

Technical Note 4: Further Correspondence with National Highways

Project Name:	Fryatts Way	Office:	Manchester
Project No.:	784-A115791	Prepared by:	M Thompson
Date:	27.10.2022	Checked by:	L Regan
Status	For Information	Approved by:	L Regan

Attached

Figures TN4-1 to TN4-10

Appendix TN4-1: Knebworth Road Surveyed Turning Movements (Oct 2022 Flows)

Appendix TN4-2: TEMPRO Growth Rates

Appendix TN4-3: Figure 4 and 5 from the 2021 TA (Traffic Generation)

Appendix TN4-4: Junctions 9 Input Measurements: A259 / Knebworth Road junction

Appendix TN4-5: Junctions 9 Output: A259 / Knebworth Road junction

1.0 Introduction

1.1 National Highways have requested consideration of an additional two junctions, as follows:

- J8 – A259 / Knebworth Road Junction (first requested in National Highways Comments on Case on 7th October 2022).
- J9 – A259 / West Down Road Junction (this was raised in August, we assumed erroneously and instead of the Broakoa Lane junction).

1.2 This TN4 considers the traffic impacts at Junctions 8 and 9.

2.0 Junction 8 – A259 / Knebworth Road Junction

2.1 This junction has been assessed in PICADY, as requested for assessment by National Highways.

Traffic Flows at the Knebworth Road Junction

2.2 The methodology for the preparation of traffic flows is as follows:

- The Bexhill and Hasting Local Plan SATURN model has been reviewed and it was identified that the model only includes A259 through movement traffic volumes at this junction.

- To supplement the SATURN Model flows along the A259, Nationwide Data Collection carried out a junction turning count and queue survey of this junction on 18th Oct 2022. The raw data is included as **Appendix TN4-1** and the 2022 Surveyed Traffic Flows are shown in **Figure TN4-1**. These flows have been used for model validation.
- The AM and PM peak hour A259 link flows (in the vicinity of the Knebworth Road junction) have been extracted from the ‘2028 With DASA’ Scenario in the Bexhill and Hasting Local Plan SATURN model and those are shown in **Figure TN4-2**. That figure also includes the Oct 2022 turning movements with TEMPro Growth to 2028 and therefore comprise the 2028 Baseline Flows.
- The agreed assessment years are as follows:
 - Base Year: 2022
 - Opening Year: 2025
 - Review Year: 2031

Note: Growth rates are as previously identified in TN03 and are included as **Appendix TN4-2**.
- TEMPRO reduction from 2028 to 2025 has then been applied to the 2028 Baseline Flows to create the 2025 Baseline Flows and those are shown in **Figure TN4-3**.
- TEMPRO growth from 2028 to 2031 has been applied to the 2028 Baseline Flows to create the 2031 Baseline Flows which are shown in **Figure TN4-4**.
- The developments traffic generation at this junction was shown on the Figures 4 (AM Peak) and 5 (PM Peak) within the Transport Assessment (June 2021). The 2021 TA Figures 4 and 5 are attached as **Appendix TN4-3** and are reproduced for Knebworth Road in **Figure TN4-5**
- The development traffic generation has been added to each of the Baseline scenarios to create the 2025 ‘with development’ (**Figure TN4-6**) and the 2031 ‘with development’ scenarios (**Figure TN4-7**).
- NH have also requested that the junction is assessed using the 0.7 trips per dwelling per hour sensitivity trip rate. The sensitivity traffic generation at this junction is shown in **Figure TN4-8**. The TA trip rates are 0.57 per hour, therefore the arrival and departure traffic has been increased by +22% to create the two-way sensitivity trip rate of 0.7.
- The Sensitivity traffic generation has been added to each of the Baseline scenarios to create the 2025 ‘with development’– Sensitivity Test (**Figure TN4-9**) and the 2031 ‘with development’ scenarios – Sensitivity Test (**Figure TN4-10**).
- The traffic flows are summarised in **Table TN4-1**.

2.3 This modelling approach is as adopted in TN03, with respect to Little Common Roundabout and Broadoak Lane junction, which we note has been accepted by National Highways.

Table TN4-1: Summary of Figures

Titles	
Figure TN4-1	2022 Recorded Flows (PCUs)
Figure TN4-2	2028 Baseline Flows: Through Flows on the A259 Extracted from SATURN and Surveyed Turning Flows Growthed from 2022 to 2028
Figure TN4-3	2025 Baseline Flows
Figure TN4-4	2031 Baseline Flows
Figure TN4-5	Traffic Generation of the Site at the A259 / Knebworth Road Junction
Figure TN4-6	2025 'With Development' Flows
Figure TN4-7	2031 'With Development' Flows
Figure TN4-8	Traffic Generation of the Site at the A259 / Knebworth Road Junction
Figure TN4-9	2025 'With Development' Flows – Sensitivity Test
Figure TN4-10	2031 'With Development' Flows – Sensitivity Test

Junction Modelling at the A259 / Knebworth Road Junction

- 2.4 The Geometries for the Junction 9 model are shown in **Appendix TN4-4** and the Junctions 9 Model Output file is attached as **Appendix TN4-5**.
- 2.5 The 2022 Surveyed Flows have been assessed to validate the junction and the resultant modelled vs observed 2022 queue are shown in **Table TN4-2**.

Table TN4-2 – Junction 8: Comparison between modelled and observed queues

Arm	2022 - AM Peak			2022 - PM Peak		
	Model Q	Observed Average Max Q	Diff	Model Q	Observed Average Max Q	Diff
Knebworth Road	0.3	0.6	-0.3	0.1	0.2	-0.2
A259 (E) - Right Turners	0.1	0.0	+0.1	0.1	0.8	-0.7

- 2.6 **Table TN4-2** shows that the model validates well with observed vs modelled corresponding with difference of less than 1 vehicle.
- 2.7 The 2025 and 2031 Baseline and 'With Development' flows have been assessed in the validated Junctions 9 model and a summary of the results of the capacity assessments is provided in **Table TN4-3**.

Table TN4-3: Knebworth Road Capacity Assessment: Results Summary Table

Link	AM Peak			PM Peak		
	Max RFC	Av. Delay (s/pcu)	Max Queue (PCU)	Max RFC	Av. Delay (s/pcu)	Max Queue (PCU)
2025 Baseline						
Knebworth Road	0.26	13	0.4	0.15	12	0.2
A259 (E) - Right Turners	0.11	9	0.1	0.15	10	0.2
2025 With Development						
Knebworth Road	0.34	14	0.5	0.19	13	0.2
A259 (E) - Right Turners	0.14	9	0.2	0.22	11	0.3
2031 Baseline						
Knebworth Road	0.30	15	0.4	0.18	14	0.2
A259 (E) - Right Turners	0.13	10	0.1	0.16	11	0.2
2031 With Development						
Knebworth Road	0.38	16	0.6	0.22	14	0.3
A259 (E) - Right Turners	0.15	10	0.2	0.24	11	0.4

- 2.8 **Table TN4-3** shows that the junction is forecast to operate with ample spare capacity even in the future year of 2031. It should be noted that there are no material increases in either queuing or vehicle delay with the inclusion of development traffic. It follows that there is no material impact on the operation of the A259 trunk road.
- 2.9 The 2025 and 2031 Baseline and ‘With Development’ – Sensitivity Test flows have been input into the Junctions 9 Model and a summary of the results of the capacity assessments is provided in **Table TN4-4**.

Table TN4-4: Knebworth Road – Sensitivity Capacity Assessment: Results Summary Table

Link	AM Peak			PM Peak		
	Max RFC	Av. Delay (s/pcu)	Max Queue (PCU)	Max RFC	Av. Delay (s/pcu)	Max Queue (PCU)
2025 With Development - Sensitivity						
Knebworth Road	0.36	15	0.6	0.20	13	0.3
A259 (E) - Right Turners	0.15	9	0.2	0.24	11	0.4
2031 With Development - Sensitivity						
Knebworth Road	0.40	16	0.6	0.23	14	0.3
A259 (E) - Right Turners	0.16	10	0.2	0.26	11	0.4

2.10 The results in **Table TN4-4** shows that the junction is forecast to operate within capacity in 2031 even using the 0.7 sensitivity trip rate requested by National Highways.

2.11 It is concluded that there are no significant impacts at the junction as a result of the development traffic. Again, it follows that there is no material impact on the operation of the A259 trunk road.

3.0 J9 – A259 / West Down Road Junction

3.1 This junction has been reviewed in terms of net traffic impacts, types of movements and the subsequent impact that the additional traffic associated with the development will have.

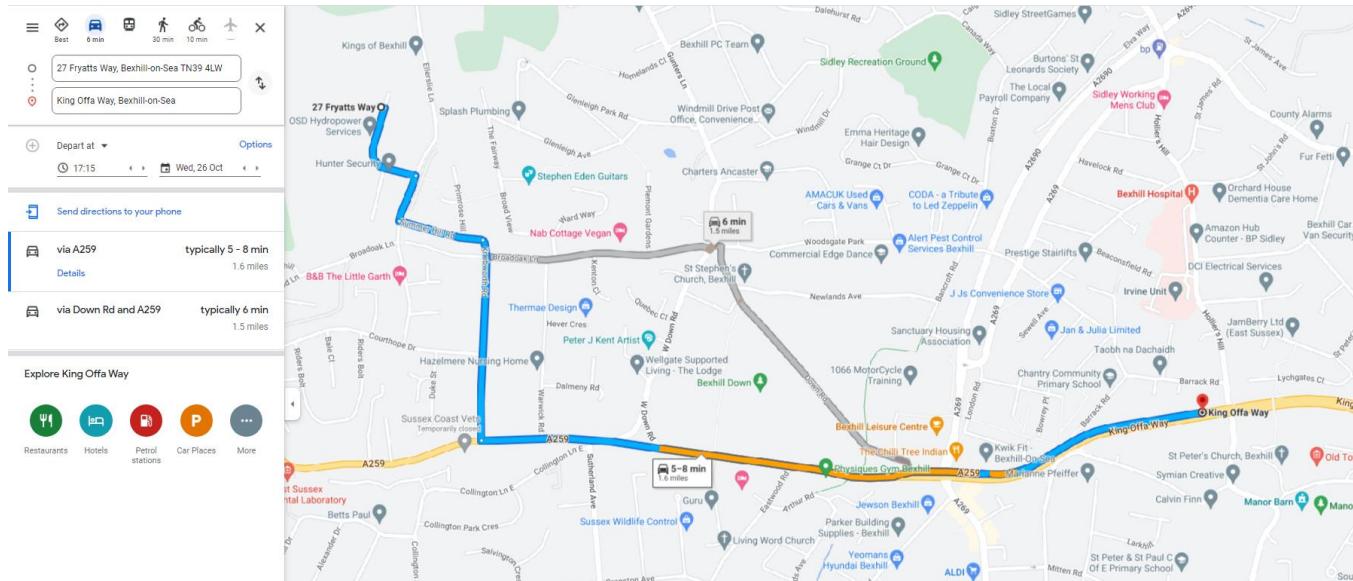
3.2 The Traffic Generation assigned to the local highway network as shown in the Transport Assessment and attached to this document as TN4-2 shows that the proposed development would add:

- 11 westbound and 32 eastbound trips on the A259 in the AM peak hour
- 28 westbound and 13 eastbound trips on the A259 in the PM peak hour

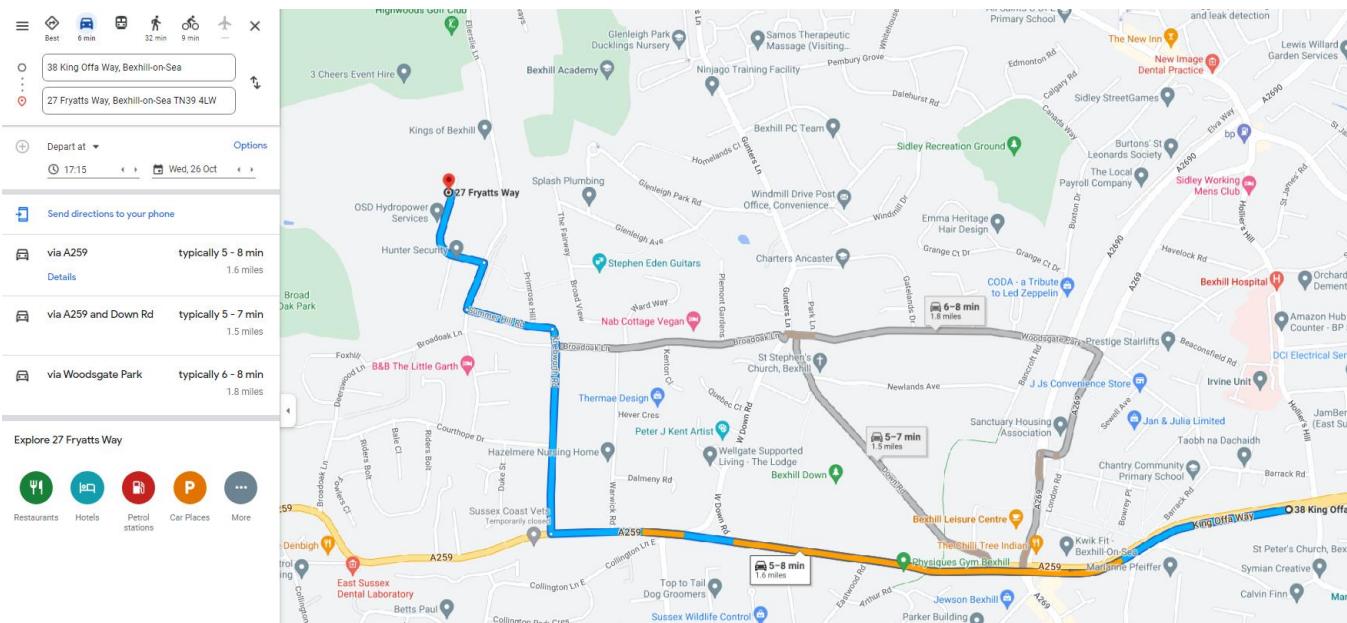
3.3 This traffic routes through the junction on the major priority arms, namely the A259. Consequently, they will not cause any additional queuing or delays on the National Highways maintained A259.

With respect to the additional development turning traffic at this junction, we have undertaken a review of peak hour route choice (e.g. cognisant of actual traffic conditions, using Google Traffic Route Finder) between the A259 King Offa Way and the site, for the dominant departing traffic in the AM peak hour and arriving traffic in the PM peak hour. These extracts are included as **Screenshots TN4-1 and TN4-2**.

Screenshot 1: AM peak hour outbound trip to the east



Screenshot 2: PM peak hour inbound trip to the east



- 3.4 It can be seen that in every instance, there are preferable routes to / from the site. Therefore, it follows that the development would not result in any material increases in turning traffic at the A259 / West Down Junction which would adversely affect the operation of the trunk road network.
- 3.5 In summary,
- there are no additional turning movements at this junction associated with the proposed development
 - the additional trips that do occur will not cause any additional queues or delay on the A259.

4.0 Conclusion

- 4.1 This Technical Note has found that the traffic impacts of the development will not have an adverse impact on the safe and efficient operation of the strategic road network in this case the A259 trunk road at the Knebworth Road and West Down Road junctions.

TN4 Figures



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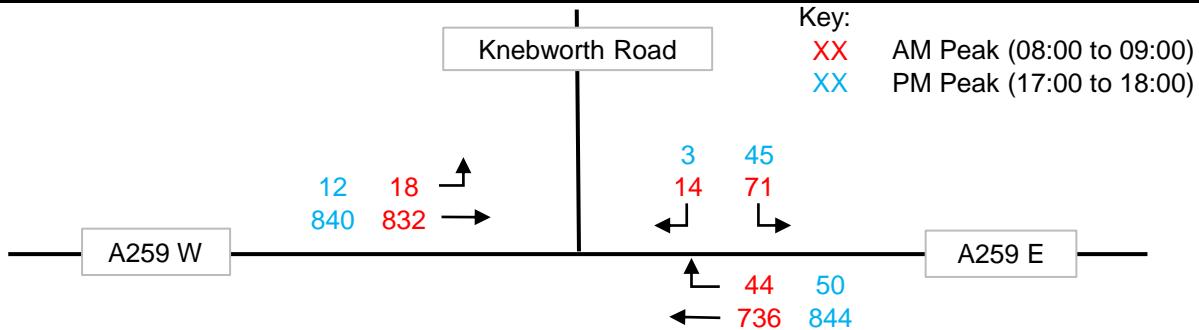


Figure TN4-1: 2022 Recorded Flows (PCUs)

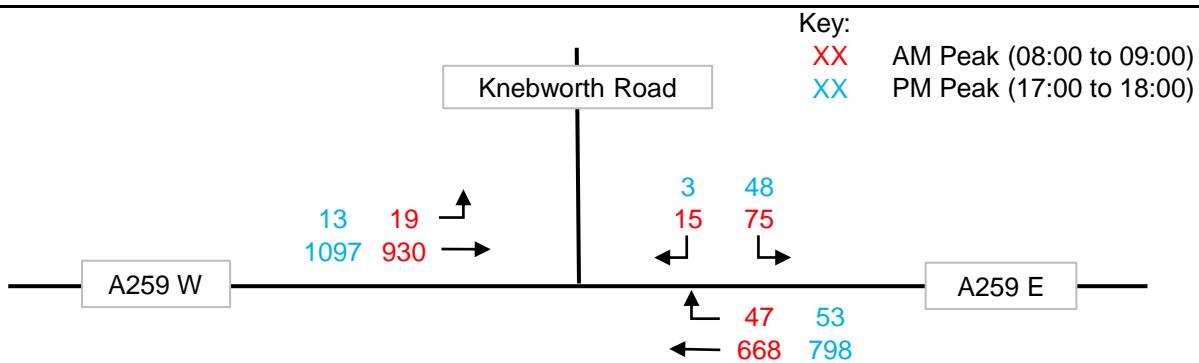


Figure TN4-2: 2028 Baseline Flows: Through Flows on the A259 Extracted from SATURN and Surveyed Turning Flows Growthed from 2022 to 2028

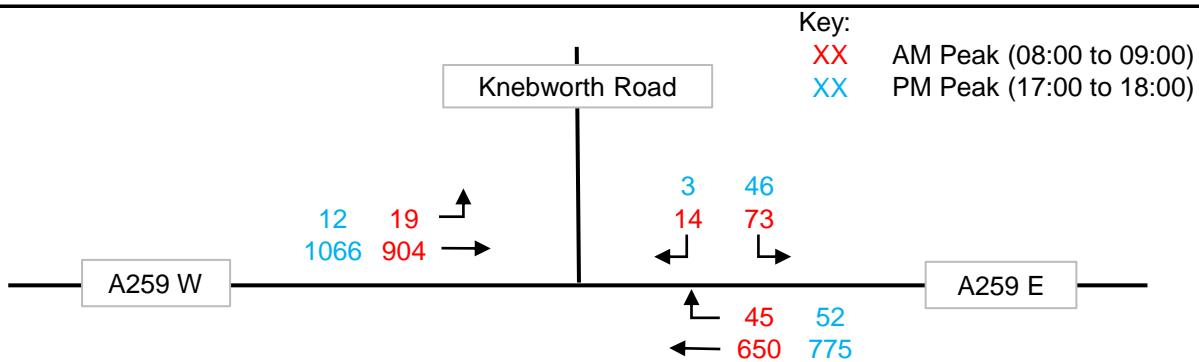


Figure TN4-3: 2025 Baseline Flows

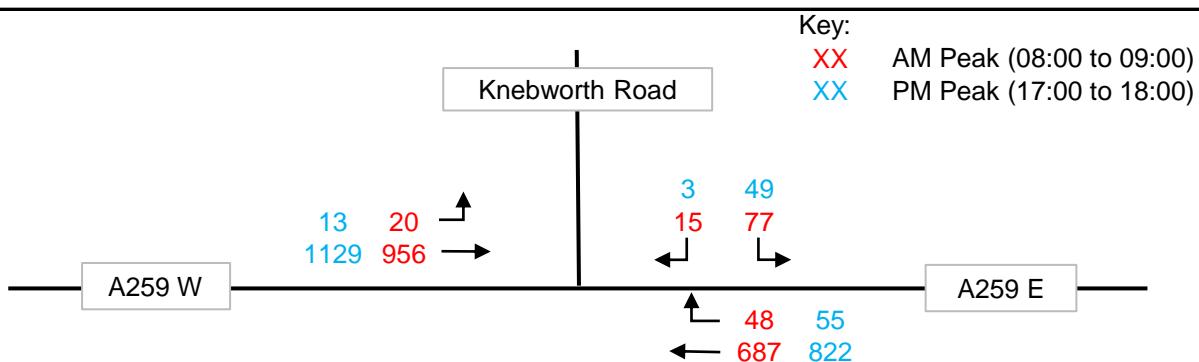


Figure TN4-4: 2031 Baseline Flows



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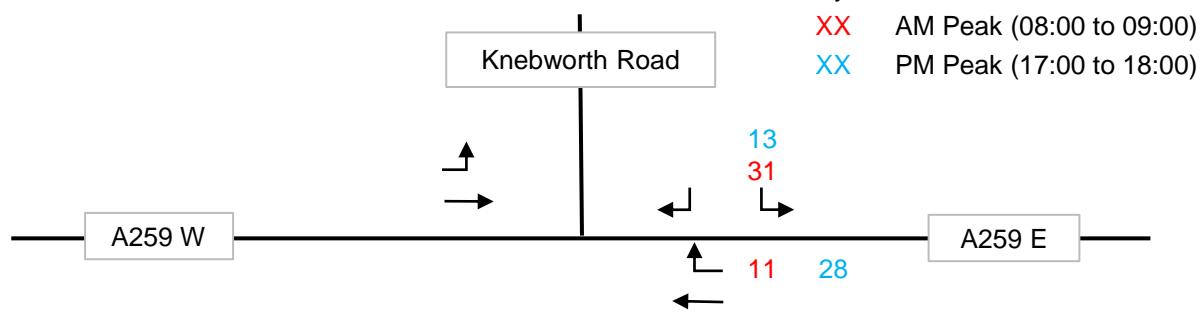


Figure TN4-5: Traffic Generation of the Site at the A259 / Knebworth Road Junction

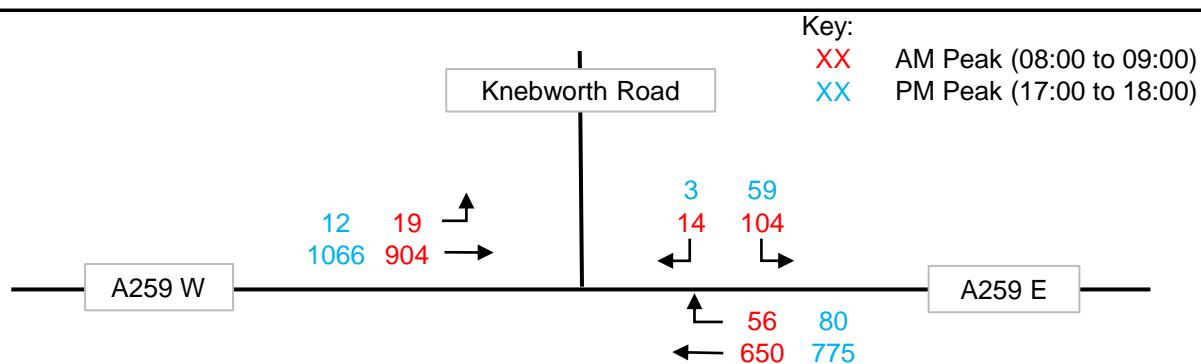


Figure TN4-6: 2025 'With Development' Flows

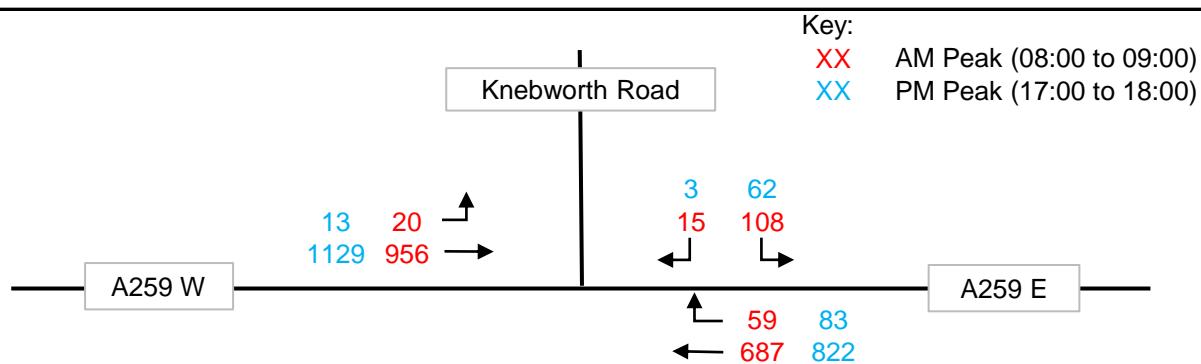


Figure TN4-7: 2031 'With Development' Flows

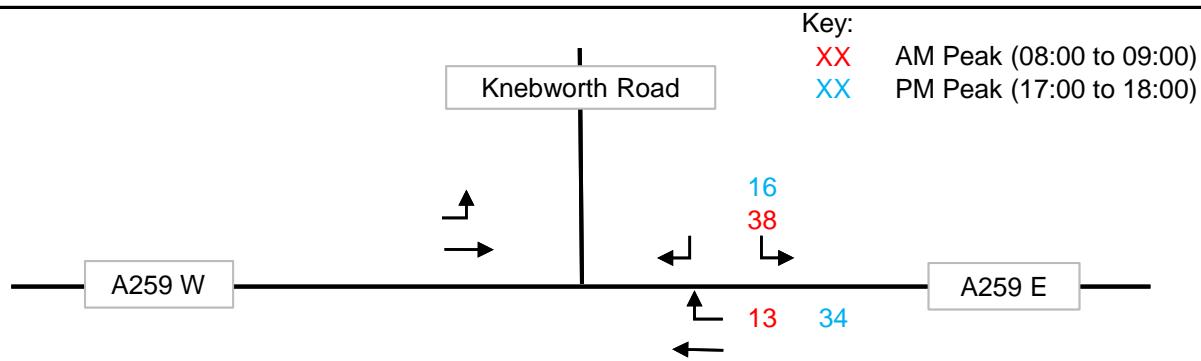


Figure TN4-8: Traffic Generation of the Site at the A259 / Knebworth Road Junction: Sensitivity test



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Key:

XX AM Peak (08:00 to 09:00)
XX PM Peak (17:00 to 18:00)

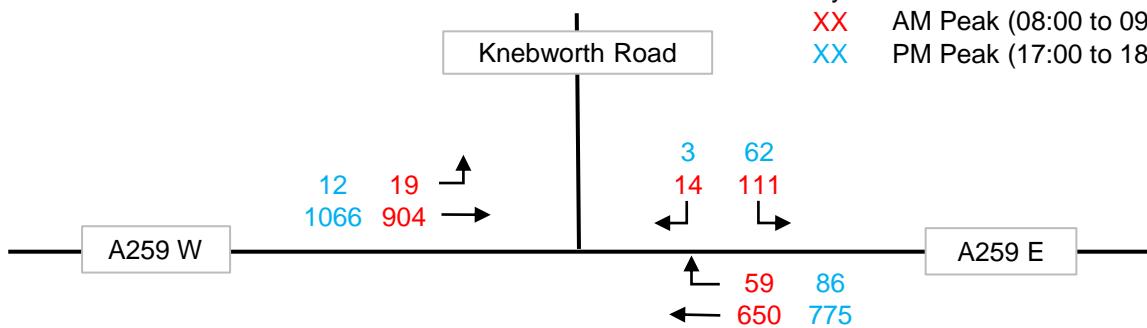


Figure TN4-9: 2025 'With Development' Flows – Sensitivity Test

Key:

XX AM Peak (08:00 to 09:00)
XX PM Peak (17:00 to 18:00)

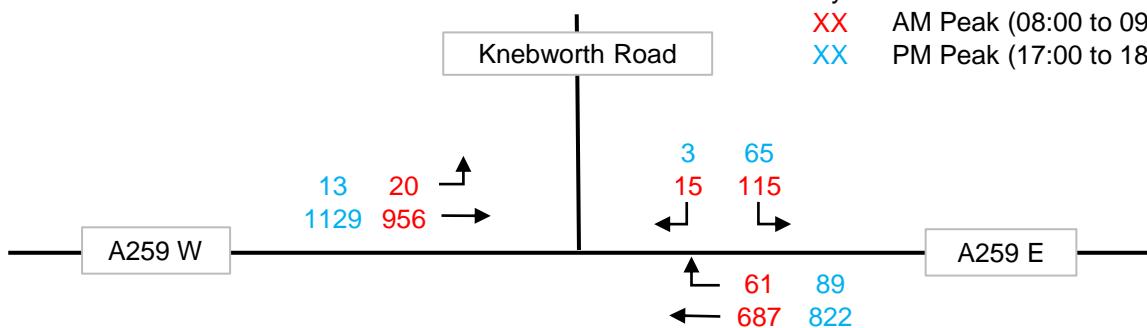


Figure TN4-10: 2031 'With Development' Flows – Sensitivity Test

Appendix TN4-1: Knebworth Road Surveyed Turning Movements (Oct 2022 Flows)



13366 / BEXHILL
October 2022
Classified Turning Count

SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS: A B C

from arm: **A**
to arm: **A**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 18/10/2022
DAY: Tuesday

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU
PCU factor		1	1	1	1.5	2.3	2	0.4		
INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0
P/TOT		0	0	0	0	0	0	0	0	0

Period I Total: 0 0 0 0 0 0 0 0 0 0 0
Period II Total: 0 0 0 0 0 0 0 0 0 0 0

from	to	per hour								TOT	PCU.h
PCU factor		1	1	1	1.5	2.3	2	0.4			
INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	
07:00	08:00	0	0	0	0	0	0	0	0	0	0
07:15	08:15	0	0	0	0	0	0	0	0	0	0
07:30	08:30	0	0	0	0	0	0	0	0	0	0
07:45	08:45	0	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0	0
08:30	09:30	0	0	0	0	0	0	0	0	0	0
08:45	09:45	0	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0	0
09:30	10:30	0	0	0	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0	0
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17:15	18:15	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0	0
P/TOT		0	0	0	0	0	0	0	0	0	0



13366 / BEXHILL
October 2022
Classified Turning Count

SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS: A B C

from arm: **A**
to arm: **B**
from: 07:00 16:00
to: 10:00 19:00
DATE: 18/10/2022
DAY: Tuesday

per quarter of an hour

from	to	per quarter of an hour								TOT	PCU					
		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PCU factor							
PCU factor	1	1	1	1.5	2.3	2	0.4	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	
07:00	07:15	0	1	0	0	0	0	0		1	1					
07:15	07:30	2	1	0	0	0	0	0		3	3					
07:30	07:45	1	2	0	0	0	0	0		3	3					
07:45	08:00	4	0	0	0	0	1	0		5	6					
08:00	08:15	4	0	0	0	0	0	0		4	4					
08:15	08:30	6	1	0	0	0	0	0		7	7					
08:30	08:45	2	0	0	0	0	0	0		2	2					
08:45	09:00	1	0	0	0	0	0	0		1	1					
09:00	09:15	1	0	1	0	0	0	0		2	2					
09:15	09:30	4	0	0	0	0	0	0		4	4					
09:30	09:45	1	0	1	0	0	0	0		2	2					
09:45	10:00	2	0	0	0	0	0	0		2	2					
16:00	16:15	0	1	0	0	0	0	0		1	1					
16:15	16:30	1	0	0	0	0	0	0		1	1					
16:30	16:45	2	0	0	0	0	0	0		2	2					
16:45	17:00	3	0	0	0	0	0	0		3	3					
17:00	17:15	0	0	0	0	0	0	0		0	0					
17:15	17:30	1	0	0	0	0	0	0		1	1					
17:30	17:45	2	0	0	0	0	0	0		2	2					
17:45	18:00	0	0	0	0	0	0	0		0	0					
18:00	18:15	0	0	1	0	0	0	0		1	1					
18:15	18:30	3	0	0	0	0	1	0		4	5					
18:30	18:45	5	0	0	0	0	0	0		5	5					
18:45	19:00	1	0	0	0	0	0	0		1	1					
P/TOT		46	6	3	0	0	2	0	0	57	59					

from	to	per hour								TOT	PCU.h						
		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PCU factor								
PCU factor	1	1	1	1.5	2.3	2	0.4	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00		
07:00	08:00	7	4	0	0	0	1	0		12	13						
07:15	08:15	11	3	0	0	0	1	0		15	16						
07:30	08:30	15	3	0	0	0	1	0		19	20						
07:45	08:45	16	1	0	0	0	1	0		18	19						
08:00	09:00	13	1	0	0	0	0	0		14	14						
08:15	09:15	10	1	0	0	0	0	0		12	12						
08:30	09:30	8	0	1	0	0	0	0		9	9						
08:45	09:45	7	0	2	0	0	0	0		9	9						
09:00	10:00	8	0	2	0	0	0	0		10	10						
09:15	10:15	7	0	1	0	0	0	0		8	8						
09:30	10:30	3	0	1	0	0	0	0		4	4						
09:45	10:45	2	0	0	0	0	0	0		2	2						
16:00	17:00	6	1	0	0	0	0	0		7	7						
16:15	17:15	6	0	0	0	0	0	0		6	6						
16:30	17:30	6	0	0	0	0	0	0		6	6						
16:45	17:45	6	0	0	0	0	0	0		6	6						
17:00	18:00	3	0	0	0	0	0	0		3	3						
17:15	18:15	3	0	1	0	0	0	0		4	4						
17:30	18:30	5	0	1	0	0	0	1		7	8						
17:45	18:45	8	0	1	0	0	0	1		10	11						
18:00	19:00	9	0	1	0	0	1	0		11	12						
18:15	19:15	9	0	0	0	0	0	1		10	11						
18:30	19:30	6	0	0	0	0	0	0		6	6						
18:45	19:45	1	0	0	0	0	0	0		1	1						
P/TOT		46	6	3	0	0	2	0	0	0	0	0	0	0	0	57	59

Period I Total: 28 5 2 0 0 1 0 0 0 36 37
Period II Total: 18 1 1 0 0 1 0 0 0 21 22

AM



SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS: A B C

from arm: **A**
to arm: **C**
from: 07:00 16:00
to: 10:00 19:00

DATE: 18/10/2022
DAY: Tuesday

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU
PCU factor		1	1	1	1.5	2.3	2	0.4		
INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:00	07:15	8	1	0	0	0	0	0	9	9
07:15	07:30	5	2	2	0	0	0	0	9	9
07:30	07:45	6	3	1	0	0	0	0	10	10
07:45	08:00	13	0	1	0	0	0	0	14	14
08:00	08:15	15	5	0	0	0	1	0	21	22
08:15	08:30	19	2	0	0	0	0	0	21	21
08:30	08:45	16	0	0	0	0	0	0	16	16
08:45	09:00	8	4	0	0	0	0	0	12	12
09:00	09:15	13	1	0	0	0	0	0	14	14
09:15	09:30	10	0	1	0	0	0	1	12	11.4
09:30	09:45	10	1	1	0	0	2	0	14	16
09:45	10:00	16	1	1	0	0	0	0	18	18
16:00	16:15	8	3	0	0	0	0	0	11	11
16:15	16:30	11	2	0	0	0	0	0	13	13
16:30	16:45	16	2	0	0	0	0	0	18	18
16:45	17:00	11	2	0	0	0	0	0	13	13
17:00	17:15	9	2	0	0	0	1	0	12	13
17:15	17:30	6	4	0	0	0	0	0	10	10
17:30	17:45	10	2	0	0	0	0	0	12	12
17:45	18:00	9	1	0	0	0	0	0	10	10
18:00	18:15	10	0	0	0	0	0	0	10	10
18:15	18:30	7	2	0	0	0	0	0	9	9
18:30	18:45	9	0	0	0	0	0	0	9	9
18:45	19:00	10	0	0	0	0	0	0	10	10
P/TOT		255	40	7	0	0	4	1	0	0
									307	310.4

Period I Total: 139 20 7 0 0 3 1 0 0 170 172.4
Period II Total: 116 20 0 0 0 1 0 0 0 137 138

from	to	per hour								TOT	PCU.h
PCU factor		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	
07:00	08:00	32	6	4	0	0	0	0	42	42	
07:15	08:15	39	10	4	0	0	1	0	54	55	
07:30	08:30	53	10	2	0	0	1	0	66	67	
07:45	08:45	63	7	1	0	0	1	0	72	73	
08:00	09:00	58	11	0	0	0	1	0	70	71	
08:15	09:15	56	7	0	0	0	0	0	63	63	
08:30	09:30	47	5	1	0	0	0	1	54	53.4	
08:45	09:45	41	6	2	0	0	2	1	52	53.4	
09:00	10:00	49	3	3	0	0	2	1	58	59.4	
09:15	10:15	36	2	3	0	0	2	1	44	45.4	
09:30	10:30	26	2	2	0	0	2	0	32	34	
09:45	10:45	16	1	1	0	0	0	0	18	18	
16:00	17:00	46	9	0	0	0	0	0	55	55	
16:15	17:15	47	8	0	0	0	1	0	56	57	
16:30	17:30	42	10	0	0	0	1	0	53	54	
16:45	17:45	36	10	0	0	0	1	0	47	48	
17:00	18:00	34	9	0	0	0	1	0	44	45	
17:15	18:15	35	7	0	0	0	0	0	42	42	
17:30	18:30	36	5	0	0	0	0	0	41	41	
17:45	18:45	35	3	0	0	0	0	0	38	38	
18:00	19:00	36	2	0	0	0	0	0	38	38	
18:15	19:15	26	2	0	0	0	0	0	28	28	
18:30	19:30	19	0	0	0	0	0	0	19	19	
18:45	19:45	10	0	0	0	0	0	0	10	10	
P/TOT		255	40	7	0	0	4	1	0	0	
									307	310.4	

SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS: A B C

from arm: **A**
to arm: **all**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 18/10/2022
DAY: Tuesday

per quarter of an hour									per hour																		
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h						
PCU factor		1	1	1	1.5	2.3	2	0.4	PCU factor		1	1	1	1.5	2.3	2	0.4	PCU factor		1	1	1	1.5	2.3	2	0.4	
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	INTERVAL		00:15	00:15	01:00	01:00	01:00	01:00	01:00	01:00	INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00
07:00	07:15	8	2	0	0	0	0	0	10	10	07:00	08:00	39	10	4	0	0	1	0	54	55						
07:15	07:30	7	3	2	0	0	0	0	12	12	07:15	08:15	50	13	4	0	0	2	0	69	71						
07:30	07:45	7	5	1	0	0	0	0	13	13	07:30	08:30	68	13	2	0	0	2	0	85	87						
07:45	08:00	17	0	1	0	0	1	0	19	20	07:45	08:45	79	8	1	0	0	2	0	90	92						
08:00	08:15	19	5	0	0	0	1	0	25	26	08:00	09:00	71	12	0	0	0	1	0	84	85						
08:15	08:30	25	3	0	0	0	0	0	28	28	08:15	09:15	66	8	1	0	0	0	0	75	75						
08:30	08:45	18	0	0	0	0	0	0	18	18	08:30	09:30	55	5	2	0	0	0	1	63	62.4						
08:45	09:00	9	4	0	0	0	0	0	13	13	08:45	09:45	48	6	4	0	0	2	1	61	62.4						
09:00	09:15	14	1	1	0	0	0	0	16	16	09:00	10:00	57	3	5	0	0	2	1	68	69.4						
09:15	09:30	14	0	1	0	0	0	1	16	15.4	09:15	10:15	43	2	4	0	0	2	1	52	53.4						
09:30	09:45	11	1	2	0	0	2	0	16	18	09:30	10:30	29	2	3	0	0	2	0	36	38						
09:45	10:00	18	1	1	0	0	0	0	20	20	09:45	10:45	18	1	1	0	0	0	0	20	20						
16:00	16:15	8	4	0	0	0	0	0	12	12	16:00	17:00	52	10	0	0	0	0	0	62	62						
16:15	16:30	12	2	0	0	0	0	0	14	14	16:15	17:15	53	8	0	0	0	1	0	62	63						
16:30	16:45	18	2	0	0	0	0	0	20	20	16:30	17:30	48	10	0	0	0	1	0	59	60						
16:45	17:00	14	2	0	0	0	0	0	16	16	16:45	17:45	42	10	0	0	0	1	0	53	54						
17:00	17:15	9	2	0	0	0	1	0	12	13	17:00	18:00	37	9	0	0	0	1	0	47	48						
17:15	17:30	7	4	0	0	0	0	0	11	11	17:15	18:15	38	7	1	0	0	0	0	46	46						
17:30	17:45	12	2	0	0	0	0	0	14	14	17:30	18:30	41	5	1	0	0	1	0	48	49						
17:45	18:00	9	1	0	0	0	0	0	10	10	17:45	18:45	43	3	1	0	0	1	0	48	49						
18:00	18:15	10	0	1	0	0	0	0	11	11	18:00	19:00	45	2	1	0	0	1	0	49	50						
18:15	18:30	10	2	0	0	0	1	0	13	14	18:15	19:15	35	2	0	0	0	1	0	38	39						
18:30	18:45	14	0	0	0	0	0	0	14	14	18:30	19:30	25	0	0	0	0	0	0	25	25						
18:45	19:00	11	0	0	0	0	0	0	11	11	18:45	19:45	11	0	0	0	0	0	0	11	11						
P/TOT		301	46	10	0	0	6	1	0	0	364	P/TOT		301	46	10	0	0	6	1	0	0	364	369.4			

Period I Total: 167 25 9 0 0 4 1 0 0 206 209.4
Period II Total: 134 21 1 0 0 2 0 0 0 158 160



13366 / BEXHILL
October 2022
Classified Turning Count

SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS: A B C

from arm: **all**
to arm: **A**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 18/10/2022
DAY: Tuesday

from	to	PCU factor								TOT	PCU	PCU factor								TOT	PCU.h					
		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	1	1	1	1.5	2.3	2	0.4	1	1	1	1.5	2.3	2	0.4				
PCU factor	1	1	1	1.5	2.3	2	0.4	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00		
INTERVAL																INTERVAL										
07:00	07:15	4	0	0	0	0	0	0	0	0	4	4	07:00	08:00	22	8	2	0	0	0	0	0	0	32	32	
07:15	07:30	6	4	1	0	0	0	0	0	11	11	07:15	08:15	27	8	2	0	0	0	0	0	0	37	37		
07:30	07:45	5	2	0	0	0	0	0	0	7	7	07:30	08:30	38	8	2	0	0	0	0	0	0	48	48		
07:45	08:00	7	2	1	0	0	0	0	0	10	10	07:45	08:45	43	7	3	0	0	0	0	0	0	53	53		
08:00	08:15	9	0	0	0	0	0	0	0	9	9	08:00	09:00	52	7	3	0	0	0	0	0	0	62	62		
08:15	08:30	17	4	1	0	0	0	0	0	22	22	08:15	09:15	51	8	3	0	0	0	0	0	0	62	62		
08:30	08:45	10	1	1	0	0	0	0	0	12	12	08:30	09:30	44	6	2	0	0	0	0	0	0	52	52		
08:45	09:00	16	2	1	0	0	0	0	0	19	19	08:45	09:45	41	6	1	0	0	0	0	0	0	48	48		
09:00	09:15	8	1	0	0	0	0	0	0	9	9	09:00	10:00	34	9	1	0	0	0	0	0	0	44	44		
09:15	09:30	10	2	0	0	0	0	0	0	12	12	09:15	10:15	26	8	1	0	0	0	0	0	0	35	35		
09:30	09:45	7	1	0	0	0	0	0	0	8	8	09:30	10:30	16	6	1	0	0	0	0	0	0	23	23		
09:45	10:00	9	5	1	0	0	0	0	0	15	15	09:45	10:45	9	5	1	0	0	0	0	0	0	15	15		
16:00	16:15	17	0	1	0	0	0	0	0	18	18	16:00	17:00	69	5	1	0	0	1	0	0	0	76	77		
16:15	16:30	26	4	0	0	0	0	0	0	30	30	16:15	17:15	71	6	0	0	0	1	0	0	0	78	79		
16:30	16:45	18	1	0	0	0	0	0	0	19	19	16:30	17:30	53	3	0	0	0	2	0	0	0	58	60		
16:45	17:00	8	0	0	0	0	0	1	0	9	10	16:45	17:45	53	2	0	0	0	2	0	0	0	57	59		
17:00	17:15	19	1	0	0	0	0	0	0	20	20	17:00	18:00	56	3	1	0	0	1	0	0	0	61	62		
17:15	17:30	8	1	0	0	0	0	1	0	10	11	17:15	18:15	47	3	1	0	0	1	0	0	0	52	53		
17:30	17:45	18	0	0	0	0	0	0	0	18	18	17:30	18:30	48	3	1	0	0	0	0	0	0	52	52		
17:45	18:00	11	1	1	0	0	0	0	0	13	13	17:45	18:45	43	3	1	0	0	0	0	0	0	47	47		
18:00	18:15	10	1	0	0	0	0	0	0	11	11	18:00	19:00	40	2	0	0	0	0	0	0	0	42	42		
18:15	18:30	9	1	0	0	0	0	0	0	10	10	18:15	19:15	30	1	0	0	0	0	0	0	0	31	31		
18:30	18:45	13	0	0	0	0	0	0	0	13	13	18:30	19:30	21	0	0	0	0	0	0	0	0	21	21		
18:45	19:00	8	0	0	0	0	0	0	0	8	8	18:45	19:45	8	0	0	0	0	0	0	0	0	8	8		
P/TOT		273	34	8	0	0	2	0	0	317	319	P/TOT		273	34	8	0	0	2	0	0	0	0	317	319	

Period I Total: 108 24 6 0 0 0 0 0 0 138 138
Period II Total: 165 10 2 0 0 2 0 0 0 179 181



13366 / BEXHILL
October 2022
Unified Turning Count

SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS:

		period I	period II
from arm:	B	07:00	16:00
to arm:	A	10:00	19:00

DATE: 18/10/2022
DAY: Tuesday



13366 / BEXHILL
October 2022
Classified Turning Count

SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS: A B C

from arm: **B**
to arm: **B**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 18/10/2022
DAY: Tuesday

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU
PCU factor		1	1	1	1.5	2.3	2	0.4		
INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:00	07:15	0	0	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0
P/TOT		0	0	0	0	0	0	0	0	0

Period I Total: 0 0 0 0 0 0 0 0 0 0 0
Period II Total: 0 0 0 0 0 0 0 0 0 0 0

from	to	per hour								TOT	PCU.h
PCU factor		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00
07:00	08:00	0	0	0	0	0	0	0	0	0	0
07:15	08:15	0	0	0	0	0	0	0	0	0	0
07:30	08:30	0	0	0	0	0	0	0	0	0	0
07:45	08:45	0	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0	0
08:30	09:30	0	0	0	0	0	0	0	0	0	0
08:45	09:45	0	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0	0
09:30	10:30	0	0	0	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0	0
P/TOT		0	0	0	0	0	0	0	0	0	0



13366 / BEXHILL
October 2022
Classified Turning Count

SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS: A B C

from arm: B
to arm: C
from: 07:00 16:00
to: 10:00 19:00
DATE: 18/10/2022
DAY: Tuesday

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU
PCU factor		1	1	1	1.5	2.3	2	0.4		
INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:00	07:15	102	30	3	1	0	1	0	137	138.5
07:15	07:30	140	32	8	5	1	1	0	187	191.8
07:30	07:45	158	50	5	3	2	0	0	218	222.1
07:45	08:00	154	28	10	1	0	3	0	196	199.5
08:00	08:15	169	29	18	2	0	1	0	219	221
08:15	08:30	164	34	4	0	0	1	0	203	204
08:30	08:45	151	17	9	3	1	1	0	182	185.8
08:45	09:00	158	36	11	7	0	3	0	215	221.5
09:00	09:15	124	21	14	5	0	0	0	164	166.5
09:15	09:30	147	26	10	3	0	1	0	187	189.5
09:30	09:45	126	25	8	5	1	0	0	165	168.8
09:45	10:00	111	27	9	2	2	1	0	152	156.6
16:00	16:15	168	37	8	2	1	2	0	218	222.3
16:15	16:30	147	37	4	3	1	3	0	195	200.8
16:30	16:45	142	39	8	0	0	3	0	192	195
16:45	17:00	168	35	7	1	0	1	0	212	213.5
17:00	17:15	163	32	0	0	0	5	0	200	205
17:15	17:30	200	30	3	0	1	2	0	236	239.3
17:30	17:45	167	23	2	0	0	1	0	193	194
17:45	18:00	158	31	7	1	0	2	0	199	201.5
18:00	18:15	159	16	3	0	1	1	0	180	182.3
18:15	18:30	150	14	1	0	0	1	0	166	167
18:30	18:45	166	12	2	0	1	0	0	181	182.3
18:45	19:00	126	11	3	1	0	1	0	142	143.5
P/TOT		3618	672	157	45	12	35	0	4539	4612

Period I Total: 1704 355 109 37 7 13 0 0 0 **2225** 2266
Period II Total: 1914 317 48 8 5 22 0 0 0 **2314** 2347

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h
PCU factor		1	1	1	1.5	2.3	2	0.4		
INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00
07:00	08:00	554	140	26	10	3	5	0	738	751.9
07:15	08:15	621	139	41	11	3	5	0	820	834.4
07:30	08:30	645	141	37	6	2	5	0	836	846.6
07:45	08:45	638	108	41	6	1	6	0	800	810.3
08:00	09:00	642	116	42	12	1	6	0	819	832.3
08:15	09:15	597	108	38	15	1	5	0	764	777.8
08:30	09:30	580	100	44	18	1	5	0	748	763.3
08:45	09:45	555	108	43	20	1	4	0	731	746.3
09:00	10:00	508	99	41	15	3	2	0	668	681.4
09:15	10:15	384	78	27	10	3	2	0	504	514.9
09:30	10:30	237	52	17	7	3	1	0	317	325.4
09:45	10:45	111	27	9	2	2	1	0	152	156.6
16:00	17:00	625	148	27	6	2	9	0	817	831.6
16:15	17:15	620	143	19	4	1	12	0	799	814.3
16:30	17:30	673	136	18	1	1	11	0	840	852.8
16:45	17:45	698	120	12	1	1	9	0	841	851.8
17:00	18:00	688	116	12	1	1	10	0	828	839.8
17:15	18:15	684	100	15	1	2	6	0	808	817.1
17:30	18:30	634	84	13	1	1	5	0	738	744.8
17:45	18:45	633	73	13	1	2	4	0	726	733.1
18:00	19:00	601	53	9	1	2	3	0	669	675.1
18:15	19:15	442	37	6	1	1	2	0	489	492.8
18:30	19:30	292	23	5	1	1	1	0	323	325.8
18:45	19:45	126	11	3	1	0	1	0	142	143.5
P/TOT		3618	672	157	45	12	35	0	0	0
									4539	4612

SITE: 1
 LOCATION: A259 Little Common Road / Knebworth Road
 TOTAL ARMS: A B C

 from arm: **B** to arm: **all** period I 07:00 16:00
 DATE: 18/10/2022
 to: 10:00 19:00 DAY: Tuesday

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU
PCU factor		1	1	1	1.5	2.3	2	0.4		
INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15		
07:00	07:15	103	30	3	1	0	1	0	138	139.5
07:15	07:30	141	33	8	5	1	1	0	189	193.8
07:30	07:45	158	50	5	3	2	0	0	218	222.1
07:45	08:00	155	28	10	1	0	3	0	197	200.5
08:00	08:15	170	29	18	2	0	1	0	220	222
08:15	08:30	168	36	5	0	0	1	0	210	211
08:30	08:45	153	18	10	3	1	1	0	186	189.8
08:45	09:00	163	36	12	7	0	3	0	221	227.5
09:00	09:15	125	21	14	5	0	0	0	165	167.5
09:15	09:30	150	26	10	3	0	1	0	190	192.5
09:30	09:45	126	25	8	5	1	0	0	165	168.8
09:45	10:00	114	28	9	2	2	1	0	156	160.6
16:00	16:15	171	37	8	2	1	2	0	221	225.3
16:15	16:30	150	38	4	3	1	3	0	199	204.8
16:30	16:45	144	39	8	0	0	3	0	194	197
16:45	17:00	169	35	7	1	0	1	0	213	214.5
17:00	17:15	169	33	0	0	0	5	0	207	212
17:15	17:30	201	30	3	0	1	2	0	237	240.3
17:30	17:45	170	23	2	0	0	1	0	196	197
17:45	18:00	159	31	7	1	0	2	0	200	202.5
18:00	18:15	162	16	3	0	1	1	0	183	185.3
18:15	18:30	151	14	1	0	0	1	0	167	168
18:30	18:45	168	12	2	0	1	0	0	183	184.3
18:45	19:00	127	11	3	1	0	1	0	143	144.5
P/TOT		3667	679	160	45	12	35	0	4598	4671

 Period I Total: 1726 360 112 37 7 13 0 0 0 2255 2296
 Period II Total: 1941 319 48 8 5 22 0 0 0 2343 2376

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h
PCU factor		1	1	1	1.5	2.3	2	0.4		
INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00		
07:00	08:00	557	141	26	10	3	5	0	742	755.9
07:15	08:15	624	140	41	11	3	5	0	824	838.4
07:30	08:30	651	143	38	6	2	5	0	845	855.6
07:45	08:45	646	111	43	6	1	6	0	813	823.3
08:00	09:00	654	119	45	12	1	6	0	837	850.3
08:15	09:15	609	111	41	15	1	5	0	782	795.8
08:30	09:30	591	101	46	18	1	5	0	762	777.3
08:45	09:45	564	108	44	20	1	4	0	741	756.3
09:00	10:00	515	100	41	15	3	2	0	676	689.4
09:15	10:15	390	79	27	10	3	2	0	511	521.9
09:30	10:30	240	53	17	7	3	1	0	321	329.4
09:45	10:45	114	28	9	2	2	1	0	156	160.6
16:00	17:00	634	149	27	6	2	9	0	827	841.6
16:15	17:15	632	145	19	4	1	12	0	813	828.3
16:30	17:30	683	137	18	1	1	11	0	851	863.8
16:45	17:45	709	121	12	1	1	9	0	853	863.8
17:00	18:00	699	117	12	1	1	10	0	840	851.8
17:15	18:15	692	100	15	1	2	6	0	816	825.1
17:30	18:30	642	84	13	1	1	5	0	746	752.8
17:45	18:45	640	73	13	1	2	4	0	733	740.1
18:00	19:00	608	53	9	1	2	3	0	676	682.1
18:15	19:15	446	37	6	1	1	2	0	493	496.8
18:30	19:30	295	23	5	1	1	1	0	326	328.8
18:45	19:45	127	11	3	1	0	1	0	143	144.5
P/TOT		3667	679	160	45	12	35	0	0	0
									4598	4671

SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS: A B C

from arm: all
to arm: B

		period I		period II	
		from: 07:00	16:00	from: 10:00	19:00

DATE: 18/10/2022
DAY: Tuesday

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h
PCU factor		1	1	1	1.5	2.3	2	0.4	PCU factor		1	1	1	1	1.5	2.3	2	0.4	PCU factor		
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	INTERVAL		
07:00	07:15	136	56	9	3	1	3	0	208	213.8	07:00	08:00	619	220	32	11	3	13	0	898	920.4
07:15	07:30	164	66	5	1	0	3	0	239	242.5	07:15	08:15	626	202	28	8	2	10	0	876	892.6
07:30	07:45	154	55	8	5	0	2	0	224	228.5	07:30	08:30	617	162	30	11	2	9	0	831	848.1
07:45	08:00	165	43	10	2	2	5	0	227	235.6	07:45	08:45	601	134	35	8	2	8	0	788	802.6
08:00	08:15	143	38	5	0	0	0	0	186	186	08:00	09:00	567	126	34	8	2	3	0	740	749.6
08:15	08:30	155	26	7	4	0	2	0	194	198	08:15	09:15	559	119	37	12	2	3	0	732	743.6
08:30	08:45	138	27	13	2	0	1	0	181	183	08:30	09:30	548	126	39	13	3	2	0	731	743.4
08:45	09:00	131	35	9	2	2	0	0	179	182.6	08:45	09:45	530	129	43	15	5	7	0	729	750
09:00	09:15	135	31	8	4	0	0	0	178	180	09:00	10:00	534	122	44	14	4	8	0	726	746.2
09:15	09:30	144	33	9	5	1	1	0	193	197.8	09:15	10:15	399	91	36	10	4	8	0	548	566.2
09:30	09:45	120	30	17	4	2	6	0	179	189.6	09:30	10:30	255	58	27	5	3	7	0	355	368.4
09:45	10:00	135	28	10	1	1	1	0	176	178.8	09:45	10:45	135	28	10	1	1	1	0	176	178.8
16:00	16:15	150	35	3	1	1	2	0	192	195.8	16:00	17:00	650	121	18	4	5	13	0	811	832.5
16:15	16:30	171	28	4	0	1	5	0	209	215.3	16:15	17:15	687	106	27	3	5	13	0	841	862
16:30	16:45	153	37	6	1	1	4	0	202	207.8	16:30	17:30	709	99	25	4	4	10	0	851	868.2
16:45	17:00	176	21	5	2	2	2	0	208	213.6	16:45	17:45	737	87	22	3	5	10	0	864	882
17:00	17:15	187	20	12	0	1	2	0	222	225.3	17:00	18:00	713	86	21	1	4	8	0	833	846.7
17:15	17:30	193	21	2	1	0	2	0	219	221.5	17:15	18:15	667	82	13	1	3	8	0	774	786.4
17:30	17:45	181	25	3	0	2	4	0	215	221.6	17:30	18:30	624	71	15	1	3	11	0	725	740.4
17:45	18:00	152	20	4	0	1	0	0	177	178.3	17:45	18:45	562	55	13	2	2	9	0	643	655.6
18:00	18:15	141	16	4	0	0	2	0	163	165	18:00	19:00	516	48	14	3	1	10	0	592	604.8
18:15	18:30	150	10	4	1	0	5	0	170	175.5	18:15	19:15	375	32	10	3	1	8	0	429	439.8
18:30	18:45	119	9	1	1	1	2	0	133	136.8	18:30	19:30	225	22	6	2	1	3	0	259	264.3
18:45	19:00	106	13	5	1	0	1	0	126	127.5	18:45	19:45	106	13	5	1	0	1	0	126	127.5
P/TOT		3599	723	163	41	19	55	0	4600	4700	P/TOT		3599	723	163	41	19	55	0	4600	4700

Period I Total: 1720 468 110 33 9 24 0 0 0 2364 2416
Period II Total: 1879 255 53 8 10 31 0 0 0 2236 2284

SITE: 1
 LOCATION: A259 Little Common Road / Knebworth Road
 TOTAL ARMS:

 from arm: C
 to arm: A
 period I: 07:00 16:00
 to: 10:00 19:00
 DATE: 18/10/2022
 DAY: Tuesday

		per quarter of an hour								per hour																
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h	from	to	TOT	PCU.h	
		PCU factor	1	1	1	1.5	2.3	2	0.4		PCU factor	1	1	1	1.5	2.3	2	0.4			01:00	01:00	01:00	01:00		
		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15		INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00	01:00	01:00		
07:00	07:15	3	0	0	0	0	0	0	3	3	07:00	08:00	19	7	2	0	0	0	0	28	28	07:00	08:00	28	28	
07:15	07:30	5	3	1	0	0	0	0	9	9	07:15	08:15	24	7	2	0	0	0	0	33	33	07:15	08:15	33	33	
07:30	07:45	5	2	0	0	0	0	0	7	7	07:30	08:30	32	6	1	0	0	0	0	39	39	07:30	08:30	39	39	
07:45	08:00	6	2	1	0	0	0	0	9	9	07:45	08:45	35	4	1	0	0	0	0	40	40	07:45	08:45	40	40	
08:00	08:15	8	0	0	0	0	0	0	8	8	08:00	09:00	40	4	0	0	0	0	0	44	44	08:00	09:00	44	44	
08:15	08:30	13	2	0	0	0	0	0	15	15	08:15	09:15	39	5	0	0	0	0	0	44	44	08:15	09:15	38	38	
08:30	08:45	8	0	0	0	0	0	0	8	8	08:30	09:30	33	5	0	0	0	0	0	38	38	08:30	09:30	38	38	
08:45	09:00	11	2	0	0	0	0	0	13	13	08:45	09:45	32	6	0	0	0	0	0	38	38	08:45	09:45	38	38	
09:00	09:15	7	1	0	0	0	0	0	8	8	09:00	10:00	27	8	1	0	0	0	0	36	36	09:00	10:00	36	36	
09:15	09:30	7	2	0	0	0	0	0	9	9	09:15	10:15	20	7	1	0	0	0	0	28	28	09:15	10:15	28	28	
09:30	09:45	7	1	0	0	0	0	0	8	8	09:30	10:30	13	5	1	0	0	0	0	19	19	09:30	10:30	19	19	
09:45	10:00	6	4	1	0	0	0	0	11	11	09:45	10:45	6	4	1	0	0	0	0	11	11	09:45	10:45	11	11	
16:00	16:15	14	0	1	0	0	0	0	15	15	16:00	17:00	60	4	1	0	0	1	0	66	67	16:00	17:00	67	67	
16:15	16:30	23	3	0	0	0	0	0	26	26	16:15	17:15	59	4	0	0	0	1	0	64	65	16:15	17:15	65	65	
16:30	16:45	16	1	0	0	0	0	0	17	17	16:30	17:30	43	2	0	0	0	2	0	47	49	16:30	17:30	49	49	
16:45	17:00	7	0	0	0	0	1	0	8	9	16:45	17:45	42	1	0	0	0	0	2	0	45	47	16:45	17:45	47	47
17:00	17:15	13	0	0	0	0	0	0	13	13	17:00	18:00	45	2	1	0	0	1	0	49	50	17:00	18:00	49	50	
17:15	17:30	7	1	0	0	0	1	0	9	10	17:15	18:15	39	3	1	0	0	1	0	44	45	17:15	18:15	44	45	
17:30	17:45	15	0	0	0	0	0	0	15	15	17:30	18:30	40	3	1	0	0	0	0	44	44	17:30	18:30	44	44	
17:45	18:00	10	1	1	0	0	0	0	12	12	17:45	18:45	36	3	1	0	0	0	0	40	40	17:45	18:45	40	40	
18:00	18:15	7	1	0	0	0	0	0	8	8	18:00	19:00	33	2	0	0	0	0	0	35	35	18:00	19:00	35	35	
18:15	18:30	8	1	0	0	0	0	0	9	9	18:15	19:15	26	1	0	0	0	0	0	27	27	18:15	19:15	27	27	
18:30	18:45	11	0	0	0	0	0	0	11	11	18:30	19:30	18	0	0	0	0	0	0	18	18	18:30	19:30	18	18	
18:45	19:00	7	0	0	0	0	0	0	7	7	18:45	19:45	7	0	0	0	0	0	0	7	7	18:45	19:45	7	7	
P/TOT		224	27	5	0	0	2	0	0	258	260	P/TOT		224	27	5	0	0	2	0	0	0	0	258	260	
Period I Total:												86	19	3	0	0	0	0	0	108	108					
Period II Total:												138	8	2	0	0	2	0	0	150	152					

from arm: C										from: 07:00 16:00										DATE: 18/10/2022													
to arm: B										to: 10:00 19:00										DAY: Tuesday													
per quarter of an hour										per hour																							
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h	
PCU factor		1	1	1	1.5	2.3	2	0.4	PCU factor		1	1	1	1	1.5	2.3	2	0.4	PCU factor		1	1	1	1	1.5	2.3	2	0.4	PCU factor				
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	INTERVAL		01:00	01:00		
07:00	07:15	136	55	9	3	1	3	0	00:15	207	212.8	07:00	08:00	612	216	32	11	3	12	0	886	907.4	07:00	08:00	612	216	32	11	3	12	0	886	907.4
07:15	07:30	162	65	5	1	0	3	0	00:15	236	239.5	07:15	08:15	615	199	28	8	2	9	0	861	876.6	07:15	08:15	615	199	28	8	2	9	0	861	876.6
07:30	07:45	153	53	8	5	0	2	0	00:15	221	225.5	07:30	08:30	602	159	30	11	2	8	0	812	828.1	07:30	08:30	602	159	30	11	2	8	0	812	828.1
07:45	08:00	161	43	10	2	2	4	0	00:15	222	229.6	07:45	08:45	585	133	35	8	2	7	0	770	783.6	07:45	08:45	585	133	35	8	2	7	0	770	783.6
08:00	08:15	139	38	5	0	0	0	0	00:15	182	182	08:00	09:00	554	125	34	8	2	3	0	726	735.6	08:00	09:00	554	125	34	8	2	3	0	726	735.6
08:15	08:30	149	25	7	4	0	2	0	00:15	187	191	08:15	09:15	549	118	36	12	2	3	0	720	731.6	08:15	09:15	549	118	36	12	2	3	0	720	731.6
08:30	08:45	136	27	13	2	0	1	0	00:15	179	181	08:30	09:30	540	126	38	13	3	2	0	722	734.4	08:30	09:30	540	126	38	13	3	2	0	722	734.4
08:45	09:00	130	35	9	2	2	0	0	00:15	178	181.6	08:45	09:45	523	129	41	15	5	7	0	720	741	08:45	09:45	523	129	41	15	5	7	0	720	741
09:00	09:15	134	31	7	4	0	0	0	00:15	176	178	09:00	10:00	526	122	42	14	4	8	0	716	736.2	09:00	10:00	526	122	42	14	4	8	0	716	736.2
09:15	09:30	140	33	9	5	1	1	0	00:15	189	193.8	09:15	10:15	392	91	35	10	4	8	0	540	558.2	09:15	10:15	392	91	35	10	4	8	0	540	558.2
09:30	09:45	119	30	16	4	2	6	0	00:15	177	187.6	09:30	10:30	252	58	26	5	3	7	0	351	364.4	09:30	10:30	252	58	26	5	3	7	0	351	364.4
09:45	10:00	133	28	10	1	1	1	0	00:15	174	176.8	09:45	10:45	133	28	10	1	1	1	0	174	176.8	09:45	10:45	133	28	10	1	1	1	0	174	176.8
16:00	16:15	150	34	3	1	1	2	0	00:15	191	194.8	16:00	17:00	644	120	18	4	5	13	0	804	825.5	16:00	17:00	644	120	18	4	5	13	0	804	825.5
16:15	16:30	170	28	4	0	1	5	0	00:15	208	214.3	16:15	17:15	681	106	27	3	5	13	0	835	856	16:15	17:15	681	106	27	3	5	13	0	835	856
16:30	16:45	151	37	6	1	1	4	0	00:15	200	205.8	16:30	17:30	703	99	25	4	4	10	0	845	862.2	16:30	17:30	703	99	25	4	4	10	0	845	862.2
16:45	17:00	173	21	5	2	2	2	0	00:15	205	210.6	16:45	17:45	731	87	22	3	5	10	0	858	876	16:45	17:45	731	87	22	3	5	10	0	858	876
17:00	17:15	187	20	12	0	1	2	0	00:15	222	225.3	17:00	18:00	710	86	21	1	4	8	0	830	843.7	17:00	18:00	664	82	12	1	3	8	0	770	782.4
17:15	17:30	192	21	2	1	0	2	0	00:15	218	220.5	17:15	18:15	619	71	14	1	3	10	0	718	732.4	17:15	18:15	619	71	14	1	3	10	0	633	644.6
17:30	17:45	179	25	3	0	2	4	0	00:15	213	219.6	17:30	18:30	554	55	12	2	2	8	0	581	592.8	17:30	18:30	366	32	10	3	1	7	0	419	428.8
17:45	18:00	152	20	4	0	1	0	0	00:15	177	178.3	17:45	18:45	219	22	6	2	1	3	0	253	258.3	17:45	18:45	219	22	6	2	1	3	0	125	126.5
18:00	18:15	141	16	3	0	0	2	0	00:15	162	164	18:00	19:00	507	48	13	3	1	9	0	581	592.8	18:00	19:00	366	32	10	3	1	7</td			



13366 / BEXHILL
October 2022
Classified Turning Count

SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS: A B C

from arm: **C**
to arm: **C**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 18/10/2022
DAY: Tuesday

per quarter of an hour										per hour													
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h		
PCU factor	1	1	1	1.5	2.3	2	0.4	PCU factor	1	1	1	1.5	2.3	2	0.4	PCU factor	1	1	1	1.5	2.3	2	0.4
INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00
07:00	07:15	0	0	0	0	0	0	0	0	0	07:00	08:00	0	0	0	0	0	0	0	0	0		
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	08:15	0	0	0	0	0	0	0	0	0		
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	08:30	0	0	0	0	0	0	0	0	0		
07:45	08:00	0	0	0	0	0	0	0	0	0	07:45	08:45	0	0	0	0	0	0	0	0	0		
08:00	08:15	0	0	0	0	0	0	0	0	0	08:00	09:00	0	0	0	0	0	0	0	0	0		
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	09:15	0	0	0	0	0	0	0	0	0		
08:30	08:45	0	0	0	0	0	0	0	0	0	08:30	09:30	0	0	0	0	0	0	0	0	0		
08:45	09:00	0	0	0	0	0	0	0	0	0	08:45	09:45	0	0	0	0	0	0	0	0	0		
09:00	09:15	0	0	0	0	0	0	0	0	0	09:00	10:00	0	0	0	0	0	0	0	0	0		
09:15	09:30	0	0	0	0	0	0	0	0	0	09:15	10:15	0	0	0	0	0	0	0	0	0		
09:30	09:45	0	0	0	0	0	0	0	0	0	09:30	10:30	0	0	0	0	0	0	0	0	0		
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:45	0	0	0	0	0	0	0	0	0		
16:00	16:15	0	0	0	0	0	0	0	0	0	16:00	17:00	0	0	0	0	0	0	0	0	0		
16:15	16:30	0	0	0	0	0	0	0	0	0	16:15	17:15	0	0	0	0	0	0	0	0	0		
16:30	16:45	0	0	0	0	0	0	0	0	0	16:30	17:30	0	0	0	0	0	0	0	0	0		
16:45	17:00	0	0	0	0	0	0	0	0	0	16:45	17:45	0	0	0	0	0	0	0	0	0		
17:00	17:15	0	0	0	0	0	0	0	0	0	17:00	18:00	0	0	0	0	0	0	0	0	0		
17:15	17:30	0	0	0	0	0	0	0	0	0	17:15	18:15	0	0	0	0	0	0	0	0	0		
17:30	17:45	0	0	0	0	0	0	0	0	0	17:30	18:30	0	0	0	0	0	0	0	0	0		
17:45	18:00	0	0	0	0	0	0	0	0	0	17:45	18:45	0	0	0	0	0	0	0	0	0		
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	19:00	0	0	0	0	0	0	0	0	0		
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	19:15	0	0	0	0	0	0	0	0	0		
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	19:30	0	0	0	0	0	0	0	0	0		
18:45	19:00	0	0	0	0	0	0	0	0	0	18:45	19:45	0	0	0	0	0	0	0	0	0		
P/TOT		0	0	0	0	0	0	0	0	0	P/TOT		0	0	0	0	0	0	0	0	0		

Period I Total: 0 0 0 0 0 0 0 0 0 0
Period II Total: 0 0 0 0 0 0 0 0 0 0

SITE: 1
 LOCATION: A259 Little Common Road / Knebworth Road
 TOTAL ARMS: A B C

 from arm: C all
 to arm: C all
 from: 07:00 16:00
 to: 10:00 19:00
 DATE: 18/10/2022
 DAY: Tuesday

per quarter of an hour										per hour											
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h
PCU factor		1	1	1	1.5	2.3	2	0.4	PCU factor		1	1	1	1.5	2.3	2	0.4	PCU factor		1	1
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	
07:00	07:15	139	55	9	3	1	3	0	210	215.8	07:00	08:00	631	223	34	11	3	12	0	914	935.4
07:15	07:30	167	68	6	1	0	3	0	245	248.5	07:15	08:15	639	206	30	8	2	9	0	894	909.6
07:30	07:45	158	55	8	5	0	2	0	228	232.5	07:30	08:30	634	165	31	11	2	8	0	851	867.1
07:45	08:00	167	45	11	2	2	4	0	231	238.6	07:45	08:45	620	137	36	8	2	7	0	810	823.6
08:00	08:15	147	38	5	0	0	0	0	190	190	08:00	09:00	594	129	34	8	2	3	0	770	779.6
08:15	08:30	162	27	7	4	0	2	0	202	206	08:15	09:15	588	123	36	12	2	3	0	764	775.6
08:30	08:45	144	27	13	2	0	1	0	187	189	08:30	09:30	573	131	38	13	3	2	0	760	772.4
08:45	09:00	141	37	9	2	2	0	0	191	194.6	08:45	09:45	555	135	41	15	5	7	0	758	779
09:00	09:15	141	32	7	4	0	0	0	184	186	09:00	10:00	553	130	43	14	4	8	0	752	772.2
09:15	09:30	147	35	9	5	1	1	0	198	202.8	09:15	10:15	412	98	36	10	4	8	0	568	586.2
09:30	09:45	126	31	16	4	2	6	0	185	195.6	09:30	10:30	265	63	27	5	3	7	0	370	383.4
09:45	10:00	139	32	11	1	1	1	0	185	187.8	09:45	10:45	139	32	11	1	1	1	0	185	187.8
16:00	16:15	164	34	4	1	1	2	0	206	209.8	16:00	17:00	704	124	19	4	5	14	0	870	892.5
16:15	16:30	193	31	4	0	1	5	0	234	240.3	16:15	17:15	740	110	27	3	5	14	0	899	921
16:30	16:45	167	38	6	1	1	4	0	217	222.8	16:30	17:30	746	101	25	4	4	12	0	892	911.2
16:45	17:00	180	21	5	2	2	3	0	213	219.6	16:45	17:45	773	88	22	3	5	12	0	903	923
17:00	17:15	200	20	12	0	1	2	0	235	238.3	17:00	18:00	755	88	22	1	4	9	0	879	893.7
17:15	17:30	199	22	2	1	0	3	0	227	230.5	17:15	18:15	703	85	13	1	3	9	0	814	827.4
17:30	17:45	194	25	3	0	2	4	0	228	234.6	17:30	18:30	659	74	15	1	3	10	0	762	776.4
17:45	18:00	162	21	5	0	1	0	0	189	190.3	17:45	18:45	590	58	13	2	2	8	0	673	684.6
18:00	18:15	148	17	3	0	0	2	0	170	172	18:00	19:00	540	50	13	3	1	9	0	616	627.8
18:15	18:30	155	11	4	1	0	4	0	175	179.5	18:15	19:15	392	33	10	3	1	7	0	446	455.8
18:30	18:45	125	9	1	1	1	2	0	139	142.8	18:30	19:30	237	22	6	2	1	3	0	271	276.3
18:45	19:00	112	13	5	1	0	1	0	132	133.5	18:45	19:45	112	13	5	1	0	1	0	132	133.5
P/TOT		3777	744	165	41	19	55	0	4801	4901	P/TOT		3777	744	165	41	19	55	0	4801	4901

 Period I Total: 1778 482 111 33 9 23 0 0 0 2436 2487
 Period II Total: 1999 262 54 8 10 32 0 0 0 2365 2414

SITE: 1
 LOCATION: A259 Little Common Road / Knebworth Road
 TOTAL ARMS: A B C

 from arm: all
 to arm: C

 period I
 from: 07:00 16:00
 to: 10:00 19:00

 DATE: 18/10/2022
 DAY: Tuesday

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h			
PCU factor		1	1	1	1.5	2.3	2	0.4	PCU factor		1	1	1	1	1.5	2.3	2	0.4	PCU factor					
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	INTERVAL					
07:00	07:15	110	31	3	1	0	1	0	146	147.5	07:00	08:00	586	146	30	10	3	5	0	780	793.9			
07:15	07:30	145	34	10	5	1	1	0	196	200.8	07:15	08:15	660	149	45	11	3	6	0	874	889.4			
07:30	07:45	164	53	6	3	2	0	0	228	232.1	07:30	08:30	698	151	39	6	2	6	0	902	913.6			
07:45	08:00	167	28	11	1	0	3	0	210	213.5	07:45	08:45	701	115	42	6	1	7	0	872	883.3			
08:00	08:15	184	34	18	2	0	2	0	240	243	08:00	09:00	700	127	42	12	1	7	0	889	903.3			
08:15	08:30	183	36	4	0	0	1	0	224	225	08:15	09:15	653	115	38	15	1	5	0	827	840.8			
08:30	08:45	167	17	9	3	1	1	0	198	201.8	08:30	09:30	627	105	45	18	1	5	1	802	816.7			
08:45	09:00	166	40	11	7	0	3	0	227	233.5	08:45	09:45	596	114	45	20	1	6	1	783	799.7			
09:00	09:15	137	22	14	5	0	0	0	178	180.5	09:00	10:00	557	102	44	15	3	4	1	726	740.8			
09:15	09:30	157	26	11	3	0	1	1	199	200.9	09:15	10:15	420	80	30	10	3	4	1	548	560.3			
09:30	09:45	136	26	9	5	1	2	0	179	184.8	09:30	10:30	263	54	19	7	3	3	0	349	359.4			
09:45	10:00	127	28	10	2	2	1	0	170	174.6	09:45	10:45	127	28	10	2	2	1	0	170	174.6			
16:00	16:15	176	40	8	2	1	2	0	229	233.3	16:00	17:00	671	157	27	6	2	9	0	872	886.6			
16:15	16:30	158	39	4	3	1	3	0	208	213.8	16:15	17:15	667	151	19	4	1	13	0	855	871.3			
16:30	16:45	158	41	8	0	0	3	0	210	213	16:30	17:30	715	146	18	1	1	12	0	893	906.8			
16:45	17:00	179	37	7	1	0	1	0	225	226.5	16:45	17:45	734	130	12	1	1	10	0	888	899.8			
17:00	17:15	172	34	0	0	0	6	0	212	218	17:00	18:00	722	125	12	1	1	11	0	872	884.8			
17:15	17:30	206	34	3	0	1	2	0	246	249.3	17:15	18:15	719	107	15	1	2	6	0	850	859.1			
17:30	17:45	177	25	2	0	0	1	0	205	206	17:30	18:30	670	89	13	1	1	5	0	779	785.8			
17:45	18:00	167	32	7	1	0	2	0	209	211.5	17:45	18:45	668	76	13	1	2	4	0	764	771.1			
18:00	18:15	169	16	3	0	1	1	0	190	192.3	18:00	19:00	637	55	9	1	2	3	0	707	713.1			
18:15	18:30	157	16	1	0	0	1	0	175	176	18:15	19:15	468	39	6	1	1	2	0	517	520.8			
18:30	18:45	175	12	2	0	1	0	0	190	191.3	18:30	19:30	311	23	5	1	1	1	0	342	344.8			
18:45	19:00	136	11	3	1	0	1	0	152	153.5	18:45	19:45	136	11	3	1	0	1	0	152	153.5			
P/TOT		3873	712	164	45	12	39	1	0	0	4846	P/TOT		3873	712	164	45	12	39	1	0	0	4846	4923

 Period I Total: 1843 375 116 37 7 16 1 0 0 2395 2438
 Period II Total: 2030 337 48 8 5 23 0 0 0 2451 2485



13366 / BEXHILL
October 2022
Classified Turning Count

SITE: 1
LOCATION: A259 Little Common Road / Knebworth Road
TOTAL ARMS: A B C

from arm: **all**
to arm: **all**
from: 07:00 16:00
to: 10:00 19:00
period I period II

DATE: 18/10/2022
DAY: Tuesday

from PCU factor INTERVAL	to PCU factor INTERVAL	CAR LGV OGV1 OGV2 PSV MCL PCL								TOT	PCU	from PCU factor INTERVAL	CAR LGV OGV1 OGV2 PSV MCL PCL								TOT	PCU.h					
		1	1	1	1.5	2.3	2	0.4	1				1	1	1.5	2.3	2	0.4									
		00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15				00:15	00:15	00:15	00:15	00:15	00:15									
07:00	07:15	250	87	12	4	1	4	0		358	365.3	AM	07:00	08:00	1227	374	64	21	6	18	0		1710	1746			
07:15	07:30	315	104	16	6	1	4	0		446	454.3	AM	07:15	08:15	1313	359	75	19	5	16	0		1787	1819			
07:30	07:45	323	110	14	8	2	2	0		459	467.6	AM	07:30	08:30	1353	321	71	17	4	15	0		1781	1810			
07:45	08:00	339	73	22	3	2	8	0		447	459.1	AM	07:45	08:45	1345	256	80	14	3	15	0		1713	1739			
08:00	08:15	336	72	23	2	0	2	0		435	438	AM	08:00	09:00	1319	260	79	20	3	10	0		1691	1715			
08:15	08:30	355	66	12	4	0	3	0		440	445	AM	08:15	09:15	1263	242	78	27	3	8	0		1621	1646			
08:30	08:45	315	45	23	5	1	2	0		391	396.8	AM	08:30	09:30	1219	237	86	31	4	7	1		1585	1612			
08:45	09:00	313	77	21	9	2	3	0		425	435.1	AM	08:45	09:45	1167	249	89	35	6	13	1		1560	1598			
09:00	09:15	280	54	22	9	0	0	0		365	369.5	AM	09:00	10:00	1125	233	89	29	7	12	1		1496	1531			
09:15	09:30	311	61	20	8	1	2	1		404	410.7	AM	09:15	10:15	845	179	67	20	7	12	1		1131	1162			
09:30	09:45	263	57	26	9	3	8	0		366	382.4	AM	09:30	10:30	534	118	47	12	6	10	0		727	750.8			
09:45	10:00	271	61	21	3	3	2	0		361	368.4	AM	09:45	10:45	271	61	21	3	3	2	0		361	368.4			
16:00	16:15	343	75	12	3	2	4	0		439	447.1	PM	16:00	17:00	1390	283	46	10	7	23	0		1759	1796			
16:15	16:30	355	71	8	3	2	8	0		447	459.1	PM	16:15	17:15	1425	263	46	7	6	27	0		1774	1812			
16:30	16:45	329	79	14	1	1	7	0		431	439.8	PM	16:30	17:30	1477	248	43	5	5	24	0		1802	1835			
16:45	17:00	363	58	12	3	2	4	0		442	450.1	PM	16:45	17:45	1524	219	34	4	6	22	0		1809	1841			
17:00	17:15	378	55	12	0	1	8	0		454	463.3	PM	17:00	18:00	1491	214	34	2	5	20	0		1766	1794			
17:15	17:30	407	56	5	1	1	5	0		475	481.8	PM	17:15	18:15	1433	192	29	2	5	15	0		1676	1699			
17:30	17:45	376	50	5	0	2	5	0		438	445.6	PM	17:30	18:30	1342	163	29	2	4	16	0		1556	1578			
17:45	18:00	330	53	12	1	1	2	0		399	402.8	PM	17:45	18:45	1273	134	27	3	4	13	0		1454	1474			
18:00	18:15	320	33	7	0	1	3	0		364	368.3	PM	18:00	19:00	1193	105	23	4	3	13	0		1341	1360			
18:15	18:30	316	27	5	1	0	6	0		355	361.5	PM	18:15	19:15	873	72	16	4	2	10	0		977	991.6			
18:30	18:45	307	21	3	1	2	2	0		336	341.1	PM	18:30	19:30	557	45	11	3	2	4	0		622	630.1			
18:45	19:00	250	24	8	2	0	2	0		286	289	PM	18:45	19:45	250	24	8	2	0	2	0		286	289			
		P/TOT	7745	1469	335	86	31	96	1	0	0		9763	9942		P/TOT	7745	1469	335	86	31	96	1	0	0	9763	9942

Period I Total: 3671 867 232 70 16 40 1 0 0 **4897** 4992
Period II Total: 4074 602 103 16 15 56 0 0 0 **4866** 4950

07:15 **08:15** AM Peak Hour
N/A **N/A** MID Peak Hour
16:45 **17:45** PM Peak Hour
16:45 **17:45** TOT Peak Hour

from: to:
AM 07:00 10:00
MID 10:00 16:00
PM 16:00 19:00
TOT Peak PCU **1841**

SITE: 1

DATE: 18/10/2022

LOCATION: A259 Little Common Road / Knebworth Road

DAY: TUESDAY

ANALYSIS: Queue at each 5 minute interval

Arm A - Lane 1						Arm B - Lane 1						Arm C - Lane 1					
Time	Total	Cars	OGV1	OGV2	PSV	Time	Total	Cars	OGV1	OGV2	PSV	Time	Total	Cars	OGV1	OGV2	PSV
07:00	0	0	0	0	0	07:00	0	0	0	0	0	07:00	0	0	0	0	0
07:05	0	0	0	0	0	07:05	0	0	0	0	0	07:05	0	0	0	0	0
07:10	1	1	0	0	0	07:10	0	0	0	0	0	07:10	0	0	0	0	0
07:15	0	0	0	0	0	07:15	0	0	0	0	0	07:15	0	0	0	0	0
07:20	0	0	0	0	0	07:20	0	0	0	0	0	07:20	0	0	0	0	0
07:25	0	0	0	0	0	07:25	0	0	0	0	0	07:25	0	0	0	0	0
07:30	0	0	0	0	0	07:30	0	0	0	0	0	07:30	0	0	0	0	0
07:35	0	0	0	0	0	07:35	0	0	0	0	0	07:35	0	0	0	0	0
07:40	0	0	0	0	0	07:40	0	0	0	0	0	07:40	0	0	0	0	0
07:45	0	0	0	0	0	07:45	0	0	0	0	0	07:45	0	0	0	0	0
07:50	0	0	0	0	0	07:50	0	0	0	0	0	07:50	0	0	0	0	0
07:55	0	0	0	0	0	07:55	0	0	0	0	0	07:55	0	0	0	0	0
08:00	2	2	0	0	0	08:00	0	0	0	0	0	08:00	0	0	0	0	0
08:05	1	1	0	0	0	08:05	0	0	0	0	0	08:05	0	0	0	0	0
08:10	0	0	0	0	0	08:10	0	0	0	0	0	08:10	0	0	0	0	0
08:15	0	0	0	0	0	08:15	0	0	0	0	0	08:15	0	0	0	0	0
08:20	1	1	0	0	0	08:20	0	0	0	0	0	08:20	0	0	0	0	0
08:25	1	1	0	0	0	08:25	0	0	0	0	0	08:25	0	0	0	0	0
08:30	0	0	0	0	0	08:30	0	0	0	0	0	08:30	0	0	0	0	0
08:35	0	0	0	0	0	08:35	0	0	0	0	0	08:35	0	0	0	0	0
08:40	2	2	0	0	0	08:40	0	0	0	0	0	08:40	0	0	0	0	0
08:45	0	0	0	0	0	08:45	0	0	0	0	0	08:45	0	0	0	0	0
08:50	0	0	0	0	0	08:50	0	0	0	0	0	08:50	0	0	0	0	0
08:55	0	0	0	0	0	08:55	0	0	0	0	0	08:55	0	0	0	0	0
09:00	0	0	0	0	0	09:00	0	0	0	0	0	09:00	0	0	0	0	0
09:05	0	0	0	0	0	09:05	0	0	0	0	0	09:05	0	0	0	0	0
09:10	0	0	0	0	0	09:10	0	0	0	0	0	09:10	0	0	0	0	0
09:15	0	0	0	0	0	09:15	0	0	0	0	0	09:15	0	0	0	0	0
09:20	0	0	0	0	0	09:20	0	0	0	0	0	09:20	0	0	0	0	0
09:25	0	0	0	0	0	09:25	0	0	0	0	0	09:25	0	0	0	0	0
09:30	0	0	0	0	0	09:30	0	0	0	0	0	09:30	0	0	0	0	0
09:35	0	0	0	0	0	09:35	0	0	0	0	0	09:35	0	0	0	0	0
09:40	0	0	0	0	0	09:40	0	0	0	0	0	09:40	0	0	0	0	0
09:45	0	0	0	0	0	09:45	0	0	0	0	0	09:45	0	0	0	0	0
09:50	0	0	0	0	0	09:50	0	0	0	0	0	09:50	0	0	0	0	0
09:55	0	0	0	0	0	09:55	0	0	0	0	0	09:55	0	0	0	0	0
16:00	0	0	0	0	0	16:00	0	0	0	0	0	16:00	0	0	0	0	0
16:05	1	1	0	0	0	16:05	0	0	0	0	0	16:05	0	0	0	0	0
16:10	0	0	0	0	0	16:10	0	0	0	0	0	16:10	0	0	0	0	0
16:15	0	0	0	0	0	16:15	0	0	0	0	0	16:15	0	0	0	0	0
16:20	0	0	0	0	0	16:20	0	0	0	0	0	16:20	1	1	0	0	0
16:25	0	0	0	0	0	16:25	0	0	0	0	0	16:25	0	0	0	0	0
16:30	0	0	0	0	0	16:30	0	0	0	0	0	16:30	0	0	0	0	0
16:35	0	0	0	0	0	16:35	0	0	0	0	0	16:35	0	0	0	0	0
16:40	0	0	0	0	0	16:40	0	0	0	0	0	16:40	1	1	0	0	0
16:45	0	0	0	0	0	16:45	0	0	0	0	0	16:45	0	0	0	0	0
16:50	0	0	0	0	0	16:50	0	0	0	0	0	16:50	0	0	0	0	0
16:55	0	0	0	0	0	16:55	0	0	0	0	0	16:55	0	0	0	0	0
17:00	0	0	0	0	0	17:00	0	0	0	0	0	17:00	0	0	0	0	0
17:05	0	0	0	0	0	17:05	0	0	0	0	0	17:05	0	0	0	0	0
17:10	0	0	0	0	0	17:10	0	0	0	0	0	17:10	0	0	0	0	0
17:15	0	0	0	0	0	17:15	0	0	0	0	0	17:15	0	0	0	0	0
17:20	0	0	0	0	0	17:20	0	0	0	0	0	17:20	0	0	0	0	0
17:25	2	2	0	0	0	17:25	0	0	0	0	0	17:25	0	0	0	0	0
17:30	0	0	0	0	0	17:30	0	0									

SITE: 1

DATE: 18/10/2022

LOCATION: A259 Little Common Road / Knebworth Road

DAY: TUESDAY

ANALYSIS: Queue at each 5 minute interval

Arm A - Lane 1						Arm B - Lane 1						Arm C - Lane 1					
Time	Total	Cars	OGV1	OGV2	PSV	Time	Total	Cars	OGV1	OGV2	PSV	Time	Total	Cars	OGV1	OGV2	PSV
18:45	0	0	0	0	0	18:45	0	0	0	0	0	18:45	0	0	0	0	0
18:50	0	0	0	0	0	18:50	0	0	0	0	0	18:50	0	0	0	0	0
18:55	0	0	0	0	0	18:55	0	0	0	0	0	18:55	0	0	0	0	0

Appendix TN4-2: TEMPRO Growth Rates

2022 to 2028

Scenario	AM Peak	PM Peak
Rother 007	1.058	1.059
Rother 008	1.060	1.061
Rother 009	1.060	1.062
Rother 010	1.063	1.067
Rother 011	1.062	1.062
Bexhill Average	1.061	1.062

2028 to 2031

Scenario	AM Peak	PM Peak
Rother 007	1.028	1.029
Rother 008	1.028	1.029
Rother 009	1.028	1.030
Rother 010	1.029	1.032
Rother 011	1.029	1.029
Bexhill Average	1.028	1.030

2025 to 2028 Growth Factors

Scenario	AM Peak	PM Peak
Rother 007	1.0273	1.0281
Rother 008	1.0282	1.0287
Rother 009	1.0279	1.0293
Rother 010	1.0295	1.0315
Rother 011	1.0291	1.029
Bexhill Average	1.0284	1.0293

Appendix TN4-3: Figure 4 and 5 from the 2021 TA (Traffic Generation)

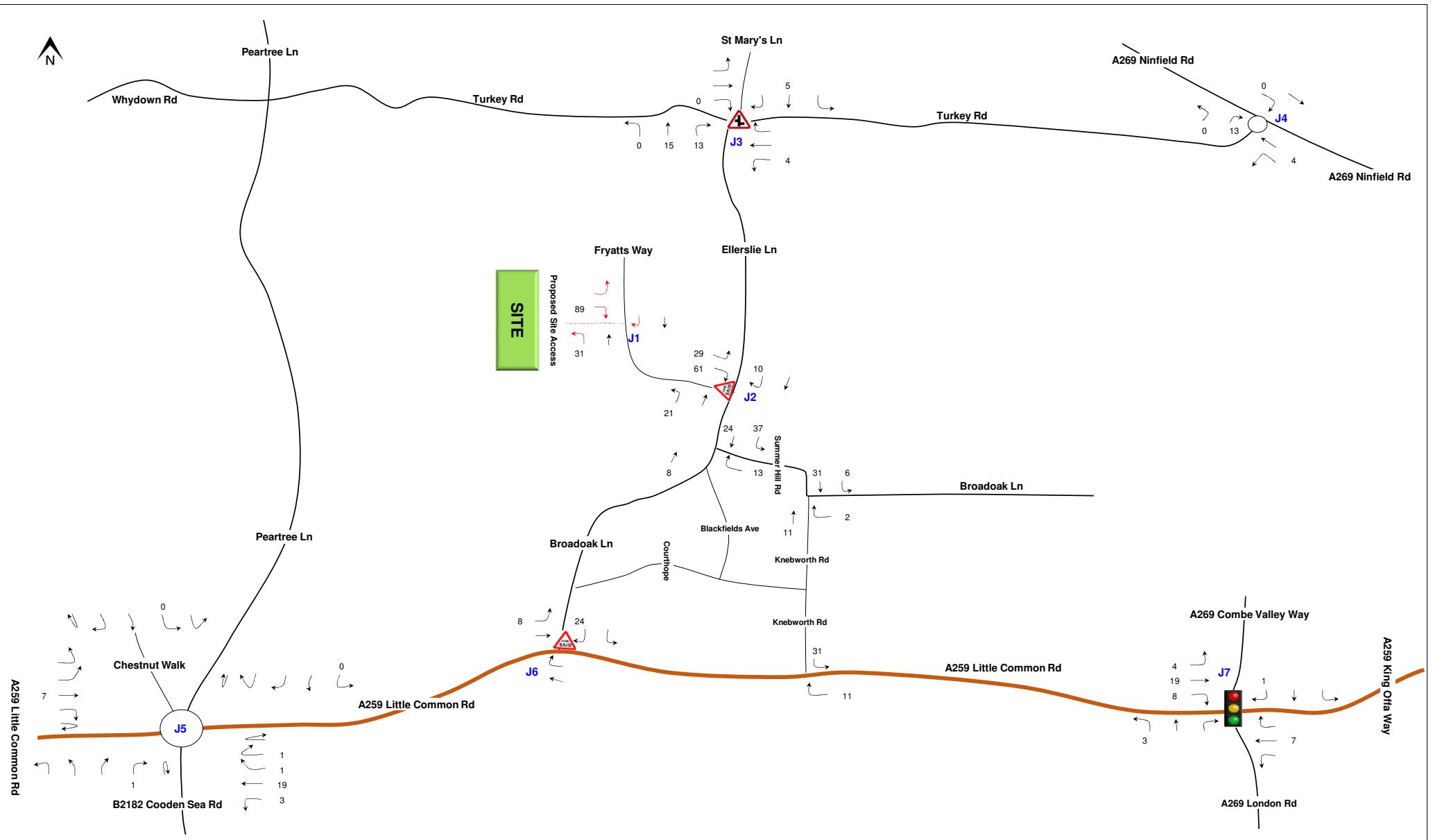


Fig 4: AM Peak Trip Generation - Proposed Residential Development

Job no. A115791 Bexhill, Fryatts Way

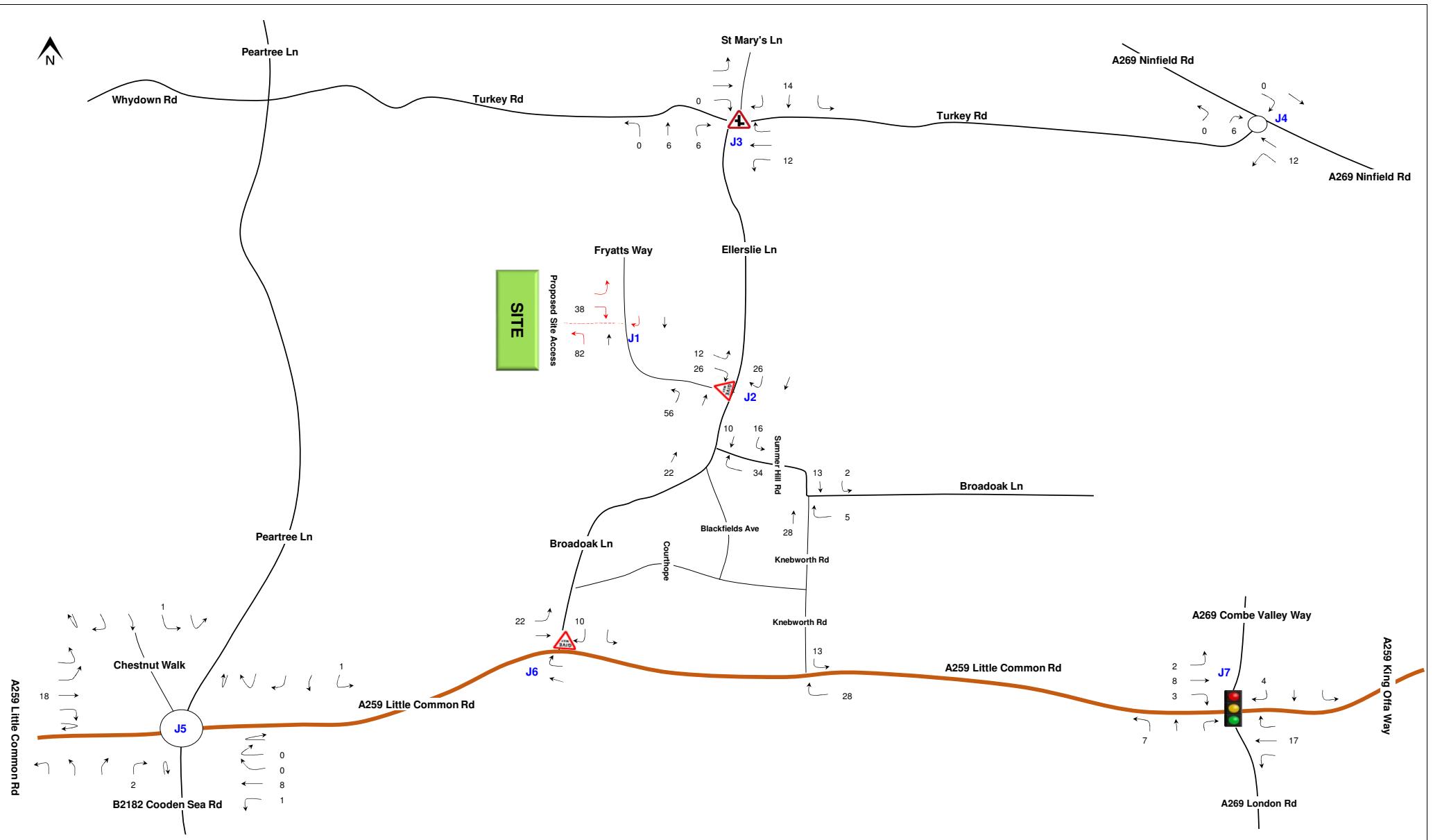


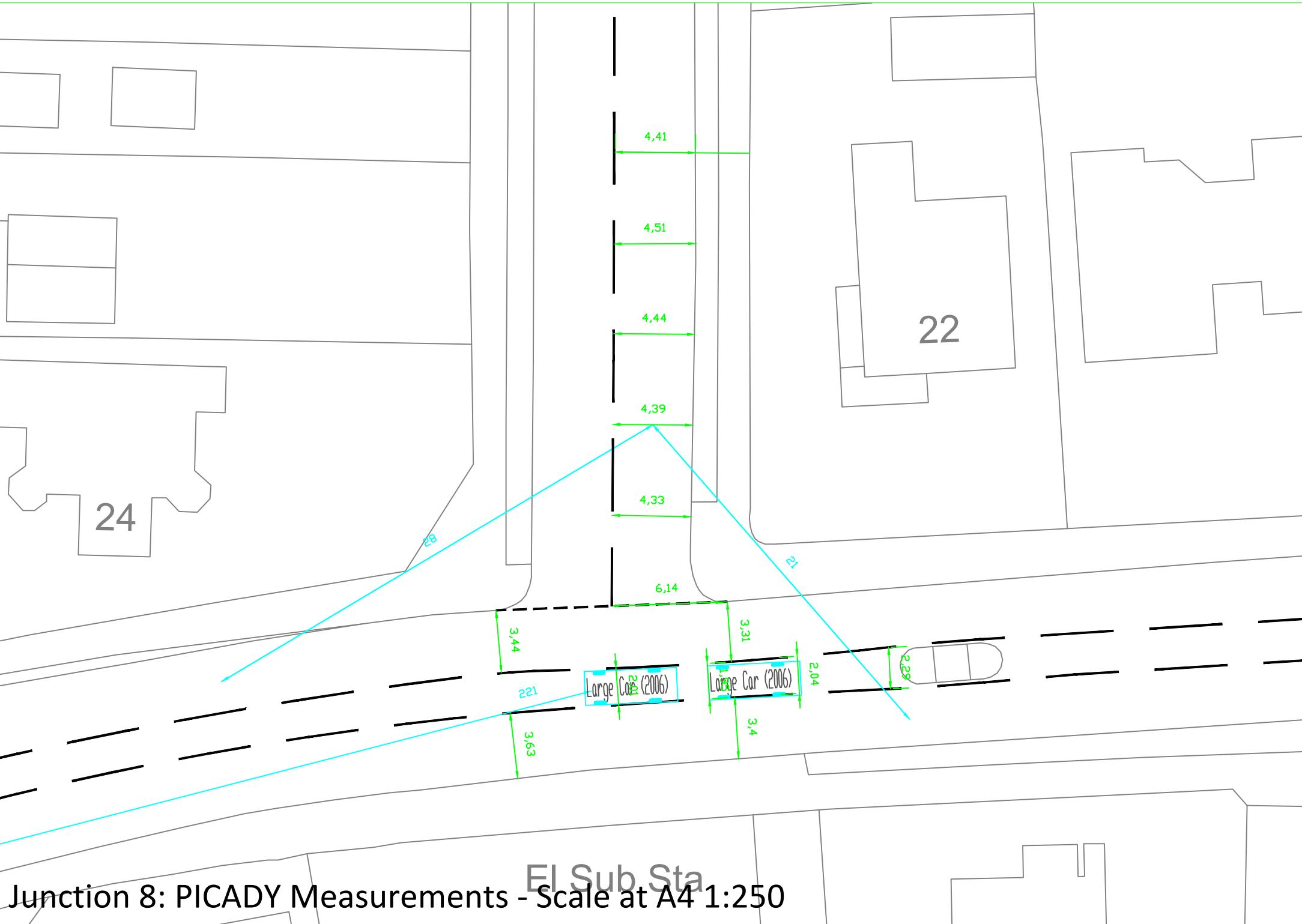
Fig 5: PM Peak Trip Generation - Proposed Residential Development

Job no. A115791 Bexhill, Fryatts Way

Fryatts Way

Technical Note 4: Further Correspondence with National Highways

Appendix TN4-4: Junctions 9 Input Measurements: A259 / Knebworth Road junction



Junction 8: PICADY Measurements - Scale at A4 1:250

Fryatts Way

Technical Note 4: Further Correspondence with National Highways

Appendix TN4-5: Junctions 9 Output: A259 / Knebworth Road junction

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Little Common - Knebworth Road Junction.j9

Path: J:\2019\A115791 Bexhill, Fryatt Way\Jun. Ass\J8 Knebworth Road

Report generation date: 28/10/2022 15:13:45

- »2022 Surveyed, AM
- »2022 Surveyed, PM
- »2025 Baseline, AM
- »2025 Baseline, PM
- »2031 Baseline, AM
- »2031 Baseline, PM
- »2025 With Development, AM
- »2025 With Development, PM
- »2031 With Development, AM
- »2031 With Development, PM
- »2025 With Development - Sensitivity Test, AM
- »2025 With Development - Sensitivity Test, PM
- »2031 With Development - Sensitivity Test, AM
- »2031 With Development - Sensitivity Test, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Surveyed						
Stream B-AC	0.3	12.51	0.25	0.1	9.64	0.12
Stream C-AB	0.1	8.64	0.11	0.1	8.71	0.12
2025 Baseline						
Stream B-AC	0.4	13.35	0.26	0.2	12.09	0.15
Stream C-AB	0.1	9.13	0.11	0.2	10.29	0.15
2031 Baseline						
Stream B-AC	0.4	14.97	0.30	0.2	13.68	0.18
Stream C-AB	0.1	9.52	0.13	0.2	10.84	0.16
2025 With Development						
Stream B-AC	0.5	14.23	0.34	0.2	12.51	0.19
Stream C-AB	0.2	9.32	0.14	0.3	10.69	0.22
2031 With Development						
Stream B-AC	0.6	16.09	0.38	0.3	14.31	0.22
Stream C-AB	0.2	9.71	0.15	0.4	11.17	0.24
2025 With Development - Sensitivity Test						
Stream B-AC	0.6	14.50	0.36	0.3	12.62	0.20
Stream C-AB	0.2	9.36	0.15	0.4	10.77	0.24
2031 With Development - Sensitivity Test						
Stream B-AC	0.6	16.43	0.40	0.3	14.48	0.23
Stream C-AB	0.2	9.75	0.16	0.4	11.23	0.26

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

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

File summary

File Description

Title	
Location	
Site number	
Date	26/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTPATRICK.TALLENTS1
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed	AM	ONE HOUR	07:15	08:45	15
D2	2022 Surveyed	PM	ONE HOUR	16:45	18:15	15
D3	2025 Baseline	AM	ONE HOUR	07:15	08:45	15
D4	2025 Baseline	PM	ONE HOUR	16:45	18:15	15
D7	2031 Baseline	AM	ONE HOUR	07:15	08:45	15
D8	2031 Baseline	PM	ONE HOUR	16:45	18:15	15
D11	2025 With Development	AM	ONE HOUR	07:15	08:45	15
D12	2025 With Development	PM	ONE HOUR	16:45	18:15	15
D13	2031 With Development	AM	ONE HOUR	07:15	08:45	15
D14	2031 With Development	PM	ONE HOUR	16:45	18:15	15
D17	2025 With Development - Sensitivity Test	AM	ONE HOUR	07:15	08:45	15
D18	2025 With Development - Sensitivity Test	PM	ONE HOUR	16:45	18:15	15
D19	2031 With Development - Sensitivity Test	AM	ONE HOUR	07:15	08:45	15
D20	2031 With Development - Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 W		Major
B	Knebworth Road		Minor
C	A259 E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.89		✓	2.20	220.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.35	21	27

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565	0.099	0.250	0.157	0.357
1	B-C	728	0.107	0.271	-	-
1	C-B	701	0.261	0.261	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	850	100.000
B		✓	85	100.000
C		✓	780	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	18	832
	B	14	0	71
	C	736	44	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	12.51	0.3	B
C-AB	0.11	8.64	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	491	0.130	63	0.1	8.404	A
C-AB	33	536	0.062	33	0.1	7.150	A
C-A	554			554			
A-B	14			14			
A-C	627			627			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	447	0.171	76	0.2	9.692	A
C-AB	40	506	0.079	40	0.1	7.724	A
C-A	661			661			
A-B	16			16			
A-C	748			748			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	381	0.245	93	0.3	12.468	B
C-AB	49	466	0.106	49	0.1	8.637	A
C-A	809			809			
A-B	20			20			
A-C	916			916			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	381	0.245	94	0.3	12.508	B
C-AB	49	466	0.106	49	0.1	8.643	A
C-A	809			809			
A-B	20			20			
A-C	916			916			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	447	0.171	77	0.2	9.730	A
C-AB	40	506	0.079	40	0.1	7.730	A
C-A	661			661			
A-B	16			16			
A-C	748			748			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	491	0.130	64	0.2	8.438	A
C-AB	33	536	0.062	33	0.1	7.161	A
C-A	554			554			
A-B	14			14			
A-C	627			627			

2022 Surveyed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Surveyed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	852	100.000
B		✓	48	100.000
C		✓	894	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	12	840
	B	3	0	45
	C	844	50	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	9.64	0.1	A
C-AB	0.12	8.71	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	526	0.069	36	0.1	7.342	A
C-AB	38	537	0.071	38	0.1	7.203	A
C-A	635			635			
A-B	9			9			
A-C	632			632			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	486	0.089	43	0.1	8.124	A
C-AB	45	507	0.090	45	0.1	7.792	A
C-A	758			758			
A-B	11			11			
A-C	755			755			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	426	0.124	53	0.1	9.635	A
C-AB	57	470	0.121	57	0.1	8.706	A
C-A	927			927			
A-B	13			13			
A-C	925			925			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	426	0.124	53	0.1	9.643	A
C-AB	57	470	0.121	57	0.1	8.713	A
C-A	927			927			
A-B	13			13			
A-C	925			925			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	486	0.089	43	0.1	8.136	A
C-AB	45	507	0.090	46	0.1	7.798	A
C-A	758			758			
A-B	11			11			
A-C	755			755			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	526	0.069	36	0.1	7.357	A
C-AB	38	537	0.071	38	0.1	7.217	A
C-A	635			635			
A-B	9			9			
A-C	632			632			

2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 Baseline	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	923	100.000
B		✓	88	100.000
C		✓	695	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	19	904
	B	14	0	73
	C	650	45	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	13.35	0.4	B
C-AB	0.11	9.13	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	480	0.138	65	0.2	8.671	A
C-AB	34	522	0.066	34	0.1	7.375	A
C-A	489			489			
A-B	14			14			
A-C	681			681			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	434	0.181	79	0.2	10.110	B
C-AB	41	489	0.084	41	0.1	8.041	A
C-A	584			584			
A-B	17			17			
A-C	813			813			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	366	0.264	96	0.4	13.298	B
C-AB	51	445	0.115	51	0.1	9.124	A
C-A	714			714			
A-B	20			20			
A-C	996			996			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	366	0.264	97	0.4	13.349	B
C-AB	51	445	0.115	51	0.1	9.132	A
C-A	714			714			
A-B	20			20			
A-C	996			996			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	434	0.181	79	0.2	10.157	B
C-AB	41	489	0.084	41	0.1	8.047	A
C-A	584			584			
A-B	17			17			
A-C	813			813			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	480	0.138	66	0.2	8.710	A
C-AB	34	522	0.066	34	0.1	7.383	A
C-A	489			489			
A-B	14			14			
A-C	681			681			

2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Baseline	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1078	100.000
B		✓	50	100.000
C		✓	827	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
From	A	0	12	1066
	B	3	0	46
	C	775	52	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	12.09	0.2	B
C-AB	0.15	10.29	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	480	0.078	37	0.1	8.122	A
C-AB	39	493	0.079	39	0.1	7.920	A
C-A	583			583			
A-B	9			9			
A-C	802			802			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	430	0.103	44	0.1	9.327	A
C-AB	47	456	0.103	47	0.1	8.809	A
C-A	696			696			
A-B	11			11			
A-C	958			958			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	352	0.155	54	0.2	12.066	B
C-AB	59	409	0.145	59	0.2	10.277	B
C-A	851			851			
A-B	14			14			
A-C	1173			1173			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	352	0.155	55	0.2	12.089	B
C-AB	59	409	0.145	59	0.2	10.292	B
C-A	851			851			
A-B	14			14			
A-C	1173			1173			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	430	0.103	45	0.1	9.348	A
C-AB	47	456	0.103	47	0.1	8.822	A
C-A	696			696			
A-B	11			11			
A-C	958			958			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	480	0.078	37	0.1	8.140	A
C-AB	39	493	0.079	39	0.1	7.935	A
C-A	583			583			
A-B	9			9			
A-C	802			802			

2031 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Baseline	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	976	100.000
B		✓	93	100.000
C		✓	735	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	20	956
	B	15	0	77
	C	687	48	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	14.97	0.4	B
C-AB	0.13	9.52	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	467	0.150	69	0.2	9.041	A
C-AB	36	512	0.071	36	0.1	7.558	A
C-A	517			517			
A-B	15			15			
A-C	720			720			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	418	0.200	83	0.2	10.753	B
C-AB	44	477	0.091	44	0.1	8.297	A
C-A	617			617			
A-B	18			18			
A-C	860			860			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	343	0.298	101	0.4	14.883	B
C-AB	54	433	0.126	54	0.1	9.510	A
C-A	755			755			
A-B	22			22			
A-C	1053			1053			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	343	0.298	102	0.4	14.965	B
C-AB	54	433	0.126	54	0.1	9.518	A
C-A	755			755			
A-B	22			22			
A-C	1053			1053			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	418	0.200	84	0.3	10.816	B
C-AB	44	477	0.091	44	0.1	8.307	A
C-A	617			617			
A-B	18			18			
A-C	860			860			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	467	0.150	70	0.2	9.088	A
C-AB	36	512	0.071	36	0.1	7.573	A
C-A	517			517			
A-B	15			15			
A-C	720			720			

2031 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1143	100.000
B		✓	52	100.000
C		✓	876	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	13	1129
	B	3	0	49
	C	822	55	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	13.68	0.2	B
C-AB	0.16	10.84	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	465	0.085	39	0.1	8.448	A
C-AB	42	481	0.086	41	0.1	8.174	A
C-A	618			618			
A-B	10			10			
A-C	850			850			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	411	0.115	47	0.1	9.886	A
C-AB	50	443	0.113	50	0.1	9.170	A
C-A	738			738			
A-B	12			12			
A-C	1015			1015			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	321	0.180	57	0.2	13.640	B
C-AB	64	396	0.161	64	0.2	10.817	B
C-A	901			901			
A-B	14			14			
A-C	1244			1244			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	321	0.180	58	0.2	13.678	B
C-AB	64	396	0.161	64	0.2	10.836	B
C-A	901			901			
A-B	14			14			
A-C	1244			1244			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	411	0.115	48	0.1	9.914	A
C-AB	50	443	0.113	51	0.1	9.191	A
C-A	738			738			
A-B	12			12			
A-C	1015			1015			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	465	0.085	40	0.1	8.470	A
C-AB	42	481	0.086	42	0.1	8.192	A
C-A	618			618			
A-B	10			10			
A-C	850			850			

2025 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2025 With Development	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	923	100.000
B		✓	119	100.000
C		✓	706	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	19	904
	B	14	0	104
	C	650	56	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	14.23	0.5	B
C-AB	0.14	9.32	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	494	0.181	88	0.2	8.866	A
C-AB	43	523	0.082	42	0.1	7.483	A
C-A	489			489			
A-B	14			14			
A-C	681			681			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	450	0.237	106	0.3	10.478	B
C-AB	51	491	0.105	51	0.1	8.184	A
C-A	583			583			
A-B	17			17			
A-C	813			813			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	384	0.341	130	0.5	14.144	B
C-AB	64	450	0.142	64	0.2	9.309	A
C-A	713			713			
A-B	20			20			
A-C	996			996			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	384	0.341	131	0.5	14.233	B
C-AB	64	450	0.142	64	0.2	9.319	A
C-A	713			713			
A-B	20			20			
A-C	996			996			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	450	0.237	107	0.3	10.549	B
C-AB	51	491	0.105	52	0.1	8.195	A
C-A	583			583			
A-B	17			17			
A-C	813			813			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	494	0.181	90	0.2	8.922	A
C-AB	43	523	0.082	43	0.1	7.496	A
C-A	489			489			
A-B	14			14			
A-C	681			681			

2025 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2025 With Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1078	100.000
B		✓	63	100.000
C		✓	855	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	12	1066
	B	3	0	59
	C	775	80	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	12.51	0.2	B
C-AB	0.22	10.69	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	484	0.097	47	0.1	8.218	A
C-AB	61	498	0.122	60	0.1	8.216	A
C-A	583			583			
A-B	9			9			
A-C	802			802			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	435	0.129	56	0.1	9.494	A
C-AB	74	466	0.160	74	0.2	9.184	A
C-A	694			694			
A-B	11			11			
A-C	958			958			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	357	0.193	68	0.2	12.474	B
C-AB	97	434	0.224	97	0.3	10.663	B
C-A	844			844			
A-B	14			14			
A-C	1173			1173			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	357	0.193	69	0.2	12.507	B
C-AB	97	434	0.224	97	0.3	10.694	B
C-A	844			844			
A-B	14			14			
A-C	1173			1173			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	435	0.129	57	0.2	9.520	A
C-AB	74	466	0.160	75	0.2	9.218	A
C-A	694			694			
A-B	11			11			
A-C	958			958			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	484	0.097	47	0.1	8.241	A
C-AB	61	498	0.122	61	0.1	8.246	A
C-A	583			583			
A-B	9			9			
A-C	802			802			

2031 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2031 With Development	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	976	100.000
B		✓	124	100.000
C		✓	746	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	20	956
	B	15	0	108
	C	687	59	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	16.09	0.6	C
C-AB	0.15	9.71	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	480	0.194	92	0.2	9.257	A
C-AB	45	513	0.087	44	0.1	7.670	A
C-A	517			517			
A-B	15			15			
A-C	720			720			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	433	0.257	111	0.3	11.170	B
C-AB	54	480	0.112	54	0.1	8.446	A
C-A	617			617			
A-B	18			18			
A-C	860			860			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	360	0.378	135	0.6	15.943	C
C-AB	68	439	0.154	68	0.2	9.696	A
C-A	754			754			
A-B	22			22			
A-C	1053			1053			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	136	360	0.379	136	0.6	16.086	C
C-AB	68	439	0.154	68	0.2	9.708	A
C-A	754			754			
A-B	22			22			
A-C	1053			1053			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	433	0.257	112	0.4	11.272	B
C-AB	54	480	0.112	54	0.1	8.459	A
C-A	617			617			
A-B	18			18			
A-C	860			860			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	480	0.194	94	0.2	9.323	A
C-AB	45	513	0.087	45	0.1	7.688	A
C-A	517			517			
A-B	15			15			
A-C	720			720			

2031 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2031 With Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1143	100.000
B		✓	65	100.000
C		✓	904	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	13	1129
	B	3	0	62
	C	822	83	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	14.31	0.3	B
C-AB	0.24	11.17	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	469	0.105	49	0.1	8.552	A
C-AB	64	487	0.131	63	0.2	8.475	A
C-A	617			617			
A-B	10			10			
A-C	850			850			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	416	0.142	59	0.2	10.078	B
C-AB	78	455	0.172	78	0.2	9.545	A
C-A	735			735			
A-B	12			12			
A-C	1015			1015			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	324	0.223	72	0.3	14.247	B
C-AB	104	427	0.244	104	0.4	11.134	B
C-A	891			891			
A-B	14			14			
A-C	1244			1244			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	324	0.223	72	0.3	14.309	B
C-AB	104	427	0.244	104	0.4	11.174	B
C-A	891			891			
A-B	14			14			
A-C	1244			1244			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	416	0.142	59	0.2	10.118	B
C-AB	78	455	0.172	79	0.2	9.588	A
C-A	735			735			
A-B	12			12			
A-C	1015			1015			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	469	0.105	49	0.1	8.580	A
C-AB	64	487	0.131	64	0.2	8.511	A
C-A	617			617			
A-B	10			10			
A-C	850			850			

2025 With Development - Sensitivity Test, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	2025 With Development - Sensitivity Test	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	923	100.000
B		✓	126	100.000
C		✓	708	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	19	904
	B	14	0	111
	C	650	59	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	14.50	0.6	B
C-AB	0.15	9.36	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	496	0.191	94	0.2	8.929	A
C-AB	45	523	0.085	44	0.1	7.508	A
C-A	489			489			
A-B	14			14			
A-C	681			681			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	452	0.250	113	0.3	10.592	B
C-AB	54	492	0.109	54	0.1	8.216	A
C-A	583			583			
A-B	17			17			
A-C	813			813			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	386	0.358	137	0.5	14.409	B
C-AB	67	452	0.149	67	0.2	9.350	A
C-A	713			713			
A-B	20			20			
A-C	996			996			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	138	386	0.358	138	0.6	14.504	B
C-AB	67	452	0.149	67	0.2	9.360	A
C-A	713			713			
A-B	20			20			
A-C	996			996			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	452	0.250	114	0.3	10.670	B
C-AB	54	492	0.109	54	0.1	8.229	A
C-A	583			583			
A-B	17			17			
A-C	813			813			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	496	0.191	95	0.2	8.989	A
C-AB	45	523	0.085	45	0.1	7.524	A
C-A	489			489			
A-B	14			14			
A-C	681			681			

2025 With Development - Sensitivity Test, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2025 With Development - Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1078	100.000
B		✓	65	100.000
C		✓	861	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	12	1066
	B	3	0	62
	C	775	86	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	12.62	0.3	B
C-AB	0.24	10.77	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	485	0.102	49	0.1	8.243	A
C-AB	66	500	0.132	65	0.2	8.279	A
C-A	582			582			
A-B	9			9			
A-C	802			802			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	436	0.135	59	0.2	9.539	A
C-AB	81	469	0.172	80	0.2	9.265	A
C-A	693			693			
A-B	11			11			
A-C	958			958			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	357	0.202	72	0.2	12.585	B
C-AB	106	441	0.241	106	0.4	10.734	B
C-A	842			842			
A-B	14			14			
A-C	1173			1173			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	357	0.202	72	0.3	12.621	B
C-AB	106	441	0.241	106	0.4	10.767	B
C-A	842			842			
A-B	14			14			
A-C	1173			1173			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	436	0.135	59	0.2	9.569	A
C-AB	81	469	0.172	81	0.2	9.301	A
C-A	693			693			
A-B	11			11			
A-C	958			958			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	485	0.102	49	0.1	8.269	A
C-AB	66	500	0.132	66	0.2	8.314	A
C-A	582			582			
A-B	9			9			
A-C	802			802			

2031 With Development - Sensitivity Test, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D19	2031 With Development - Sensitivity Test	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	976	100.000
B		✓	131	100.000
C		✓	748	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	20	956
	B	15	0	115
	C	687	61	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.40	16.43	0.6	C
C-AB	0.16	9.75	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	482	0.204	97	0.3	9.325	A
C-AB	47	514	0.091	46	0.1	7.696	A
C-A	517			517			
A-B	15			15			
A-C	720			720			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	435	0.270	117	0.4	11.300	B
C-AB	56	481	0.117	56	0.1	8.478	A
C-A	617			617			
A-B	18			18			
A-C	860			860			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	363	0.396	143	0.6	16.275	C
C-AB	71	440	0.161	71	0.2	9.734	A
C-A	753			753			
A-B	22			22			
A-C	1053			1053			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	363	0.397	144	0.6	16.433	C
C-AB	71	440	0.161	71	0.2	9.746	A
C-A	753			753			
A-B	22			22			
A-C	1053			1053			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	435	0.270	119	0.4	11.410	B
C-AB	56	481	0.117	56	0.1	8.493	A
C-A	617			617			
A-B	18			18			
A-C	860			860			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	482	0.204	99	0.3	9.397	A
C-AB	47	514	0.091	47	0.1	7.713	A
C-A	517			517			
A-B	15			15			
A-C	720			720			

2031 With Development - Sensitivity Test, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D20	2031 With Development - Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1143	100.000
B		✓	68	100.000
C		✓	911	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	13	1129
	B	3	0	65
	C	822	89	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	14.48	0.3	B
C-AB	0.26	11.23	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	470	0.110	51	0.1	8.582	A
C-AB	69	489	0.140	68	0.2	8.541	A
C-A	617			617			
A-B	10			10			
A-C	850			850			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	416	0.148	61	0.2	10.129	B
C-AB	85	458	0.185	84	0.2	9.622	A
C-A	734			734			
A-B	12			12			
A-C	1015			1015			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	324	0.232	75	0.3	14.417	B
C-AB	114	435	0.263	114	0.4	11.188	B
C-A	888			888			
A-B	14			14			
A-C	1244			1244			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	324	0.232	75	0.3	14.484	B
C-AB	114	435	0.263	114	0.4	11.234	B
C-A	888			888			
A-B	14			14			
A-C	1244			1244			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	416	0.148	62	0.2	10.172	B
C-AB	85	458	0.185	85	0.2	9.673	A
C-A	734			734			
A-B	12			12			
A-C	1015			1015			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	470	0.110	52	0.1	8.612	A
C-AB	69	489	0.140	69	0.2	8.580	A
C-A	617			617			
A-B	10			10			
A-C	850			850			