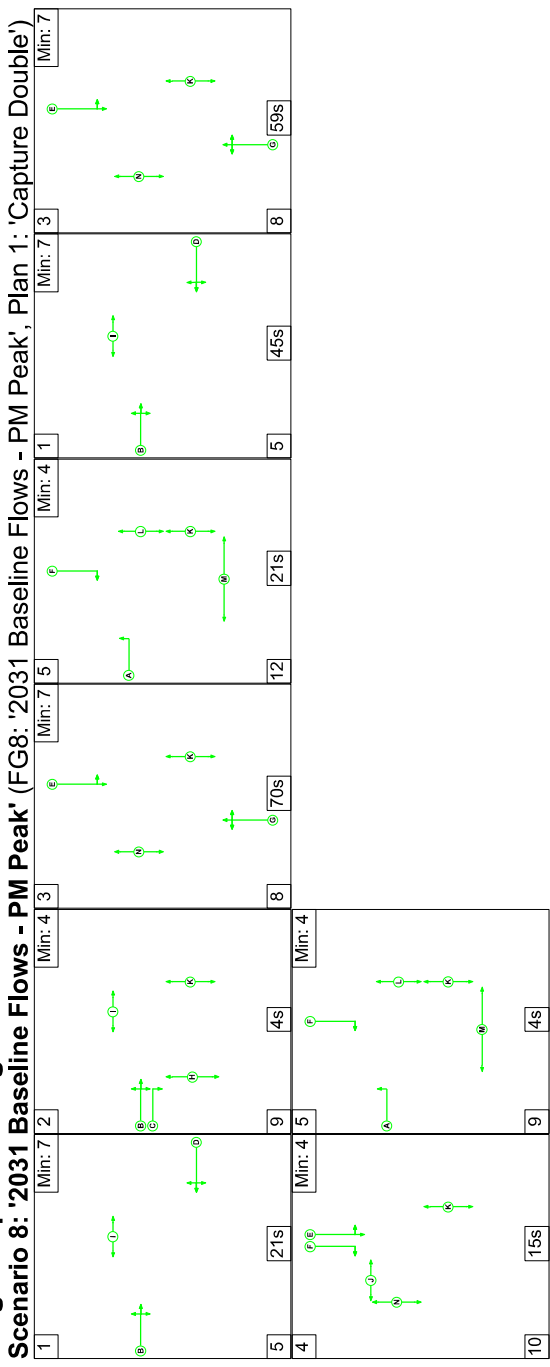


Network Results

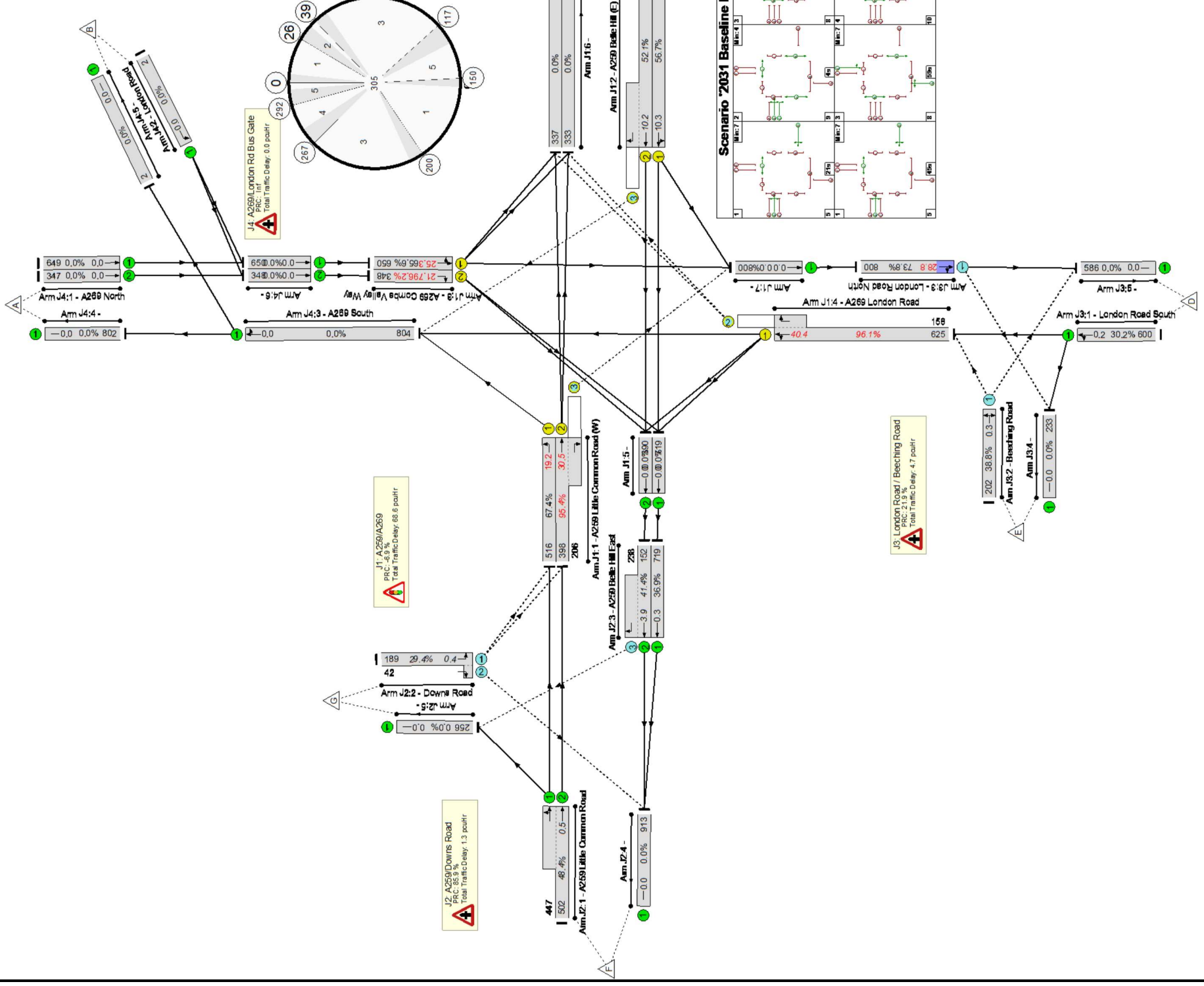
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	104.8%	67.9	81.6	150.8	-	-	-	-
J1: A259/A269	-	-	-	-	-	102.9%	53.1	47.3	101.7	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	504	1795	936	53.9%	3.5	0.6	4.0	28.8	16.0	0.6	16.5
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	740	2130:1936	746	99.2%	11.8	12.1	24.5	119.2	30.7	12.1	42.8
2/1	A259 Belle Hill (E) Ahead Left	D	213	1861	482	44.2%	2.9	0.4	3.3	55.2	8.7	0.4	9.1
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	229	2085:1895	547	41.8%	3.1	0.4	3.5	54.3	9.2	0.4	9.5
3/1	A269 Combe Valley Way Left Ahead	E	836	1952	813	102.9%	14.7	21.4	36.1	155.6	41.3	21.4	62.7
3/2	A269 Combe Valley Way Right	F	397	1936	406	97.7%	8.8	7.9	16.7	151.6	20.0	7.9	27.9
4/1+4/2	A269 London Road Left Right Ahead	G	601	1801:1856	658	91.4%	8.4	4.6	13.7	81.8	28.2	4.6	32.7
J2: A259/Downs Road	-	-	-	-	-	53.5%	0.0	1.4	1.4	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	1046	1965:1940	1954	53.5%	0.0	0.6	0.6	2.0	0.0	0.6	0.6
2/1+2/2	Downs Road Left Right	-	258	1773:1764	691	37.4%	0.0	0.3	0.3	4.2	0.0	0.3	0.3
3/1	A259 Belle Hill East Ahead	-	728	1950	1950	37.3%	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	347	2085:1612	1035	33.5%	0.0	0.3	0.3	2.6	0.0	0.3	0.3
J3: London Road / Beeching Road	-	-	-	-	-	104.8%	14.8	32.9	47.7	-	-	-	-
1/1	London Road South Ahead Left	-	444	1987	1987	22.3%	0.0	0.1	0.1	1.2	0.0	0.1	0.1
2/1	Beeching Road Left Right	-	173	1680	552	31.4%	0.0	0.2	0.2	4.7	0.0	0.2	0.2

3/1	London Road North Right Ahead	-	1082	1851	1012	104.8%	14.8	32.5	47.3	160.5	208.8	32.5	241.3
J4: A269/London Rd Bus Gate	-	-	-	-	-	0.0%	0.0	0.0	0.0	-	-	-	-
C1		PRC for Signalled Lanes (%):	-14.3	Total Delay for Signalled Lanes (pcuHr):		101.75	Cycle Time (s):		305				
		PRC Over All Lanes (%):	-16.5	Total Delay Over All Lanes(pcuHr):		150.83							

Stage Sequence Diagram



Network Layout Diagram



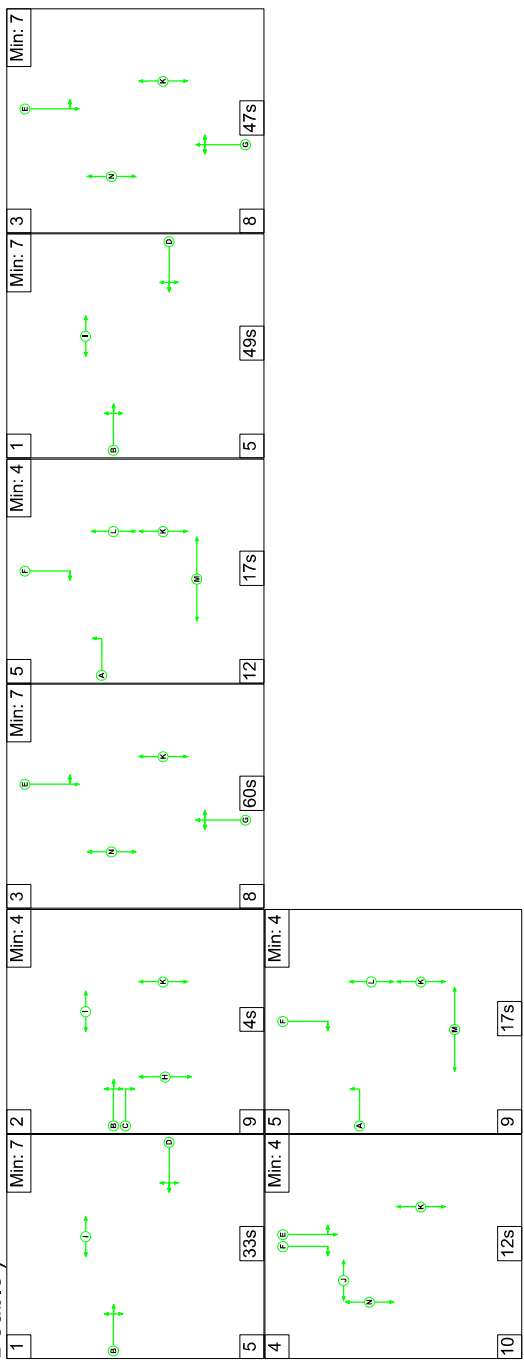
Network Results

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	96.2%	44.9	28.0	74.6	-	-	-	-
J1: A259/A269	-	-	-	-	-	96.2%	42.1	24.8	68.6	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	516	1795	765	67.4%	5.1	1.0	6.1	42.5	18.2	1.0	19.2
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	604	2130:1936	633	95.4%	9.2	7.0	16.9	100.8	23.4	7.0	30.5
2/1	A259 Belle Hill (E) Ahead Left	D	237	1876	418	56.7%	3.5	0.6	4.1	62.9	9.6	0.6	10.3
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	245	2085:1895	471	52.1%	3.6	0.5	4.1	60.7	9.7	0.5	10.2
3/1	A269 Combe Valley Way Left Ahead	E	650	1937	991	65.6%	5.2	0.9	6.1	33.8	24.4	0.9	25.3
3/2	A269 Combe Valley Way Right	F	348	1936	362	96.2%	6.2	6.5	12.7	131.3	15.2	6.5	21.7
4/1+4/2	A269 London Road Left Right Ahead	G	783	1803:1856	815	96.1%	9.4	8.1	18.5	85.0	32.3	8.1	40.4
J2: A259/Downs Road	-	-	-	-	-	48.4%	0.0	1.3	1.3	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	949	1965:1954	1960	48.4%	0.0	0.5	0.5	1.8	0.0	0.5	0.5
2/1+2/2	Downs Road Left Right	-	231	1773:1764	785	29.4%	0.0	0.2	0.2	3.3	0.2	0.2	0.4
3/1	A259 Belle Hill East Ahead	-	719	1950	1950	36.9%	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	390	2085:1612	942	41.4%	0.0	0.4	0.4	3.4	3.5	0.4	3.9
J3: London Road / Beeching Road	-	-	-	-	-	73.8%	2.8	1.9	4.7	-	-	-	-
1/1	London Road South Ahead Left	-	600	1987	1987	30.2%	0.0	0.2	0.2	1.3	0.0	0.2	0.2
2/1	Beeching Road Left Right	-	202	1680	521	38.8%	0.0	0.3	0.3	5.6	0.0	0.3	0.3

3/1	London Road North Right Ahead	-	800	1881	1083	73.8%	2.8	1.4	4.2	18.8	27.4	1.4	28.8
J4: A269/London Rd Bus Gate	-	-	-	-	-	0.0%	0.0	0.0	0.0	-	-	-	-
C1		PRC for Signalled Lanes (%):		-6.9		Total Delay for Signalled Lanes (pcuHr):		68.57		Cycle Time (s): 305			
		PRC Over All Lanes (%):		-6.9		Total Delay Over All Lanes(pcuHr):		74.62					

Stage Sequence Diagram

Scenario 9: '2031 Assessment Flows - AM Peak' (FG9: '2031 Assessment Flows - AM Peak', Plan 1: 'Capture Double')



Network Layout Diagram

