TETRA TECH

GDL-02-A

Land off Fryatts Way, Bexhill, East Sussex

Proof of Evidence of Luke David Regan MSc MCIHT CMILT

on Highways and Transportation Matters

Volume 2 – Plans and Appendices

LPA Ref: RR/2021/1656/P

PINS Ref: APP/U1430/W/22/3304805

A115791

November 2022
Revision 01

Document prepared on behalf of Gladman Developments Ltd

Tetra Tech Manchester, Quay West at MediaCityUK, Trafford Wharf Road, Trafford Park, Manchester, United Kingdom, M17 1HH

Tetra Tech Environment Planning Transport Limited. Registered in England number: 03050297
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Document Control

Document:	Volume 1 (Text) Proof of Evidence **Volume 2 (Plans and Appendices)** Luke David Regan MSc MCIHT CMILT
Project:	Land off Fryatts Way, Bexhill, East Sussex
Client:	Gladman Developments Ltd
Project Number:	A115791
File Origin:	J:\2019\A115791 Bexhill, Fryatts Way\Docs\ReportsPoE

Revision:	01	
Date:	14.10.2022	
Prepared by: L Regan	**Checked by:** M Thompson	**Approved By:** L Regan

Volume 1: Text – Bound Separately

Volume 2: Plans

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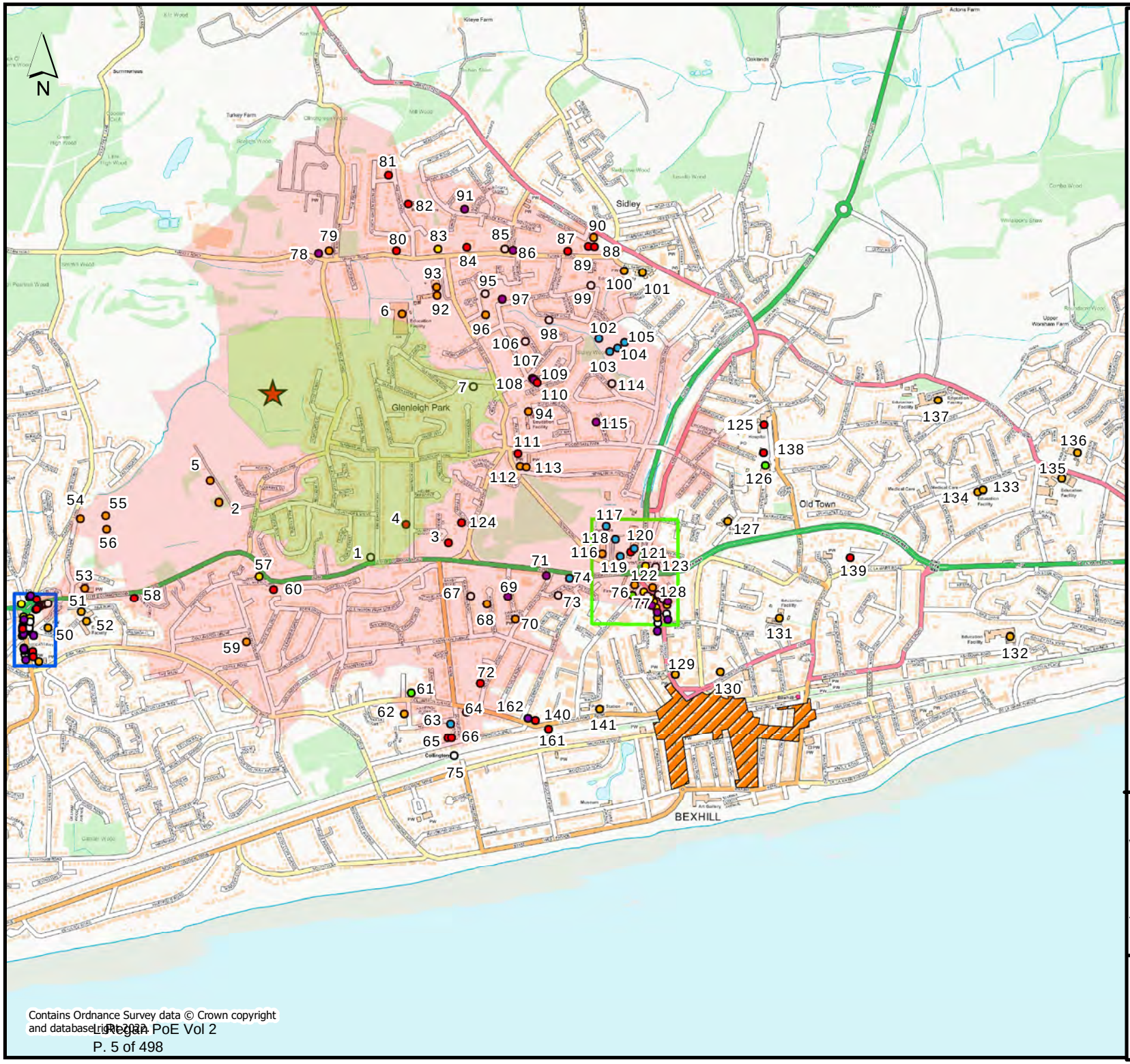
Plans



Plan LDR1:Facilities and Amenities Accessible within a 1km and 2km Journey on Foot
Proposal: Proposed Residential Development
Location: Fryatts Way, Bexhill
TT Job No.: A115791

Scale @A4 1:20,500

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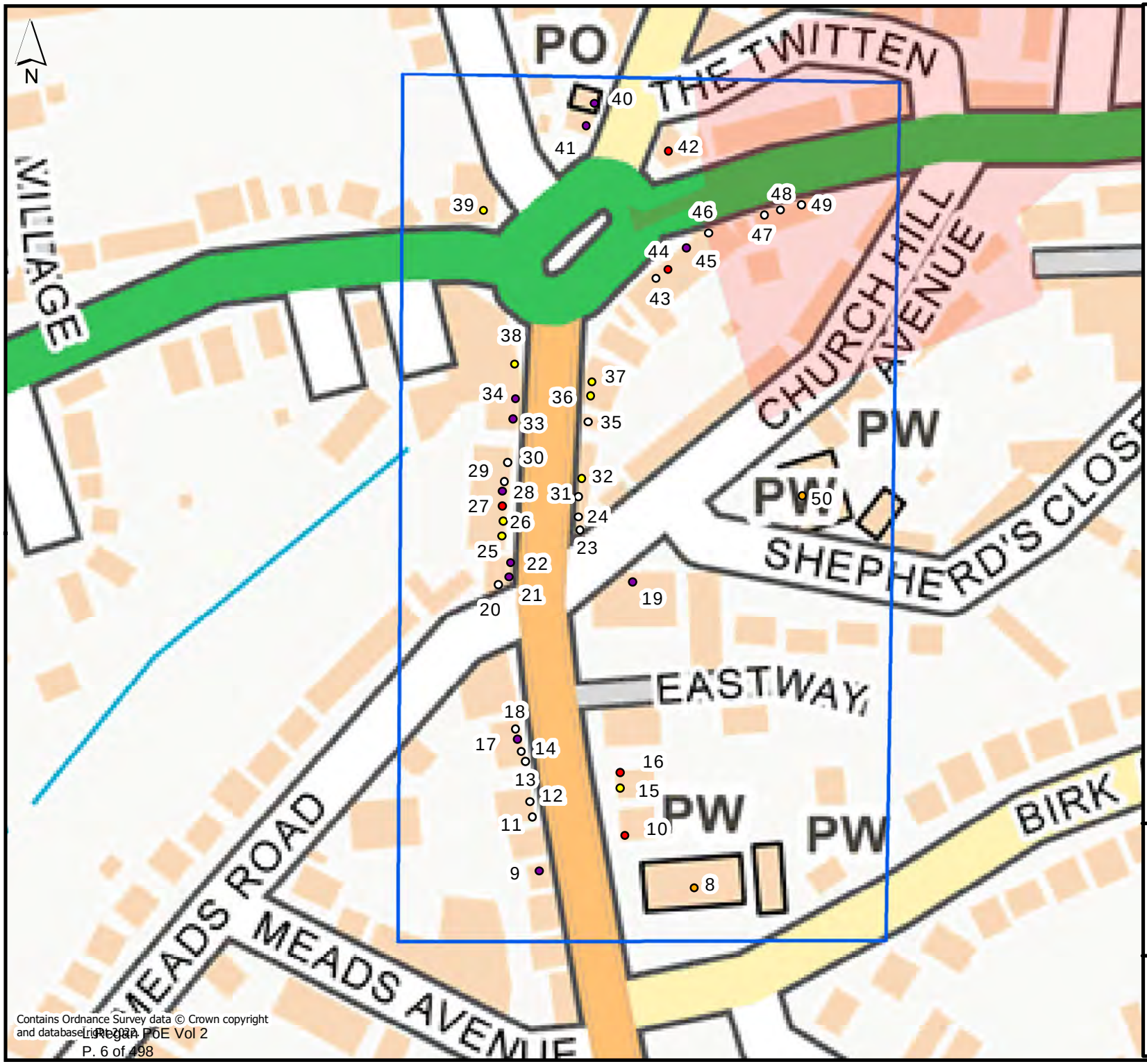

Legend

Little Common Shopping Area

2km Walk Catchments

- Local Service
  - 11. Salon
  - 12. Finance / Financial Management
  - 13. Estate Agents
  - 14. Taxi
  - 18. Barbers
  - 20. Hair Salon
  - 23. Mortgage Broker
  - 24. Estate Agent
  - 29. Hair Salon
  - 30. Funeral Director
  - 31. Hair Salon
  - 35. Estate Agent
  - 43. Hair Salon
  - 46. Barbers
  - 47. Hair Salon
  - 48. Funeral Director
  - 49. Laundrette
- Retail
  - 9. Hardware Store
  - 17. Antique Store
  - 19. Convenience Store
  - 21. Windows, Doors, and Conservatory installation
  - 22. Bakery
  - 28. Carpet Store
  - 33. Office Supply Store
  - 34. Wig Shop
  - 40. Blind and Curtain Showroom
  - 41. Post Office
  - 45. Butchers
- Community
  - 8. Place of Worship
  - 50. Place of Worship
- Food & Drink
  - 15. Takeaway
  - 25. Delicatessen
  - 26. Coffee Shop
  - 32. Café / Restaurant
  - 36. Takeaway
  - 37. Takeaway
  - 38. Café
  - 39. Pub
- Health
  - 10. Pharmacy
  - 16. Podiatrist
  - 27. Opticians
  - 42. Medical Clinic
  - 44. Alternative Medicine

Plan LDR2: Excerpt from Plan LDR1 Walk Catchments - Showing Little Common Area
Proposal: Proposed Residential Development
Location: Fryatts Way, Bexhill
TT Job No.: A115791

Scale @ A4 1:1,750

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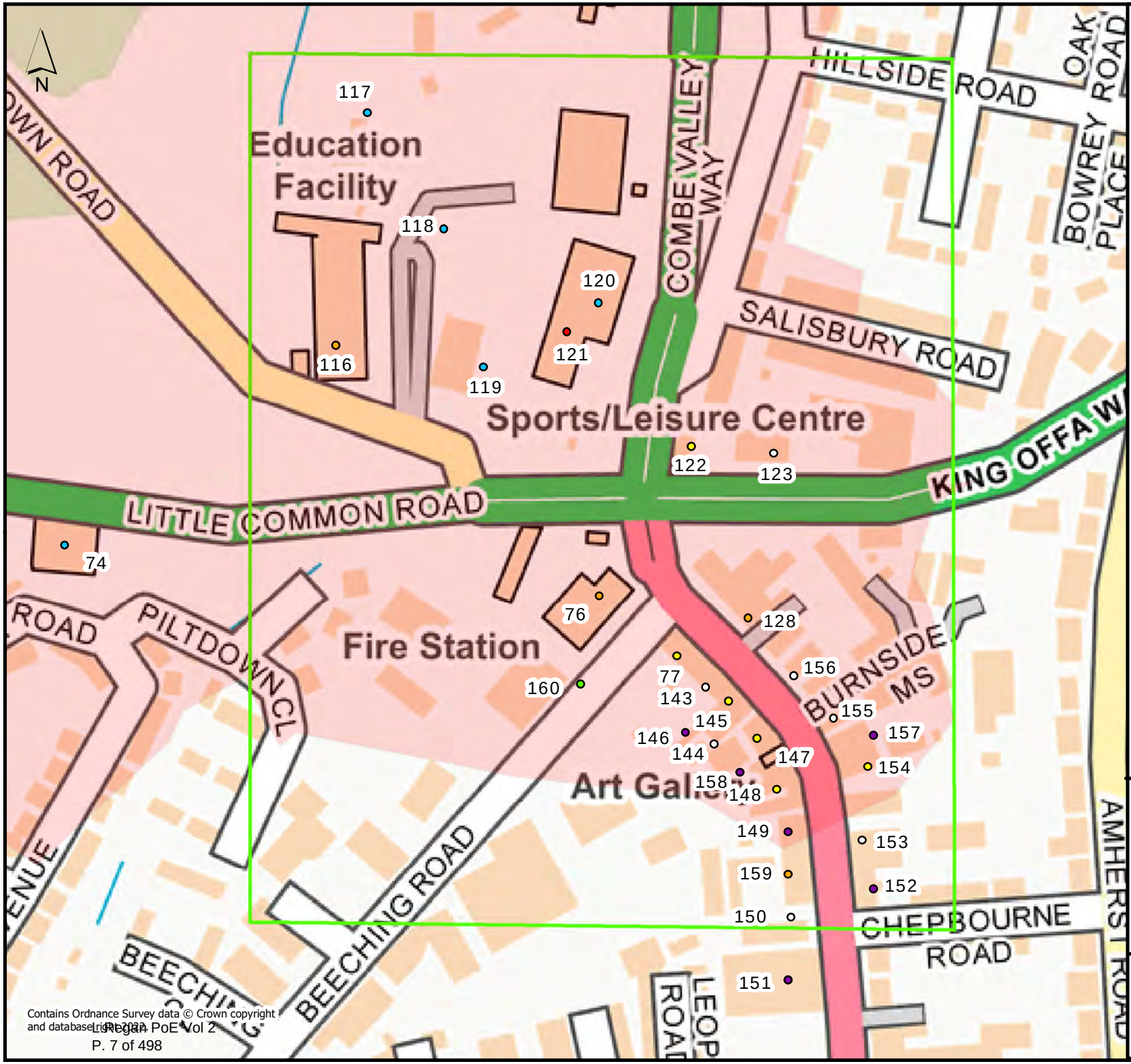

Legend

King Offa Way Signals

2km Catchment

Leisure
- 74. Gym Facility
- 117. Martial Arts School
- 118.Skate Park
- 119.Army Cadets

Community
- 76. Fire Station
- 116. Primary School
- 128. Pre-School

Health
- 121. Sports Therapist

Food & Drink
- 77. Takeaway
- 122. Restaurant
- 145. Restaurant
- 147. Café
- 148. Takeaway
- 154. Restaurant

Local Service
- 123. Mechanic and MOT Centre
- 143. Massage Therapist
- 144. Barbershop
- 150. Youth Organisation
- 153. Dog Grooming
- 155. Nail Salon
- 156. Massage and Beauty Therapist

Employment
- 160. Building Centre

Retail
- 146. Florist
- 149.Tattoo Shop
- 151.Supermarket
- 152.Butchers
- 157.Off License
- 158.Blind Shop

Plan LDR3: Excerpt from Plan LDR1 Walk Catchments - Showing Area Around A259/A269 Signals

Proposal: Proposed Residential Development

Location: Fryatts Way, Bexhill

TT Job No.: A115791

Scale @A4 1:2,500

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Appendices

Appendix LDR1: ESCC Press Release – Bus Improvements

The Newsroom
Latest news from East Sussex County Council

Funding confirmed for bus improvements

MORE than £41 million of vital funding to help improve bus services across the county has been confirmed.

East Sussex County Council has received confirmation from Government that it will receive £41,415,025 to implement its Bus Service Improvement Plan (BSIP) – proposals to help the council and bus operators improve services and increase the use of public transport.

The funding, which will benefit people in every part of the county, will support;

- Bus priority improvements including physical infrastructure and traffic light priority
- Bus service improvements including fixed route and timetabled services and flexible services with improved frequencies, later evening services and improved weekend services
- Fare reductions
- Bus Stop improvements including the provision of high-quality interchanges, more and improved bus shelters and more real time information at stops

Cllr Claire Dowling, lead member for transport and environment, said: "We made an extremely ambitious funding bid to the Department for Transport and I am delighted that we have managed to secure this funding allocation – the highest per head for a rural authority.

"The funding enables us to invest in infrastructure, provide more bus services and reduce the cost of fares across the county."

She added: "There are many benefits to bus travel, including reducing congestion, contributing to better air quality and decarbonisation, and we are working hard to ensure we maximise the funding we have been allocated and take full advantage of all of the benefits that can be delivered."

Ahead of funding being confirmed, and to take full advantage of the summer season, the county council agreed to fund a range of fare reductions for bus passengers that were part of the BSIP proposals.

A number of operators across East Sussex already offer discounts including a new £5 East Sussex single operator day ticket, family and group travel tickets and an off-peak unaccompanied young person £1 flat

single fare tickets.

With the two and a half year funding allocation now confirmed, officers will progress with the delivery of the BSIP schemes at pace to ensure that the benefits are obtained by the residents of East Sussex as early as possible.

More information about the plan is available on the county council's website.

Ends.

This entry was posted in Transport and Environment on September 21, 2022 [https://news.eastsussex.gov.uk/2022/09/21/funding-confirmed-for-bus-improvements/] by karenb.

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Appendix LDR2: Plan 4 from Transport Assessment

Legend

- Site Location
- Site Boundary
- Suitable Walking Routes for Future Residents
- Footway
- Public Rights of Way
- Town Centre Shopping Area - as defined in RDC Local Development Framework (2011)
- Bus Stop
- Bus Route 11
- Bus Route 95
- Bus Service 96
- Bus Service 97
- Bus Service 98/98A
- Bus Service 99
- Supermarket
- Convenience Shop
- Educational Facility
- Medical Surgery / Hospital
- Post Office
- Rail Station
- Outdoor Area / Park
- Bexhill Leisure Centre
- Little Common Shopping_Area
- Uncontrolled Pedestrian Crossing
- Signal Controlled Pedestrian Crossing
- Zebra Crossing

N

Sidley
Bexhill Down
Broad Oak Park
Highwoods Golf Course
Sidley Wood
Collington Rail Station
Bexhill Rail Station
Bexhill Beach
Bexhill-On-Sea
A2690
A2100
A259

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Fryatts Way, Bexhill

Plan 4: Pedestrian Infrastructure

Scale @ A3 1:8,000 | Project No.: A115791

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Appendix LDR3: List of facilities, retail and amenities and the walk distances

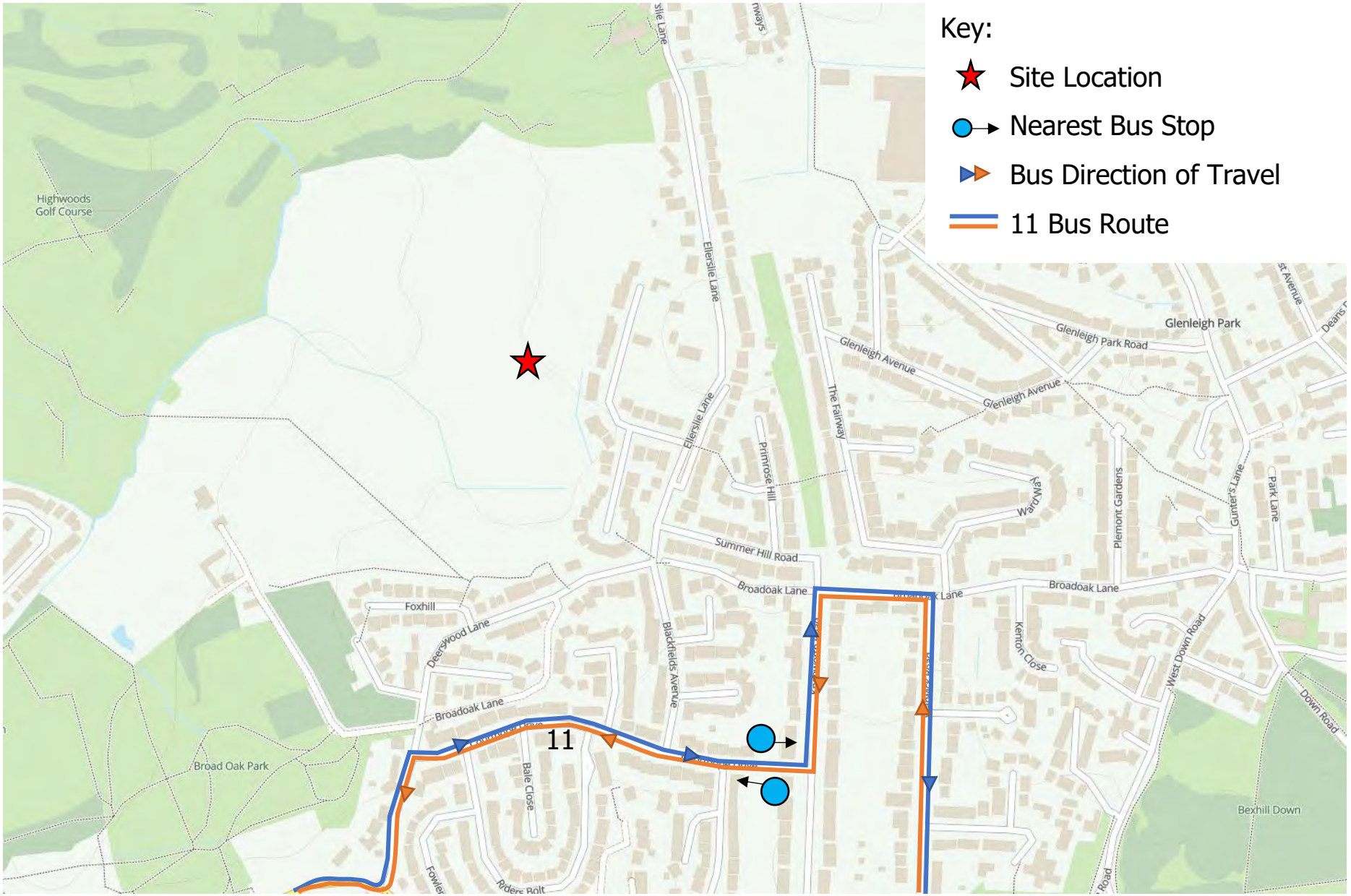
Plan Ref	Land Use	Type of Amenity	Name of Amenity	Walking Distance from the Centre of the Parcel (m)
Within 2km Catchment				
2	Community	Park	Broad Oak Park	1090
112	Community	Place of Worship	St. Stephen's Church, Bexhill	1150
113	Community	Education - Tutoring Facility	Kumon Maths & English	1150
5	Community	Allotment	Broad Oak Park Allotments	1270
96	Community	Childminder	Honey Pot Childminding	1310
92	Community	Primary School	Glenleigh Park Ducklings Nursery	1440
93	Community	Children's After School / Holiday Club	Boom Active Kids Holiday Club Bexhill	1480
79	Community	Cemetary	Bexhill Cemetary	1550
59	Community	Educational Facility	Music for the Memory	1590
6	Community	Secondary School	Bexhill Academy	1600
70	Community	Place of Worship	Living Word Church	1670
116	Community	Primary School	King Offa Primary Academy	1730
68	Community	Dance School	Dance Moves	1780
53	Community	Place of Worship	St. Mark's Church, Bexhill	1850
76	Community	Fire Station	Bexhill Community Fire Station	1850
128	Community	Pre-School	Maggie's Day Nursery	1900
62	Community	Educational Facility	Chinese Mandarin Language School	1950
90	Community	Pre-School	Dragonflies Community Nursery	1980
159	Community	Local Venue	Centre Stage	1990
61	Employment	Corporate Office	Conquest House	1890
160	Employment	Building Supplier	Jewson Bexhill	1890
57	Food & Drink	Restaurant	The Denbigh	1230
83	Food & Drink	Pub	Rose & Crown	1550
122	Food & Drink	Restaurant	The Chilli Tree Indian Restaurant	1850
77	Food & Drink	Takeaway	Blue Anchor	1870
145	Food & Drink	Restaurant	Shiplu Tandoori Restaurant Bexhill	1910
147	Food & Drink	Café	Michelle's Dream	1940
148	Food & Drink	Takeaway	Best Kebabs	1950
154	Food & Drink	Restaurant	Bengal Brasserie	1970
4	Health	Care Home	Hazelmere Nursing Home	920
3	Health	Care Home	Greenwood	1100
111	Health	Assisted Living Residence	St. Vincent's Care Home	1100
110	Health	Wellness Centre	Younique Wellbeing Studios	1140
60	Health	Dentist	East Sussex Dental Laboratory	1250
124	Health	Assisted Living Residence	Wellgate Supported Living - The Lodge	1370
80	Health	Counselling	Deborah Lindsey Counselling Service	1510
58	Health	Retirement Home	Hillborough House - Retirement Living - McCarthy Stone	1580
84	Health	Mental Health Clinic	Thornwood Care Ltd	1590
82	Health	Nursing Home	Heatherdene Nursing Home	1790
87	Health	Care Home	Adelfi Homecare Ltd	1810
81	Health	Assisted Living Residence	Lennox Lodge Rest Home	1910
89	Health	Pharmacy	LloydsPharmacy	1910
88	Health	Medical Practice	Sidley Medical Practice	1920
65	Health	Skin Care Clinic	Sussex Skin and Laser Clinic	1940
66	Health	Chiropodist	Harris Foot Health Ltd	1940
72	Health	Assisted Living Residence	Ayush Care t/a Holmesdale House and Holmesdale Day Care	1960
102	Leisure	BMX Track	Bexhill BMX Track	1520
103	Leisure	Bike Park	Dirt Jump Bike Park	1610
104	Leisure	Skate Park	Bexhill Skate Park	1610
74	Leisure	Athletics	Bexhill Amateur Atheletic Association (BAAA)	1680
74	Leisure	Gym Facility	Physiques Gym Bexhill in BAAA	1680
74	Leisure	Sport	Bexhill AA Judo Club & Aikido in BAAA	1680
74	Leisure	Function Room	Bexhill Amateur Atheletic Association in BAAA	1680
119	Leisure	Army Cadets	Bexhill Army Cadets	1700
118	Leisure	Skate Park	Blue Ramp Skate Park	1760
120	Leisure	Leisure Centre	Bexhill Leisure Centre	1760
105	Leisure	Bowls Club	Sidley Martlets Bowls Club	1800
117	Leisure	Martial Arts School	SAMA Karate & Kickboxing Bexhill & Hastings	1810
63	Leisure	Holiday Flat	Trafalgar House	1830
7	Local Service	Massage Therapist	Pyramid Therapy	890
1	Local Service	Computer Repair Service	C & C Computer Services Ltd	960
109	Local Service	Hair Salon	Images	1130
106	Local Service	Computer Repair	Bexhill PC Team	1360
95	Local Service	Alternative Medicine	Samos Therapeutic Massage (Visiting Massage / Aromatherapy Service)	1430
98	Local Service	Computer Repair	Adams Computer Services	1570
99	Local Service	Motorbike Repair Shop	Beeson Motorcyles	1730
67	Local Service	Pet Groomer	Top to Tail Dog Groomers	1750
85	Local Service	Veterinary Clinic	Happy Tails Vets	1750
73	Local Service	Computer Repair	Your Computer Friend	1770
64	Local Service	Beauty Salon	The Serenity Room Aesthetics And Beauty Salon	1850
143	Local Service	Massage Therapist	Orchid Beuaty Therapy	1890
144	Local Service	Barbershop	Adam Traditional Barber	1890
123	Local Service	Mechanic and MOT Centre	Kwik Fit - Bexhill-On-Sea	1900
114	Local Service	Hair Dresser	Emma Heritage Hair Design	1910
75	Local Service	Train Station	Collington Train Station - Southern Railway	1960
156	Local Service	Massage and Beauty Therapist	B's Beauty Therapy and Thai Massage	1960
155	Local Service	Nail Salon	Coco Nails and Spa	1970
107	Retail	Post Office	Windmill Drive Post Office, Convenience Store & Café	1110
108	Retail	Musical Instrument Shop	Dean Pelling Woodwind & Brass	1120
97	Retail	Plant Supplier	Bill & Ben the Bonsai Men. (Bonsai Central)	1370
78	Retail	Music Shop	Degay Guitars	1480
71	Retail	Convenience Store	Little Common Convenience Store	1490
115	Retail	Car Dealership	AMACUK	1540
69	Retail	Electronics Retails and Repair Shop	Sabre Controls Ltd	1600
86	Retail	Convenience Store	One Stop	1790
91	Retail	Florist	The Natural Florist Ltd	1820
146	Retail	Florist	Blooming Beautiful Workshop	1890
158	Retail	Blind Shop	Bespoke Blinds and Shutters	1930
157	Retail	Off License	Pricecutter	1960
149	Retail	Tattoo Shop	Lost Ink Tatoo Studio	1970

Outside 2km Catchment				
51	Community	Community Centre	Little Common Community Centre	2010
52	Community	Primary School	Little Common School	2040
100	Community	Place of Worship	All Saints Church, Bexhill	2070
127	Community	Primary School	Chantry Community Primary School	2140
54	Community	Sports Club	Little Common Ramblers Cricket Club	2160
101	Community	Primary School	All Saints Church of England Primary School	2160
55	Community	Sports Club	Little Common Football Club	2300
141	Community	Police Station	Sussex Police	2330
56	Community	Sports Club	Little Common Recreation Ground	2380
129	Community	Nursery School	Birkdale Nursery	2400
130	Community	Nursery School	Amberley Nursery and Forest School	2690
131	Community	Primary School	St Peter & St Paul C Of E Primary School	2910
133	Community	Prepartory School	Battle Abbey Prepatory School Bexhill	3450
134	Community	Nursery School	Battle Abbey Nursery	3450
137	Community	Special Education School	St Mary's School and College, Bexhill	3660
135	Community	Sixth Form College	Bexhill Sixth Form College	3770
132	Community	College	St Richard's Catholic College	3840
136	Community	Primary School	St Mary Magdalene Catholic Primary School	3850
126	Employment	Government	NHS Hastings & Rother Clinical Commissioning Group	2400
121	Health	Sports Therapist	Lauren Whiting Sports Massage Therapy	2010
161	Health	Pharmacy	Boots	2100
140	Health	Health Centre	Collington Surgery	2180
125	Health	Hospital	Bexhill Hospital	2270
138	Health	Health Centre	Bexhill Health Centre	2550
139	Health	Health Centre	Old Town Surgery	2860
153	Local Service	Dog Grooming	One to One Dog Grooming	2030
150	Local Service	Youth Organisation	Guide Headquarters, Bexhill Division	2050
152	Retail	Butchers	London Road Butchers	2040
151	Retail	Supermarket	Aldi	2130
162	Retail	Convenience Store	Tesco Express	2090
Little Common Roundabout				
50	Community	Place of Worship	Little Common Methodist Church	1980
8	Community	Place of Worship	St. Martha's Church	2150
36	Food & Drink	Takeaway	Little Common Fish and Grill	2020
37	Food & Drink	Takeaway	Little India	2020
38	Food & Drink	Café	The Village Café	2020
39	Food & Drink	Pub	Wheatsheaf Inn	2020
32	Food & Drink	Café / Restaurant	Chapter Two	2040
25	Food & Drink	Delicatessen	Cheese & Delicatessens	2050
26	Food & Drink	Coffee Shop	Carly's Coffee	2050
15	Food & Drink	Takeaway	Dragon & Peacock	2130
42	Health	Medical Clinic	The Cooden Medical Group - Veins & Aesthetics Clinic	1950
44	Health	Alternative Medicine	Little Gem	1970
27	Health	Opticians	SV - Simply Vision Opticians	2060
16	Health	Podiatrist	Trim Feet Podiatry	2110
10	Health	Pharmacy	Little Common Pharmacy	2140
49	Local Service	Laundrette	Whiter than White Laundrette	1930
47	Local Service	Hair Salon	Simon Palmer Hair Design	1940
48	Local Service	Funeral Director	Ewan Walder Funeral Services	1940
46	Local Service	Barbers	Cutting Point	1950
43	Local Service	Hair Salon	Hair Fairy	1980
35	Local Service	Estate Agent	Oliver & Bailey	2020
20	Local Service	Hair Salon	The Village Hair Shop	2060
24	Local Service	Estate Agent	Property Café	2060
29	Local Service	Hair Salon	Cream	2060
31	Local Service	Hair Salon	PhazeOne	2060
30	Local Service	Funeral Director	EW Funeral Services	2090
13	Local Service	Estate Agents	Bexhill Estates	2110
23	Local Service	Mortgage Broker	Omni Finance	2110
18	Local Service	Barbers	Jazz Barbers	2120
14	Local Service	Taxi	Little Common Taxis	2130
12	Local Service	Finance / Financial Management	Taylor Winchester	2140
11	Local Service	Salon	Perfections - Retail, Beauty, Skincare	2150
45	Retail	Butchers	M.Betts & G.Loyd	1960
40	Retail	Blind and Curtain Showroom	BN Blinds and Curtains Ltd	2000
41	Retail	Post Office	Little Common Post Office	2010
33	Retail	Office Supply Store	First call inks	2030
34	Retail	Wig Shop	A Touch of Glamour	2030
21	Retail	Windows, Doors and Conservatory installation	MC Glass	2080
22	Retail	Bakery	Everything Spice Bakery	2080
28	Retail	Carpet Store	Denis Parkinson Carpets	2080
19	Retail	Convenience Store	Tesco Express	2090
17	Retail	Antique Store	Little Attic	2110
9	Retail	Hardware Store	Reynolds Hardware	2140

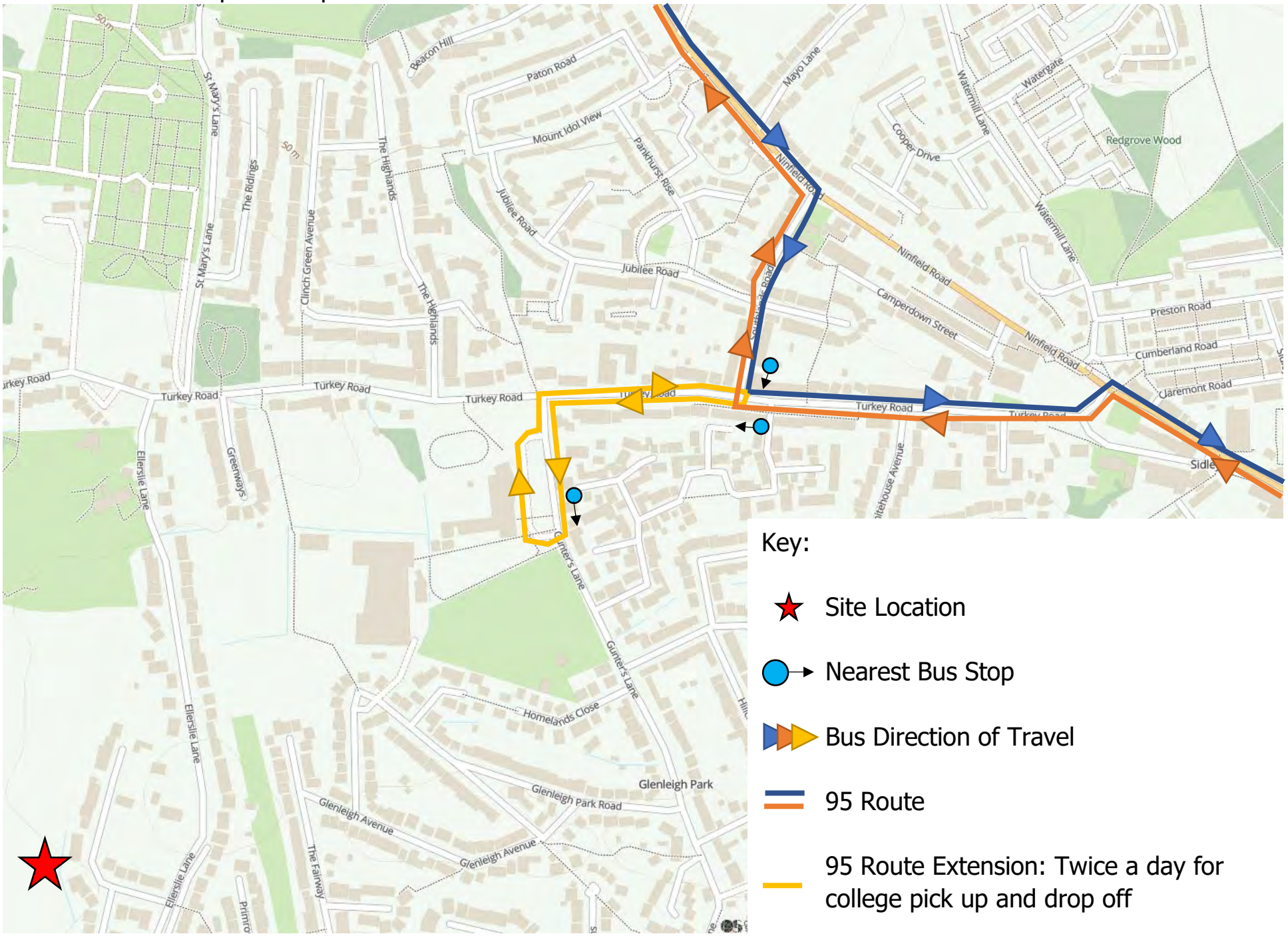
Plan Ref:	
	On Plan LDR1
	On Plan LDR2
	On Plan LDR3

Appendix LDR4: Bus routes in the vicinity of the site

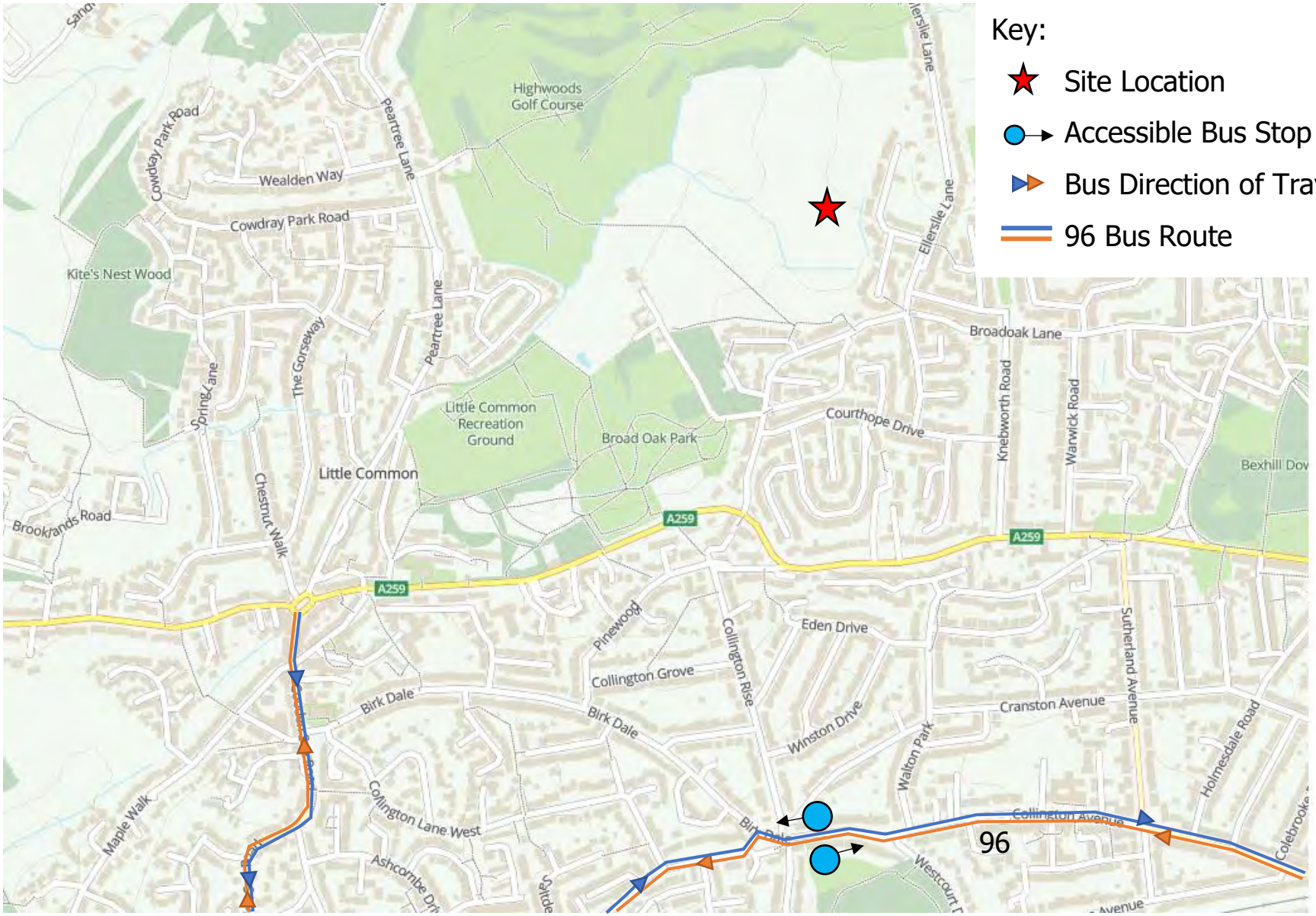
The 11 Bus – From Bexhill to Little Common



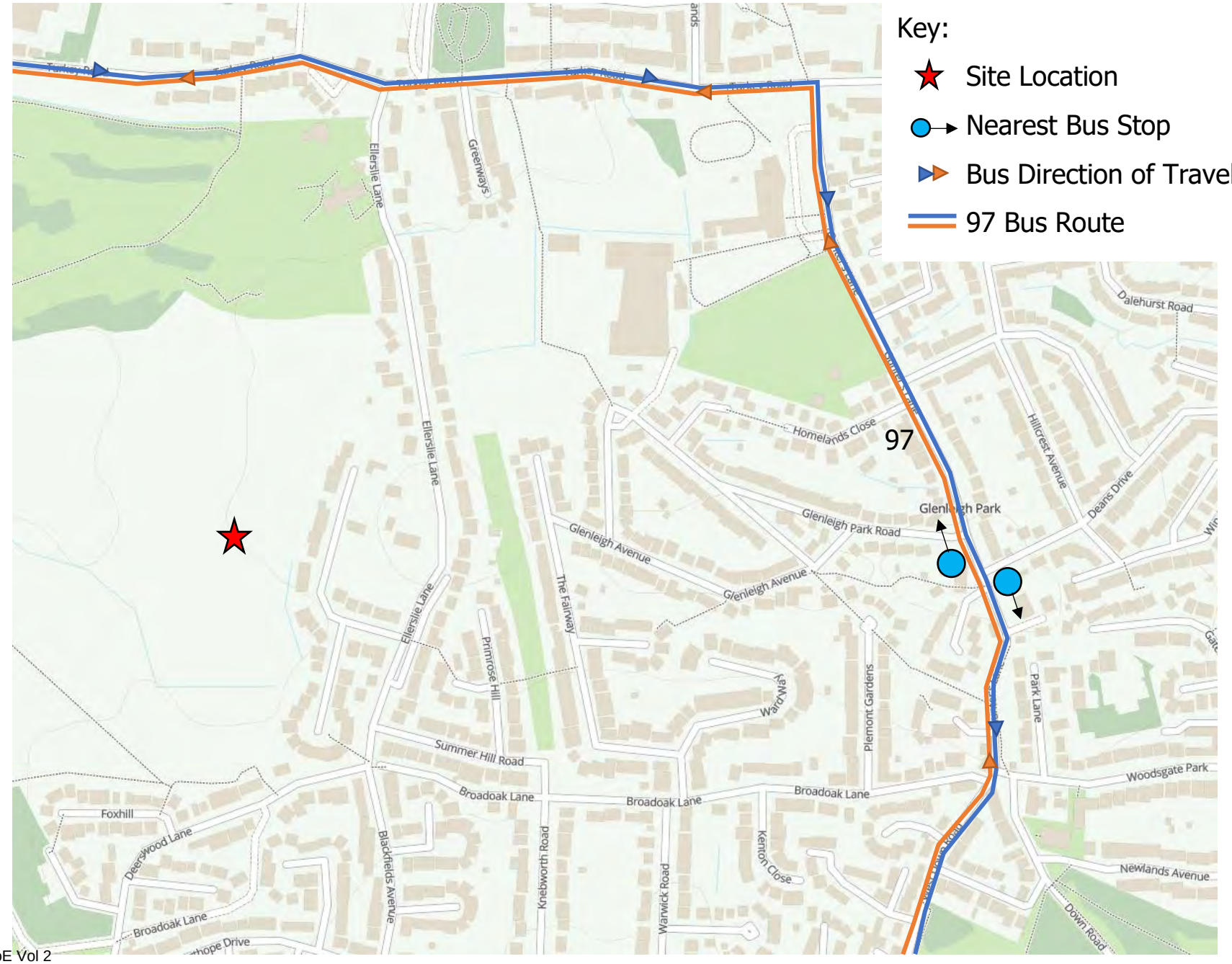
The 95 Bus – Conquest Hospital to Bexhill



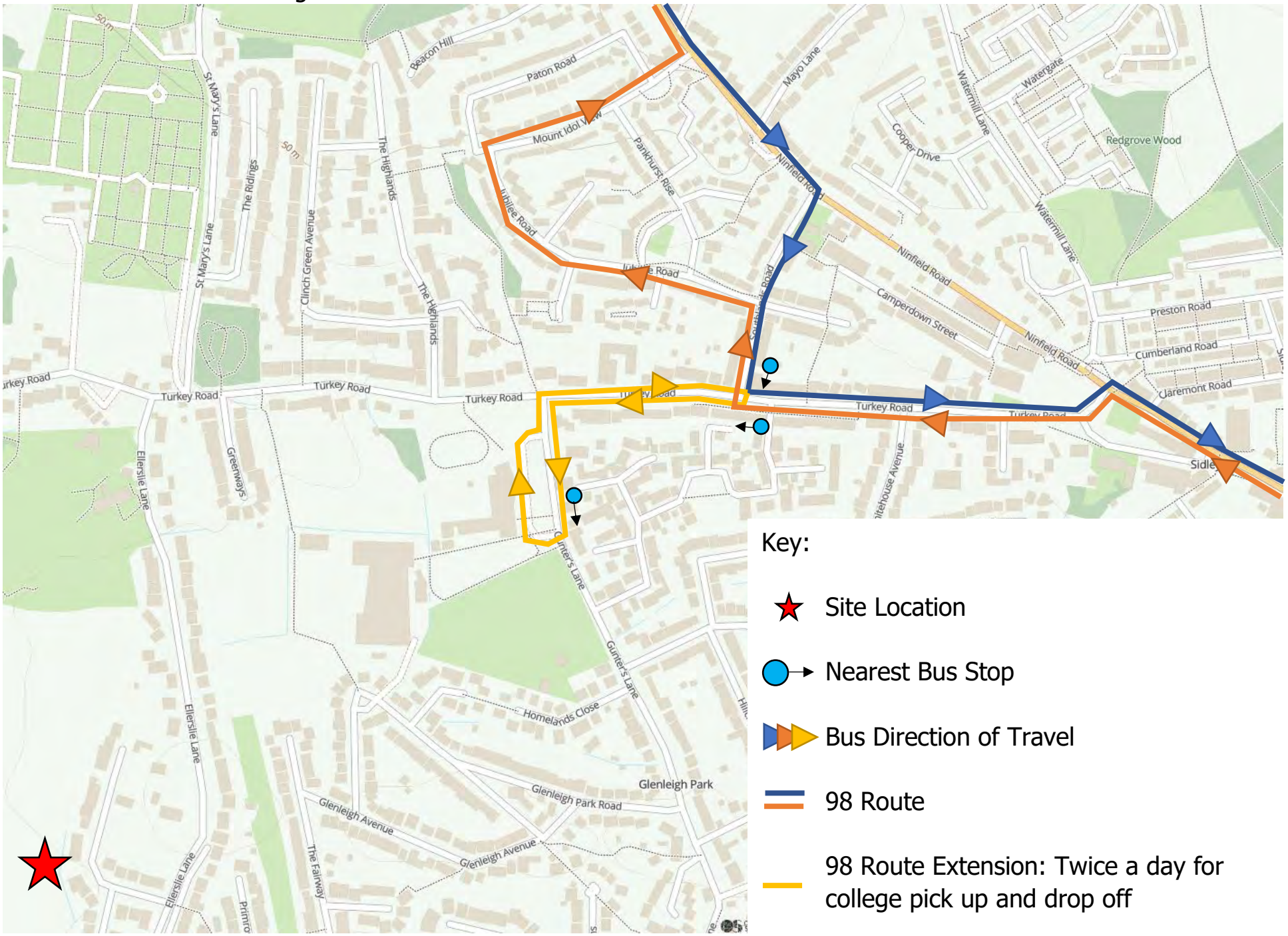
The 96 Bus – From Bexhill to Little Common



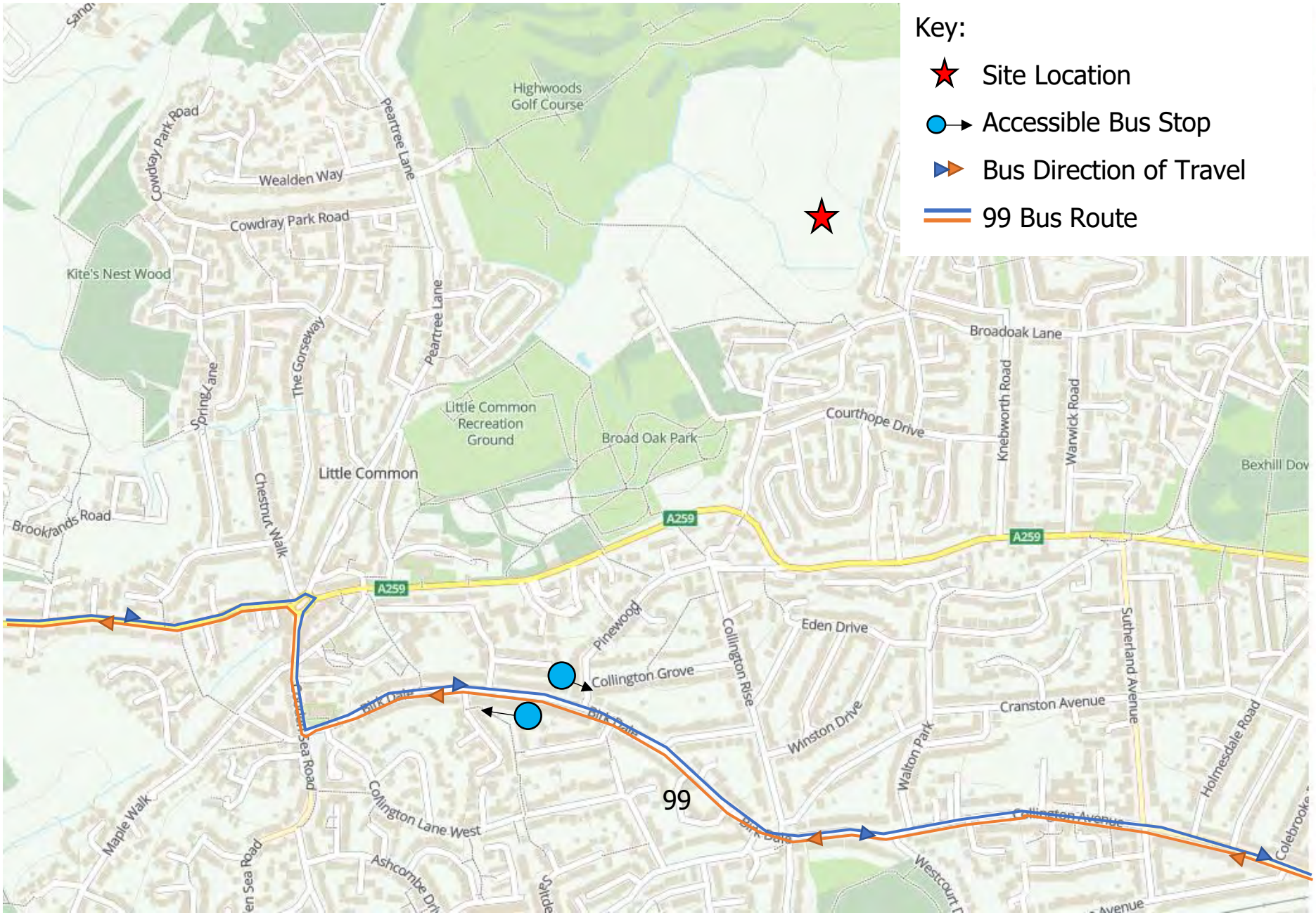
The 97 Bus – From Bexhill to Sidley



The 98 Bus– From Hastings to Eastbourne



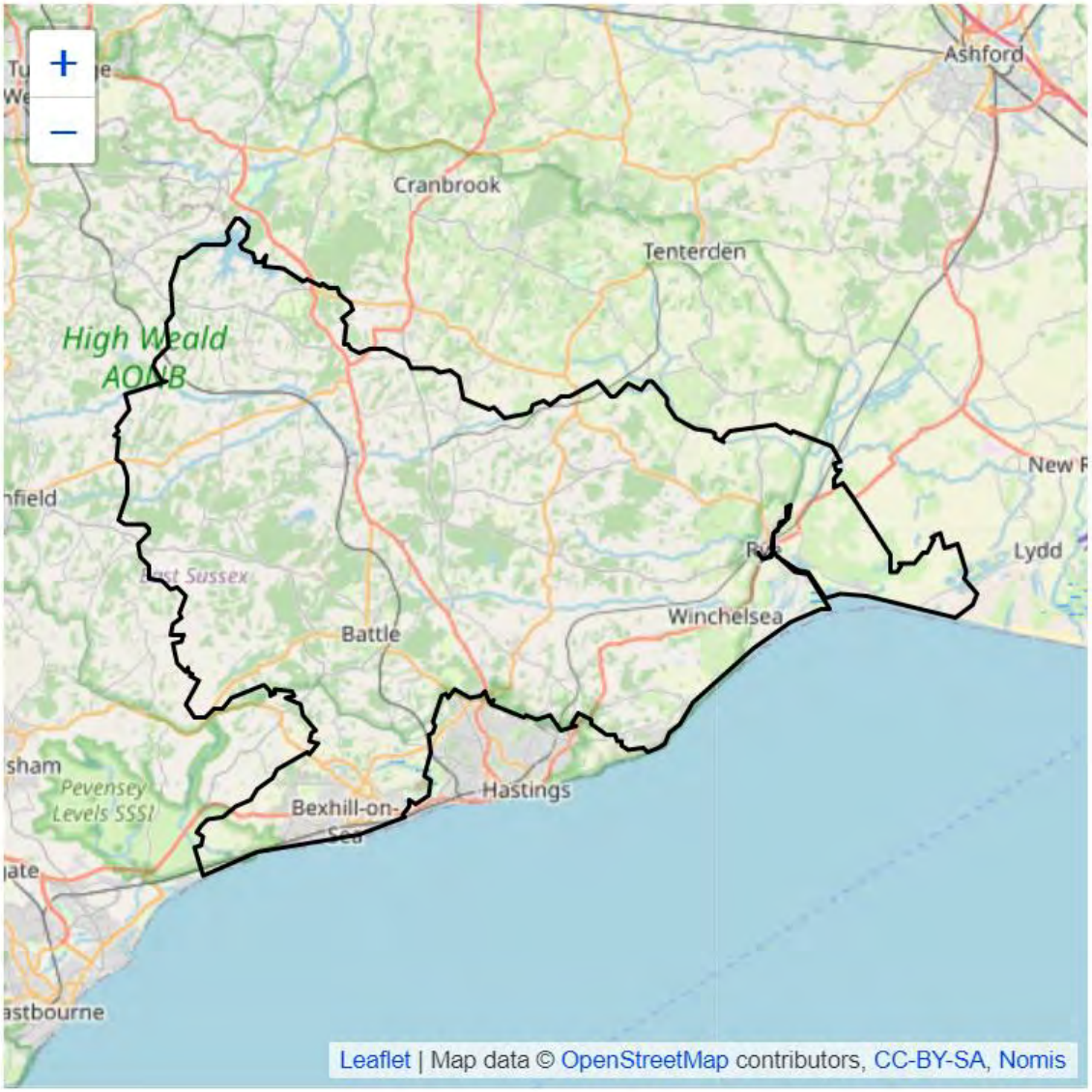
The 99 Bus – From Eastbourne to Silverhill (via Hastings)



Appendix LDR 5: Census Area Boundaries

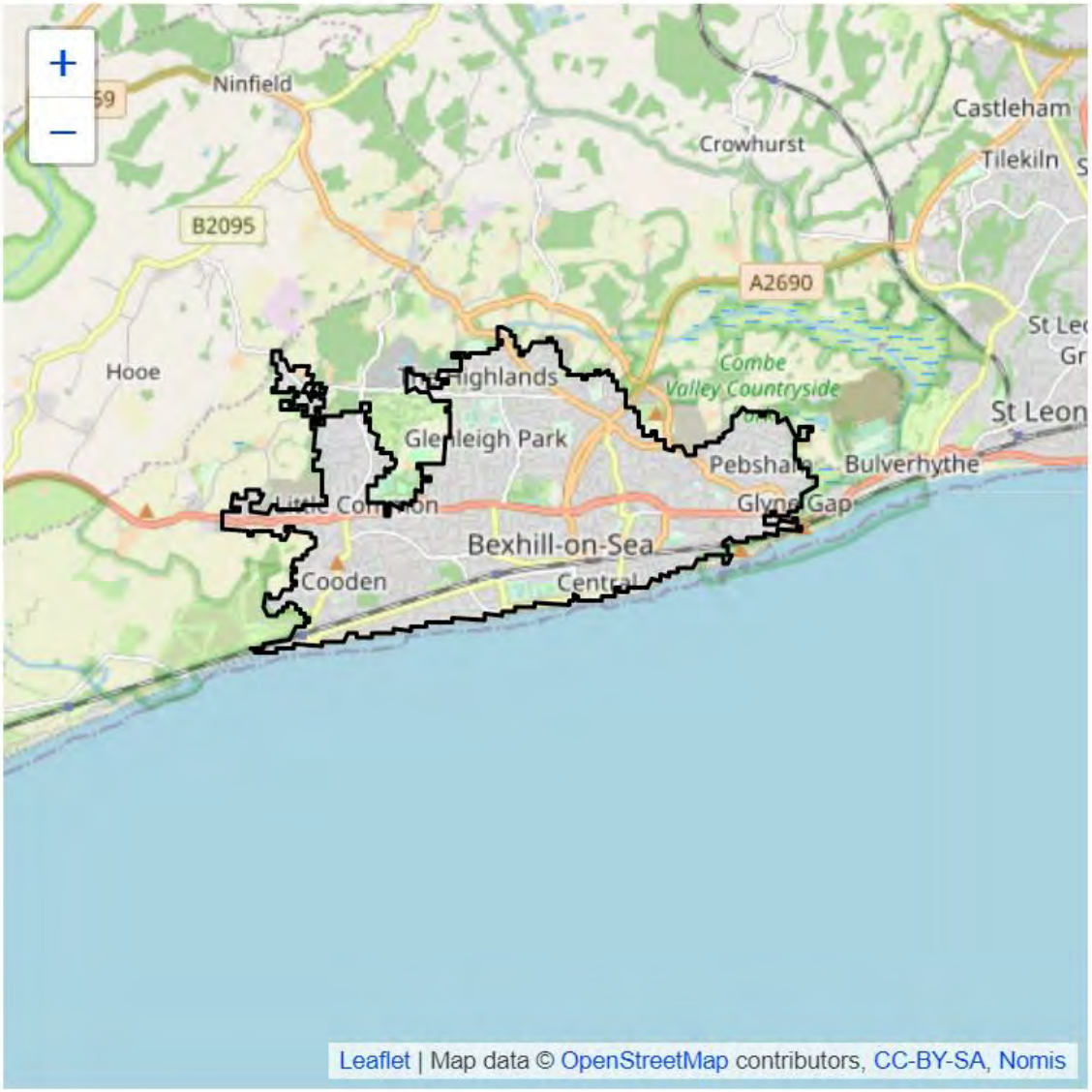
Map of Rother

Close



Map of Hastings - Bexhill BUASD

Close



Appendix LDR6: TN3 – 2nd Response to National Highways

Technical Note 3 – 2nd Response to National Highways

Project Name:	Fryatts Way, Bexhill	Office:	Manchester
Project No.:	784-A115791	Prepared by:	M Thompson
Date:	17.06.2022	Checked by:	M Thompson
Status:	For Information	Approved by:	L Regan

1.0 Introduction

1.1 This Technical Note (TN3) has been produced to respond to the National Highways (NH) comments dated 21 March 2022 on Rother District Council (RDC) planning application reference RR/2021/1656/P.

1.2 The planning application package submitted included a Transport Assessment (TA) produced by Tetra Tech (Tt). A previous Technical Note (TN1) was submitted in response to NH comments dated 18 October 2021. Further comments were then received in March 2022, which are responded to within this Technical Note (TN3).

1.3 The planning application is for up to 210-dwellings on Land off Fryatts Way in Bexhill.

1.4 The NH comments are attached at **Appendix A**. Their comments cover:

1) Personal Injury Accident Review
2) Committed Developments
3) Trip rates
4) Assessment Years
5) Traffic Impact Assessment

1.5 Each of those matters are dealt with in sub-sections of this TN3.

2.0 Personal Injury Accident Review

2.1 The TA and TN1 included a review of Personal Injury Accidents (PIA). Those reviews used CrashMap data. In response to this, NH have stated:

> *"The applicant has provided screenshots of the Crashmap online database for the A259 corridor between Little Common Roundabout and A259/A269 signalised junction. The applicant needs to compare the basic Crashmap accident data with the likely average accident rates for trunk roads and junctions as given in Road Casualties Great Britain. Should the accident rates be higher than would reasonably be expected nationally, then STATS19 analysis should be undertaken to determine whether or not there are any particular common factors within the accident data that could be impacted by the proposed development."*

2.2 Our TN1 identified that:

> *"Across the study area which comprises a 2.5km stretch of the A259 between the Little Common roundabout and its junction with the A269, 57 PIAs have occurred in the last 5 years. Of those 57 PIAs, 44 have been classified as slight accidents and 13 have been classified as serious accidents. It is not unusual for a network of this large size and with such a high traffic flow to have a relatively large number accidents recorded. It is also evident that none of the accidents resulted in a fatality."*

2.3 A review of the Road Casualties Great Britain suggests that there is no specific accident rates for trunk roads included therein. Instead, it presents a rate which relates to all road types. Clearly this does not directly relate to the characteristics of this section of the A259 (i.e. The Study Area). Notwithstanding this, a comparison against the Road Casualties Great Britain 2019 rate has been included for completeness.

Table 2.1: Accidents per Billion Miles Calculations

Calculation Input	Result
Length of the A259 between Little Common Rbt and the A259/A269 Junction (meters)	2500
Length of road at Little Common Rbt (meters)	120
Total length of road (meters)	2620
Meter to Mile conversion	0.00062
Length of road in miles	1.628
2019 AADT on A259: Eastbound	6143
2019 AADT on A259: Westbound	6524
2019 AADT on A259: Two-way	12667
Total Vehicle Miles per Average Day	20622
Number of days in a year	365
Total Vehicle Miles in 2019	7526950
Total Casualties in 2019	18
Casualty Rate per vehicle 1 mile	0.0000024
1 billion factor	1,000,000,000
Casualty Rate per billion miles: A259 within the Study Area	2391
Casualty Rate per billion vehicle miles in 2019 across Great Britain (Page 8 of the 2019 annual report)	425.5

2.4 The calculations set out in **Table 2.1** indicate that the study area has a higher accident rate when compared to an average rate for all roads in the Great Britain. As previously stated, this does not directly relate to the characteristics of this section of the A259. For example, it must follow that accidents on other types of road e.g. busy urban settings etc. would have different / higher accident occurrences.

2.5 In order to provide a more appropriate comparison, the National Highways Network Management Map has been reviewed to identify stretches of trunk road with similar characteristics to the A259 in the Study Area (i.e. suburban road with a number of

junctions and frontage development). That review identified the following section of roads:

- A21 Worthing between Sompting Road and Grove Lodge Roundabout
- A36 Salisbury between Church Lane and the A360
- A49 Hereford between Barton Road and Newtown Road

2.6 A review of the PIAs on each of the above roads is presented in **Table 2.2,** along with a comparison to the Study Area.

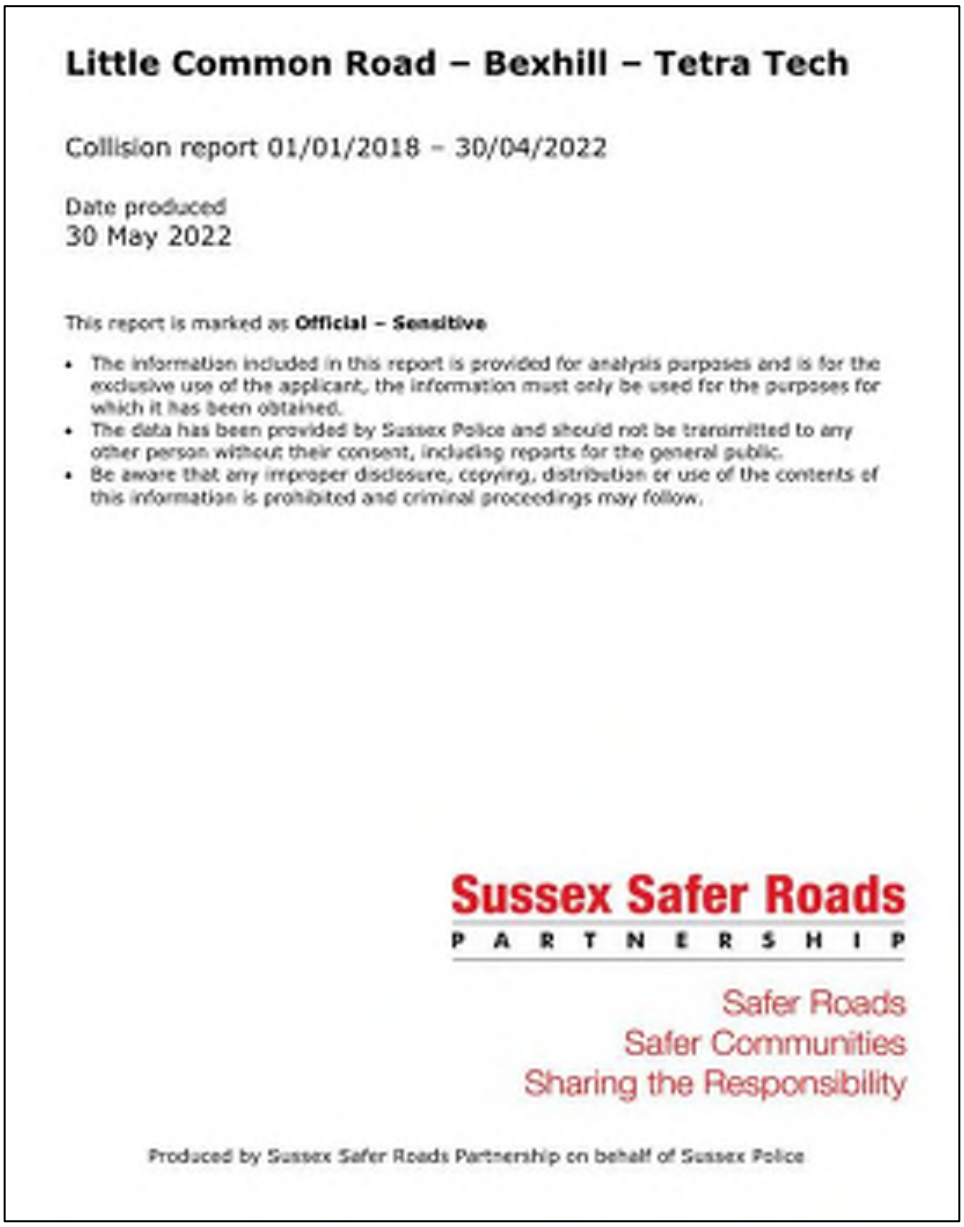
Table 2.2: Comparison of the average number of road traffic accidents on Trunk Roads with similar characteristics and on the A259 within the study area

Link	Length of link	Slight	Serious	Fatal	Total	Frequency per 100m
A21 Worthing between Sompting Road and Grove Lodge Roundabout	1km	21	9	0	30	3
A36 Salisbury between Church Lane and the A360	1.4km	20	4	1	25	1.8
A49 Hereford between Barton Road and Newtown Road	1.2km	26	4	0	30	2.5
Study Area on A259	2.5km	44	13	0	57	2.3

2.7 The results in **Table 2.2** show that the number of road traffic accidents on the A259 and within the study area is similar to the average accident rates for trunk roads with similar characteristics.

2.8 Notwithstanding the above, to ensure that National Highways are fully satisfied the review of accident statistics, the causation factor review using detailed STATS19 data has been undertaken. The STATS19 data has been purchased from Sussex Safer Road Partnership (Sussex Police) and the front page of that data is shown in **Excerpt 2.1.**

Excerpt 2.1: Accident Data



Little Common Road – Bexhill – Tetra Tech

Collision report 01/01/2018 - 30/04/2022

Date produced
30 May 2022

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

2.9 Clearly the above report cannot be Appended to this report due to the sensitivity of the data. However, the report has been reviewed in detail and the causation factors for each of the accidents are summarised in **Table 2.2**.

2.10 Across the network of interest, i.e. the A259 between the Little Common Roundabout and the A259 / A269 junction, the Sussex Safer Road Partnership report identifies 15 serious and 28 slight accidents. The causation factors of the accidents are summarised in **Table 2.2.**

Table 2.2: Accident Causation Factors across the Study Area

Primary Causation Factor	No. Accidents
Driver Error	
Failed to look properly	19
Failed to judge other persons speed or path	5
Reckless	5
Swerved	2
Distracted by friend outside vehicle	1
Following too close	1
Foot stuck	1
Impaired by alcohol	1
Lost control	1
No lights in dark	1
Poor turn or manoeuvre	1
Speed	1
Pedestrian Error	
Crossing on red	1
Weather	
Slippery Road	2
Dazzling sun	1

2.11 **Table 2.2** shows that the primary causation factor of 39 of the 43 accidents was driver error, 1 of the 43 was pedestrian error and 3 out of 43 was weather.

2.12 It is also relevant to consider the quantum of development traffic that would use that road. As shown in Figures v2: **Fig. 18** and **Fig. 19**. (attached), the development is predicted to add approximately 38 vehicles in the AM and PM peak hours. That equates to a 1 additional vehicle every 1 minute on a corridor which currently accommodates c. 1,200 weekday peak hour vehicles. This increase (c.3%) would be

entirely imperceivable and there is no reason to expect that it would materially alter the road safety performance of the road.

2.13 The above review finds that there are no un-typical accidents and no evidence of a common accident causation factor which suggests a specific highway safety issue caused by the highway layout on the A259 within the Study Area.

3.0 Committed Developments

3.1 The NH response stated:

> *"The Bexhill Highways Capacity Assessment Report, November 2018, is provided as an Appendix to Technical Note 1. The report includes details of the committed developments accounted for in the modelling, but these are only up to 1 April 2018. All committed developments since 1 April 2018 need to be included in the baseline traffic, for example, Land at Clavering Walk (RR/2018/3127/P) permitted February 2020."*

3.2 It goes on to say:

> *"Rother District Council, as the local planning authority, should be advising on committed developments in Rother"*

3.3 Following those comments, Gladman Developments Limited (GDL) approached the local planning authority for an up to date list of windfall planning applications to be included in the committed development assessment. That correspondence is included in **Appendix B.** The list of planning applications for consideration is set out in **Table 3.1**.

Table 3.1: Planning Approvals for Consideration

Application Ref:	Proposals	Included in Assessment?
RR/2018/3127/P	85 dwellings	Yes
RR/2018/2453/P	10 apartments	No
RR/2018/273/P	11 apartments	No
RR/2019/2289/P	10 apartments	No
RR/2019/2302/P	12 apartments	No
RR/2020/1170/P	8 apartments	No
RR/2020/1410/P	29 dwellings	Yes
RR/2020/155/P	6 apartments	No

RR/2020/468/P	7 apartments	No
RR/2020/577/P	8 apartments	No

3.4 As shown in **Table 3.1,** two planning approvals have been identified to be included as committed developments within the updated assessments set out in Section 7 of this TN. For the two included approvals, the submitted Transport Statements / Transport Assessments have been reviewed and the relevant traffic flow information has been extracted and is attached to this report as **Appendix C**.

3.5 Notwithstanding the above, National Highways have confirmed in their consultation response for the 29-dwelling scheme (RR/2020/1410) that even that level of development "would not materially affect the safety, reliability and / or the operation of the SRN". Nonetheless, that 29-dwelling scheme has been included as a committed development in the assessments in Section 7 of this TN.

3.6 With respect to the 9 other planning approvals, they resulted in small apartment developments which will generate a negligible number of vehicle trips and their impact will be imperceivable on the local highway network.

4.0 Trip Rates

4.1 In relation to trip rates, NH have stated:

> *"We continue to wish to see a sensitivity test using a trip rate of 0.7 per dwelling in the AM and PM peaks."*

4.2 It is considered that there is no justification or policy requirement to support this request. It clearly presents impacts which are greater than can reasonably be expected.

4.3 There is evidence of a trend in trip rates reducing as described in TRICS Guidance Note on Changes in Travel Behaviour, August 2019 (see **Appendix D**) and that there are numerous cases of sites in similar settings where the Planning Inspectorate have accepted trip rates in the region of 0.5 to be appropriate.

4.4 However, as requested the sensitivity test has been undertaken in the traffic impact assessments set out in Section 7 of this TN.

5.0 Assessment Years

5.1 NH have stated:

> *"The TN proposes to assess future years of 2028 and 2031. For SRN assessments the opening of a development is defined as the date at which the development first becomes available for occupation, but assuming a full occupancy level at that time. The TN anticipates the development could be complete by 2028, so 2028 is not the opening year as defined in Circular 02/2013."*

5.2 GDL has confirmed that the expected opening year is 2025.

5.3 The updated traffic impact assessments included in Section 7 of this TN include:

- Base Year: 2022
- Opening Year: 2025
- Review Year: 2031

5.4 To align with the assessment years set out in Paragraphs 25 to 27 of the DfT circular, a traffic reduction factor to 2025 has been applied to the 2028 baseline traffic flows from the Bexhill and Hastings model.

5.5 The 2025 to 2028 growth factors for Super Output Areas which cover Bexhill (Rother 007, 008, 009, 010 and 11) have been extracted from TEMPro and are set out in **Table 5.1.**

Table 5.1: 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	1.0290
Bexhill Average	1.0284	1.0293

6.0 Previously Submitted Traffic Impact Assessment

6.1 In response to TN1, NH have stated:

> *The Technical Note uses traffic survey data recorded on 20 January 2022 to provide base year validated traffic models. However, as January is not a neutral month, as provided in WebTAG guidance, the applicant will need to undertake a sensitivity test.*

6.2 The 2022 surveyed traffic flows have primarily been used for the validation of the base models. Model validation is a review of whether a model is reporting similar conditions to those which occurred on the same day. The traffic counts and the queue surveys were undertaken across the same time periods on the same day and therefore even though the traffic flows are not from a neutral month, they are entirely adequate for model validation.

6.3 The only other inclusion of the January 2022 traffic flow data was with respect to the minor arms of the A259 / A269 junction (London Road, Beeching Road, and Down Road).

6.4 To address the comment that "January is not a neutral month, as provided in WebTAG guidance, the applicant will need to undertake a sensitivity test.", 2019 traffic data for the A259 (i.e. pre-covid) has been obtained from Webtris and a January to 'busiest month' (i.e. May) uplift has been applied to the 2022 flows to create 2022 Neutral month flows. The Webtris Traffic Data is shown in **Table 6.1**.

Table 6.1: Traffic Flows on the A259

Month	Two-way flow	uplift from Jan
Jan	11127	
Feb	12878	16%
Mar	12237	10%
Apr	13443	21%
May	13919	25%

Jun	13831	24%
Jul	13819	24%
Aug	13612	22%
Sep	13335	20%
Oct	12706	14%
Nov	8445	-24%

6.5 On the basis of **Table 6.1**, a factor of +25% has been applied to the January survey data. It should be noted that this factor results in derivation of maximum annual traffic flows, not typical and adds an extra level of robustness.

6.6 NH have provided further comments on the junction assessments that have been undertaken at the A259 / A257 signalised junction. The response states:

> *We note that the LinSig model at the A259/A269 signalised junction has now been modified to include the Down Road, London Road, and Beeching Road arms. However, no information has been provided regarding the slope and intercept co-efficients used to inform the non-signalised arms of the LinSig model. The applicant will need to provide raw slope and intercept figures from the PICADY models that were used to determine the Opposing Lane Coefficients within the non-signalised arms of the A259/A269 LinSig model.*

6.7 The LinSig model of this junction has been created replicating a LinSig model which National Highways have recently discussed at length and subsequently accepted in the context of the recommendation for planning approval for the Bexhill Leisure Centre redevelopment. Nonetheless, PICADY models of the minor arms have been produced (see **Appendix E**) and the slope and intercept co-efficients have been extracted and input into the revised LinSig included in the updated traffic impact assessment contained within Section 7 of this TN. It should be noted that neither the PICADY nor the LinSig model include the operational benefits of “keep clear” and ‘yellow box’ markings which are present on all three of the side road approaches.

This means that the local adjacent side road junctions will operate significantly better than indicated within the modelling assessments.

The A259/A269 signalised junction LinSig model is based on the existing layout rather than the mitigation scheme for the redevelopment of Bexhill Leisure Centre (RR/2019/430/P). Although the planning application is undecided, the development is an allocation in the adopted Rother Local Plan (BEX4) and the mitigation at A259/A269 is required to deliver Local Plan development, not just BEX4. Therefore, the development and associated mitigation should be assumed in 2031 future year assessments. However, we recognise that the Bexhill Leisure Centre redevelopment proposal is currently suspended and so an assessment based on the existing layout could be undertaken as an additional test.

6.8 An assessment of the Bexhill Leisure Centre mitigation scheme including the Bexhill Leisure Centre traffic flows (see **Appendix C**) has been included in the updated traffic impact assessment included in Section 7 of this TN.

7.0 Updated Traffic Impact Assessment

Traffic Flows

7.1 The 2028 SATURN Baseline Flow (Extracted from the East Sussex County Council SATURN model for Bexhill and Hastings) are shown in Figures v2: **Fig. 1** and **Fig. 2** for the AM and PM peak hours respectively.

7.2 The following Figures present AM and PM peak hour flows as listed below.

- The 2028 to 2025 reduction factor has been applied to the 2028 Baseline Flows to create the 2025 Baseline Flows and those are shown in Figures v2: **Fig. 3** and **Fig. 4.**
- The 2028 to 2031 growth factor has been applied to the 2028 Baseline Flows to create the 2031 Baseline Flows and those are shown in Figures v2: **Fig. 5** and **Fig. 6.**
- The Clavering Walk traffic flows are shown in Figures v2: **Fig. 7** and **Fig. 8.**
- The South of Barnhorn Road & West of Ashridge Court, traffic flows are shown in Figures v2: **Fig. 9** and **Fig. 10**.
- The Total Committed Development flows are shown in Figures v2: **Fig. 11** and **Fig. 12**.
- The 2025 Baseline + Committed Development Flows are shown in Figures v2: **Fig. 13** and **Fig. 14**.
- The 2031 Baseline + Committed Development Flows are shown in Figures v2: **Fig. 15** and **Fig. 16**.
- The traffic distribution of the proposed development is shown in Figures v2: **Fig. 17**.
- The traffic generation of the proposed development is shown in Figures v2: **Fig. 18** and **Fig. 19**.
- The 2025 Assessment Flows (Baseline + Committed Development + Development) are shown in Figures v2: **Fig. 20** and **Fig. 21**.
- The 2031 Assessment Flows (Baseline + Committed Development + Development) are shown in Figures v2: **Fig. 22** and **Fig. 23**.

- The sensitivity test of traffic generation of the proposed development is shown in Figures v2: **Fig. 24** and **Fig. 25**.
- The 2025 Sensitivity Assessment Flows (Baseline + Committed Development + Development using Sensitivity Test trip rate) are shown in Figures v2: **Fig. 26** and **Fig. 27**.
- The 2031 Sensitivity Assessment Flows (Baseline + Committed Development + Development using Sensitivity Test trip rate) are shown in Figures v2: **Fig. 28** and **Fig. 29**.
- The Bexhill Leisure Centre (RR/2019/430/P) traffic flows are shown in Figures v2: **Fig. 30** and **Fig. 31**.
- The 2025 Sensitivity Test (0.7 trip rate) Assessment + Bexhill Leisure Centre Flows at Junction 7 are shown in Figures v2: **Fig. 32** and **Fig. 33**.
- The 2031 Sensitivity Test (0.7 trip rate) Assessment + Bexhill Leisure Centre Flows at Junction 7 are shown in Figures v2: **Fig. 34** and **Fig. 35**.

Junction 5: Little Common Roundabout

7.3 The validated ARCADY model of Junction 5 has been updated to include the traffic flows requested by NH, in particular the inclusion of a revised opening year (2025) and the inclusion of committed development flows. The results of the updated assessments are shown in **Table 7.1** and the full Junctions 9 output is attached as **Appendix F**.

Table 7.1 – Junction 5: Validated Traffic Model, Updated Assessment Results

Link	AM Peak			PM Peak		
	Max RFC	Av. Delay (s/pcu)	Max Queue (PCU)	Max RFC	Av. Delay (s/pcu)	Max Queue (PCU)
2025 Opening Year: Baseline Flows (inc committed developments)						
Pear Tree Lane	0.91	70	5	0.61	32	1
Little Common Road (A259)	0.79	18	4	0.73	13	3
Cooden Sea Road	0.78	28	3	0.90	45	6
Barnhorn Road (A259)	0.86	20	5	0.97	41	13
Chestnut Walk	0.62	69	1	0.50	64	1
2025 Opening Year: Assessment Flows (inc committed developments)						
Pear Tree Lane	0.92	73	6	0.63	34	2
Little Common Road (A259)	0.82	21	4	0.74	14	3
Cooden Sea Road	0.80	31	4	0.92	49	7
Barnhorn Road (A259)	0.86	20	6	0.98	48	15
Chestnut Walk	0.65	74	2	0.54	72	1
2031 Future Year: Baseline Flows (inc committed developments)						
Pear Tree Lane	1.04	138	11	0.68	41	2
Little Common Road (A259)	0.85	24	5	0.78	16	3
Cooden Sea Road	0.85	39	5	1.00	79	11
Barnhorn Road (A259)	0.91	27	8	1.03	79	25
Chestnut Walk	0.83	125	3	0.62	93	1
2031 Future Year: Assessment Flows (inc committed developments)						
Pear Tree Lane	1.05	146	11	0.70	43	2
Little Common Road (A259)	0.87	27	6	0.79	17	4
Cooden Sea Road	0.87	44	5	1.01	88	13
Barnhorn Road (A259)	0.92	28	8	1.04	93	30
Chestnut Walk	0.87	135	3	0.65	106	2

7.4 The results in **Table 7.1** show that the validated junction model forecasts that in the 2025 with development scenario the junction will operate within capacity AM peak and at capacity in the PM peak. The conclusion of the TA remains in that there are no material impacts at this junction associated with the development proposals.

7.5 The development would only give rise to entirely imperceptible increases in delay of no more than 8 seconds per vehicle in 2025. Traffic conditions at the roundabout would therefore not be materially different to the baseline scenario.

7.6 NH have also requested a sensitivity test using 0.7 trip rates. The sensitivity test results are shown in **Table 7.2.**

Table 7.2 – Junction 5: Validated Traffic Model, Sensitivity Test Results

Link	AM Peak			PM Peak		
	Max RFC	Av. Delay (s/pcu)	Max Queue (PCU)	Max RFC	Av. Delay (s/pcu)	Max Queue (PCU)
2025 Opening Year: Assessment Flows (inc committed developments)						
Pear Tree Lane	0.93	75	6	0.63	35	2
Little Common Road (A259)	0.82	21	4	0.74	14	3
Cooden Sea Road	0.80	32	4	0.92	49	7
Barnhorn Road (A259)	0.87	21	6	0.99	51	16
Chestnut Walk	0.65	75	2	0.55	73	1
2031 Future Year: Assessment Flows (inc committed developments)						
Pear Tree Lane	1.05	149	12	0.7	43	2
Little Common Road (A259)	0.88	27	6	0.79	17	4
Cooden Sea Road	0.88	44	5	1.01	89	13
Barnhorn Road (A259)	0.92	29	9	1.05	97	32
Chestnut Walk	0.88	138	3	0.66	110	2

7.7 The results in **Table 7.2** show that with the sensitivity assessment trip rates, the junction is forecast to operate with one arm at 99% of its capacity in 2025.

Junction 6: Little Common Road / Broadoak Lane Priority Junction

7.8 The validated PICADY model of Junction 6 has been updated to include the traffic flows requested by NH, in particular the inclusion of a revised opening year (2025) and the inclusion of committed development flows. The results of the updated assessments are shown in **Table 7.3** and the full Junctions 9 output is attached as **Appendix G**.

Table 7.3 – Junction 6: Validated Traffic Model, Updated Assessment Results

	AM Peak			PM Peak		
	Max RFC	Average Delay (s/pcu)	Max Queue (PCU)	Max RFC	Average Delay (s/pcu)	Max Queue (PCU)
2025 Opening Year: Baseline Flows (inc committed developments)						
Broadoak Lane	0.82	80	4	0.64	46	2
Little Common Road - Right Turn	0.14	10	0	0.33	14	1
2025 Opening Year: Assessment Flows (inc committed developments)						
Broadoak Lane	0.97	151	9	0.74	67	3
Little Common Road - Right Turn	0.14	10	0	0.34	14	1
2031 Future Year: Baseline Flows (inc committed developments)						
Broadoak Lane	0.96	147	8	0.79	82	3
Little Common Road - Right Turn	0.15	10	0	0.37	15	1
2031 Future Year: Assessment Flows (inc committed developments)						
Broadoak Lane	1.12	276	18	0.93	143	6
Little Common Road - Right Turn	0.15	10	0	0.37	16	1

7.9 The results in **Table 7.3** show that the validated junction model forecasts the junction to operate within capacity in the 2025 with development scenario.

7.10 A review of the Broadoak Lane arm has found that there is opportunity for minor arm capacity improvements if deemed necessary in the future.

7.11 NH have also requested a sensitivity test using 0.7 trip rates. The sensitivity test results are shown in **Table 7.4.**

Table 7.4 – Junction 6: Validated Traffic Model, Sensitivity Test Results

	AM Peak			PM Peak		
	Max RFC	Average Delay (s/pcu)	Max Queue (PCU)	Max RFC	Average Delay (s/pcu)	Max Queue (PCU)
2025 Opening Year: Assessment Flows (inc committed developments)						
Broadoak Lane	1.00	172	10	0.76	71	3
Little Common Road - Right Turn	0.14	10	0	0.34	15	1
2031 Future Year: Assessment Flows (inc committed developments)						
Broadoak Lane	1.15	309	21	0.94	152	7
Little Common Road - Right Turn	0.15	10	0	0.38	16	1

7.12 The results in **Table 7.3** show that with the sensitivity assessment trip rates, the junction is forecast to operate with one arm at 100% of its capacity in 2025.

Junction 7: Little Common Road / London Road Signalised Junction

7.13 The validated LinSig model of Junction 7 has been updated to include the traffic flows requested by NH, in particular the inclusion of a revised opening year (2025), the inclusion of committed development flows and the use of slope and intercept values extracted from PICADY for the 2 nearby priority junctions. The results of the updated assessments are shown in **Table 7.5** and the full LinSig output is attached as **Appendix H**.

Table 7.5 – Junction 7: Validated Traffic Model, Updated Assessment Results

Approach	AM Peak			PM Peak		
	DoS (%)	Av. Delay (s/pcu)	MMQ (pcu)	DoS (%)	Av. Delay (s/pcu)	MMQ (pcu)
2025 Opening Year: Baseline Flows (inc committed developments)						
A259 Little Common Road (W) Left	57.2%	36	18	63.0%	40	17
A259 Little Common Road (W) Ahead Right	97.5%	103	39	90.2%	81	25
A259 Belle Hill (E) Ahead Left	42.2%	53	8	56.0%	64	10
A259 Belle Hill (E) Ahead Right	37.4%	51	8	51.1%	62	10
A269 Combe Valley Way Left Ahead	85.9%	49	34	62.2%	33	23
A269 Combe Valley Way Right	89.8%	109	23	91.2%	106	18
A269 London Road Left Right Ahead	84.8%	66	27	90.7%	65	34
PRC (%)	-8.3			-1.3		
2025 Opening Year: Assessment Flows (inc committed developments)						
A259 Little Common Road (W) Left	57.3%	36	19	63.8%	41	18
A259 Little Common Road (W) Ahead Right	98.3%	108	43	92.0%	86	27
A259 Belle Hill (E) Ahead Left	43.1%	54	8	55.2%	62	10
A259 Belle Hill (E) Ahead Right	38.6%	52	8	51.4%	61	10
A269 Combe Valley Way Left Ahead	86.5%	54	36	61.9%	33	23
A269 Combe Valley Way Right	93.0%	126	26	92.0%	109	18
A269 London Road Left Right Ahead	85.9%	68	29	91.6%	67	35
PRC (%)	-9.2			-2.3		
2031 Future Year: Baseline Flows (inc committed developments)						
A259 Little Common Road (W) Left	53.9%	29	17	67.4%	43	19
A259 Little Common Road (W) Ahead Right	99.2%	119	43	95.4%	101	31
A259 Belle Hill (E) Ahead Left	44.2%	55	9	56.7%	63	10
A259 Belle Hill (E) Ahead Right	41.8%	54	10	52.1%	61	10

A269 Combe Valley Way Left Ahead	102.9%	156	63	65.6%	34	25
A269 Combe Valley Way Right	97.7%	152	28	96.2%	131	22
A269 London Road Left Right Ahead	91.4%	82	33	96.1%	85	40
PRC (%)		-14.3			-6.9	
2031 Future Year: Assessment Flows (inc committed developments)						
A259 Little Common Road (W) Left	54.1%	28	16	66.7%	42	21
A259 Little Common Road (W) Ahead Right	103.7%	179	57	97.2%	109	33
A259 Belle Hill (E) Ahead Left	44.0%	52	9	58.0%	63	10
A259 Belle Hill (E) Ahead Right	38.5%	50	8	54.2%	61	10
A269 Combe Valley Way Left Ahead	103.7%	166	67	66.5%	34	24
A269 Combe Valley Way Right	92.2%	108	23	97.3%	136	22
A269 London Road Left Right Ahead	94.2%	89	32	97.1%	88	41
PRC (%)		-15.2			-8.1	

7.14 The results in **Table 7.5** show that the validated junction model forecasts the junction to operate within capacity in the 2028 with development scenario. The conclusion of the TA remains in that there are no material traffic impacts at this junction.

7.15 NH have also requested a sensitivity test using 0.7 trip rates. The sensitivity test results are shown in **Table 7.6.**

Table 7.6 – Junction 7: Validated Traffic Model, Sensitivity Test Results

Approach	AM Peak			PM Peak		
	DoS (%)	Av. Delay (s/pcu)	MMQ (pcu)	DoS (%)	Av. Delay (s/pcu)	MMQ (pcu)
2025 Opening Year: Assessment Flows (inc committed developments)						
A259 Little Common Road (W) Left	52.5%	29	16	63.8%	41	18
A259 Little Common Road (W) Ahead Right	96.3%	92	36	92.0%	86	26
A259 Belle Hill (E) Ahead Left	40.7%	50	8	55.6%	63	10
A259 Belle Hill (E) Ahead Right	35.0%	49	8	52.1%	61	10
A269 Combe Valley Way Left Ahead	95.2%	75	42	61.9%	33	23
A269 Combe Valley Way Right	97.6%	165	30	92.3%	110	18
A269 London Road Left Right Ahead	86.2%	69	29	91.8%	67	35
PRC (%)		-8.5			-2.6	
2031 Future Year: Assessment Flows (inc committed developments)						
A259 Little Common Road (W) Left	54.1%	28	16	66.7%	42	20
A259 Little Common Road (W) Ahead Right	103.4%	174	56	97.5%	112	32
A259 Belle Hill (E) Ahead Left	43.7%	51	9	58.7%	63	10
A259 Belle Hill (E) Ahead Right	38.2%	50	8	54.9%	61	11

A269 Combe Valley Way Left Ahead	103.7%	166	68	66.5%	34	25
A269 Combe Valley Way Right	93.8%	111	23	97.6%	138	22
A269 London Road Left Right Ahead	94.6%	90	32	97.4%	90	42
PRC (%)	-15.3			-8.4		

7.16 The results in **Table 7.6** show that the validated junction model forecasts the junction to operate within capacity in the 2025 with development scenario even when using the sensitivity test 0.7 trip rate.

7.17 NH have also requested that a potential mitigation scenario at this junction is modelled. A planning application for the redevelopment of Bexhill Leisure Centre (RR/2019/430/P) identifies a mitigation layout and although the planning application is undecided, the development is an allocation in the adopted Rother Local Plan (BEX4) and the mitigation at A259/A269 is required to deliver Local Plan development. Therefore, an assessment of the 2031 future year assessment flows including the Bexhill Leisure Centre flows on the mitigation layout has been undertaken and the results are shown in **Table 7.7**. For robustness, the Development flows included in the Mitigation assessment are the Sensitivity Test 0.7 trip rate flows. The LinSig model output for the Mitigation layout is attached as **Appendix I**.

Table 7.7 – Junction 7: Mitigation Layout Traffic Model, Assessment Results

Approach	AM Peak			PM Peak		
	DoS (%)	Av. Delay (s/pcu)	MMQ (pcu)	DoS (%)	Av. Delay (s/pcu)	MMQ (pcu)
2025 Opening Year: Assessment Flows (sensitivity test development flows + committed developments + Bexhill Leisure Centre)						
A259 Little Common Road (W) Left	74.6%	39	20	86.6%	58	22
A259 Little Common Road (W) Ahead	89.2%	83	28	70.7%	61	17
A259 Little Common Road (W) Ahead Right	89.8%	125	16	95.6%	159	15
A259 Belle Hill (E) Ahead Left	62.4%	73	10	57.9%	63	10
A259 Belle Hill (E) Ahead Right	62.8%	72	11	54.2%	61	11
A269 Combe Valley Way Left Ahead	79.8%	44	34	62.7%	33	23
A269 Combe Valley Way Right	78.4%	70	18	94.5%	120	20
A269 London Road Left Right Ahead	85.1%	71	28	94.6%	76	37
PRC (%)	0.2			-6.2		

2031 Future Year: Assessment Flows (sensitivity test development flows + committed developments + Bexhill Leisure Centre)						
A259 Little Common Road (W) Left	78.7%	42	23	91.6%	69	26
A259 Little Common Road (W) Ahead	94.1%	98	32	74.8%	64	18
A259 Little Common Road (W) Ahead Right	96.8%	166	21	105.1%	278	23
A259 Belle Hill (E) Ahead Left	65.8%	75	10	60.8%	64	11
A259 Belle Hill (E) Ahead Right	66.4%	73	12	57.0%	62	11
A269 Combe Valley Way Left Ahead	84.1%	50	40	66.6%	34	25
A269 Combe Valley Way Right	82.7%	76	20	99.8%	155	25
A269 London Road Left Right Ahead	89.7%	82	31	99.9%	109	48
PRC (%)	-7.5			-16.8		

7.18 **Table 7.7** shows that the proposed mitigation layout is forecast to operate with spare capacity in the 2025 opening year scenario, with the Bexhill Leisure Centre re-development flows and the Sensitivity test 0.7 trip rate for the development traffic.

Traffic Impact Assessment Summary

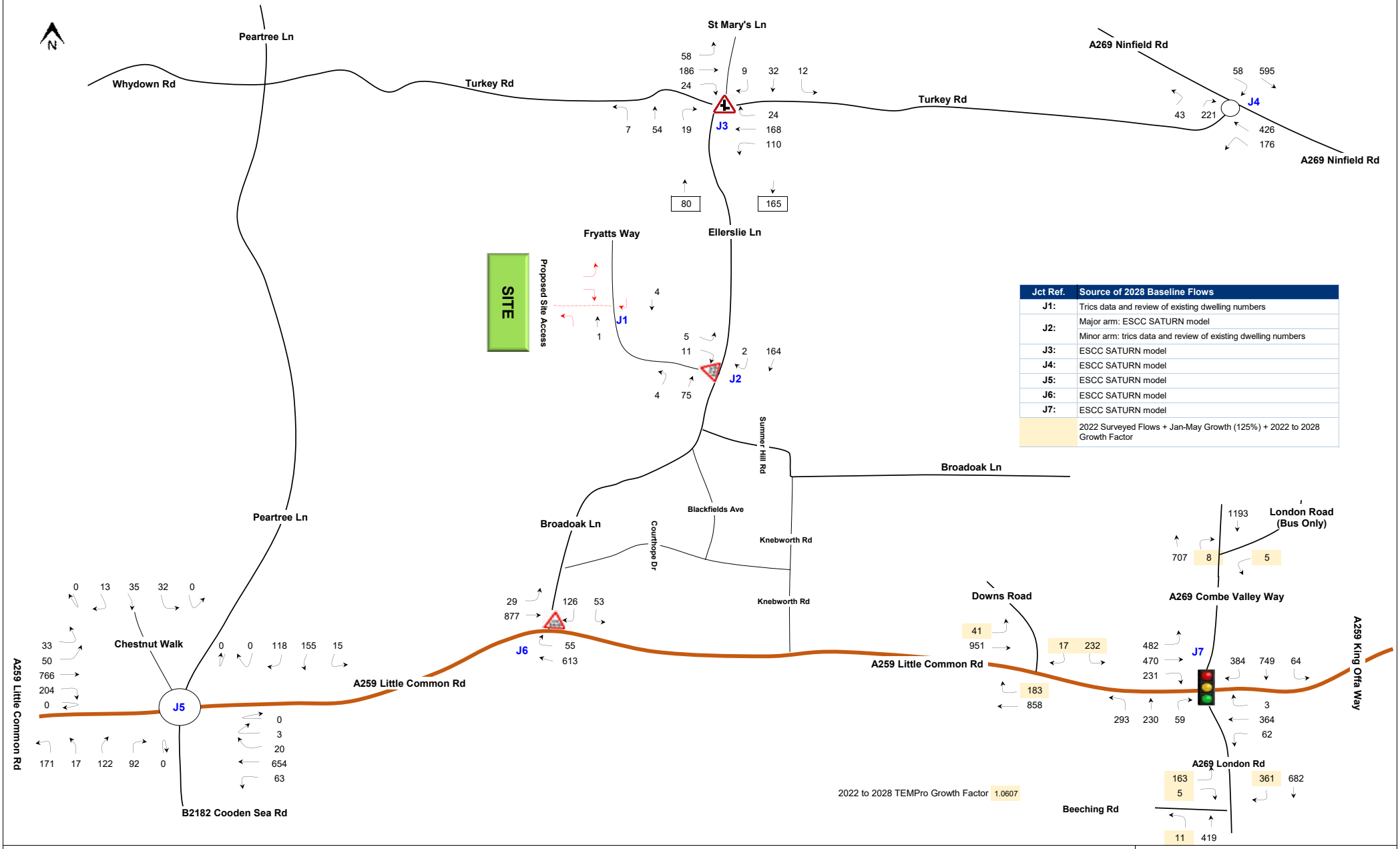
7.19 As confirmed alongside the summary tables presented in this section. It is clear that the development would not have a material impact on the operation of the junctions assessed in the 2025 assessment year. In all instances in 2025, the junctions continue to operate within capacity. The 2025 assessment year corresponds with the ‘the opening year, assuming full build out and occupation’, as set out in Para 101 of Highways England document “The strategic road network: Planning for the future”. Para 101 of that document continues ‘The assessment at opening will be used for the determination of impact mitigation’. On the basis of the 2025 Opening Year modelling results set out in this TN, it is considered that no mitigations are required as there are no significant impacts as a result of the development in accordance with the NPPF.

8.0 Summary and Conclusions

8.1 This Technical Note has been produced to respond to all of the issues raised within the National Highways (NH) comments on Rother District Council (RDC) planning application reference RR/2021/1656/P.

8.2 The technical work presented herein continues to indicate that there is no transport or highway policy justification which should stand against the development proposals.

Traffic Flow Diagrams



Jct Ref.	Source of 2028 Baseline Flows
J1:	Trics data and review of existing dwelling numbers
J2:	Major arm: ESCC SATURN model
	Minor arm: trics data and review of existing dwelling numbers
J3:	ESCC SATURN model
J4:	ESCC SATURN model
J5:	ESCC SATURN model
J6:	ESCC SATURN model
J7:	ESCC SATURN model
	2022 Surveyed Flows + Jan-May Growth (125%) + 2022 to 2028 Growth Factor

Figures v2: Fig 1: 2028 Baseline Flows (Extracted from the East Sussex County Council SATURN model for Bexhill and Hastings) - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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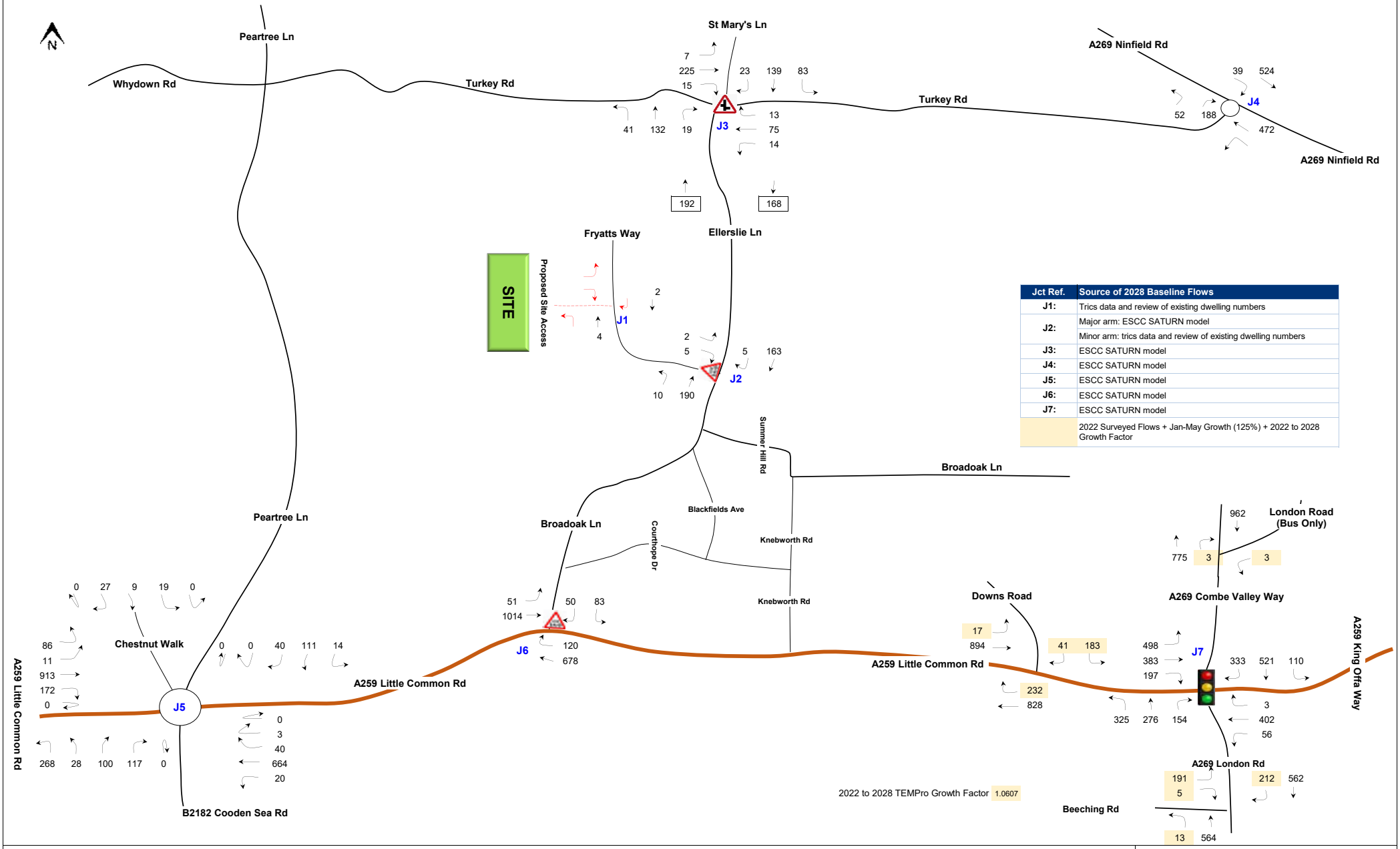

Jct Ref.	Source of 2028 Baseline Flows
J1:	Trics data and review of existing dwelling numbers
J2:	Major arm: ESCC SATURN model
	Minor arm: trics data and review of existing dwelling numbers
J3:	ESCC SATURN model
J4:	ESCC SATURN model
J5:	ESCC SATURN model
J6:	ESCC SATURN model
J7:	ESCC SATURN model
	2022 Surveyed Flows + Jan-May Growth (125%) + 2022 to 2028 Growth Factor

Figures v2: Fig 2: 2028 Baseline Flows (Extracted from the East Sussex County Council SATURN model for Bexhill and Hastings) - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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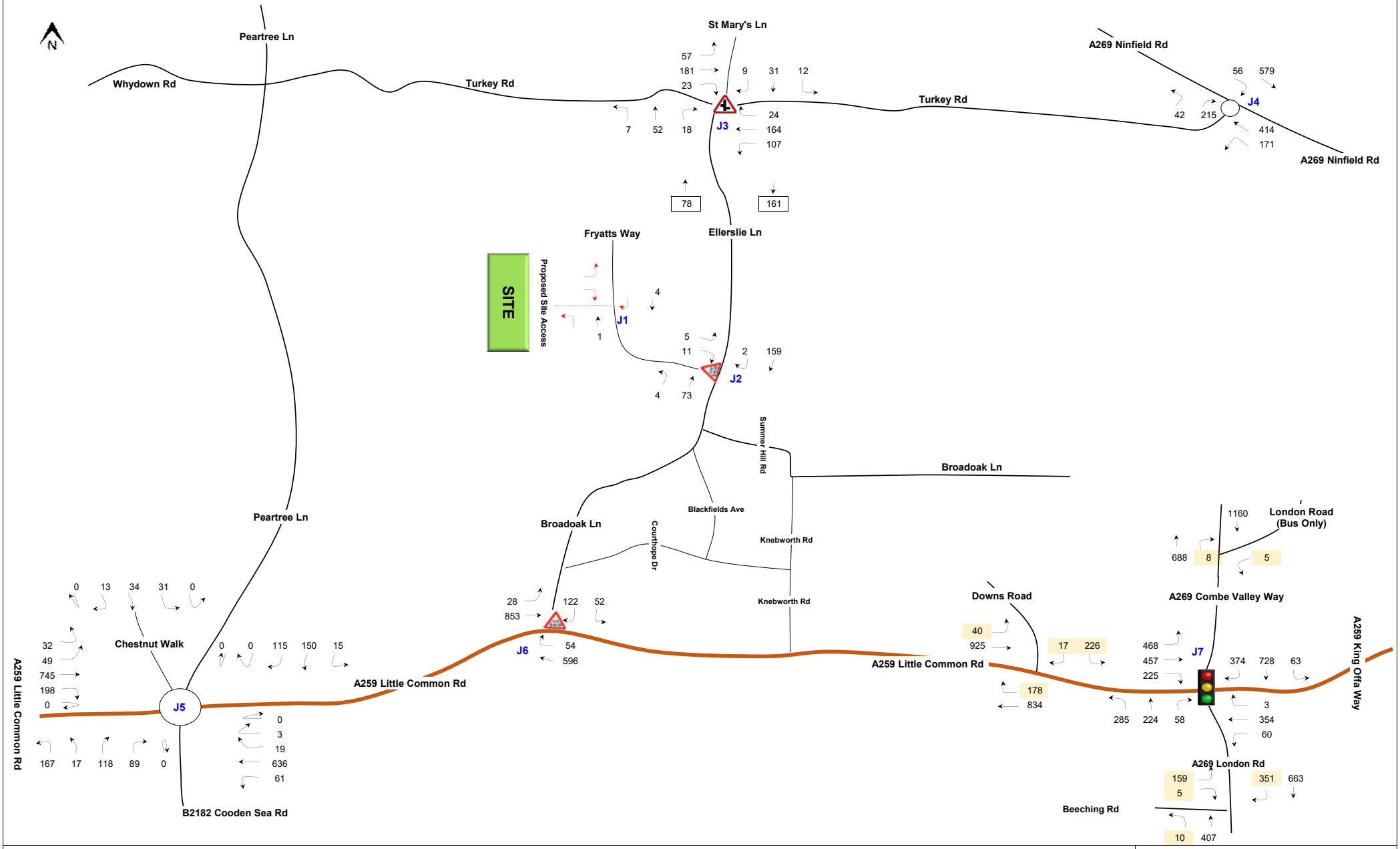

Figures v2: Fig 3: 2025 Baseline Flows - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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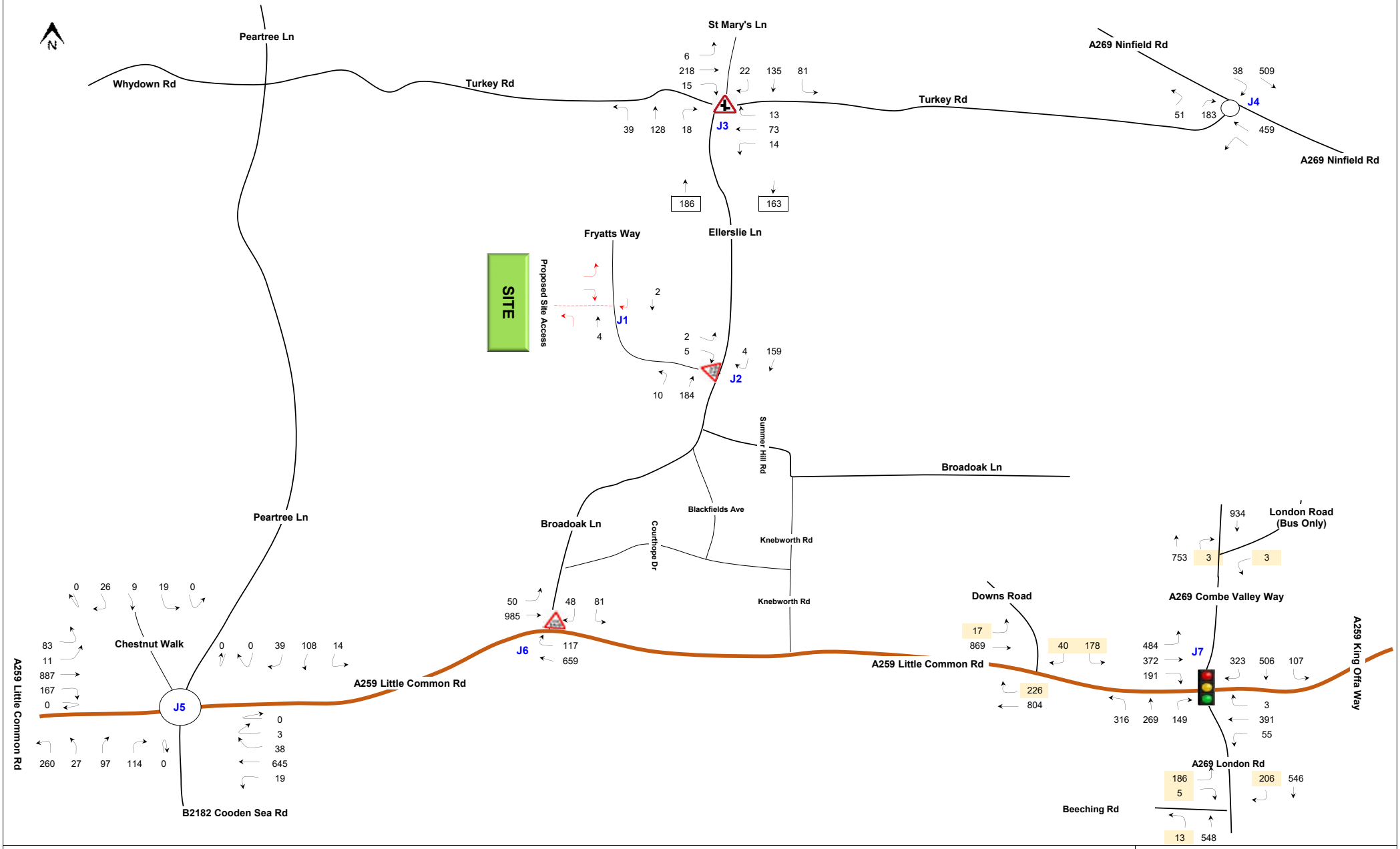

Figures v2: Fig 4: 2025 Baseline Flows - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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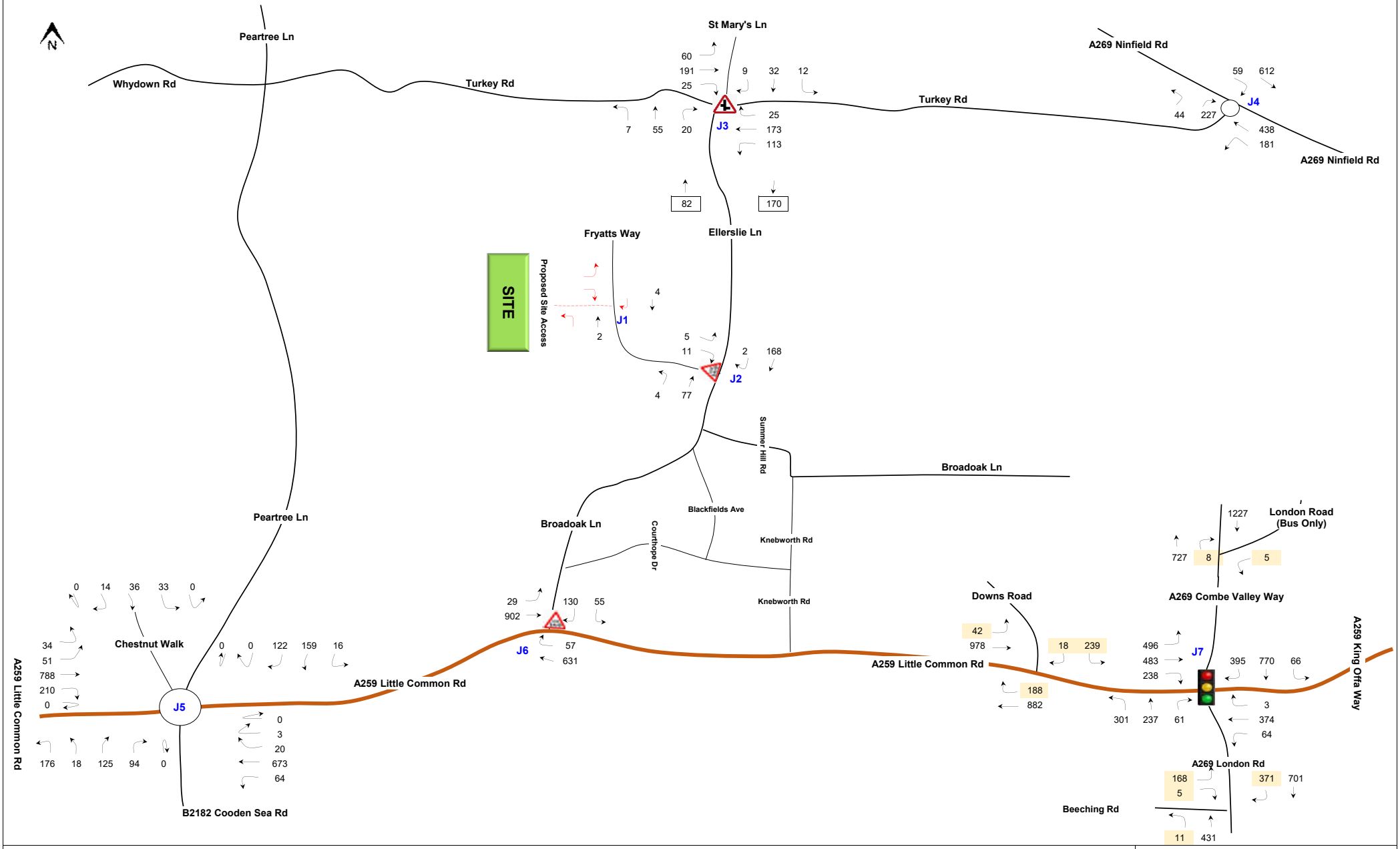

Figures v2: Fig 5: 2031 Baseline Flows - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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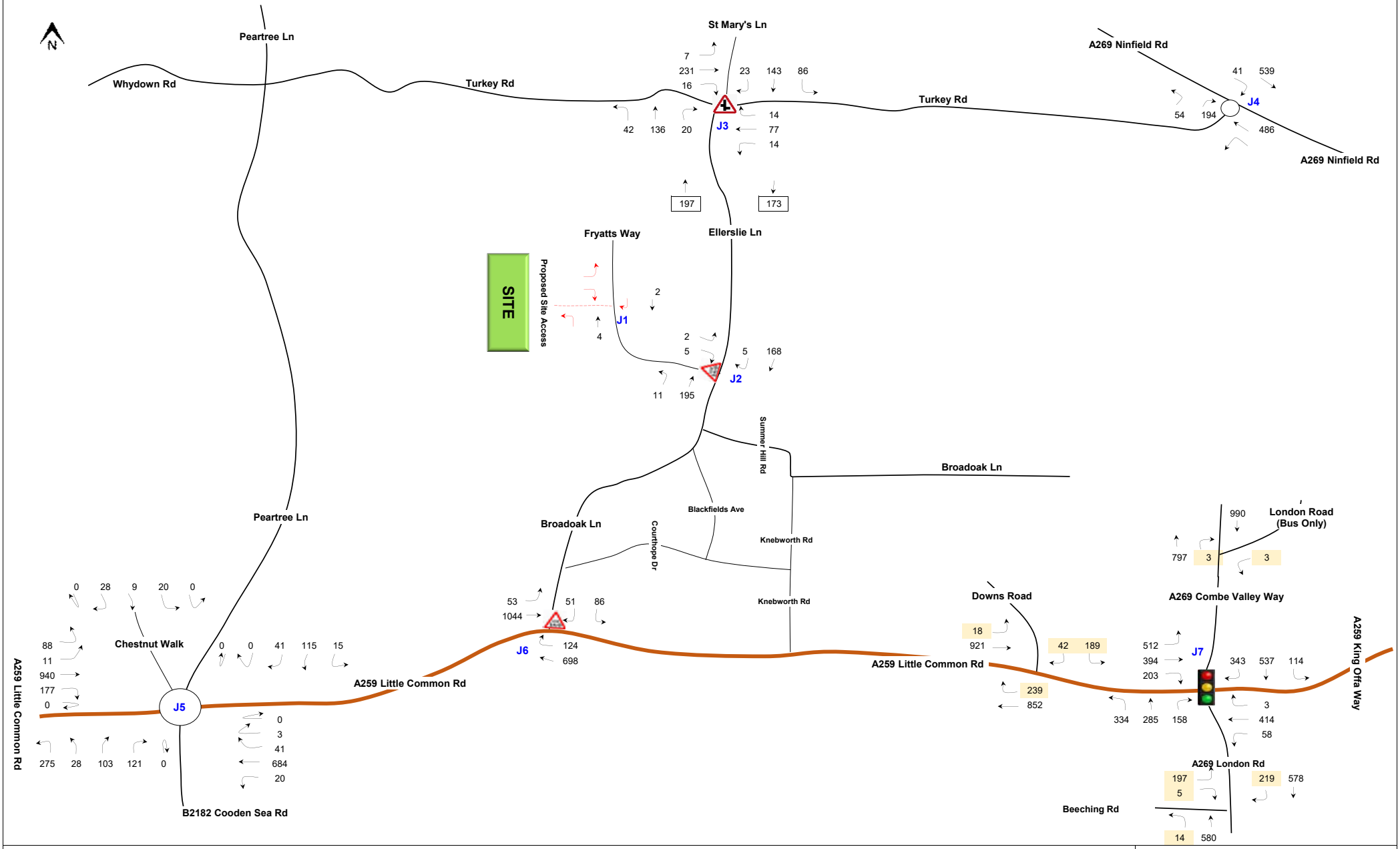

Figures v2: Fig 6: 2031 Baseline Flows - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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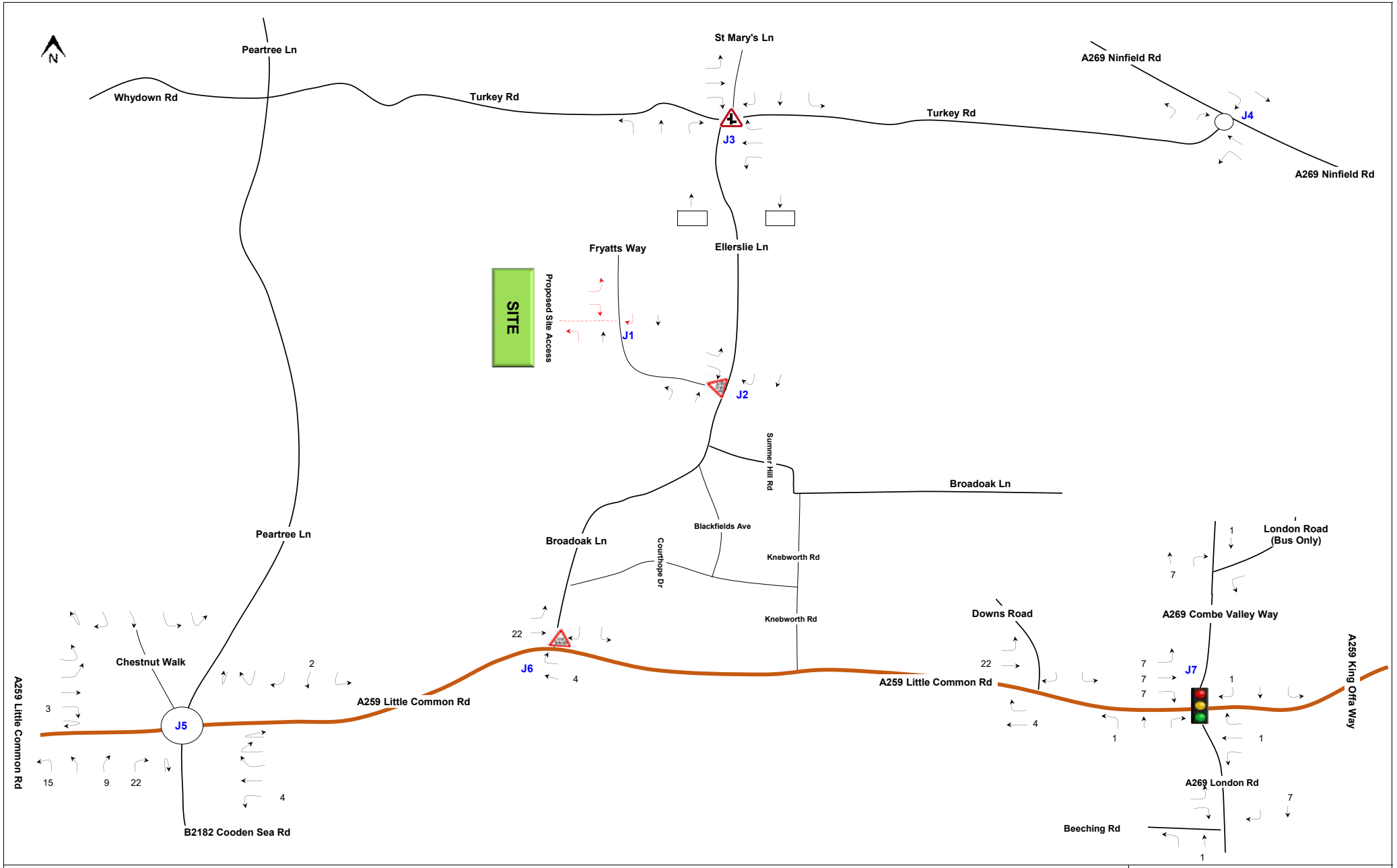

Figures v2: Fig 7: Clavering Walk Committed Development Flows - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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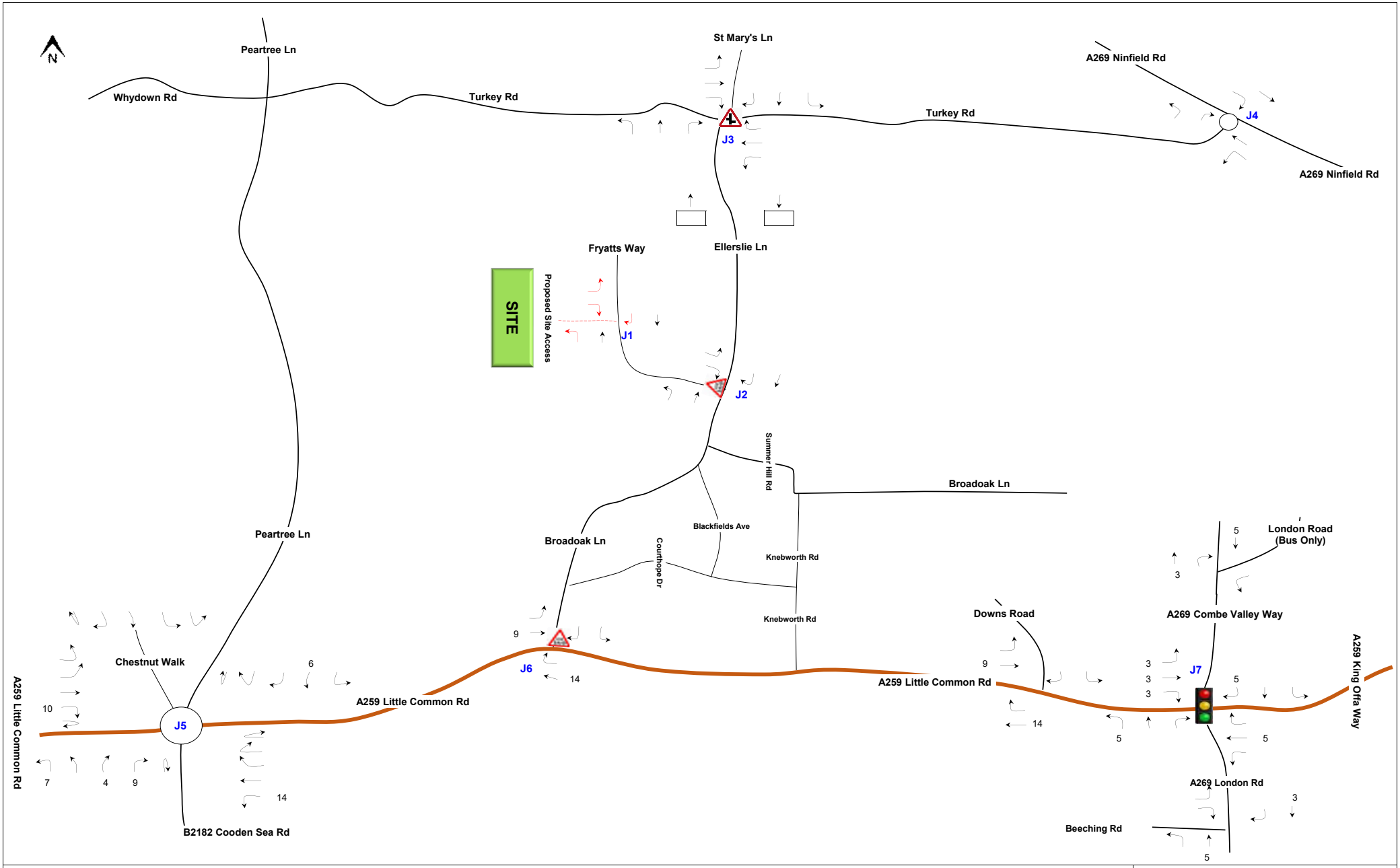

Figures v2: Fig 8: Clavering Walk Committed Development Flows - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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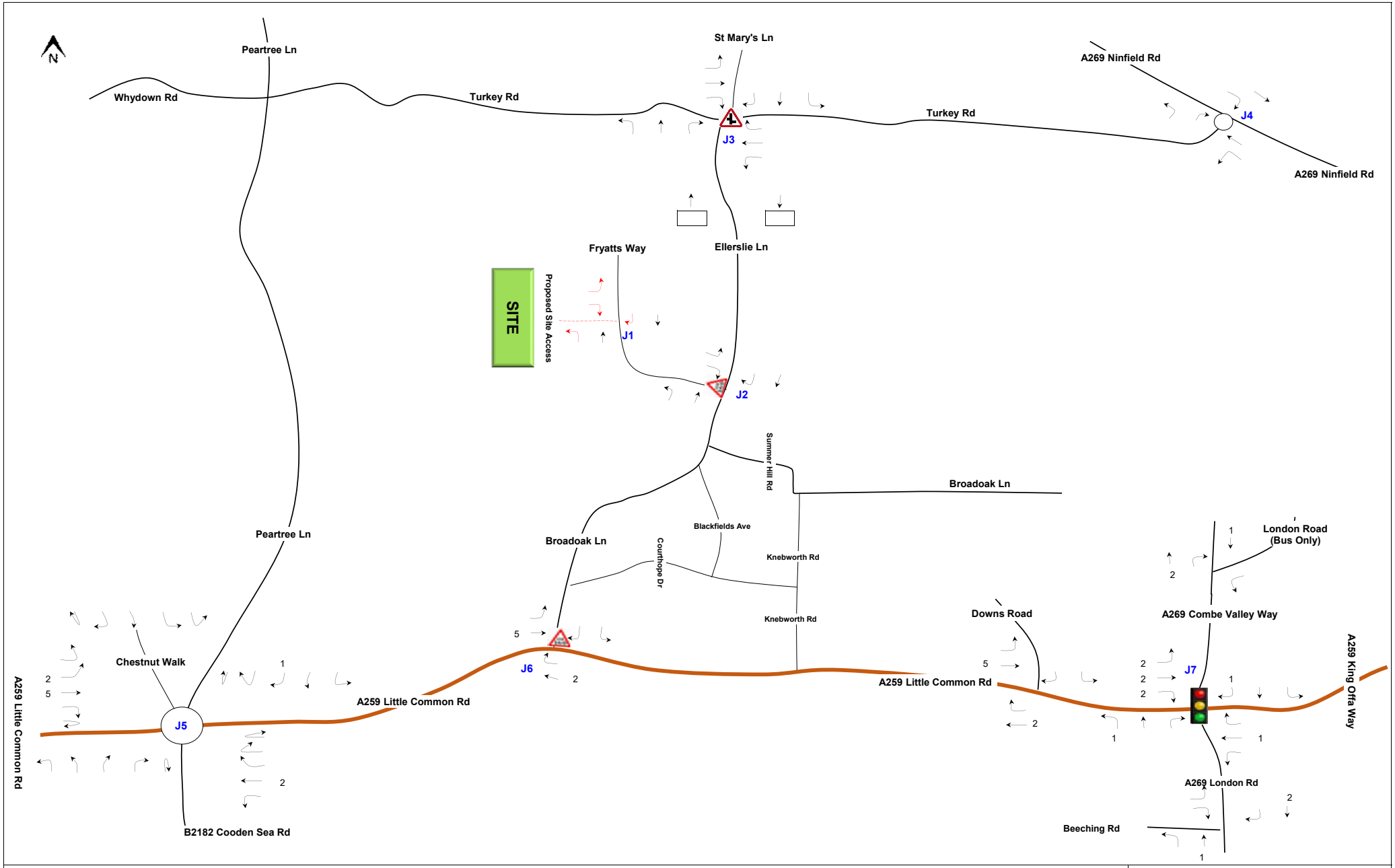

Figures v2: Fig 9: South of Barnhorn Road & West of Ashridge Court Committed Development Flows - AM Peak Hour

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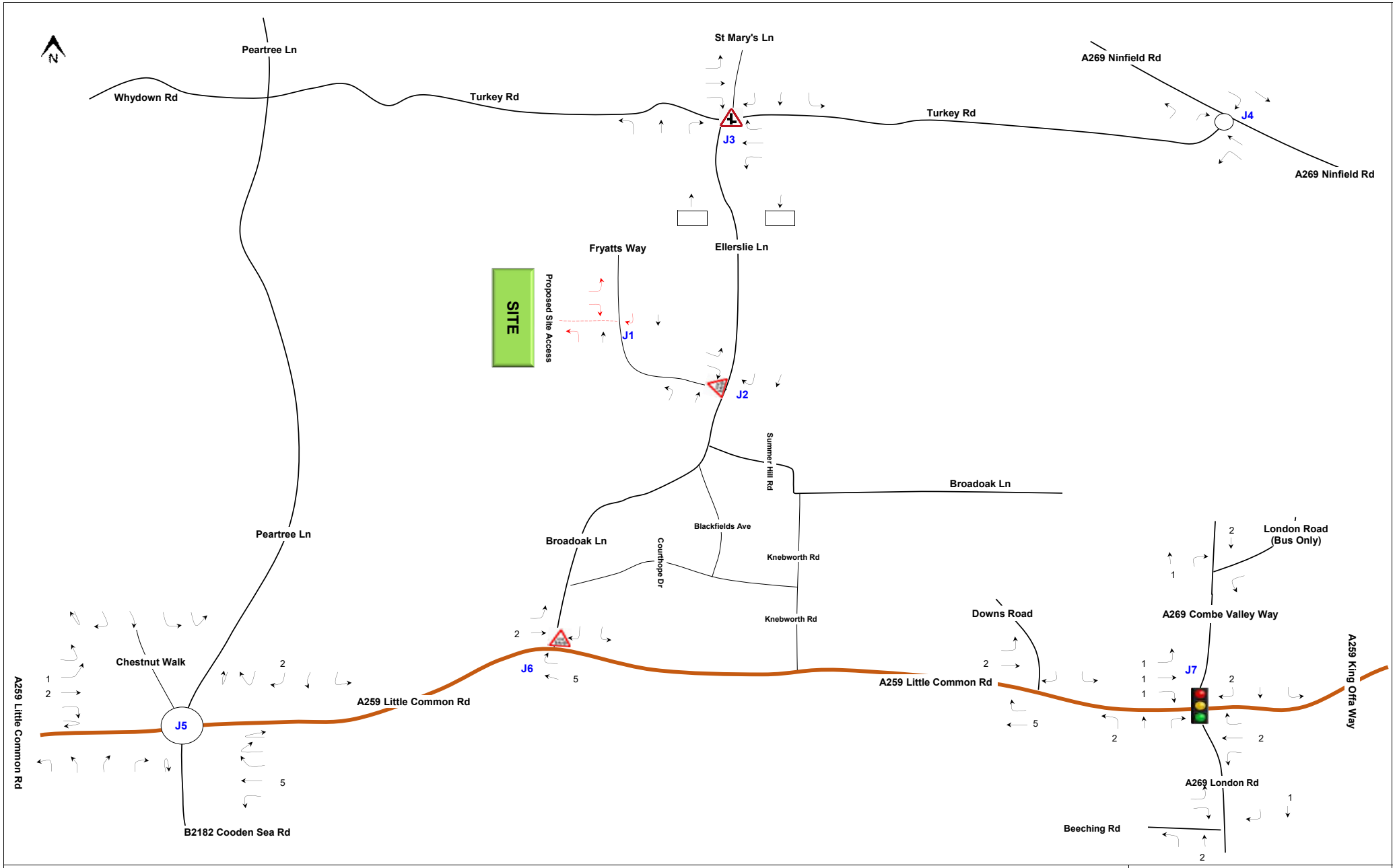

Figures v2: Fig 10: South of Barnhorn Road & West of Ashridge Court Committed Development Flows - PM Peak Hour

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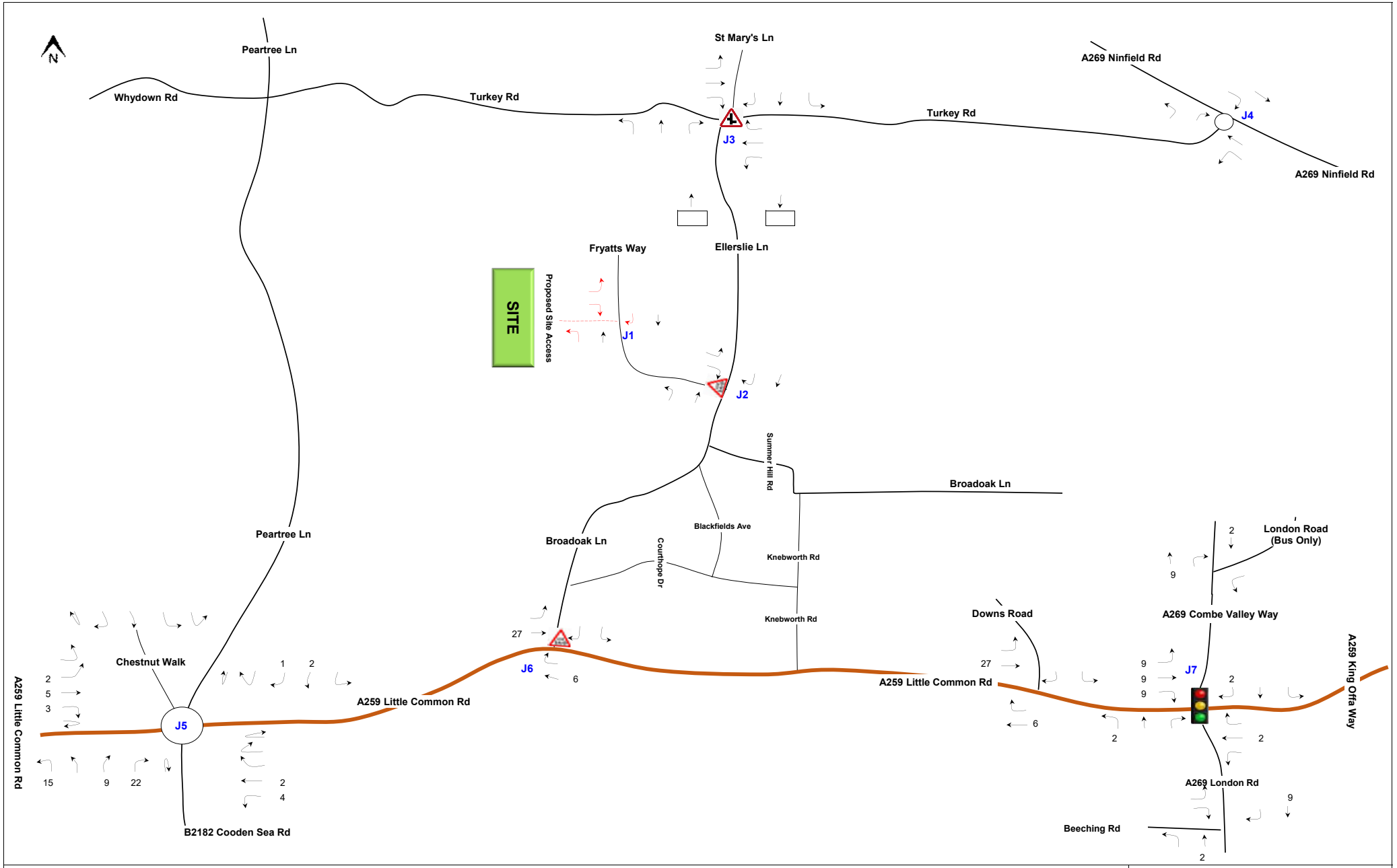

Figures v2: Fig 11: Total Committed Development Flows - AM Peak Hour

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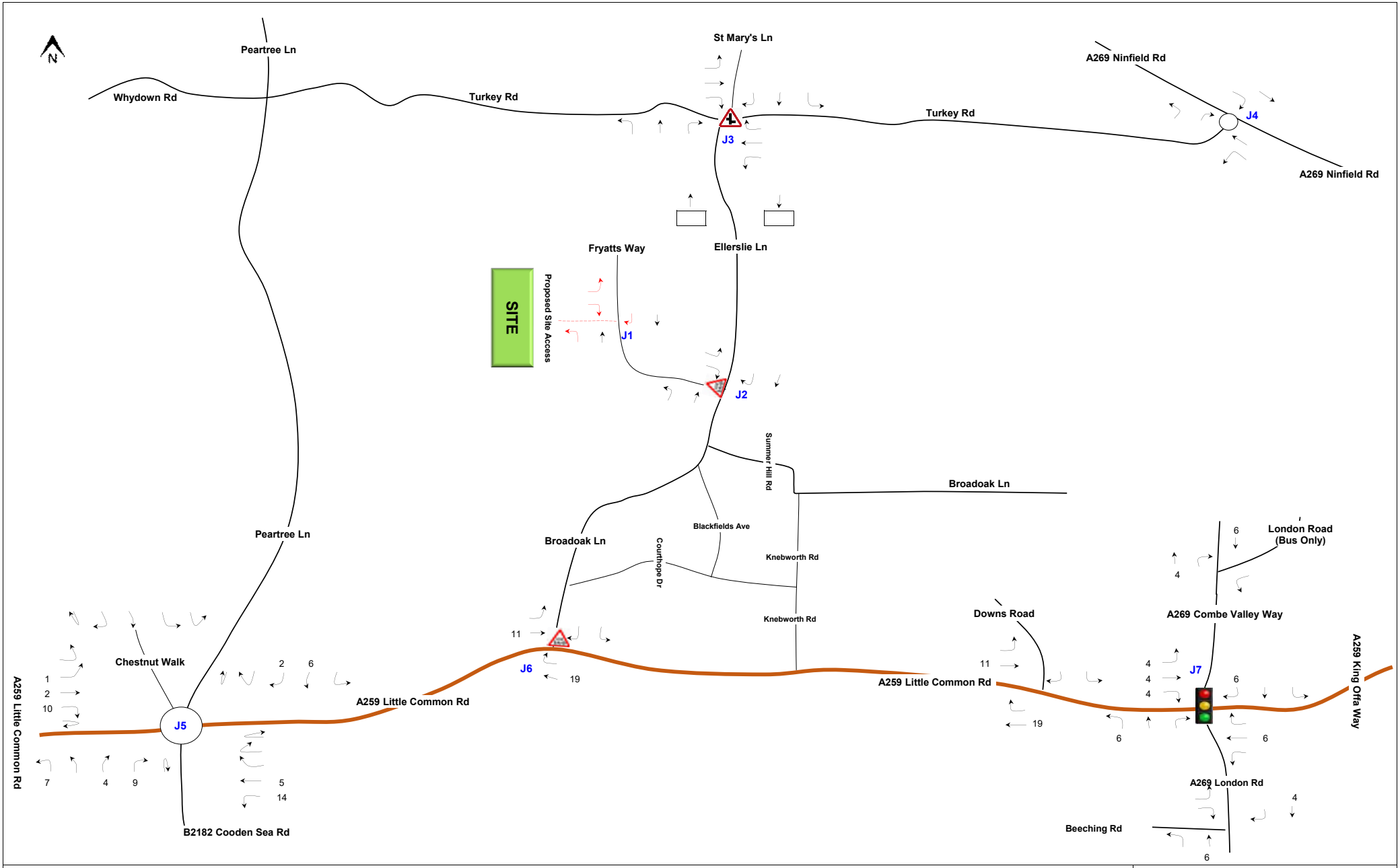

Figures v2: Fig 12: Total Committed Development Flows - PM Peak Hour

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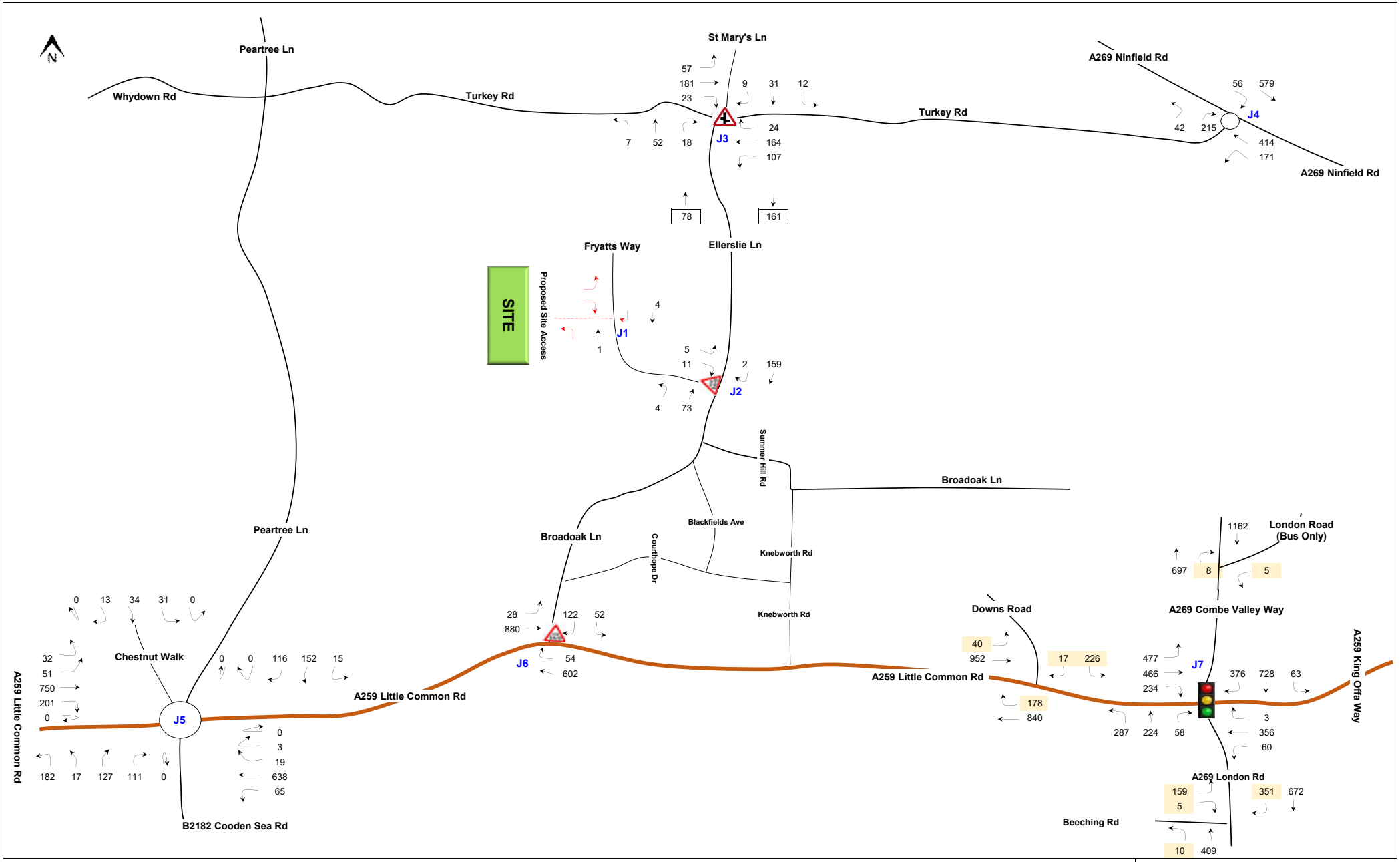

Figures v2: Fig 13: 2025 Baseline Flows + Committed Flows - AM Peak Hour

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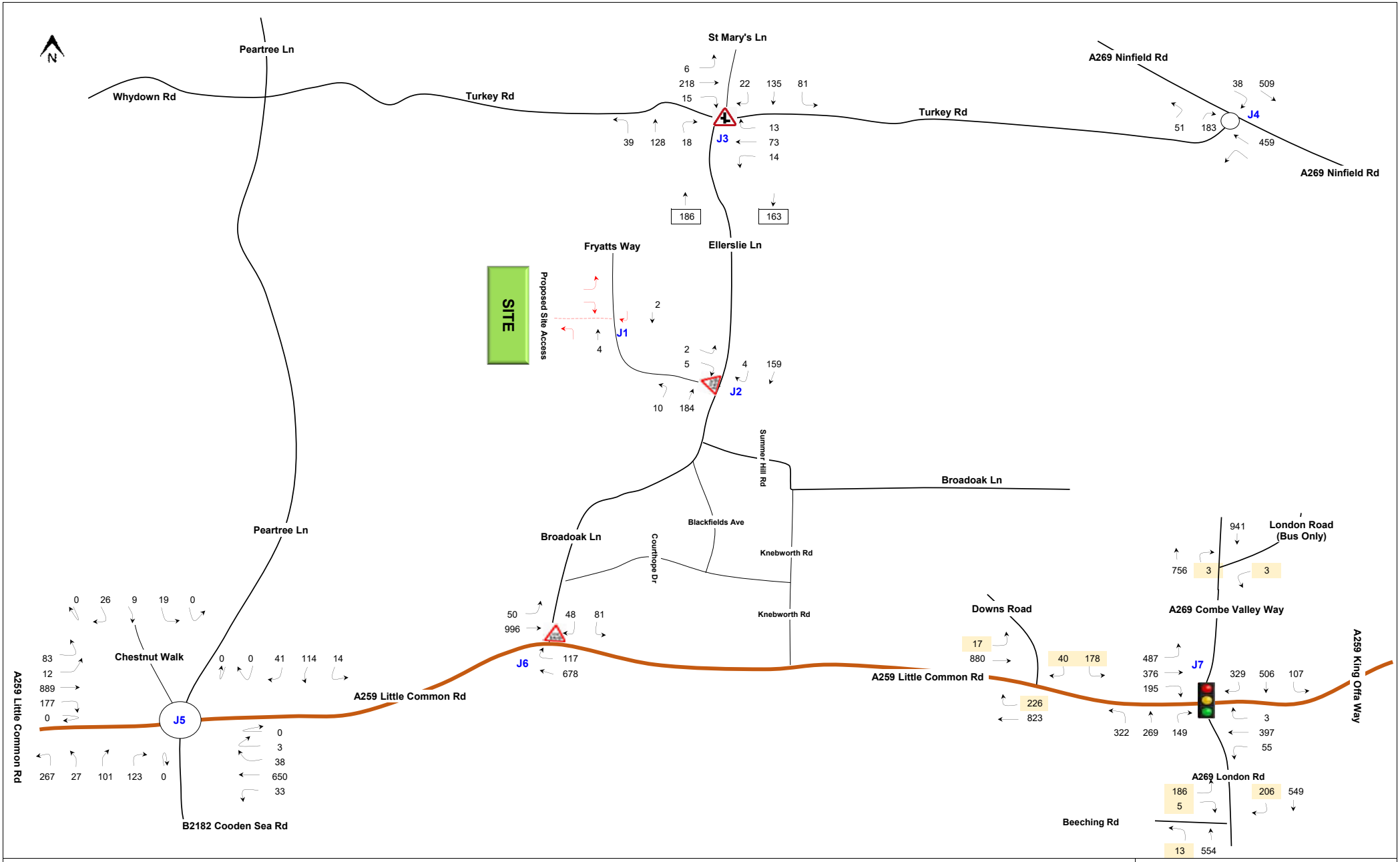

Figures v2: Fig 14: 2025 Baseline Flows + Committed Flows - PM Peak Hour

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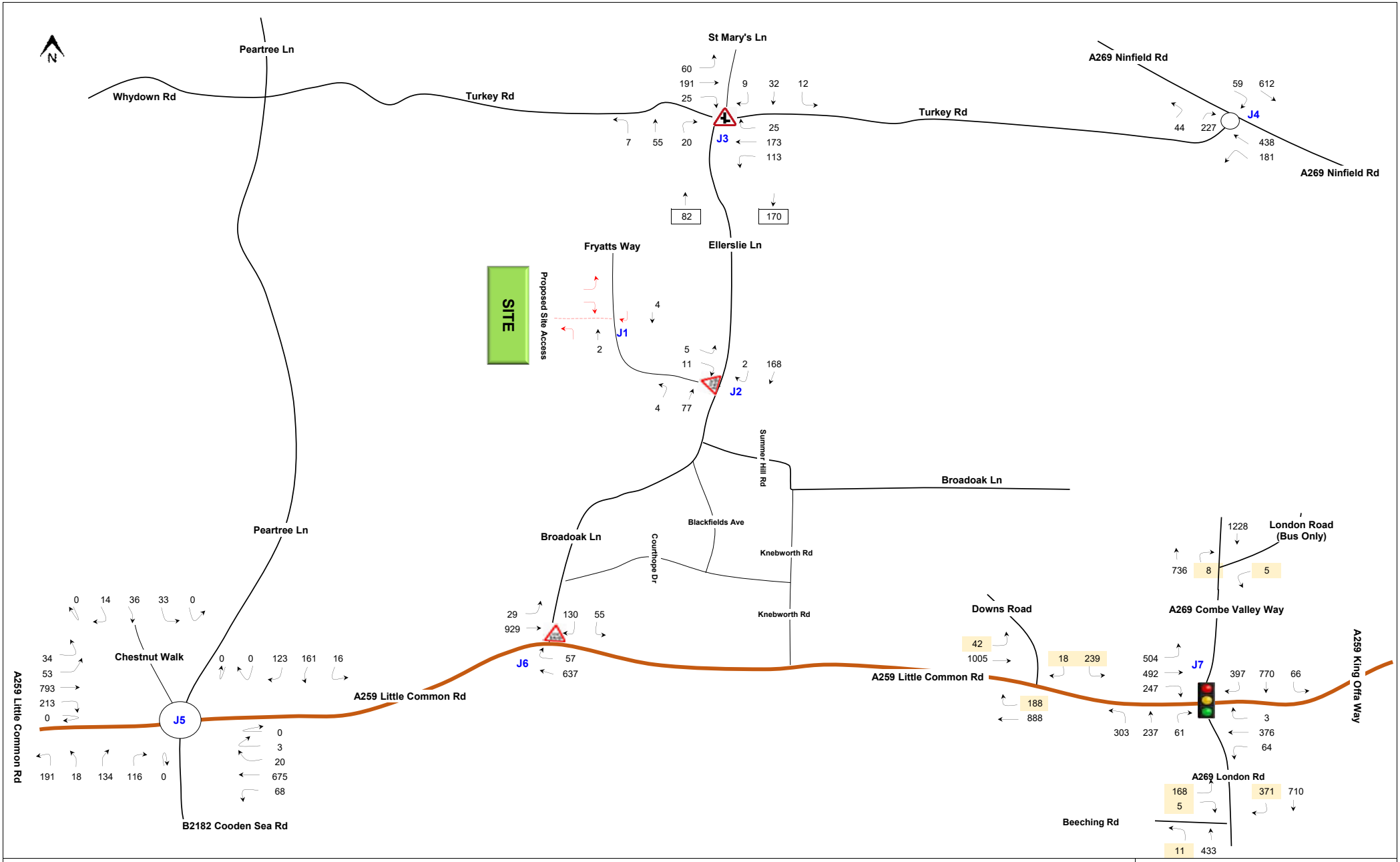

Figures v2: Fig 15: 2031 Baseline Flows + Committed Flows - AM Peak Hour

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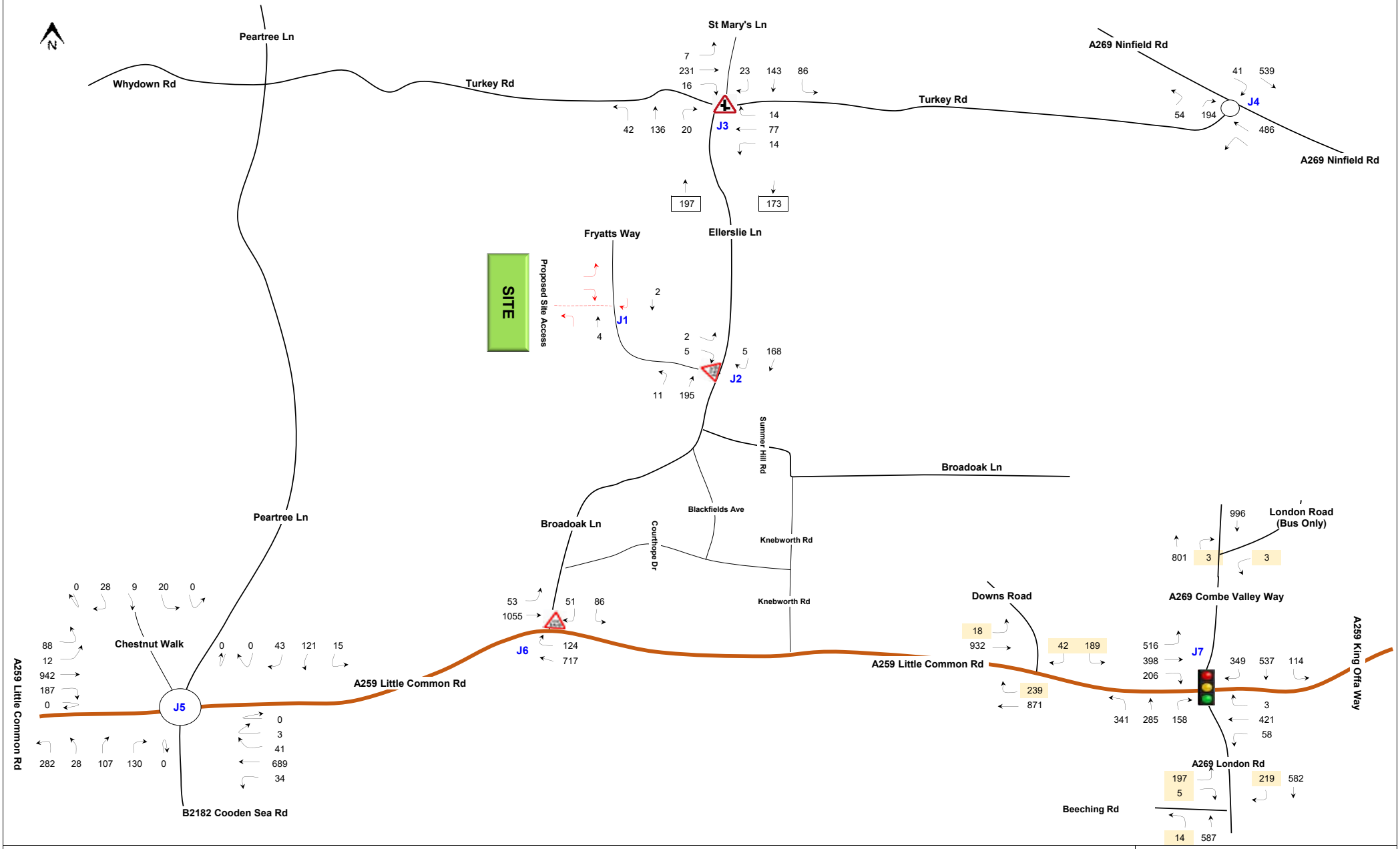

Figures v2: Fig 16: 2031 Baseline Flows + Committed Flows - PM Peak Hour

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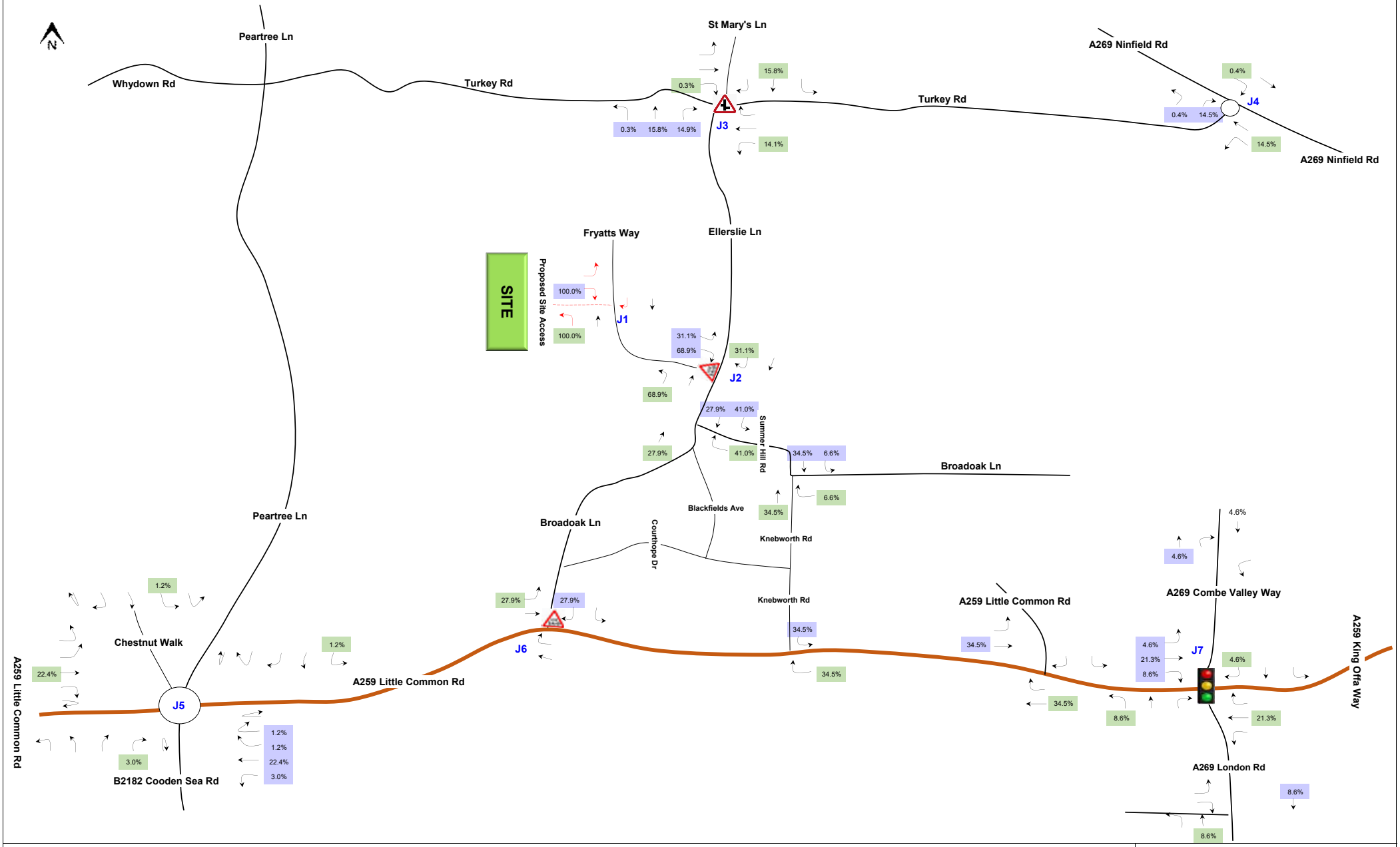

Figures v2: Fig 17: Trip Distribution based on 2011 Census- Proposed Residential Development

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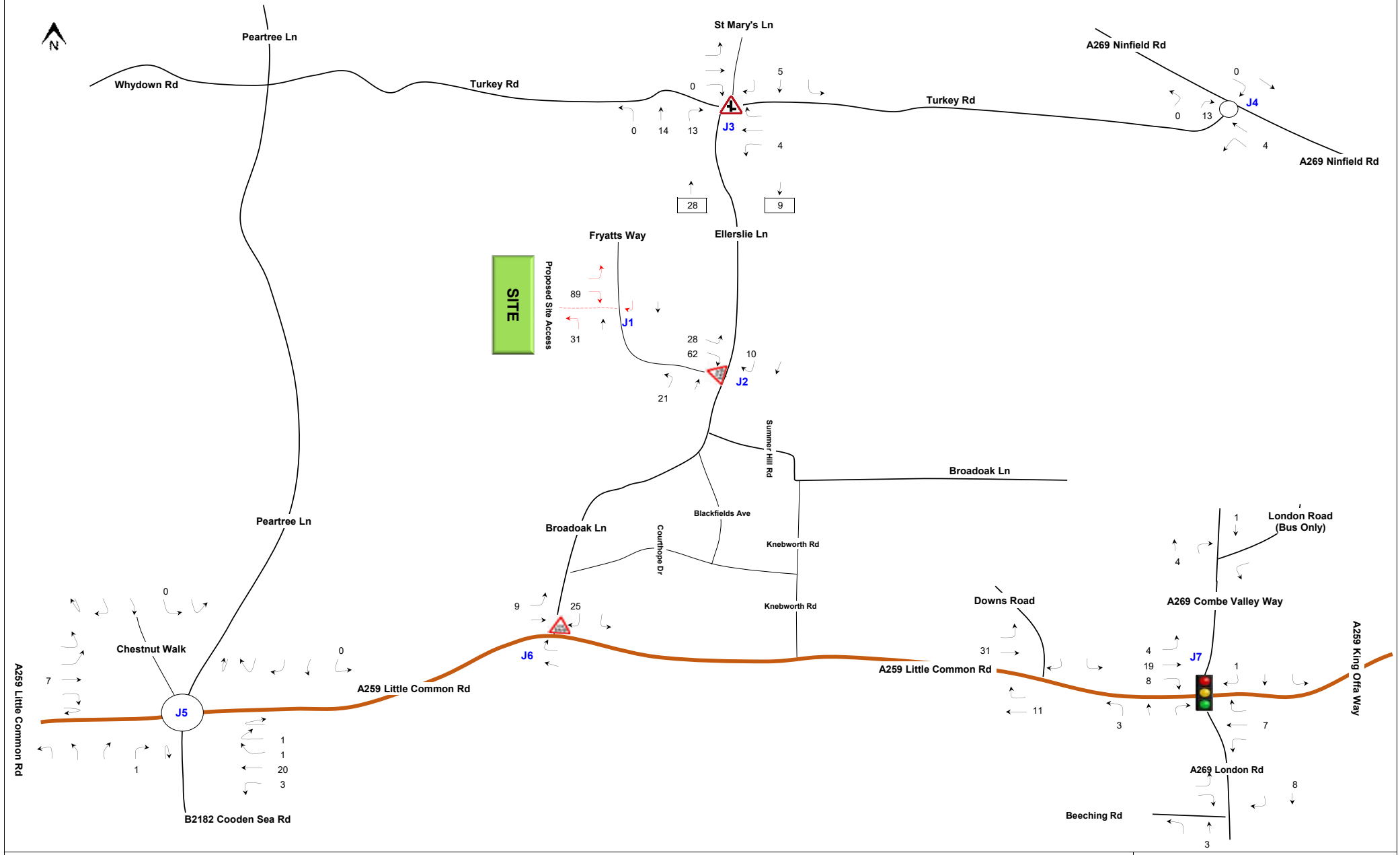

Figures v2: Fig 18: Trip Generation - Proposed Residential Development - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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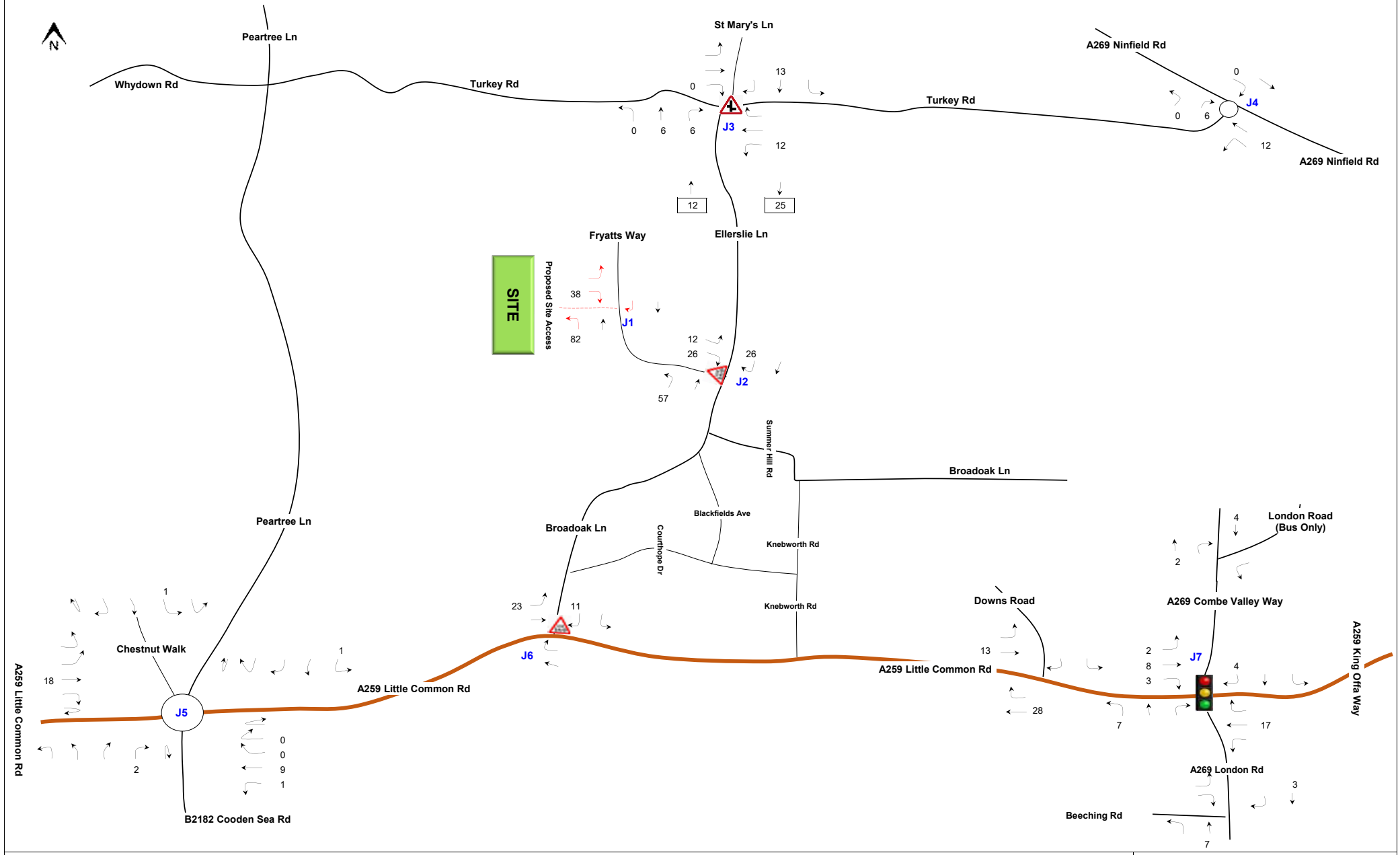

Figures v2: Fig 19: Trip Generation - Proposed Residential Development - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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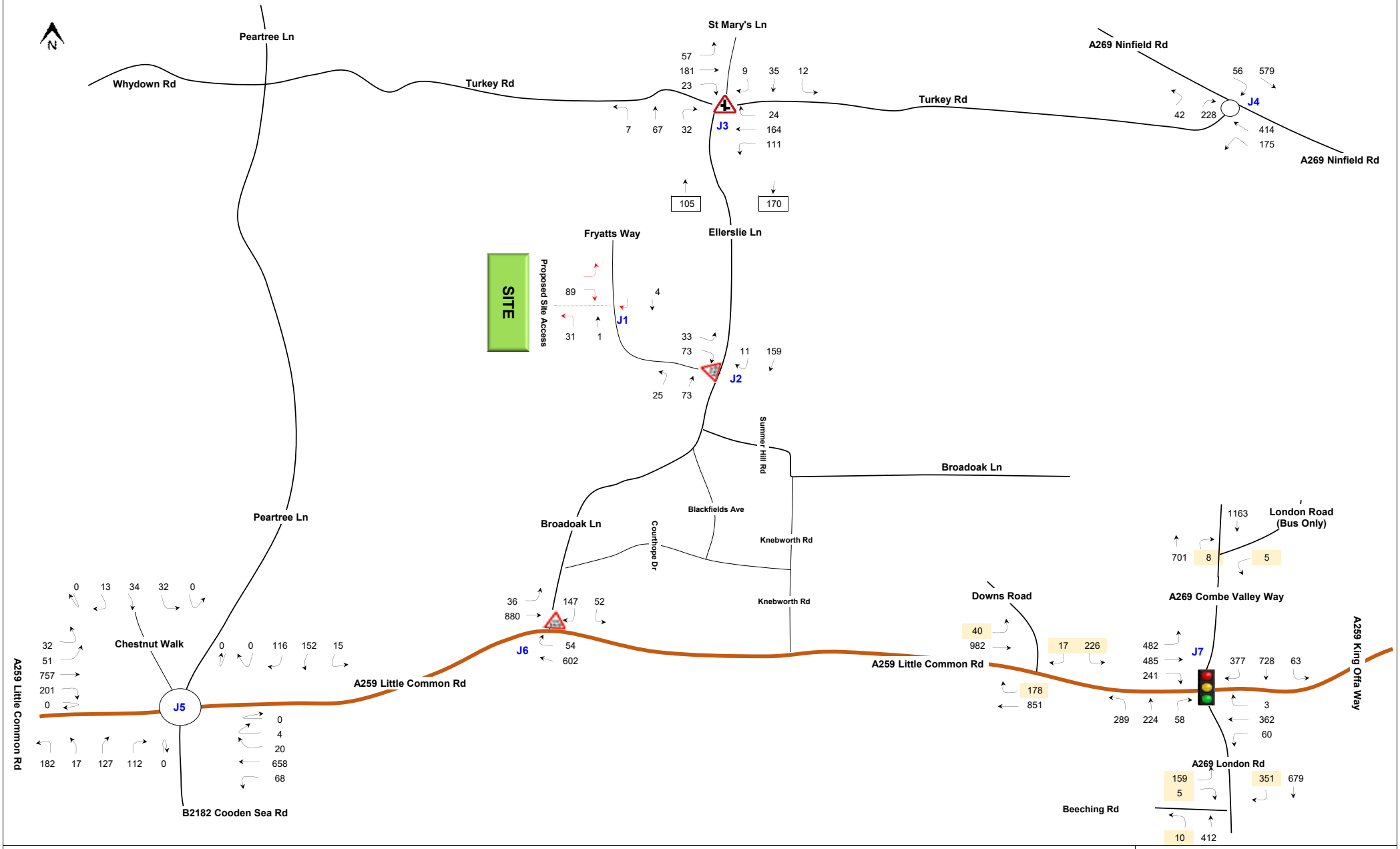

Figures v2: Fig 20: 2025 Assessment Flows (Baseline + Committed Development + Development) - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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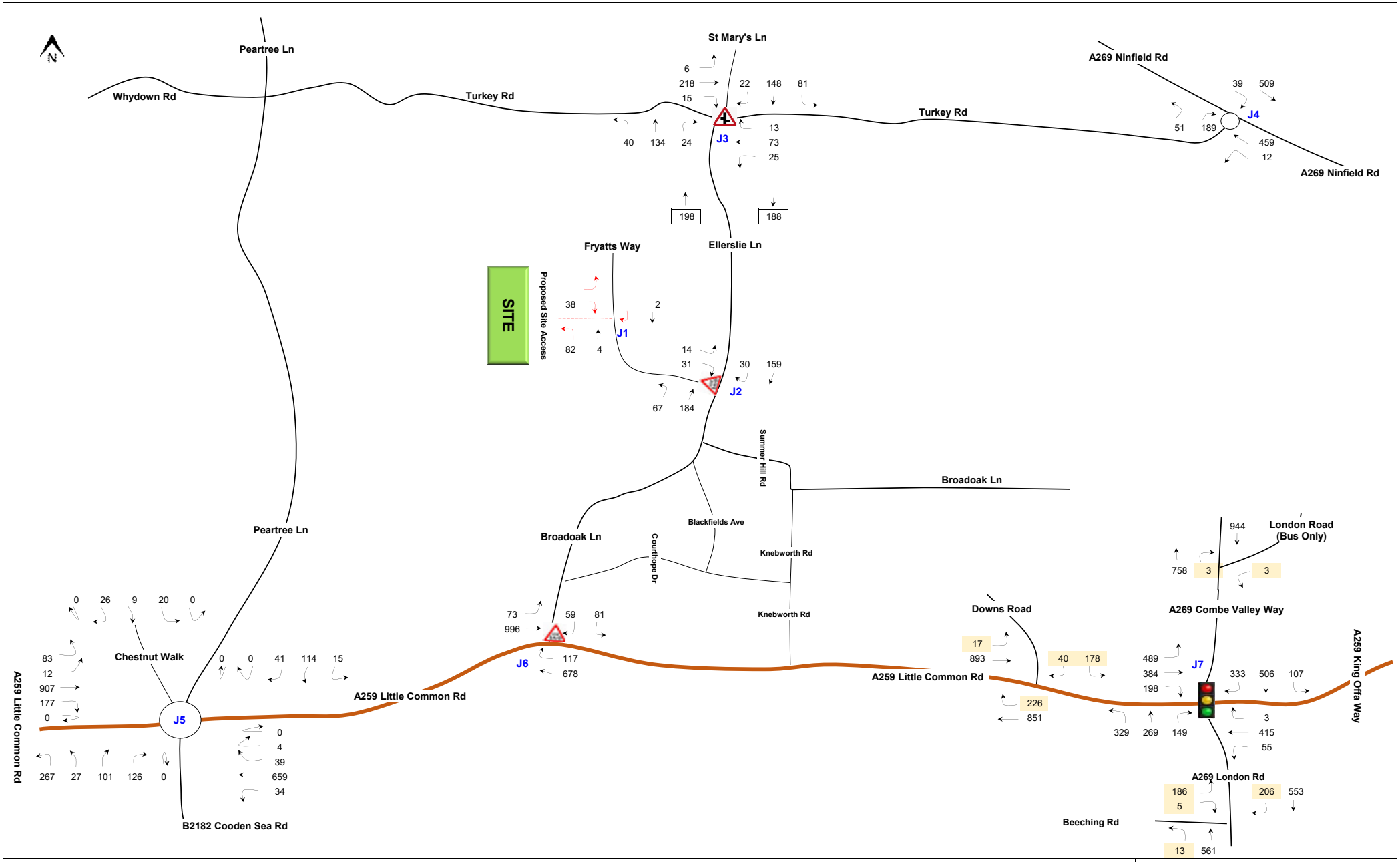

Figures v2: Fig 21: 2025 Assessment Flows (Baseline + Committed Development + Development) - PM Peak Hour

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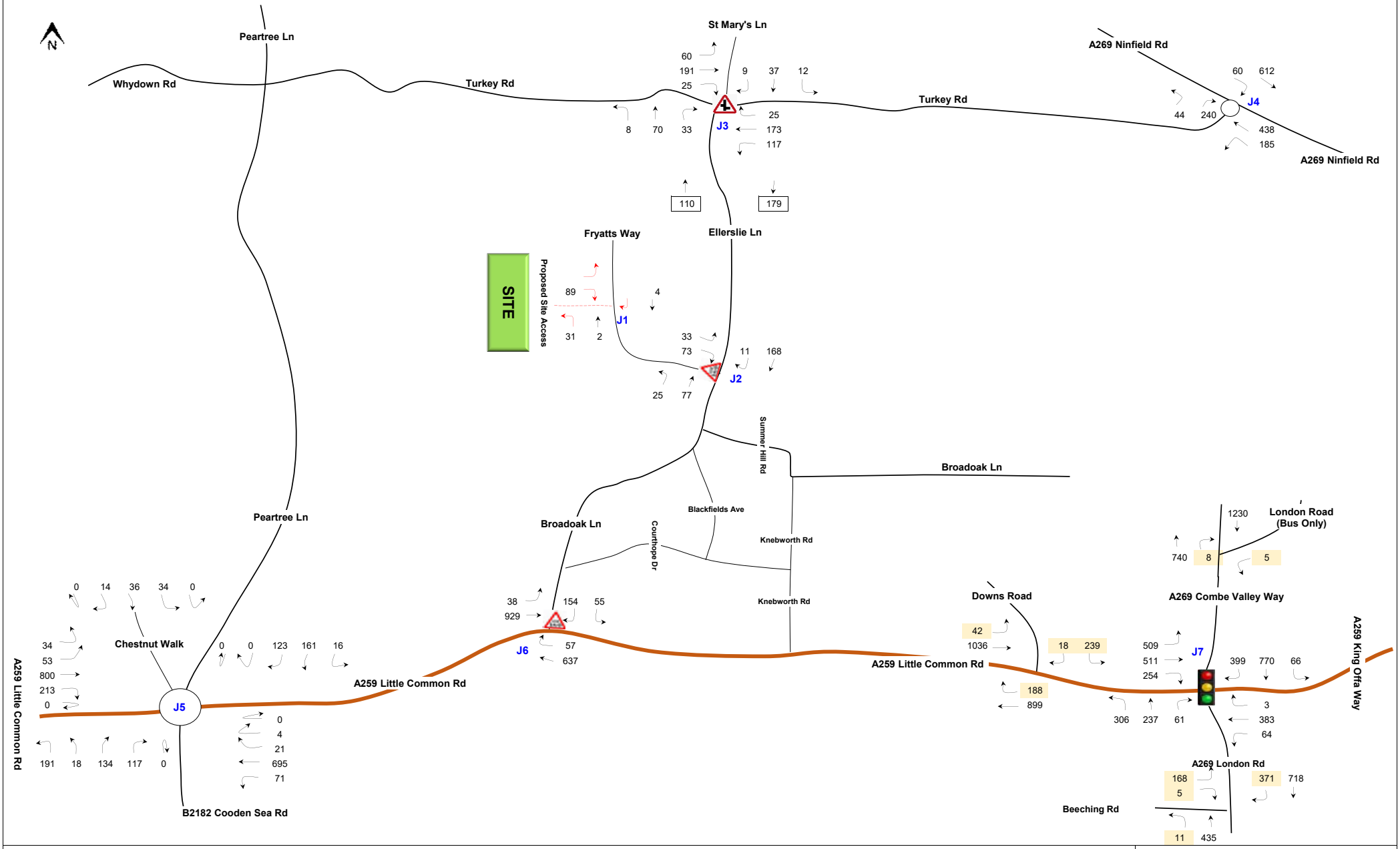

Figures v2: Fig 22: 2031 Assessment Flows (Baseline + Committed Development + Development) - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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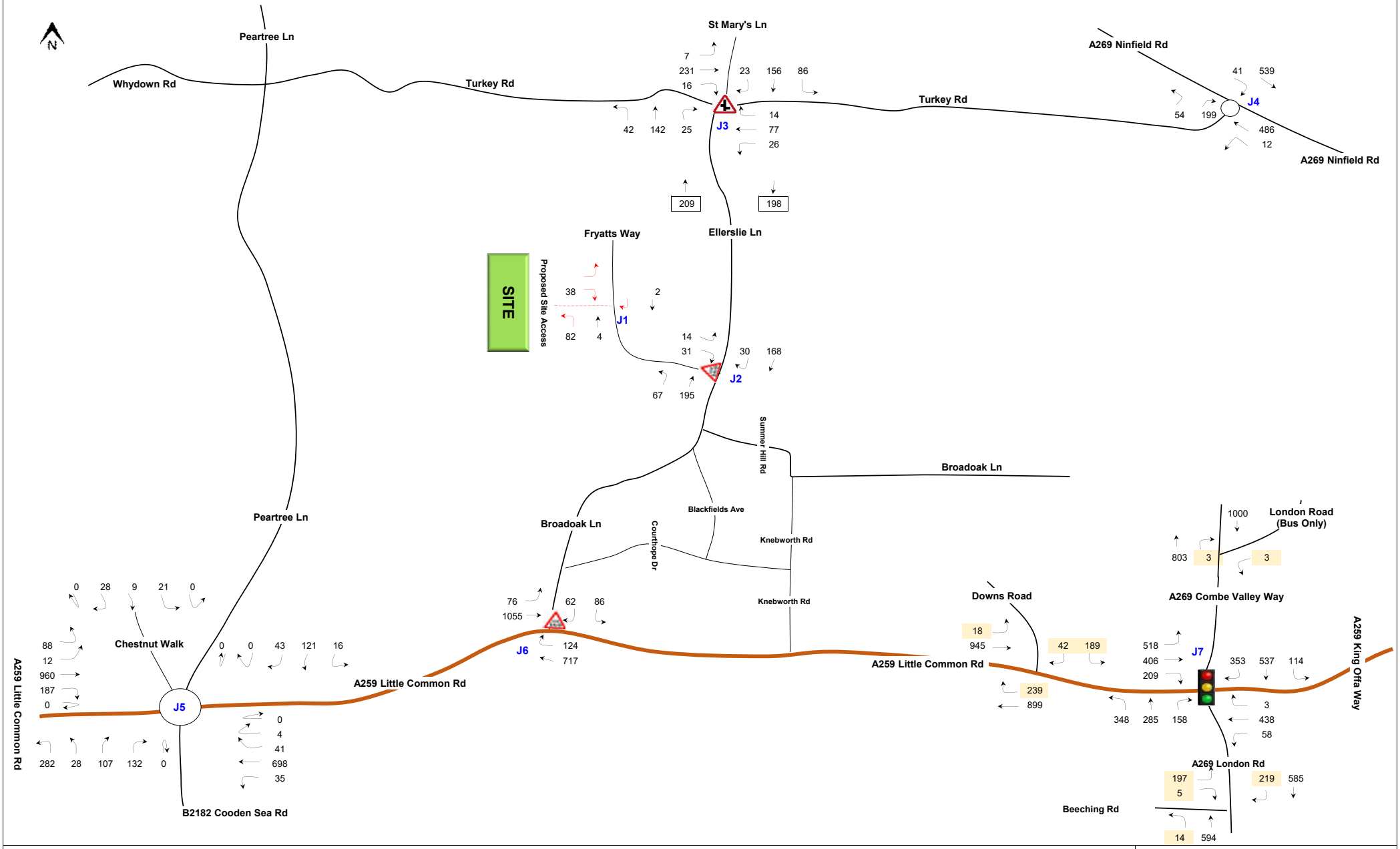

Figures v2: Fig 23: 2031 Assessment Flows (Baseline + Committed Development + Development) - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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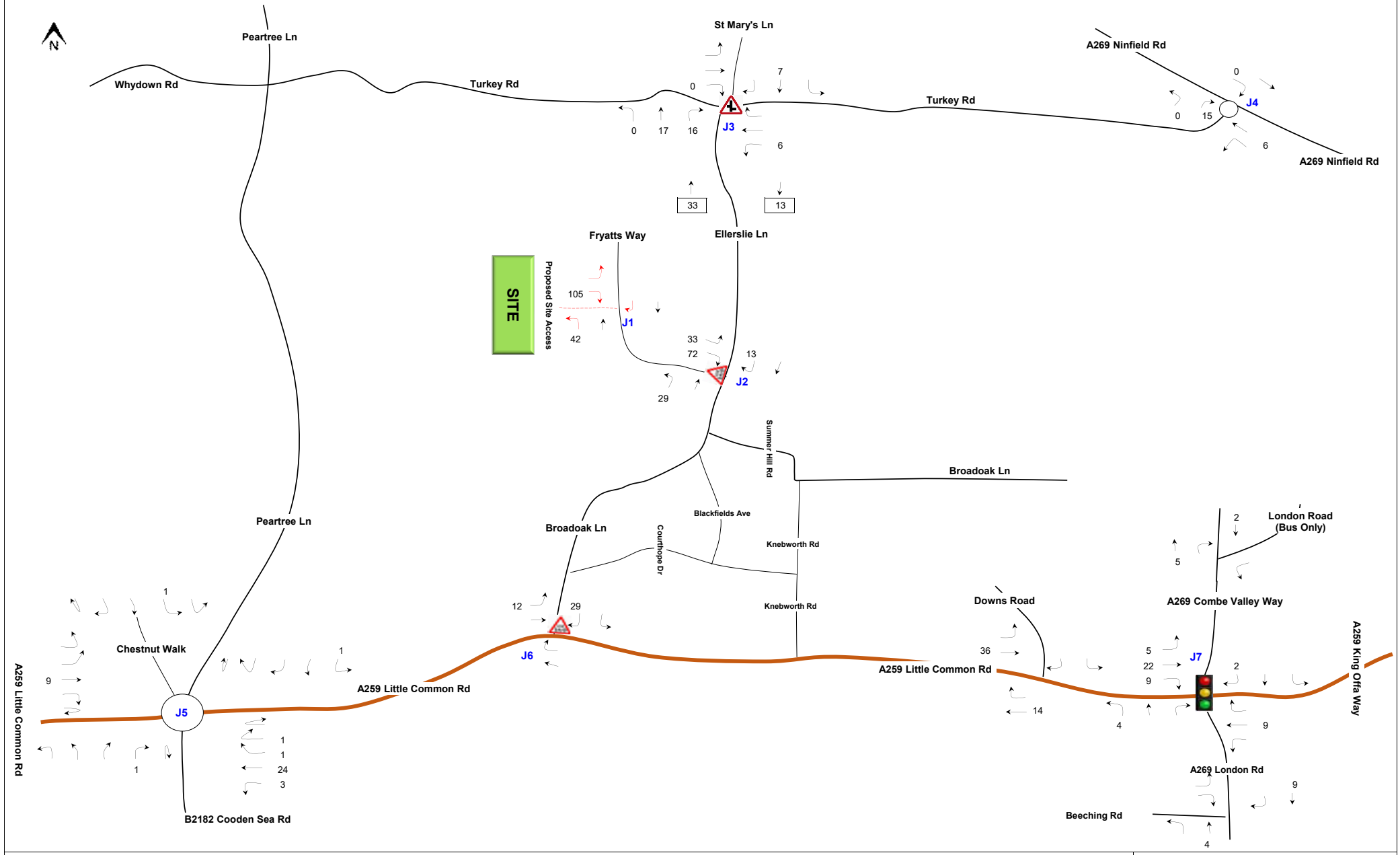

Figures v2: Fig 24: Trip Generation (Sensitivity Test) - Proposed Residential Development - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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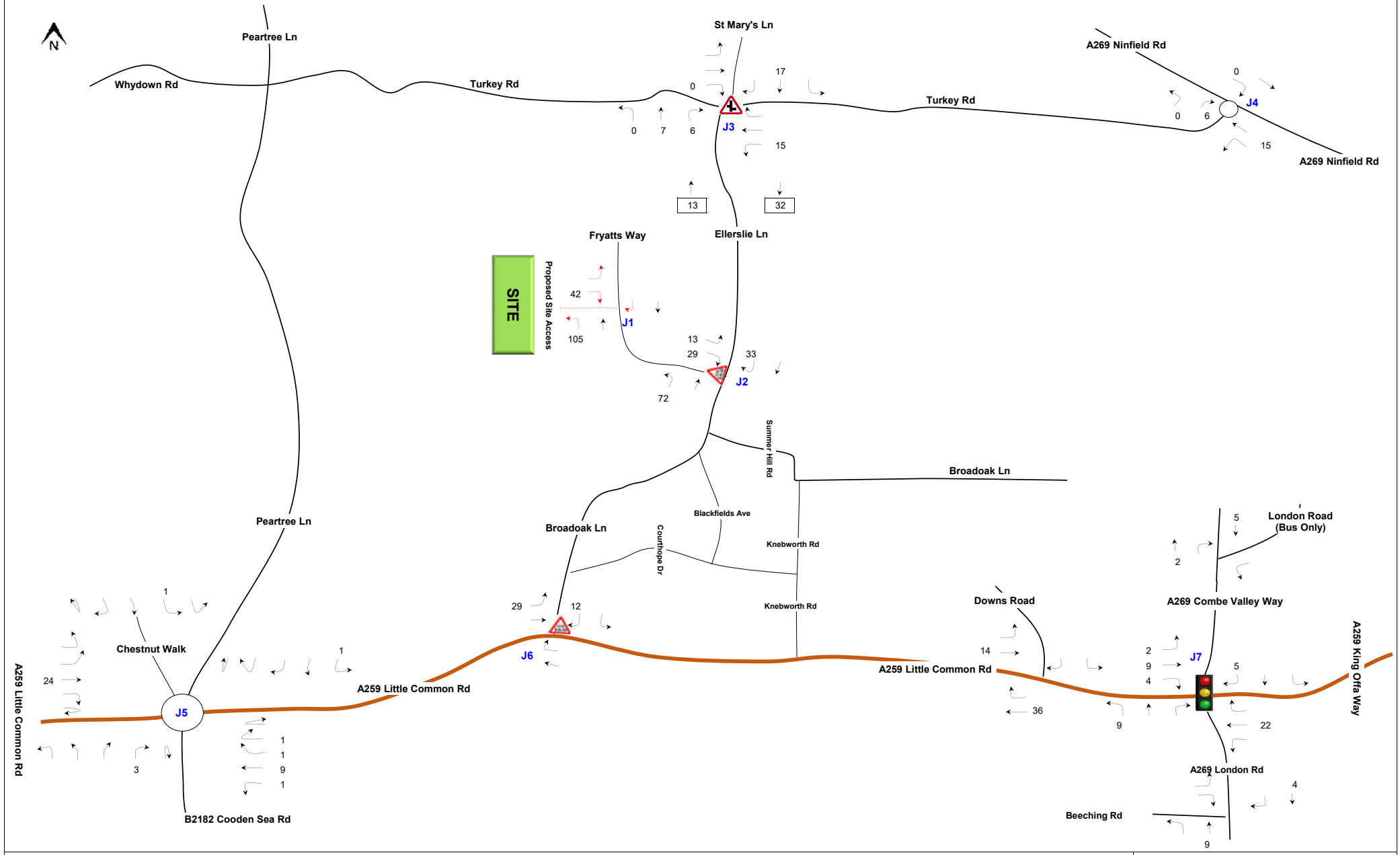

Figures v2: Fig 25: Trip Generation (Sensitivity Test) - Proposed Residential Development - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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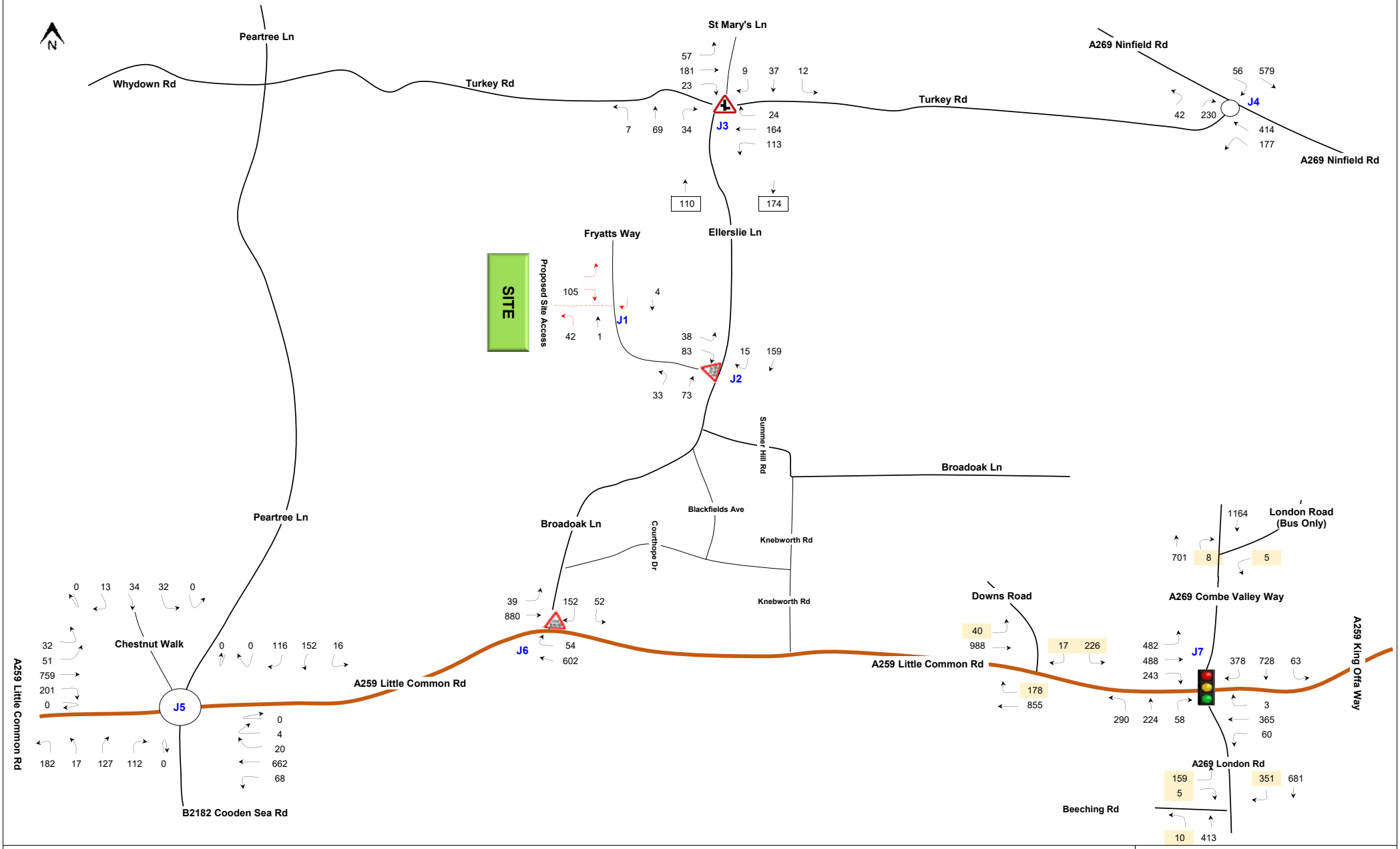

Figures v2: Fig 26: 2025 Sensitivity Assessment Flows (Baseline + Committed Development + Development) - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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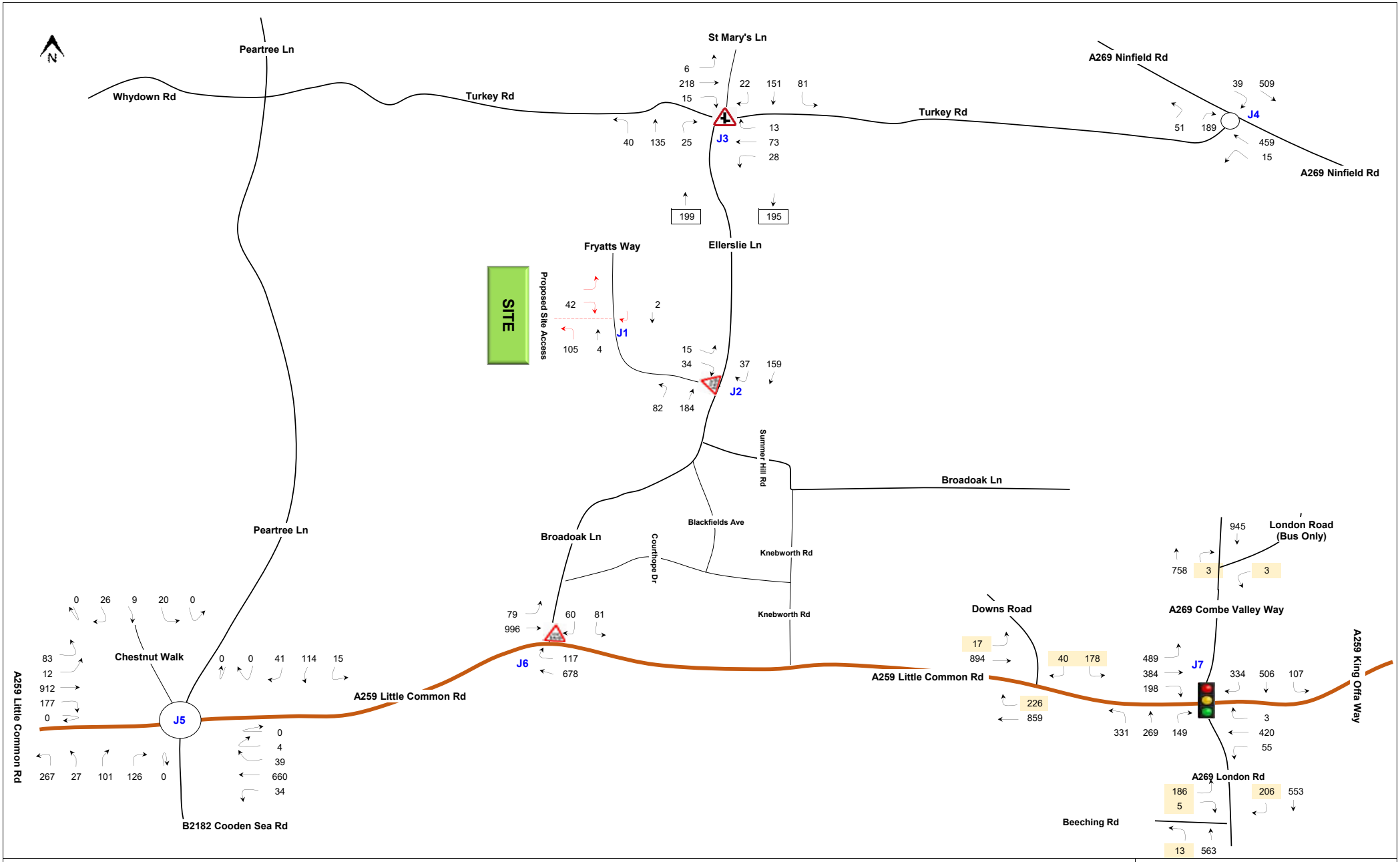

Figures v2: Fig 27: 2025 Sensitivity Assessment Flows (Baseline + Committed Development + Development) - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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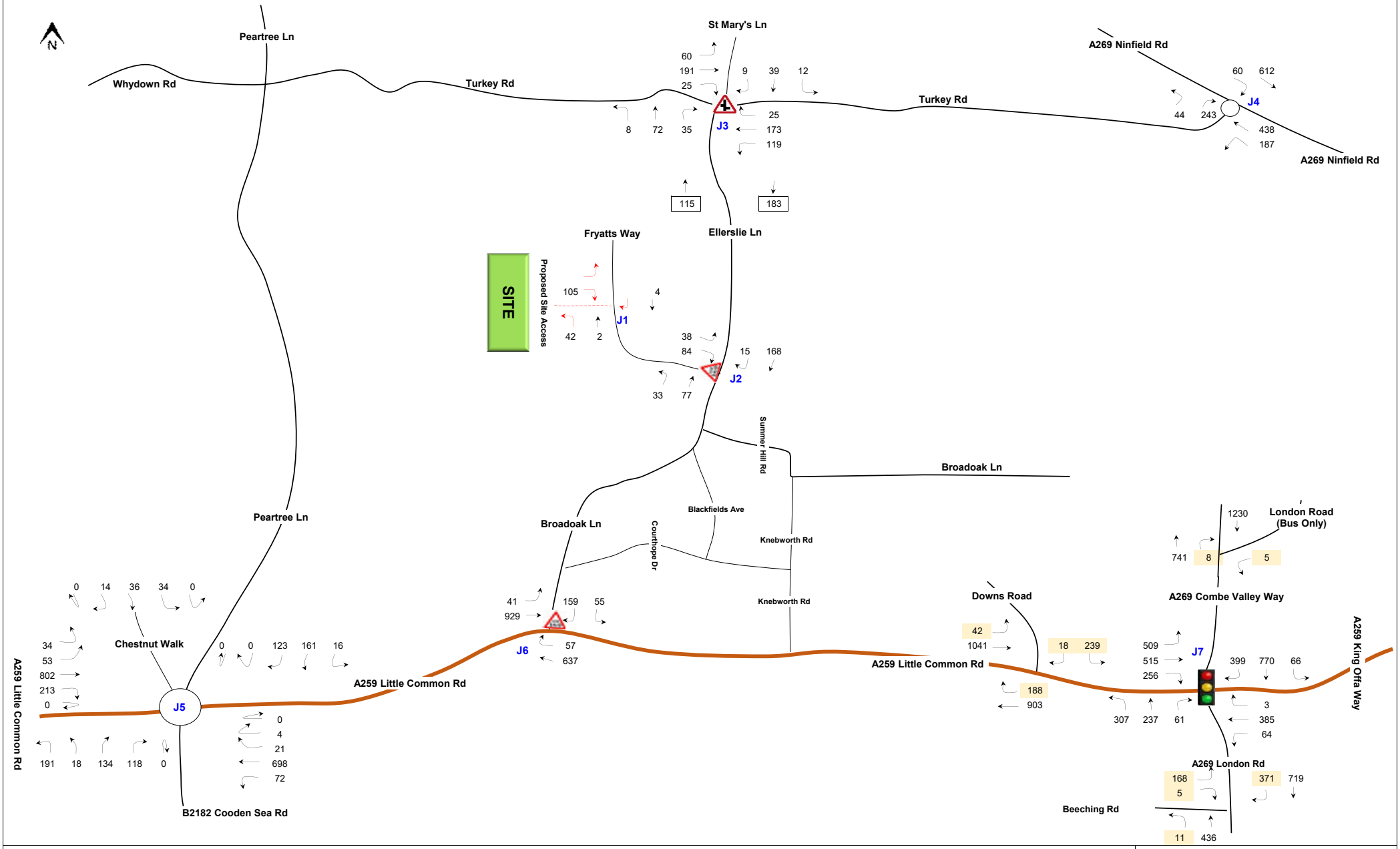

Figures v2: Fig 28: 2031 Sensitivity Assessment Flows (Baseline + Committed Development + Development) - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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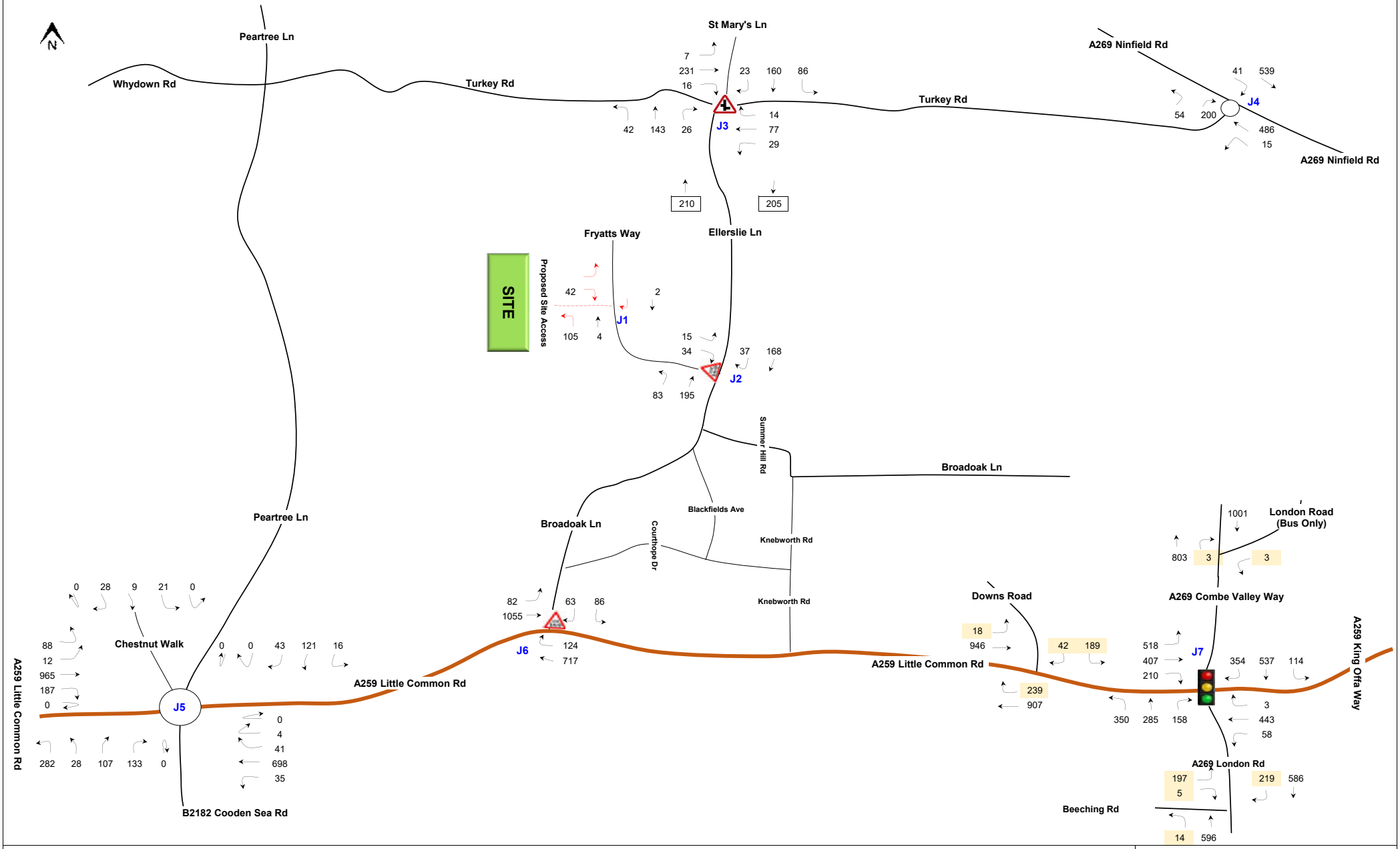

Figures v2: Fig 29: 2031 Sensitivity Assessment Flows (Baseline + Committed Development + Development) - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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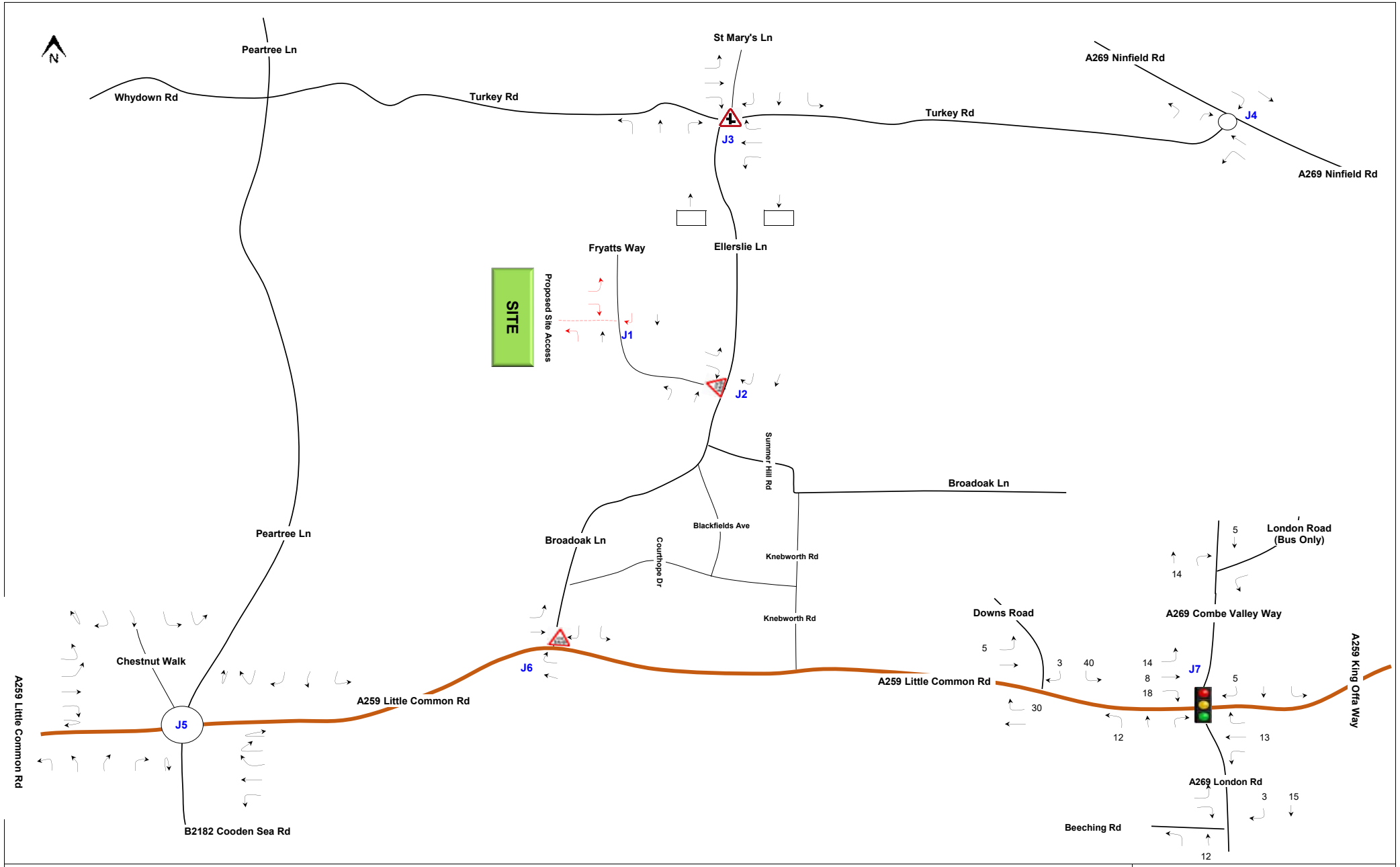

Figures v2: Fig 30: Bexhill Lesuire Centre Re-development Traffic Generation - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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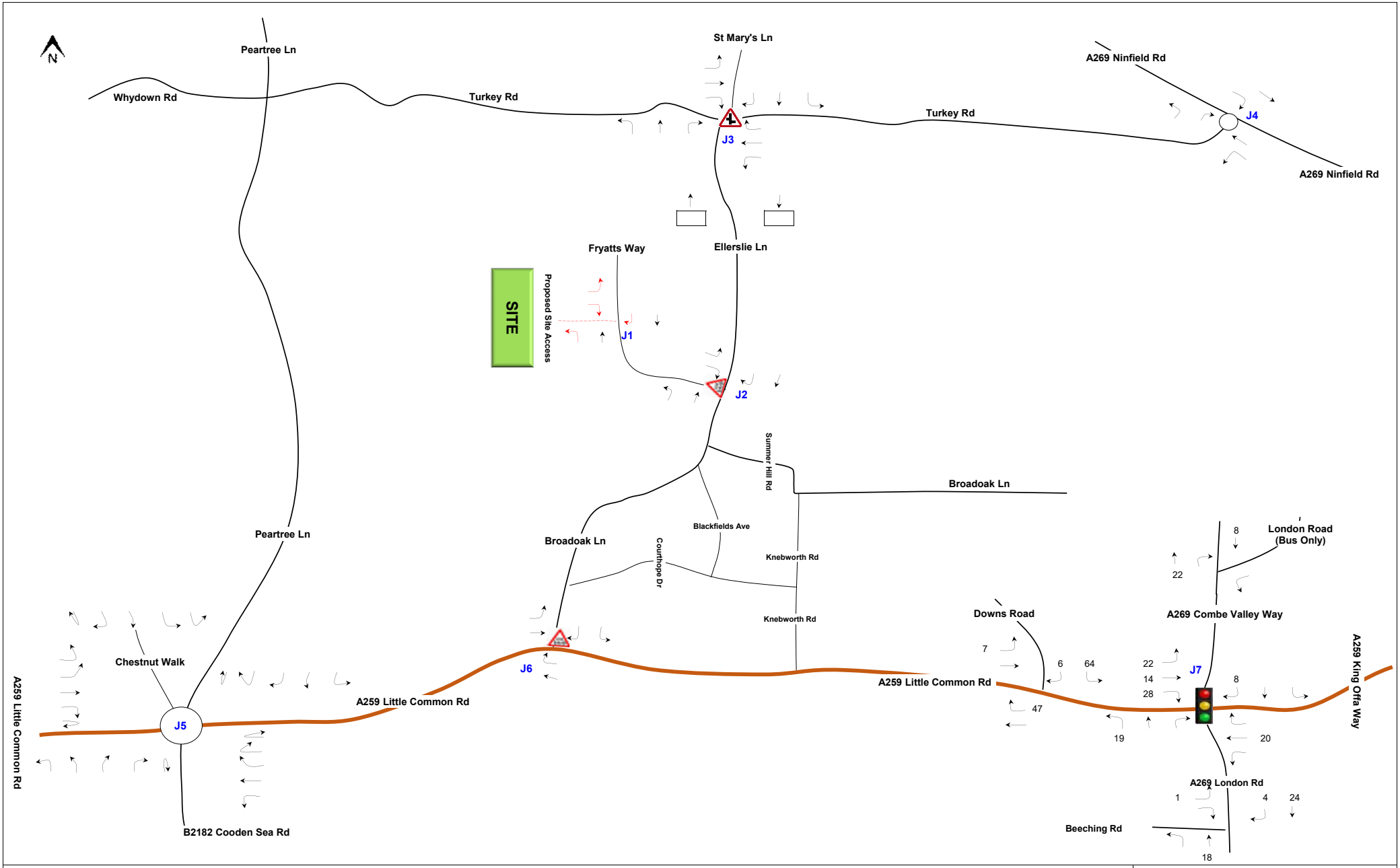

Figures v2: Fig 31: Bexhill Lesuire Centre Re-development Traffic Generation - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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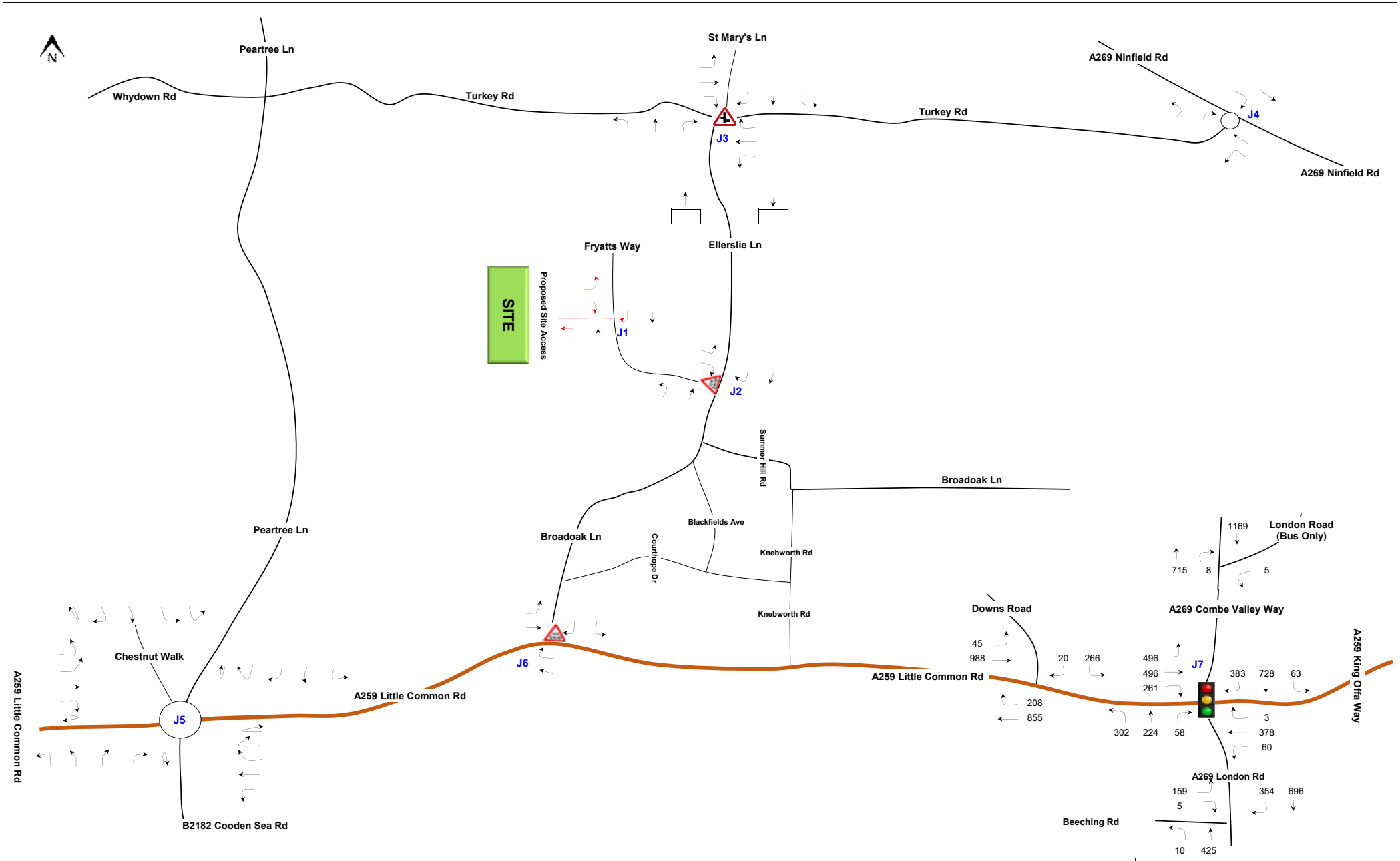

Figures v2: Fig 32: 2025 Assessment Flows for Mitigation at J7 (Baseline + Committed Development + Development (Sensitivity) + Bexhill Lesuire Re-dev) - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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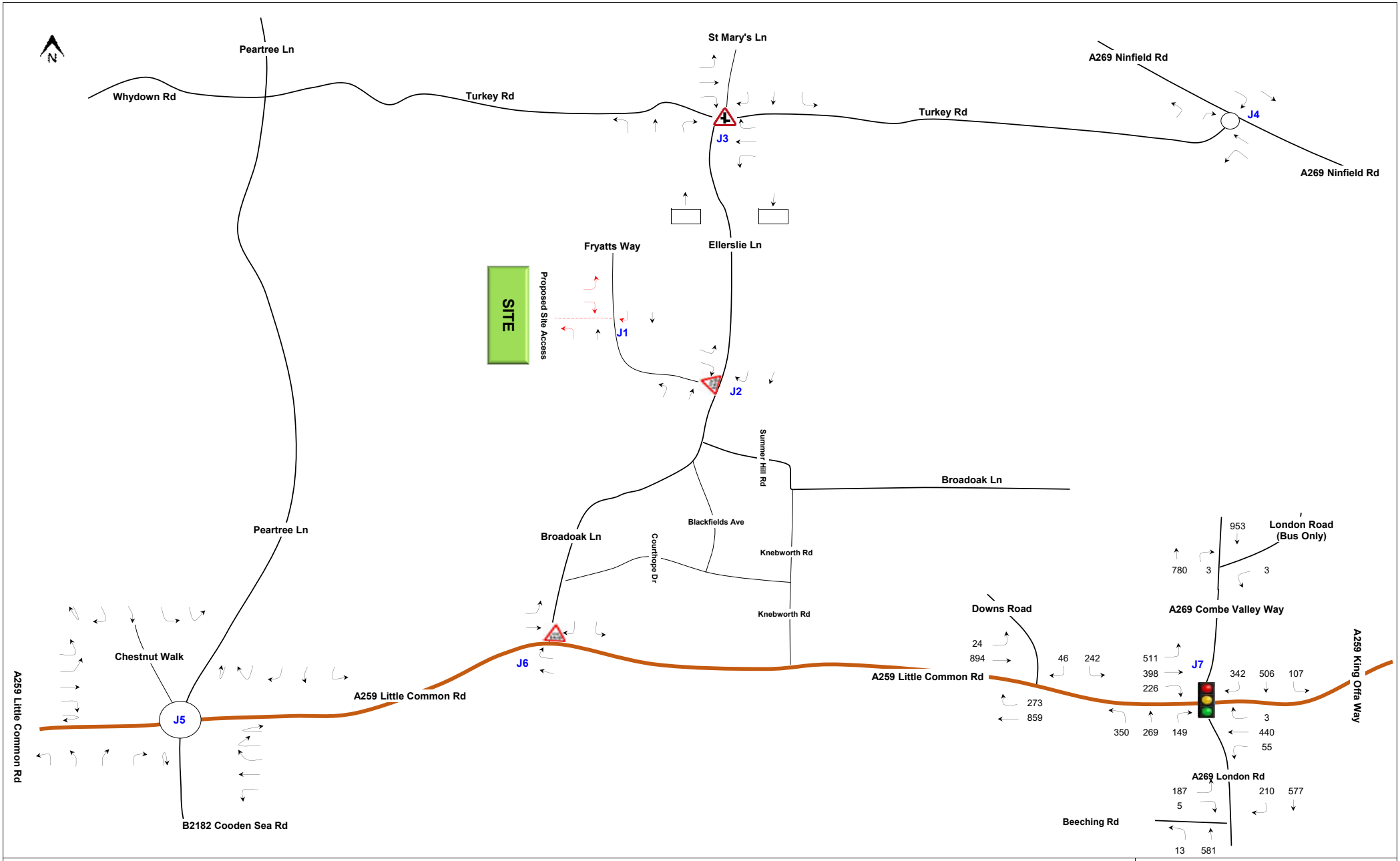

Figures v2: Fig 33: 2025 Assessment Flows for Mitigation at J7 (Baseline + Committed Development + Development (Sensitivity) + Bexhill Lesuire Re-dev) - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

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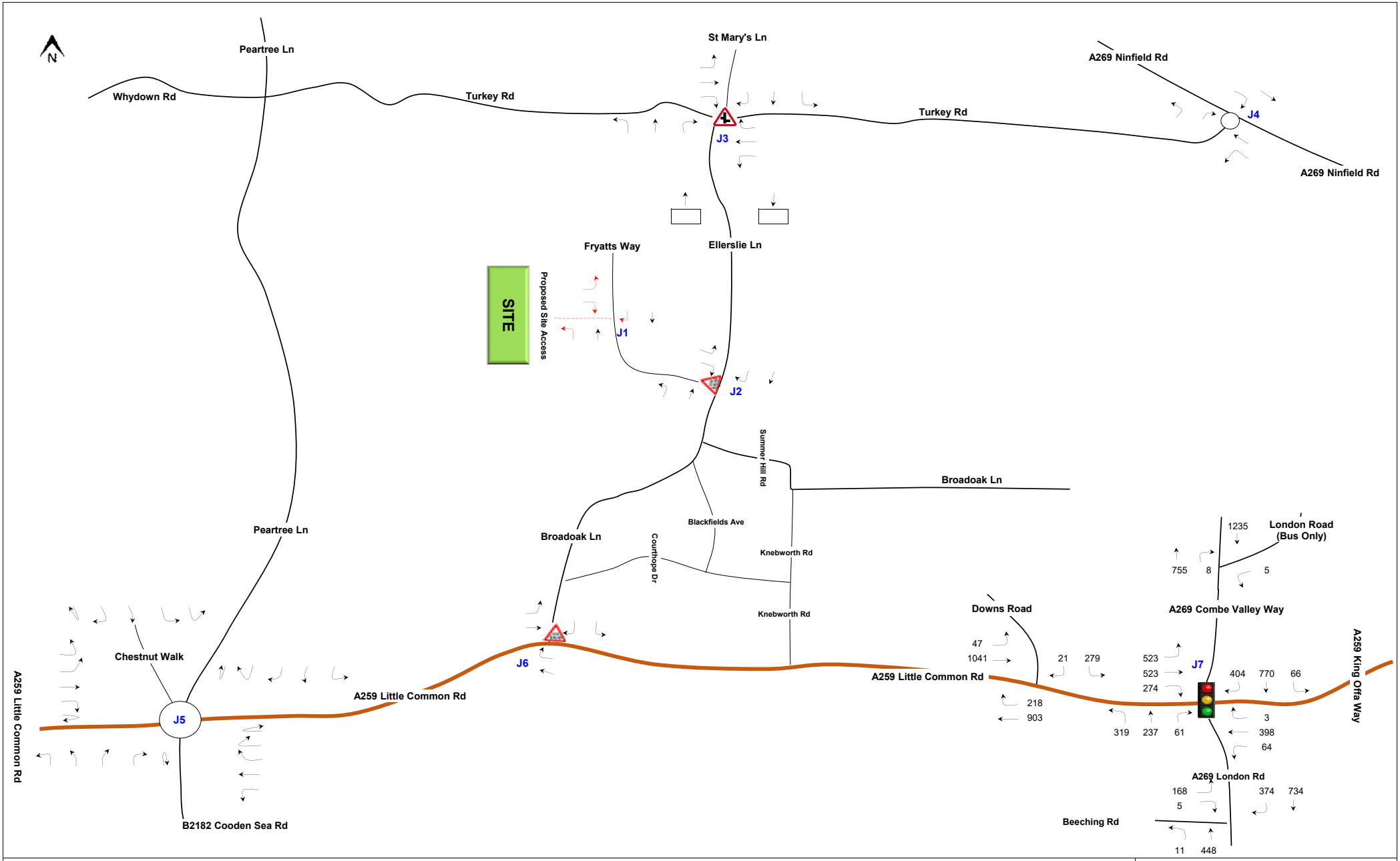
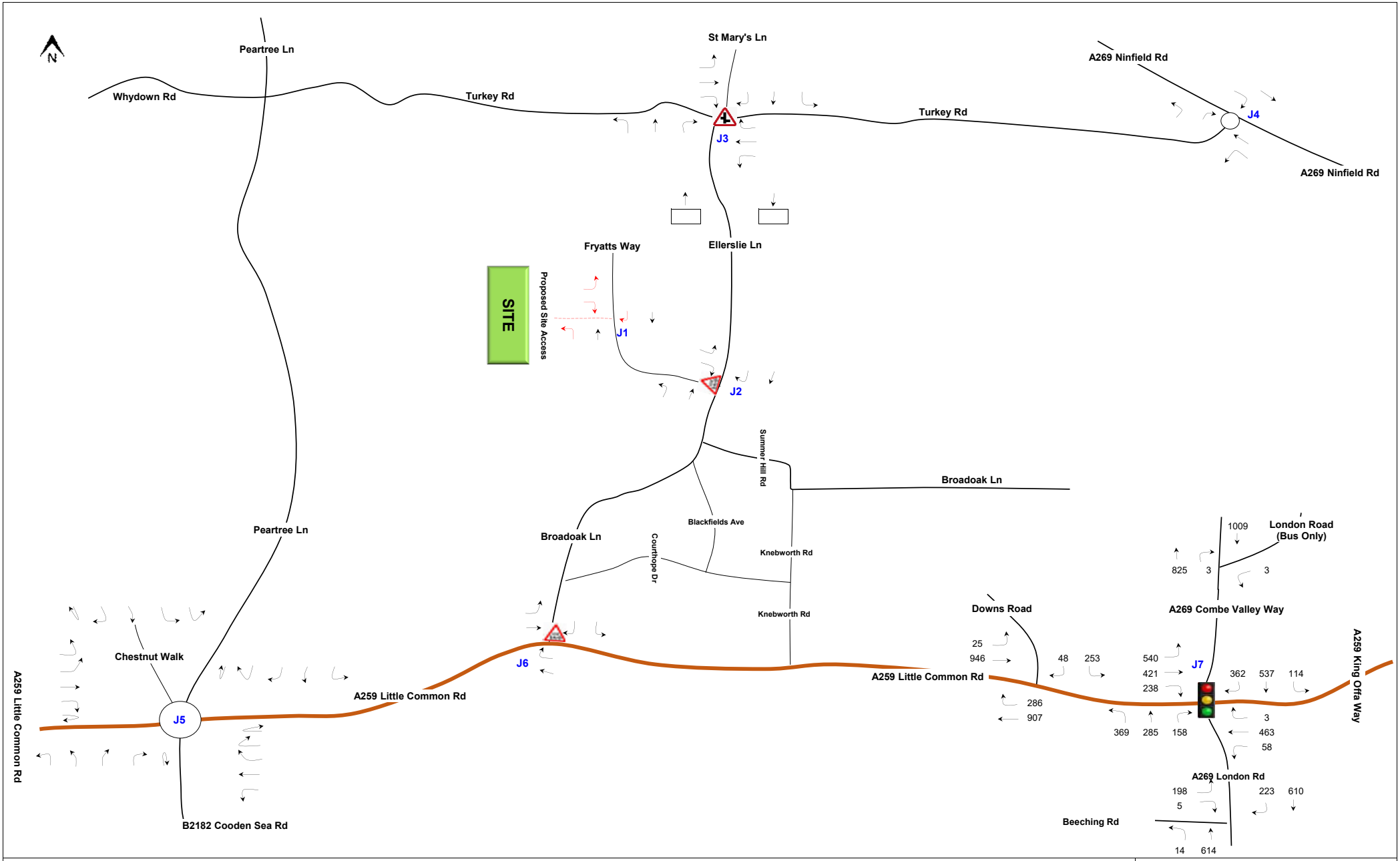


Figures v2: Fig 34: 2031 Assessment Flows for Mitigation at J7 (Baseline + Committed Development + Development (Sensitivity) + Bexhill Lesuire Re-dev) - AM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

TETRA TECH



Figures v2: Fig 35: 2031 Assessment Flows for Mitigation at J7 (Baseline + Committed Development + Development (Sensitivity) + Bexhill Lesuire Re-dev) - PM Peak Hour

Job no. A115791 Bexhill, Fryatts Way

TETRA TECH

Appendices

Appendix A – Comments from National Highways

National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission

From: Nicola Bell (Regional Director)
Operations Directorate
South East Region
National Highways
planningse@nationalhighways.co.uk

To: Rother District Council - FAO Ms C Gibbons
planning@rother.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: RR/2021/1656/P

Location: Fryatts Way - Land at, Bexhill

Proposal: Outline: Erection of up to 210 residential dwellings (including up to 30% affordable housing), introduction of structural planting and landscaping, informal public open space and children's play area, surface water flood mitigation, vehicular access point and associated ancillary works. All matters to be reserved with the exception of the main site access.

National Highways Ref: HAMIS 92759

Referring to the consultation on a planning application dated 28 September 2021 referenced above, in the vicinity of the A259 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A);~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B ~~is~~/is not relevant to this application.[1]

This represents National Highways formal recommendation and is made available to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning authority must also copy any consultation under the 2018 Direction to planningse@nationalhighways.co.uk.

Signature:	**Date:** 21 March 2022
Name: Elizabeth Cleaver	**Position:** Assistant Spatial Planning Manager
National Highways: Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ PlanningSE@nationalhighways.co.uk	

[1] Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommend that planning permission not be granted for a specified period: Reasons

National Highways initially responded to this planning application consultation on 18 October 2021 setting out further information required in order to form a view on the potential impacts upon the strategic road network. The applicant's response, *Technical Note 1: Response to National Highways Comments,* was sent to us on 28 February 2022. We have reviewed the Technical Note and have the following comments:

Personal Injury Accident Review

The applicant has provided screenshots of the Crashmap online database for the A259 corridor between Little Common Roundabout and A259/A269 signalised junction. The applicant needs to compare the basic Crashmap accident data with the likely average accident rates for trunk roads and junctions as given in *Road Casualties Great Britain*. Should the accident rates be higher than would reasonably be expected nationally, then STATS19 analysis should be undertaken to determine whether or not there are any particular common factors within the accident data that could be impacted by the proposed development.

Baseline Traffic Data

The Bexhill Highways Capacity Assessment Report, November 2018, is provided as an Appendix to Technical Note 1. The report includes details of the committed developments accounted for in the modelling but these are only up to 1 April 2018. All committed developments since 1 April 2018 need to be included in the baseline traffic, for example, Land at Clavering Walk (RR/2018/3127/P) permitted February 2020.

The Technical Note refers to pre-application correspondence with East Sussex County Council regarding committed developments not included in the Development and Site Allocations. However, Rother District Council, as the local planning authority, should be advising on committed developments in Rother, rather than East Sussex County Council.

Trip Rates and Trip Generation

We continue to wish to see a sensitivity test using a trip rate of 0.7 per dwelling in the AM and PM peaks. We do not accept the applicant's statement regarding post Covid19 travel changes because there has been insufficient time post the onset of Covid19 to determine whether there is a long term change in travel patterns. Other planning proposals in the area have been required to undertake sensitivity assessment with a 0.7 trip rate to represent a worst case scenario so that we can understand the implications if national trip rates derived from TRICS are not representative of the local area. It would assist the applicant's position in allying the considerable level of local opposition and concerns over the volume of traffic generated by development and whether or not the highway network will cope with that traffic.

Assessment Years

The TN proposes to assess future years of 2028 and 2031. For SRN assessments the opening of a development is defined as the date at which the development first becomes available for occupation, but assuming a full occupancy level at that time. The TN anticipates the development could be complete by 2028, so 2028 is not the opening year as defined in Circular 02/2013.

SRN Junction Capacity Assessments

The Technical Note uses traffic survey data recorded on 20 January 2022 to provide base year validated traffic models. However, as January is not a neutral month, as provided in WebTAG guidance, the applicant will need to undertake a sensitivity test.

We note that the LinSig model at the A259/A269 signalised junction has now been modified to include the Down Road, London Road and Beeching Road arms. However, no information has been provided regarding the slope and intercept co-efficients used to inform the non-signalised arms of the LinSig model. The applicant will need to provide raw slope and intercept figures from the PICADY models that were used to determine the Opposing Lane Coefficients within the non-signalised arms of the A259/A269 LinSig model.

The A259/A269 signalised junction LinSig model is based on the existing layout rather than the mitigation scheme for the redevelopment of Bexhill Leisure Centre (RR/2019/430/P). Although the planning application is undecided, the development is an allocation in the adopted Rother Local Plan (BEX4) and the mitigation at A259/A269 is required to deliver Local Plan development, not just BEX4. Therefore, the development and associated mitigation should be assumed in 2031 future year assessments. However, we recognise that the Bexhill Leisure Centre redevelopment proposal is currently suspended and so an assessment based on the existing layout could be undertaken as an additional test.

Conclusion

Our current position is that the proposed development's impact on the SRN is not agreed. This response details the steps that need to be taken in order to resolve this issue.

National Highways recommends that planning permission not be granted for a period of three months expiring **21 June 2022** to allow the applicant time to resolve the outstanding matters. This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regard to the required assessments.

This application has been assessed by the National Highways South East Region Spatial Planning Team. This NHPR form represents National Highways' formal recommendation regarding the application. It is copied to the Department for Transport as per the terms of our Licence.

Appendix B – Correspondence with LPA regarding Committed Developments

Thompson, Matt

From: Thompson, Matt
Sent: 13 June 2022 10:29
To: Thompson, Matt
Subject: RE: Land off Fryatts Way, Bexhill - Response from East Sussex County Highways

From: Clare Gibbons <Clare.Gibbons@rother.gov.uk>
Sent: 27 May 2022 10:30
To: Victoria Richardson [redacted]
Cc: Steve Barker <[redacted]>; Sian Gulliver [redacted] Jeff Pyrah <Jeff.Pyrah@rother.gov.uk>
Subject: RE: Land off Fryatts Way, Bexhill - Response from East Sussex County Highways

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Tori,

Thank you for your email below and attached 'landscape response note'. I have forwarded to East Sussex County Council's landscape architect for any further comments.

In terms of your request for a list of committed development to inform the Transport Assessment, I suggest that the 'Housing Land Supply Position Statement' is used as it sets out sites with planning permission and allocations. Please find following a link to the latest version: https://www.rother.gov.uk/wp-content/uploads/2021/12/Housing-Land-Supply_2021_Final_Web.pdf. I would be grateful if you could give me an indication of when you intend to submit the further information that National Highways have requested. In the meantime, I would be grateful if you could agree to an extension of time for the determination of the application, as the current one expires next Monday.

There are concerns about whether the application site constitutes a sustainable location. East Sussex County Council as highways authority has raised an objection on this basis. If you are considering measures to address this, you could put them forward for consideration and then further discussion could take place if appropriate.

I look forward to hearing from you.

Kind regards,

Ms Clare Gibbons BA, DipTRP, MRTPI,
Development Management Team Leader
Directorate of Place and Climate Change

[redacted]
rother.gov.uk

Rother
District Council

From: Victoria Richardson <[redacted]>
Sent: 19 May 2022 09:11
To: Clare Gibbons <Clare.Gibbons@rother.gov.uk>

Cc: Steve Barker <[redacted]>; Sian Gulliver <[redacted]>; Jeff Pyrah <Jeff.Pyrah@rother.gov.uk>
Subject: RE: Land off Fryatts Way, Bexhill - Response from East Sussex County Highways

Morning Clare,

I hope you're well?

I'm emailing to provide you with a few updates from my end. Firstly, our consultant spoke to your landscape consultee in order to inform our reply to their comments submitted as part of our application. We submit our views in relation to this detailed as a landscape response note attached.

You may have seen that National Highways have provided an updated consultation response in relation to the above planning application. One of the outstanding matters is the committed developments in the vicinity of the site to be included in the traffic assessments. Although a scope of works (including committed developments) was previously agreed with the LHA, National Highways are requesting that we specifically approach yourselves to obtain a comprehensive list of windfall planning approvals that could influence traffic conditions on the A259 in the vicinity of the site. On that basis, we would be grateful if you could provide us with the requested list to inform the Traffic Assessment and therefore satisfy the National Highways requirements.

Can you please provide us with the contact details for your Strategic Economic Infrastructure team so we can talk to them in more detail about a contribution towards the DRT or the improved cycle/ footpath link to Little Common? We're keen to work with them and you to remove this objection.

Please can you also offer us some dates and times for a meeting to discuss our proposals? As mentioned previously, this could be arranged to include your Strategic Economic Infrastructure colleague.

I look forward to hearing from you.

Kind regards,
Tori

Victoria Richardson | Assistant Planner

[redacted]

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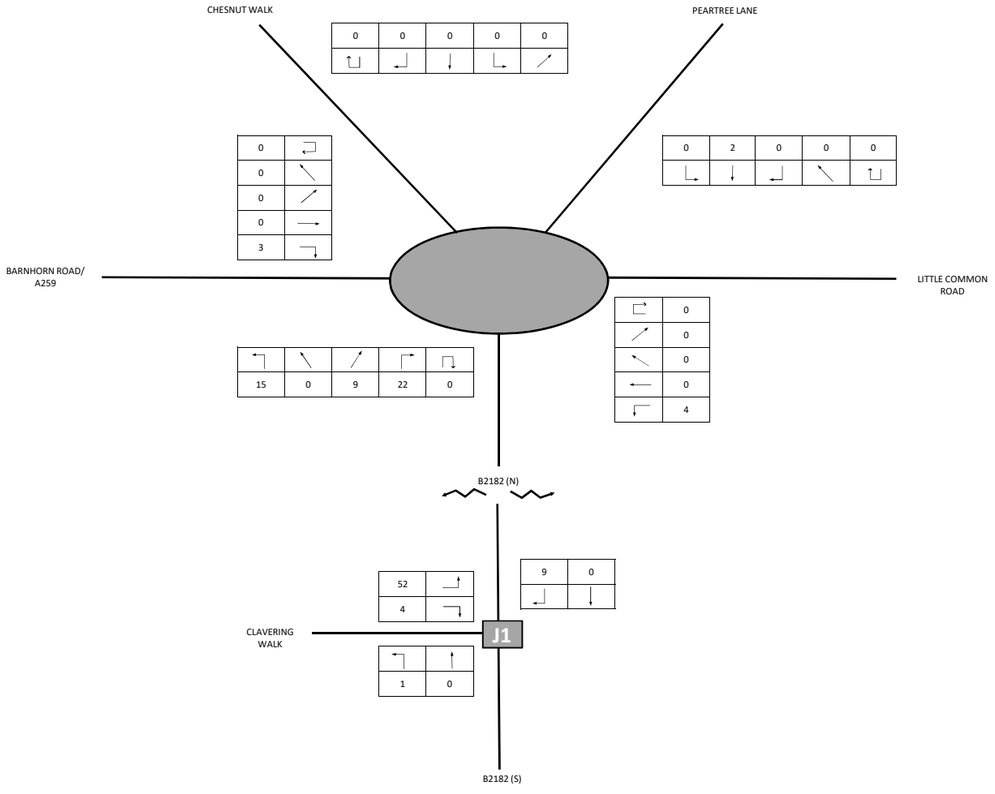
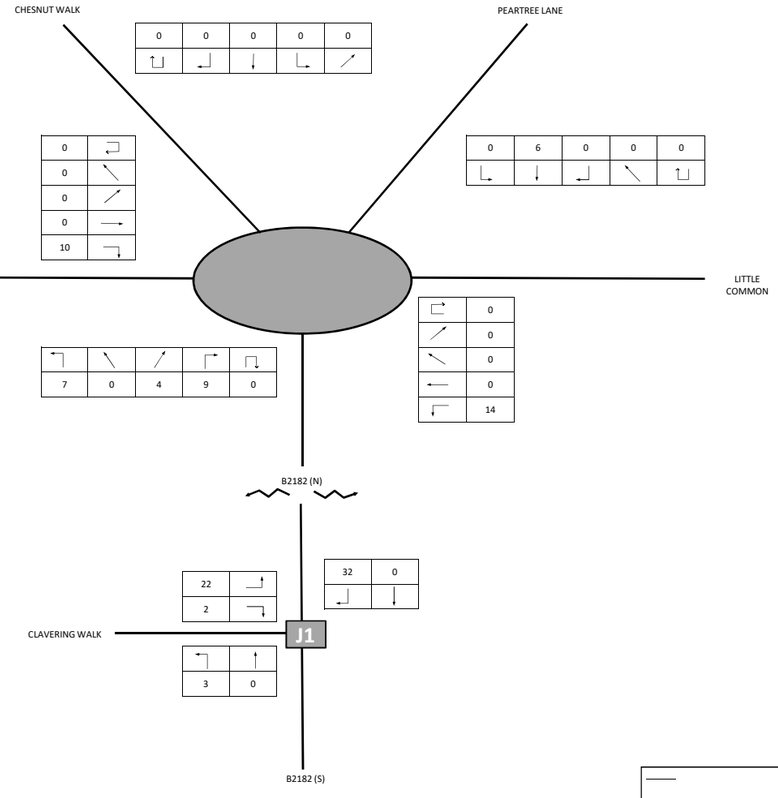
Appendix C – Committed Development Traffic Flows





Note(b): Any discrepancies between flows due to rounding

KEY

INBOUND = XX
OUTBOUND = XX

ARDENT CONSULTING ENGINEERS

FIGURE 6
PROPOSED DEVELOPMENT TRAFFIC FLOWS
LAND AT CLAVERING WALK, COODEN
JOB NUMBER: 180300
DRAWN BY: AH

2.4 Cycle Parking Provision

2.4.1 ESCC's parking standards confirm a requirement for 2 cycle parking spaces to be provided for each house. As illustrated on the Proposed Site Plan, these cycle parking spaces would be provided within sheds at the rear of each property.

2.5 Trip Generation & Impact

2.5.1 The outline planning application RR/2016/3206/P included an assessment of the implications of a scheme of up to 31 residential dwellings on the site and included an assessment of the capacity of the proposed access arrangement. The current proposals seek to implement 29 residential dwellings. Table 1 of this report confirms the proposed housing mix.

2.5.2 Therefore, the previous assessments undertaken with respect to traffic impact and junction capacity would remain valid. However, for completeness a summary of the anticipated levels of development traffic, in comparison with the outline scheme, has been considered.

2.5.3 Table 2 below summarises the levels of traffic that would be generated by the site using the approved trip rates set out in the Statement of Common Ground (**Appendix C**).

Time Period	Outline Scheme (31 houses)			Proposed Scheme (29 houses)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (08:00-09:00)	4	12	16	4	11	15
PM Peak Hour (17:00-18:00)	10	6	16	10	5	15
Daily Traffic	70	73	143	66	68	134

Table 2 Proposed Traffic Generation (29 Residential Dwellings)

2.5.4 As demonstrated above, the proposed development would generate lower levels of traffic to the approved scheme, equivalent to 9 fewer vehicle movements per day.

Project: Bexhill Leisure Destination

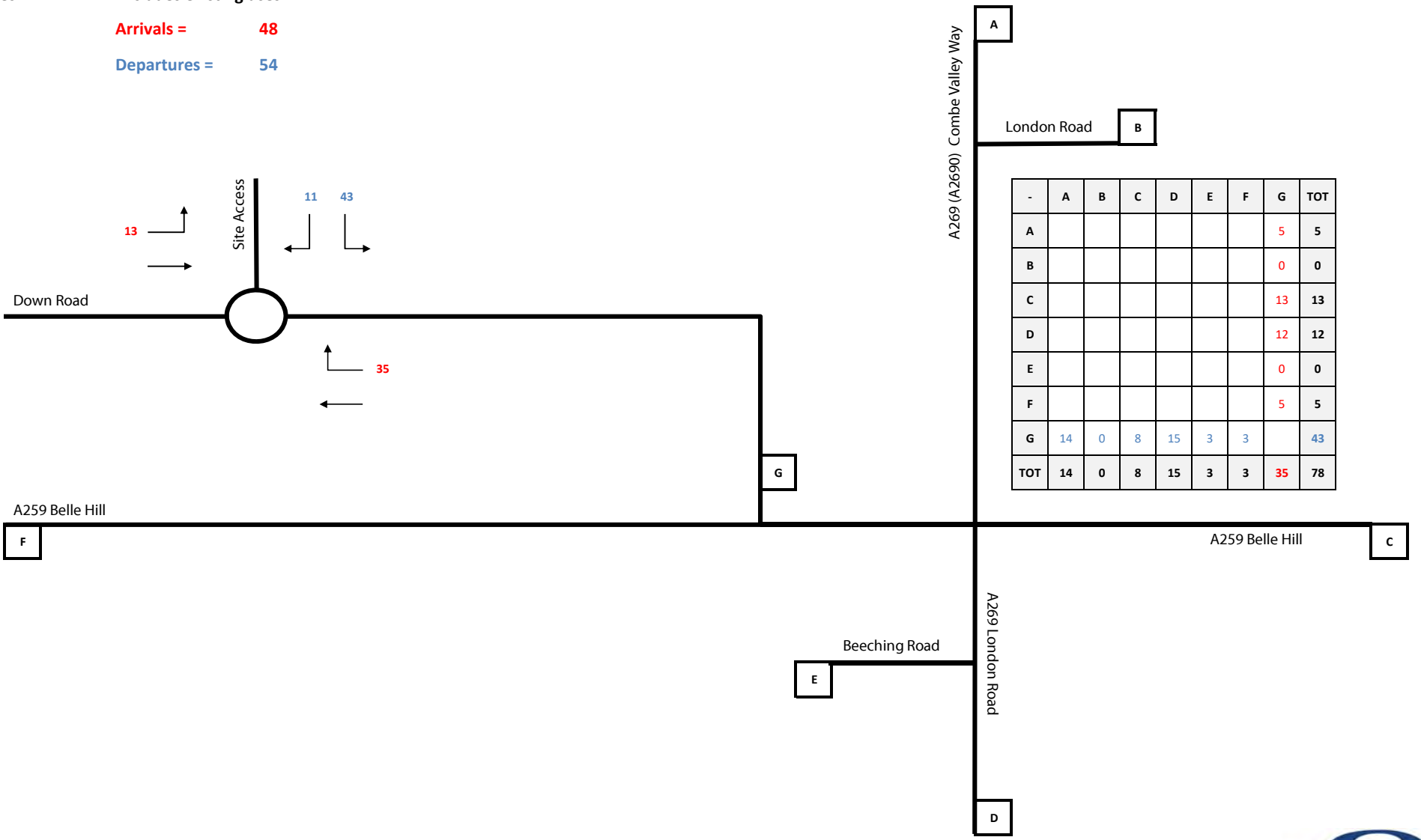
Scenario: Traffic Flow Diagram 17 - Total New Development Trips

Peak AM (0800-0900)

Notes: Excludes existing uses

Arrivals = 48

Departures = 54



-	A	B	C	D	E	F	G	TOT
A							5	5
B							0	0
C							13	13
D							12	12
E							0	0
F							5	5
G	14	0	8	15	3	3		43
TOT	14	0	8	15	3	3	35	78

Project: Bexhill Leisure Destination

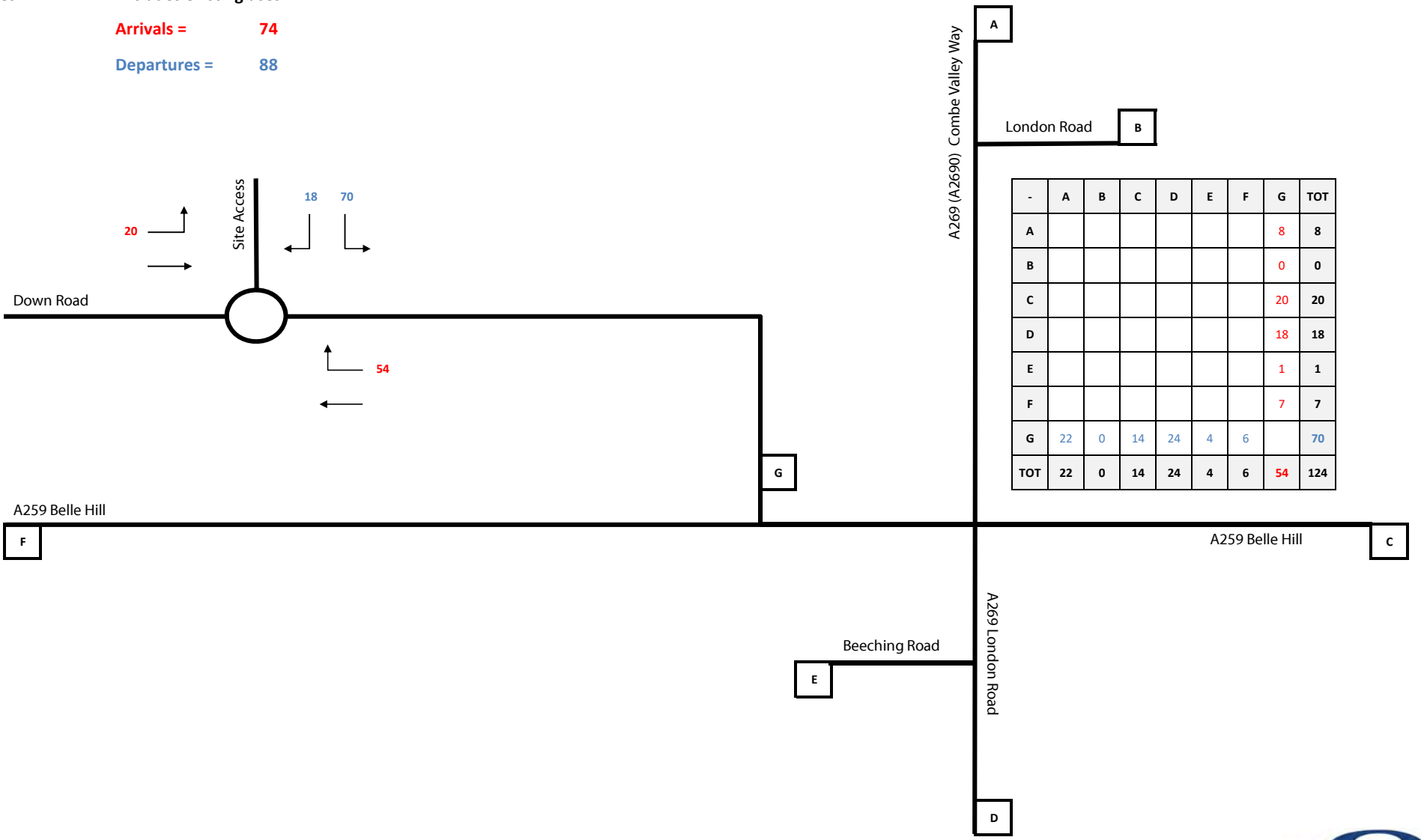
Scenario: Traffic Flow Diagram 18 - Total New Development Trips

Peak PM (1645-1745)

Notes: Excludes existing uses

Arrivals = 74

Departures = 88



-	A	B	C	D	E	F	G	TOT
A							8	8
B							0	0
C							20	20
D							18	18
E							1	1
F							7	7
G	22	0	14	24	4	6		70
TOT	22	0	14	24	4	6	54	124

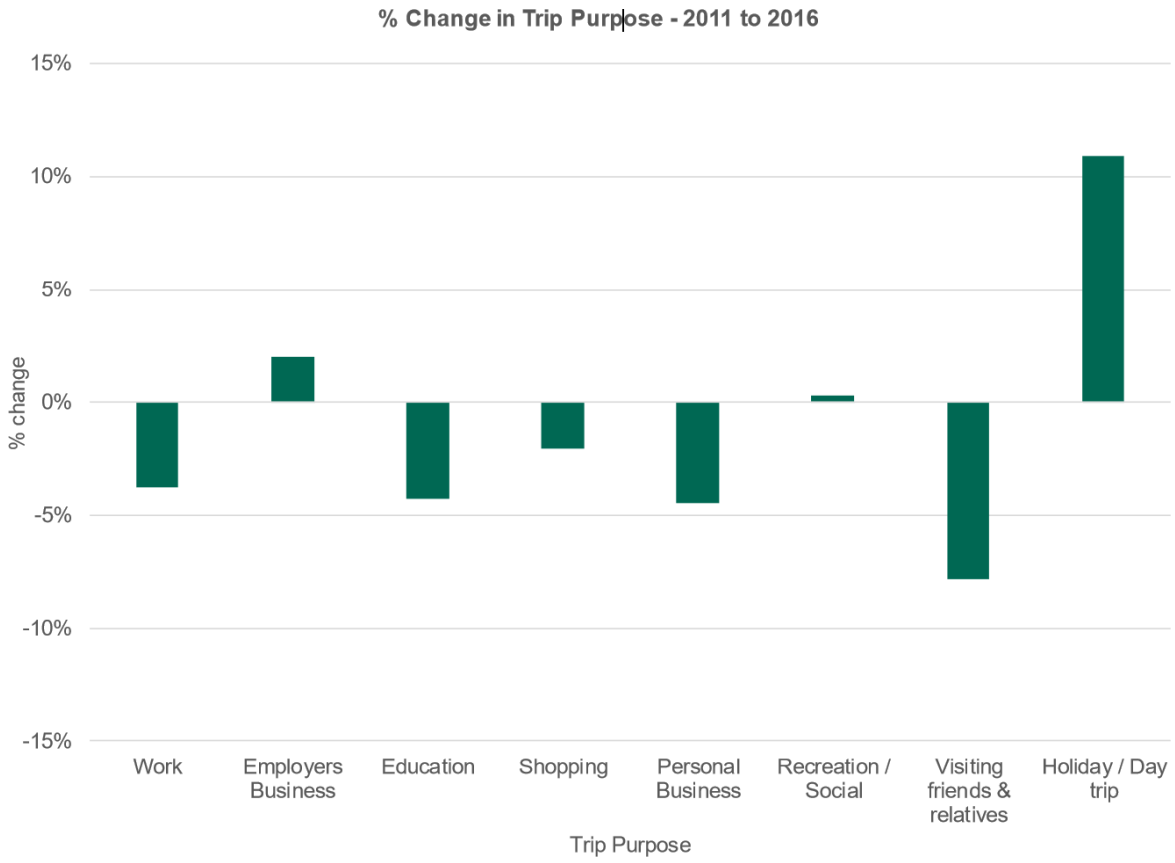
Appendix D – Key pages from TRICS Guidance Note: Changes in Travel Behaviour

TRICS Guidance Note on Changes in Travel Behaviour August 2019

basfordpowers

2.20 Scenario 6 captures uncertainty around socio economic trends, for example in both trip rates and licence holding in young people. This scenario assumes that young people reduce their licence holding acquisition compared to current levels and have extrapolated this trend in young people's licence holding up until 2050.

2.21 Changes in trip purpose are also cited. This is shown in the figure below taken from RTF Figure 16: Trips by purpose percentage change between 2011 and 2016 (NTEM)



2.22 DfT does recognise that there is uncertainty in this scenario and has advocated that they will:

"continue to monitor the evidence on trip rates in the coming years and monitor the developments of the National Travel Survey aimed at improving the method of collection of data on walking trips, which are believed to be underrepresented."

2.23 Having considered the evidence in *All Change*, NTS16 and RTF18 TRICS has carried out its own trend analysis to see if these changes in travel behaviour are reflected in the substantial data sets that are held by TRICS for land use classes – residential, retail and office.

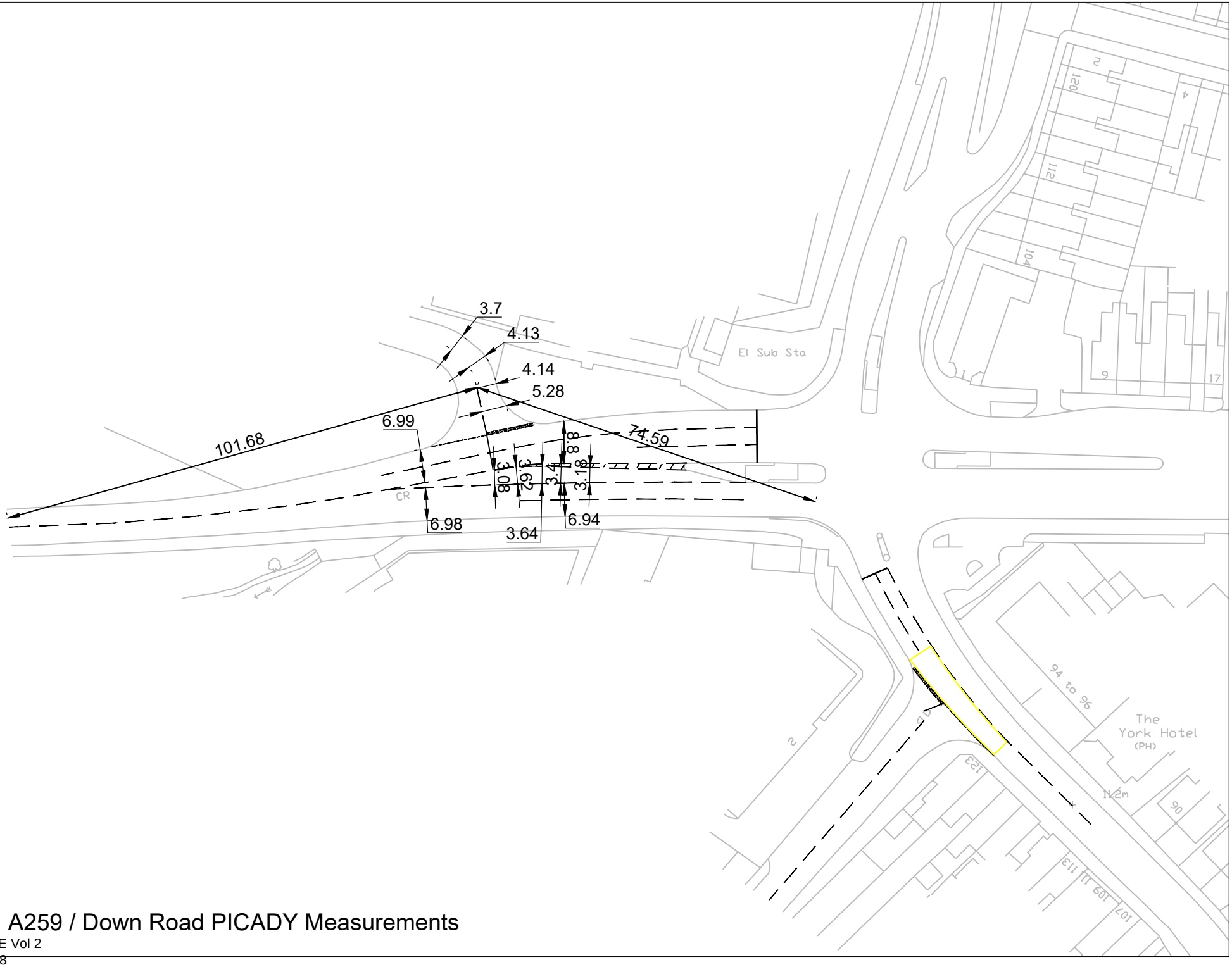
TRICS Trend Analysis May 2019

Introduction

What does the NTS tell us?

2.24 Before exploring what the TRICS data tells us, it is important to look at what the NTS says about trip rate change over time. The results of the 2017 NTS time series analysis are shown below. These show a reduction in commuting (12%), shopping (15%) and all trips (9%) since 2002.

Appendix E – Assessment Outputs: Junctions 8 and 10



Junction 8: A259 / Down Road PICADY Measurements

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: J8 Down Road - A259.j9
Path: J:\2019\A115791 Bexhill, Fryatt Way\Jun. Ass\June 2022 Assessments J5 to J7\J8 Down Road - A259
Report generation date: 14/06/2022 13:44:23

»2022, AM
»2022, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Stream B-C	0.4	8.67	0.30	A	0.3	8.05	0.24	A
Stream B-A	0.1	13.95	0.05	B	0.1	14.03	0.11	B
Stream C-AB	0.3	8.11	0.24	A	0.4	8.61	0.30	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	13/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\PATRICK.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	AM	ONE HOUR	00:00	01:30	15
D2	2022	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, 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		1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 West		Major
B	Down Road		Minor
C	A259 East		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	14.86		✓	3.38	150.0	✓	7.00

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.28	4.14	4.13	3.70	✓	1.00	102	75

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	531	0.059	0.150	0.095	0.215
1	B-C	764	0.072	0.182	-	-
1	C-B	746	0.178	0.178	-	-

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	AM	ONE HOUR	00:00	01:30	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		✓	813	100.000
B		✓	177	100.000
C		✓	993	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	784
	B	12	0	165
	C	863	130	0

Vehicle Mix

Heavy Vehicle Percentages

		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-C	0.30	8.67	0.4	A
B-A	0.05	13.95	0.1	B
C-AB	0.24	8.11	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	651	0.191	123	0.2	6.816	A
B-A	9	356	0.025	9	0.0	10.363	B
C-AB	98	637	0.154	97	0.2	6.661	A
C-A	650			650			
A-B	22			22			
A-C	590			590			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	628	0.236	148	0.3	7.492	A
B-A	11	321	0.034	11	0.0	11.603	B
C-AB	117	616	0.190	117	0.2	7.207	A
C-A	776			776			
A-B	26			26			
A-C	705			705			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	182	597	0.304	181	0.4	8.651	A
B-A	13	271	0.049	13	0.1	13.937	B
C-AB	143	587	0.244	143	0.3	8.102	A
C-A	950			950			
A-B	32			32			
A-C	863			863			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	182	597	0.304	182	0.4	8.672	A
B-A	13	271	0.049	13	0.1	13.949	B
C-AB	143	587	0.244	143	0.3	8.114	A
C-A	950			950			
A-B	32			32			
A-C	863			863			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	628	0.236	149	0.3	7.517	A
B-A	11	321	0.034	11	0.0	11.616	B
C-AB	117	616	0.190	117	0.2	7.225	A
C-A	776			776			
A-B	26			26			
A-C	705			705			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	651	0.191	125	0.2	6.849	A
B-A	9	356	0.025	9	0.0	10.378	B
C-AB	98	637	0.154	98	0.2	6.684	A
C-A	650			650			
A-B	22			22			
A-C	590			590			

2022, 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		1.52	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	PM	ONE HOUR	00:00	01:30	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		✓	747	100.000
B		✓	159	100.000
C		✓	990	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	735
	B	29	0	130
	C	825	165	0

Vehicle Mix

Heavy Vehicle Percentages

		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-C	0.24	8.05	0.3	A
B-A	0.11	14.03	0.1	B
C-AB	0.30	8.61	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	646	0.152	97	0.2	6.557	A
B-A	22	372	0.059	22	0.1	10.264	B
C-AB	124	646	0.192	123	0.2	6.876	A
C-A	621			621			
A-B	9			9			
A-C	553			553			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	623	0.188	117	0.2	7.106	A
B-A	26	337	0.077	26	0.1	11.566	B
C-AB	148	626	0.237	148	0.3	7.519	A
C-A	742			742			
A-B	11			11			
A-C	661			661			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	143	591	0.242	143	0.3	8.031	A
B-A	32	289	0.111	32	0.1	14.010	B
C-AB	182	600	0.303	181	0.4	8.590	A
C-A	908			908			
A-B	13			13			
A-C	809			809			

00:45 - 01:00

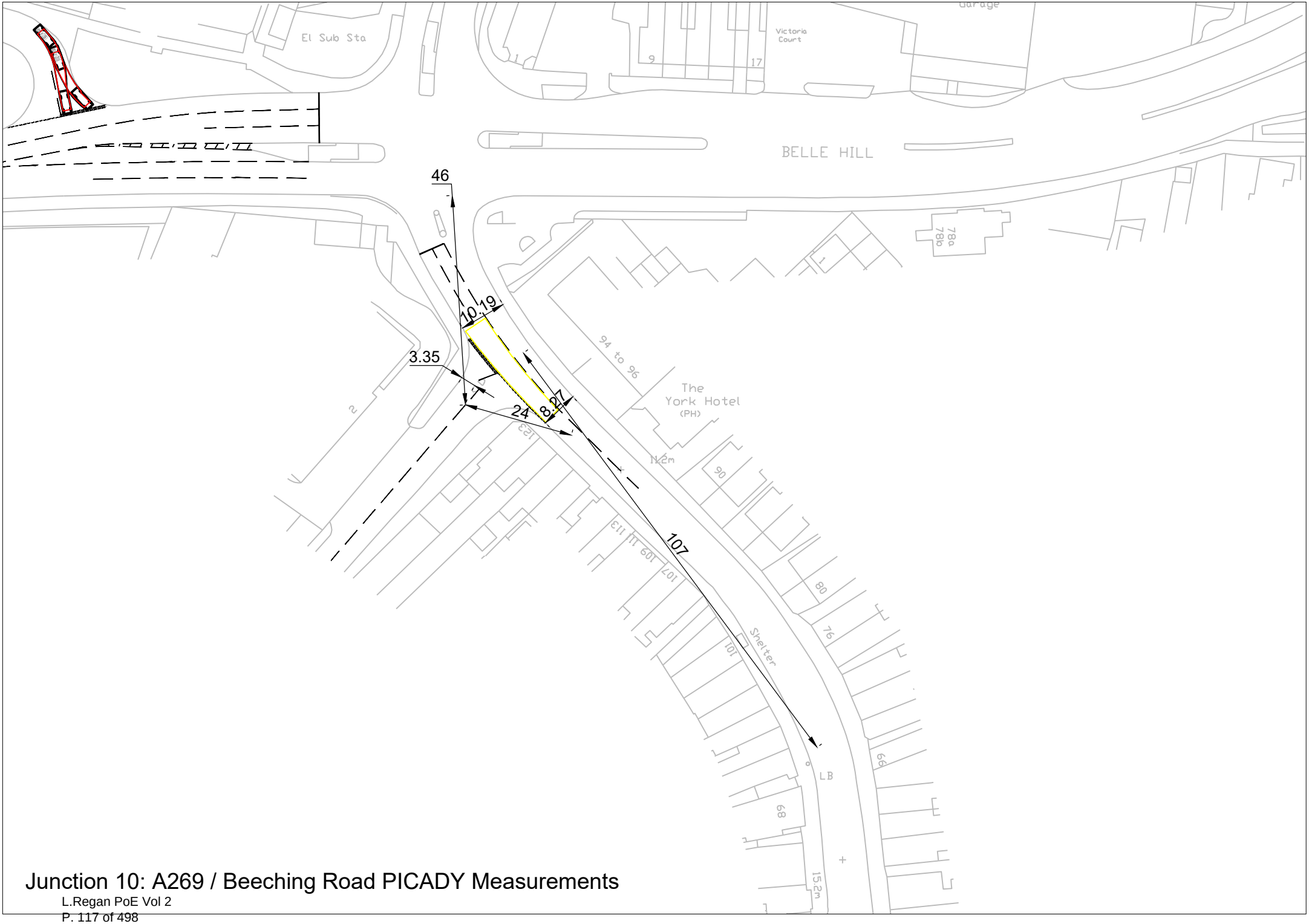
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	143	591	0.242	143	0.3	8.046	A
B-A	32	288	0.111	32	0.1	14.032	B
C-AB	182	600	0.303	182	0.4	8.610	A
C-A	908			908			
A-B	13			13			
A-C	809			809			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	623	0.188	117	0.2	7.127	A
B-A	26	337	0.077	26	0.1	11.590	B
C-AB	148	626	0.237	149	0.3	7.543	A
C-A	742			742			
A-B	11			11			
A-C	661			661			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	645	0.152	98	0.2	6.583	A
B-A	22	372	0.059	22	0.1	10.290	B
C-AB	124	646	0.192	125	0.2	6.911	A
C-A	621			621			
A-B	9			9			
A-C	553			553			



Junction 10: A269 / Beeching Road PICADY Measurements

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: J10 Beeching Road - A269.j9
Path: J:\2019\A115791 Bexhill, Fryatt Way\Jun. Ass\June 2022 Assessments J5 to J7\J10 Beeching Road - A269
Report generation date: 13/06/2022 15:10:31

»2022, AM
»2022, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Stream B-AC	0.3	8.31	0.23	A	0.4	8.70	0.27	A
Stream C-AB	2.3	12.45	0.63	B	0.9	7.17	0.38	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	13/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\PATRICK.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	AM	ONE HOUR	00:00	01:30	15
D2	2022	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, 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		6.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	London		Major
B	Beeching Road		Minor
C	A269		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.25			105.0	✓	0.00

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	3.34	45	29

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	524	0.082	0.207	0.130	0.296
1	B-C	664	0.087	0.221	-	-
1	C-B	635	0.211	0.211	-	-

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	AM	ONE HOUR	00:00	01:30	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		✓	345	100.000
B		✓	120	100.000
C		✓	567	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	337
	B	4	0	116
	C	311	256	0

Vehicle Mix

Heavy Vehicle Percentages

		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	0.23	8.31	0.3	A
C-AB	0.63	12.45	2.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	596	0.152	90	0.2	7.101	A
C-AB	282	739	0.382	279	0.8	7.805	A
C-A	145			145			
A-B	6			6			
A-C	254			254			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	583	0.185	108	0.2	7.565	A
C-AB	365	761	0.480	364	1.2	9.071	A
C-A	144			144			
A-B	7			7			
A-C	303			303			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	566	0.234	132	0.3	8.293	A
C-AB	499	793	0.630	495	2.2	12.117	B
C-A	125			125			
A-B	9			9			
A-C	371			371			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	566	0.234	132	0.3	8.306	A
C-AB	501	794	0.631	501	2.3	12.454	B
C-A	123			123			
A-B	9			9			
A-C	371			371			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	583	0.185	108	0.2	7.585	A
C-AB	367	763	0.481	371	1.3	9.342	A
C-A	142			142			
A-B	7			7			
A-C	303			303			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	596	0.152	91	0.2	7.130	A
C-AB	284	740	0.384	286	0.8	7.981	A
C-A	143			143			
A-B	6			6			
A-C	254			254			

2022, 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		3.10	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	PM	ONE HOUR	00:00	01:30	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		✓	355	100.000
B		✓	140	100.000
C		✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	346
	B	4	0	136
	C	350	151	0

Vehicle Mix

Heavy Vehicle Percentages

		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	0.27	8.70	0.4	A
C-AB	0.38	7.17	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	597	0.176	105	0.2	7.296	A
C-AB	174	757	0.230	173	0.4	6.152	A
C-A	203			203			
A-B	7			7			
A-C	260			260			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	585	0.215	126	0.3	7.832	A
C-AB	228	783	0.291	227	0.6	6.480	A
C-A	223			223			
A-B	8			8			
A-C	311			311			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	568	0.271	154	0.4	8.684	A
C-AB	315	820	0.384	314	0.9	7.127	A
C-A	236			236			
A-B	10			10			
A-C	381			381			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	568	0.271	154	0.4	8.699	A
C-AB	316	821	0.385	316	0.9	7.168	A
C-A	236			236			
A-B	10			10			
A-C	381			381			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	585	0.215	126	0.3	7.853	A
C-AB	228	784	0.291	230	0.6	6.530	A
C-A	222			222			
A-B	8			8			
A-C	311			311			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	597	0.177	106	0.2	7.329	A
C-AB	175	758	0.231	176	0.4	6.206	A
C-A	202			202			
A-B	7			7			
A-C	260			260			

Appendix F – Assessment Output: Junction 5

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: J5 - TA Model inc 2022 Surveyed Flows - Q Validated.j9
Path: J:\2019\A115791 Bexhill, Fryatt Way\Jun. Ass\June 2022 Assessments J5 to J7\J5 Little Common Rdt
Report generation date: 13/06/2022 09:24:24

»Validation - 2022 Surveyed Flows - 2022 Surveyed Flows, AM - Surveyed Peak
»Validation - 2022 Surveyed Flows - 2022 Surveyed Flows, PM - Surveyed Peak
»Assessment Drawing No. 180300-003F - 2025 Baseline Flows, AM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2025 Baseline Flows, PM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2025 Assessment Flows, AM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2025 Assessment Flows, PM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2031 Baseline Flows, AM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2031 Baseline Flows, PM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2031 Assessment Flows, AM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2031 Assessment Flows, PM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2025 Assessment Flows - Sensitivity, AM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2025 Assessment Flows - Sensitivity, PM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2031 Assessment Flows - Sensitivity, AM - Saturn Peak
»Assessment Drawing No. 180300-003F - 2031 Assessment Flows - Sensitivity, PM - Saturn Peak

Summary of junction performance

	AM - Surveyed Peak				PM - Surveyed Peak			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Validation - 2022 Surveyed Flows - 2022 Surveyed Flows							
1 - Pear Tree Lane	9.9	126.24	0.98		2.3	39.17	0.71	
2 - Little Common Road (A259)	12.7	55.53	0.96		7.3	33.46	0.90	
3 - Cooden Sea Road	6.7	61.00	0.90	50.73	7.5	61.50	0.92	39.17
4 - Barnhorn Road (A259)	6.6	22.41	0.88		9.0	31.25	0.92	
5 - Chestnut Walk	1.1	65.37	0.54		1.3	92.21	0.61	

	AM - Saturn Peak				PM - Saturn Peak			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Assessment Drawing No. 180300-003F - 2025 Baseline Flows							
1 - Pear Tree Lane	5.3	70.41	0.91		1.4	32.35	0.61	
2 - Little Common Road (A259)	3.6	18.41	0.79		2.6	13.26	0.73	
3 - Cooden Sea Road	3.3	28.41	0.78	27.94	6.2	44.88	0.90	33.88
4 - Barnhorn Road (A259)	5.4	19.72	0.86		12.9	40.69	0.97	
5 - Chestnut Walk	1.4	68.91	0.62		0.9	63.50	0.50	
	Assessment Drawing No. 180300-003F - 2025 Assessment Flows							
1 - Pear Tree Lane	5.5	73.24	0.92		1.5	34.36	0.63	
2 - Little Common Road (A259)	4.1	20.67	0.82		2.7	13.79	0.74	
3 - Cooden Sea Road	3.6	31.12	0.80	29.73	6.8	48.66	0.92	38.49
4 - Barnhorn Road (A259)	5.7	20.49	0.86		15.1	48.48	0.98	
5 - Chestnut Walk	1.5	74.06	0.65		1.0	71.54	0.54	
	Assessment Drawing No. 180300-003F - 2031 Baseline Flows							
1 - Pear Tree Lane	10.6	137.55	1.04		1.9	40.86	0.68	
2 - Little Common Road (A259)	4.8	23.52	0.85		3.3	16.07	0.78	
3 - Cooden Sea Road	4.7	39.16	0.85	43.48	11.4	79.16	1.00	59.34
4 - Barnhorn Road (A259)	7.9	27.26	0.91		25.1	78.66	1.03	
5 - Chestnut Walk	2.6	125.00	0.83		1.3	92.74	0.62	
	Assessment Drawing No. 180300-003F - 2031 Assessment Flows							
1 - Pear Tree Lane	11.2	145.80	1.05		2.0	42.85	0.70	
2 - Little Common Road (A259)	5.6	26.91	0.87		3.5	16.73	0.79	
3 - Cooden Sea Road	5.3	43.56	0.87	46.70	12.6	88.00	1.01	67.85
4 - Barnhorn Road (A259)	8.4	28.49	0.92		30.3	92.70	1.04	
5 - Chestnut Walk	2.9	134.84	0.87		1.5	106.23	0.65	
	Assessment Drawing No. 180300-003F - 2025 Assessment Flows - Sensitivity							
1 - Pear Tree Lane	5.7	74.83	0.93		1.6	34.75	0.63	
2 - Little Common Road (A259)	4.2	21.06	0.82		2.8	13.83	0.74	
3 - Cooden Sea Road	3.7	31.61	0.80	30.20	6.8	48.91	0.92	39.59
4 - Barnhorn Road (A259)	5.7	20.67	0.87		15.8	50.65	0.99	
5 - Chestnut Walk	1.5	75.03	0.65		1.0	73.23	0.55	
	Assessment Drawing No. 180300-003F - 2031 Assessment Flows - Sensitivity							
1 - Pear Tree Lane	11.5	148.74	1.05		2.0	43.30	0.70	
2 - Little Common Road (A259)	5.8	27.49	0.88		3.5	16.70	0.79	
3 - Cooden Sea Road	5.4	44.48	0.88	47.56	12.8	89.14	1.01	70.15
4 - Barnhorn Road (A259)	8.5	28.88	0.92		32.0	97.05	1.05	
5 - Chestnut Walk	3.0	138.22	0.88		1.6	109.54	0.66	

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

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

File summary

File Description

Title	
Location	
Site number	
Date	12/02/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\patrick.tallents
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	mph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2022 Surveyed Flows	AM - Surveyed Peak	ONE HOUR	07:30	09:00	15	✓
D2	2022 Surveyed Flows	PM - Surveyed Peak	ONE HOUR	15:45	17:15	15	✓
D3	2025 Baseline Flows	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓
D4	2025 Baseline Flows	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓
D5	2025 Assessment Flows	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓
D6	2025 Assessment Flows	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓
D7	2031 Baseline Flows	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓
D8	2031 Baseline Flows	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓
D9	2031 Assessment Flows	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓
D10	2031 Assessment Flows	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓
D11	2025 Assessment Flows - Sensitivity	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓
D12	2025 Assessment Flows - Sensitivity	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓
D13	2031 Assessment Flows - Sensitivity	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓
D14	2031 Assessment Flows - Sensitivity	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓

Validation - 2022 Surveyed Flows - 2022 Surveyed Flows, AM - Surveyed Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Little Common Road (A259) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Cooden Sea Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.
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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Validation - 2022 Surveyed Flows	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	50.73	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	265	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	789	100.000
3 - Cooden Sea Road		ONE HOUR	✓	386	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1010	100.000
5 - Chestnut Walk		ONE HOUR	✓	58	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	0.00
3 - Cooden Sea Road	[ONEHOUR]	0.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	19	144	102	0
	2 - Little Common Road (A259)	8	0	39	732	10
	3 - Cooden Sea Road	73	75	0	221	17
	4 - Barnhorn Road (A259)	49	751	204	0	6
	5 - Chestnut Walk	6	1	23	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	0	0	0	0
	2 - Little Common Road (A259)	0	0	0	0	0
	3 - Cooden Sea Road	0	0	0	0	0
	4 - Barnhorn Road (A259)	0	0	0	0	0
	5 - Chestnut Walk	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.98	126.24	9.9	F	243	365
2 - Little Common Road (A259)	0.96	55.53	12.7	F	724	1086
3 - Cooden Sea Road	0.90	61.00	6.7	F	354	531
4 - Barnhorn Road (A259)	0.88	22.41	6.6	C	927	1390
5 - Chestnut Walk	0.54	65.37	1.1	F	53	80

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	200	50	808		453	0.441	196	101	0.0	0.8	13.897	B
2 - Little Common Road (A259)	594	149	373	0.00	1008	0.589	588	632	0.0	1.4	8.476	A
3 - Cooden Sea Road	291	73	656	0.00	649	0.448	287	305	0.0	0.8	9.863	A
4 - Barnhorn Road (A259)	760	190	136		1299	0.585	755	807	0.0	1.4	6.547	A
5 - Chestnut Walk	44	11	867		288	0.152	43	25	0.0	0.2	14.651	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	238	60	968		387	0.615	235	121	0.8	1.5	23.226	C
2 - Little Common Road (A259)	709	177	446	0.00	964	0.736	704	757	1.4	2.6	13.624	B
3 - Cooden Sea Road	347	87	785	0.00	571	0.607	344	366	0.8	1.5	15.659	C
4 - Barnhorn Road (A259)	908	227	163		1285	0.707	904	966	1.4	2.3	9.358	A
5 - Chestnut Walk	52	13	1038		216	0.241	52	29	0.2	0.3	21.826	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	292	73	1172		304	0.959	270	146	1.5	6.9	78.720	F
2 - Little Common Road (A259)	869	217	526	0.00	916	0.949	840	916	2.6	9.8	37.876	E
3 - Cooden Sea Road	425	106	932	0.00	483	0.880	410	434	1.5	5.2	42.924	E
4 - Barnhorn Road (A259)	1112	278	194		1268	0.877	1097	1148	2.3	6.1	19.493	C
5 - Chestnut Walk	64	16	1256		124	0.514	61	35	0.3	0.9	55.197	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Pear Tree Lane	292	73	1188		298	0.980	280	148	6.9	9.9	126.244	F
2 - Little Common Road (A259)	869	217	539	0.00	908	0.957	857	928	9.8	12.7	55.532	F
3 - Cooden Sea Road	425	106	953	0.00	470	0.904	419	444	5.2	6.7	60.999	F
4 - Barnhorn Road (A259)	1112	278	199		1266	0.878	1110	1173	6.1	6.6	22.408	C
5 - Chestnut Walk	64	16	1273		117	0.544	63	36	0.9	1.1	65.370	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	238	60	994		377	0.632	270	127	9.9	1.9	41.769	E
2 - Little Common Road (A259)	709	177	486	0.00	940	0.755	747	779	12.7	3.3	21.653	C
3 - Cooden Sea Road	347	87	841	0.00	538	0.645	366	392	6.7	1.9	22.984	C
4 - Barnhorn Road (A259)	908	227	174		1280	0.710	924	1033	6.6	2.5	10.553	B
5 - Chestnut Walk	52	13	1067		204	0.256	55	31	1.1	0.4	24.599	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	200	50	820		448	0.446	204	104	1.9	0.8	14.995	B
2 - Little Common Road (A259)	594	149	383	0.00	1002	0.593	601	641	3.3	1.5	9.144	A
3 - Cooden Sea Road	291	73	671	0.00	640	0.454	295	312	1.9	0.8	10.561	B
4 - Barnhorn Road (A259)	760	190	140		1298	0.586	765	826	2.5	1.4	6.810	A
5 - Chestnut Walk	44	11	879		283	0.155	44	25	0.4	0.2	15.152	C

Validation - 2022 Surveyed Flows - 2022 Surveyed Flows, PM - Surveyed Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Little Common Road (A259) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Cooden Sea Road - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.
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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Validation - 2022 Surveyed Flows	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	39.17	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Surveyed Flows	PM - Surveyed Peak	ONE HOUR	15:45	17:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	202	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	766	100.000
3 - Cooden Sea Road		ONE HOUR	✓	429	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1004	100.000
5 - Chestnut Walk		ONE HOUR	✓	52	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	0.00
3 - Cooden Sea Road	[ONEHOUR]	0.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	26	102	71	3
	2 - Little Common Road (A259)	25	0	60	658	23
	3 - Cooden Sea Road	107	86	0	197	39
	4 - Barnhorn Road (A259)	78	696	222	0	8
	5 - Chestnut Walk	2	5	25	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	0	0	0	0
	2 - Little Common Road (A259)	0	0	0	0	0
	3 - Cooden Sea Road	0	0	0	0	0
	4 - Barnhorn Road (A259)	0	0	0	0	0
	5 - Chestnut Walk	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.71	39.17	2.3	E	185	278
2 - Little Common Road (A259)	0.90	33.46	7.3	D	703	1054
3 - Cooden Sea Road	0.92	61.50	7.5	F	394	590
4 - Barnhorn Road (A259)	0.92	31.25	9.0	D	921	1382
5 - Chestnut Walk	0.61	92.21	1.3	F	48	72

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	152	38	787		461	0.330	150	158	0.0	0.5	11.501	B
2 - Little Common Road (A259)	577	144	330	0.00	1033	0.558	572	607	0.0	1.2	7.722	A
3 - Cooden Sea Road	323	81	597	0.00	685	0.472	319	305	0.0	0.9	9.761	A
4 - Barnhorn Road (A259)	756	189	211		1260	0.600	750	705	0.0	1.5	6.985	A
5 - Chestnut Walk	39	10	906		271	0.144	38	54	0.0	0.2	15.424	C

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	182	45	942		398	0.456	180	189	0.5	0.8	16.441	C
2 - Little Common Road (A259)	689	172	396	0.00	994	0.693	685	727	1.2	2.2	11.508	B
3 - Cooden Sea Road	386	96	715	0.00	614	0.629	383	365	0.9	1.6	15.393	C
4 - Barnhorn Road (A259)	903	226	253		1237	0.729	898	845	1.5	2.6	10.469	B
5 - Chestnut Walk	47	12	1085		196	0.238	46	65	0.2	0.3	23.932	C

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	222	56	1135		319	0.696	217	227	0.8	2.0	33.781	D
2 - Little Common Road (A259)	843	211	476	0.00	946	0.892	826	876	2.2	6.4	26.923	D
3 - Cooden Sea Road	472	118	862	0.00	525	0.900	455	440	1.6	6.0	43.646	E
4 - Barnhorn Road (A259)	1105	276	301		1212	0.912	1084	1016	2.6	7.9	24.914	C
5 - Chestnut Walk	57	14	1307		103	0.556	54	78	0.3	1.1	70.172	F

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	222	56	1154		312	0.714	221	231	2.0	2.3	39.165	E
2 - Little Common Road (A259)	843	211	485	0.00	941	0.897	840	891	6.4	7.3	33.460	D
3 - Cooden Sea Road	472	118	877	0.00	516	0.915	466	448	6.0	7.5	61.499	F
4 - Barnhorn Road (A259)	1105	276	308		1208	0.915	1101	1035	7.9	9.0	31.249	D
5 - Chestnut Walk	57	14	1329		94	0.611	56	80	1.1	1.3	92.208	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	182	45	978		383	0.474	187	199	2.3	0.9	18.806	C
2 - Little Common Road (A259)	689	172	412	0.00	984	0.700	708	753	7.3	2.4	13.881	B
3 - Cooden Sea Road	386	96	741	0.00	598	0.645	408	379	7.5	1.9	20.924	C
4 - Barnhorn Road (A259)	903	226	268		1229	0.734	927	881	9.0	2.9	12.781	B
5 - Chestnut Walk	47	12	1126		179	0.261	51	69	1.3	0.4	28.819	D

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	152	38	800		456	0.334	154	161	0.9	0.5	11.983	B
2 - Little Common Road (A259)	577	144	337	0.00	1029	0.560	581	617	2.4	1.3	8.116	A
3 - Cooden Sea Road	323	81	607	0.00	678	0.476	327	311	1.9	0.9	10.349	B
4 - Barnhorn Road (A259)	756	189	216		1257	0.601	761	719	2.9	1.5	7.338	A
5 - Chestnut Walk	39	10	921		265	0.148	40	56	0.4	0.2	16.045	C

Assessment Drawing No. 180300-003F - 2025 Baseline Flows, AM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	27.94	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Baseline Flows	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	283	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	725	100.000
3 - Cooden Sea Road		ONE HOUR	✓	437	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1034	100.000
5 - Chestnut Walk		ONE HOUR	✓	78	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	15	152	116	0
	2 - Little Common Road (A259)	3	0	65	638	19
	3 - Cooden Sea Road	127	111	0	182	17
	4 - Barnhorn Road (A259)	51	750	201	0	32
	5 - Chestnut Walk	0	31	34	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	0	0
	2 - Little Common Road (A259)	6	0	5	3	3
	3 - Cooden Sea Road	9	2	0	10	7
	4 - Barnhorn Road (A259)	2	6	7	0	3
	5 - Chestnut Walk	0	2	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.91	70.41	5.3	F	231	347
2 - Little Common Road (A259)	0.79	18.41	3.6	C	592	888
3 - Cooden Sea Road	0.78	28.41	3.3	D	357	535
4 - Barnhorn Road (A259)	0.86	19.72	5.4	C	845	1267
5 - Chestnut Walk	0.62	68.91	1.4	F	64	96

Main Results for each time segment

07:45 - 07:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	191	32	762		472	0.406	187	121	0.0	0.7	12.585	B
2 - Little Common Road (A259)	490	82	343	11.50	1011	0.485	485	606	0.0	0.9	6.981	A
3 - Cooden Sea Road	295	49	526	6.09	722	0.409	291	301	0.0	0.7	8.889	A
4 - Barnhorn Road (A259)	699	117	185		1274	0.549	692	633	0.0	1.3	6.469	A
5 - Chestnut Walk	53	9	831		303	0.174	51	45	0.0	0.2	14.639	B

07:55 - 08:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	191	32	771		468	0.409	191	122	0.7	0.7	13.090	B
2 - Little Common Road (A259)	490	82	349	11.50	1013	0.484	490	613	0.9	1.0	7.100	A
3 - Cooden Sea Road	295	49	533	6.09	720	0.410	295	306	0.7	0.7	9.106	A
4 - Barnhorn Road (A259)	699	117	187		1272	0.550	699	642	1.3	1.3	6.649	A
5 - Chestnut Walk	53	9	840		299	0.176	53	46	0.2	0.2	15.016	C

08:05 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	240	40	957		392	0.612	235	152	0.7	1.5	22.481	C
2 - Little Common Road (A259)	614	102	431	14.40	968	0.634	610	762	1.0	1.7	10.219	B
3 - Cooden Sea Road	370	62	662	7.62	645	0.574	366	378	0.7	1.4	13.682	B
4 - Barnhorn Road (A259)	876	146	232		1248	0.702	869	796	1.3	2.4	9.888	A
5 - Chestnut Walk	66	11	1044		213	0.310	65	57	0.2	0.4	24.687	C

08:15 - 08:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	274	46	1091		337	0.814	264	173	1.5	3.2	43.859	E
2 - Little Common Road (A259)	703	117	487	16.48	940	0.748	696	868	1.7	2.8	14.844	B
3 - Cooden Sea Road	424	71	754	8.73	590	0.718	417	429	1.4	2.5	21.580	C
4 - Barnhorn Road (A259)	1003	167	265		1231	0.814	992	907	2.4	4.1	15.254	C
5 - Chestnut Walk	76	13	1191		152	0.499	73	65	0.4	0.9	45.477	E

08:25 - 08:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	287	48	1145		315	0.910	275	182	3.2	5.3	70.407	F
2 - Little Common Road (A259)	735	123	509	17.24	926	0.794	731	911	2.8	3.6	18.406	C
3 - Cooden Sea Road	443	74	791	9.13	568	0.780	438	449	2.5	3.3	28.408	D
4 - Barnhorn Road (A259)	1049	175	278		1224	0.857	1041	951	4.1	5.4	19.723	C
5 - Chestnut Walk	79	13	1250		127	0.624	76	68	0.9	1.4	68.913	F

08:35 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	274	46	1109		330	0.831	275	176	5.3	5.2	66.932	F
2 - Little Common Road (A259)	703	117	501	16.48	931	0.755	704	882	3.6	3.4	16.585	C
3 - Cooden Sea Road	424	71	766	8.73	583	0.727	425	439	3.3	3.1	24.956	C
4 - Barnhorn Road (A259)	1003	167	269		1228	0.816	1005	922	5.4	5.1	17.395	C
5 - Chestnut Walk	76	13	1208		145	0.523	76	66	1.4	1.2	55.403	F

08:45 - 08:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	240	40	985		380	0.630	260	157	5.2	1.9	33.502	D
2 - Little Common Road (A259)	614	102	461	14.40	955	0.643	623	784	3.4	1.9	11.459	B
3 - Cooden Sea Road	370	62	685	7.62	632	0.586	379	399	3.1	1.6	15.791	C
4 - Barnhorn Road (A259)	876	146	240		1244	0.704	890	824	5.1	2.7	11.174	B
5 - Chestnut Walk	66	11	1072		202	0.327	70	59	1.2	0.5	28.907	D

08:55 - 09:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	191	32	781		463	0.413	198	124	1.9	0.7	14.001	B
2 - Little Common Road (A259)	490	82	358	11.50	1013	0.484	496	621	1.9	1.0	7.259	A
3 - Cooden Sea Road	295	49	542	6.09	718	0.412	300	312	1.6	0.8	9.378	A
4 - Barnhorn Road (A259)	699	117	190		1271	0.550	707	652	2.7	1.3	6.857	A
5 - Chestnut Walk	53	9	851		295	0.179	55	47	0.5	0.2	15.524	C

09:05 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	191	32	771		468	0.409	191	122	0.7	0.7	13.133	B
2 - Little Common Road (A259)	490	82	349	11.50	1013	0.484	490	613	1.0	1.0	7.107	A
3 - Cooden Sea Road	295	49	534	6.09	720	0.410	296	306	0.8	0.8	9.116	A
4 - Barnhorn Road (A259)	699	117	187		1272	0.550	699	642	1.3	1.3	6.659	A
5 - Chestnut Walk	53	9	841		299	0.176	53	46	0.2	0.2	15.037	C

Assessment Drawing No. 180300-003F - 2025 Baseline Flows, PM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	33.88	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Baseline Flows	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	169	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	724	100.000
3 - Cooden Sea Road		ONE HOUR	✓	518	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1161	100.000
5 - Chestnut Walk		ONE HOUR	✓	54	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	14	114	41	0
	2 - Little Common Road (A259)	3	0	33	650	38
	3 - Cooden Sea Road	101	123	0	267	27
	4 - Barnhorn Road (A259)	12	889	177	0	83
	5 - Chestnut Walk	0	19	9	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	7	0
	2 - Little Common Road (A259)	17	0	1	5	1
	3 - Cooden Sea Road	2	2	0	8	0
	4 - Barnhorn Road (A259)	4	5	7	0	8
	5 - Chestnut Walk	0	1	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.61	32.35	1.4	D	138	207
2 - Little Common Road (A259)	0.73	13.26	2.6	B	591	887
3 - Cooden Sea Road	0.90	44.88	6.2	E	423	635
4 - Barnhorn Road (A259)	0.97	40.69	12.9	E	948	1423
5 - Chestnut Walk	0.50	63.50	0.9	F	44	66

Main Results for each time segment

16:45 - 16:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	114	19	829		444	0.257	112	77	0.0	0.3	11.053	B
2 - Little Common Road (A259)	490	82	244	11.50	1069	0.458	484	697	0.0	0.9	6.392	A
3 - Cooden Sea Road	350	58	507	6.09	734	0.477	345	222	0.0	0.9	9.559	A
4 - Barnhorn Road (A259)	785	131	194		1268	0.619	775	657	0.0	1.7	7.557	A
5 - Chestnut Walk	37	6	871		286	0.128	36	99	0.0	0.1	14.774	B

16:55 - 17:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	114	19	840		439	0.260	114	78	0.3	0.4	11.340	B
2 - Little Common Road (A259)	490	82	248	11.50	1071	0.457	490	706	0.9	0.9	6.475	A
3 - Cooden Sea Road	350	58	513	6.09	734	0.477	350	225	0.9	0.9	9.837	A
4 - Barnhorn Road (A259)	785	131	197		1267	0.620	785	665	1.7	1.7	7.872	A
5 - Chestnut Walk	37	6	882		281	0.130	36	100	0.1	0.2	15.162	C

17:05 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	143	24	1040		358	0.400	141	97	0.4	0.7	16.877	C
2 - Little Common Road (A259)	613	102	307	14.40	1038	0.591	610	874	0.9	1.5	8.715	A
3 - Cooden Sea Road	439	73	638	7.62	660	0.665	433	279	0.9	1.9	16.202	C
4 - Barnhorn Road (A259)	983	164	244		1242	0.792	972	826	1.7	3.6	13.499	B
5 - Chestnut Walk	46	8	1092		193	0.237	45	124	0.2	0.3	24.856	C

17:15 - 17:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	164	27	1176		303	0.541	161	110	0.7	1.1	25.570	D
2 - Little Common Road (A259)	702	117	348	16.48	1022	0.687	698	989	1.5	2.2	11.440	B
3 - Cooden Sea Road	502	84	729	8.73	605	0.830	490	316	1.9	4.0	29.754	D
4 - Barnhorn Road (A259)	1126	188	277		1225	0.919	1099	942	3.6	8.1	25.740	D
5 - Chestnut Walk	52	9	1235		133	0.393	51	141	0.3	0.6	44.041	E

17:25 - 17:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	171	29	1229		281	0.610	169	115	1.1	1.4	32.345	D
2 - Little Common Road (A259)	734	122	365	17.24	1012	0.725	732	1034	2.2	2.6	13.259	B
3 - Cooden Sea Road	525	88	765	9.13	583	0.901	513	332	4.0	6.2	44.878	E
4 - Barnhorn Road (A259)	1178	196	290		1218	0.967	1149	988	8.1	12.9	40.306	E
5 - Chestnut Walk	55	9	1291		110	0.500	53	147	0.6	0.9	63.504	F

17:35 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	164	27	1206		290	0.564	164	113	1.4	1.4	29.416	D
2 - Little Common Road (A259)	702	117	356	16.48	1017	0.690	703	1014	2.6	2.4	12.053	B
3 - Cooden Sea Road	502	84	736	8.73	601	0.836	504	323	6.2	5.9	40.574	E
4 - Barnhorn Road (A259)	1126	188	284		1221	0.922	1126	956	12.9	12.9	40.686	E
5 - Chestnut Walk	52	9	1266		120	0.436	53	144	0.9	0.8	55.361	F

17:45 - 17:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	143	24	1106		331	0.432	147	103	1.4	0.8	20.327	C
2 - Little Common Road (A259)	613	102	323	14.40	1037	0.591	618	929	2.4	1.6	9.104	A
3 - Cooden Sea Road	439	73	649	7.62	653	0.672	460	293	5.9	2.3	21.313	C
4 - Barnhorn Road (A259)	983	164	258		1234	0.797	1033	851	12.9	4.6	21.842	C
5 - Chestnut Walk	46	8	1161		164	0.278	48	130	0.8	0.4	32.567	D

17:55 - 18:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	114	19	860		432	0.265	117	80	0.8	0.4	11.820	B
2 - Little Common Road (A259)	490	82	254	11.50	1072	0.457	494	722	1.6	0.9	6.561	A
3 - Cooden Sea Road	350	58	518	6.09	733	0.478	358	230	2.3	1.0	10.293	B
4 - Barnhorn Road (A259)	785	131	202		1265	0.621	802	674	4.6	1.8	8.495	A
5 - Chestnut Walk	37	6	902		273	0.134	38	102	0.4	0.2	15.893	C

18:05 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	114	19	841		439	0.260	114	78	0.4	0.4	11.359	B
2 - Little Common Road (A259)	490	82	248	11.50	1071	0.457	490	707	0.9	0.9	6.475	A
3 - Cooden Sea Road	350	58	513	6.09	734	0.477	350	225	1.0	1.0	9.851	A
4 - Barnhorn Road (A259)	785	131	198		1267	0.620	785	666	1.8	1.8	7.898	A
5 - Chestnut Walk	37	6	883		281	0.130	37	100	0.2	0.2	15.183	C

Assessment Drawing No. 180300-003F - 2025 Assessment Flows, AM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	29.73	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 Assessment Flows	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	283	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	750	100.000
3 - Cooden Sea Road		ONE HOUR	✓	438	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1041	100.000
5 - Chestnut Walk		ONE HOUR	✓	79	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	15	152	116	0
	2 - Little Common Road (A259)	4	0	68	658	20
	3 - Cooden Sea Road	127	112	0	182	17
	4 - Barnhorn Road (A259)	51	757	201	0	32
	5 - Chestnut Walk	0	32	34	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	0	0
	2 - Little Common Road (A259)	6	0	5	3	3
	3 - Cooden Sea Road	9	2	0	10	7
	4 - Barnhorn Road (A259)	2	6	7	0	3
	5 - Chestnut Walk	0	2	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.92	73.24	5.5	F	231	347
2 - Little Common Road (A259)	0.82	20.67	4.1	C	613	919
3 - Cooden Sea Road	0.80	31.12	3.6	D	358	537
4 - Barnhorn Road (A259)	0.86	20.49	5.7	C	850	1276
5 - Chestnut Walk	0.65	74.06	1.5	F	65	97

Main Results for each time segment

07:45 - 07:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	191	32	767		469	0.408	187	121	0.0	0.7	12.689	B
2 - Little Common Road (A259)	507	85	343	11.50	1012	0.501	501	612	0.0	1.0	7.196	A
3 - Cooden Sea Road	296	49	541	6.09	713	0.415	292	303	0.0	0.7	9.081	A
4 - Barnhorn Road (A259)	704	117	187		1273	0.553	696	646	0.0	1.3	6.532	A
5 - Chestnut Walk	53	9	837		301	0.178	52	46	0.0	0.2	14.819	B

07:55 - 08:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	191	32	777		465	0.411	191	123	0.7	0.7	13.206	B
2 - Little Common Road (A259)	507	85	349	11.50	1014	0.500	507	619	1.0	1.0	7.327	A
3 - Cooden Sea Road	296	49	548	6.09	711	0.416	296	308	0.7	0.8	9.310	A
4 - Barnhorn Road (A259)	704	117	189		1271	0.554	704	655	1.3	1.3	6.717	A
5 - Chestnut Walk	53	9	846		296	0.180	53	47	0.2	0.2	15.214	C

08:05 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	240	40	965		389	0.617	235	153	0.7	1.5	22.875	C
2 - Little Common Road (A259)	635	106	430	14.40	970	0.655	630	769	1.0	1.9	10.767	B
3 - Cooden Sea Road	371	62	680	7.62	635	0.585	367	380	0.8	1.4	14.235	B
4 - Barnhorn Road (A259)	882	147	235		1247	0.707	875	812	1.3	2.4	10.064	B
5 - Chestnut Walk	67	11	1052		210	0.318	66	58	0.2	0.5	25.321	D

08:15 - 08:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	274	46	1099		334	0.821	263	174	1.5	3.3	45.199	E
2 - Little Common Road (A259)	727	121	486	16.48	940	0.774	719	876	1.9	3.2	16.229	C
3 - Cooden Sea Road	425	71	774	8.73	578	0.735	418	431	1.4	2.6	23.080	C
4 - Barnhorn Road (A259)	1009	168	267		1230	0.821	998	925	2.4	4.3	15.697	C
5 - Chestnut Walk	77	13	1199		148	0.517	74	66	0.5	1.0	47.713	E

08:25 - 08:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	287	48	1153		312	0.920	274	182	3.3	5.5	73.235	F
2 - Little Common Road (A259)	761	127	507	17.24	927	0.821	755	919	3.2	4.1	20.670	C
3 - Cooden Sea Road	444	74	812	9.13	555	0.800	438	451	2.6	3.6	31.120	D
4 - Barnhorn Road (A259)	1056	176	280		1223	0.864	1048	970	4.3	5.7	20.487	C
5 - Chestnut Walk	80	13	1259		123	0.649	77	69	1.0	1.5	74.065	F

08:35 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	274	46	1117		327	0.840	274	177	5.5	5.5	70.833	F
2 - Little Common Road (A259)	727	121	501	16.48	931	0.781	728	890	4.1	3.9	18.628	C
3 - Cooden Sea Road	425	71	788	8.73	570	0.745	426	442	3.6	3.4	27.426	D
4 - Barnhorn Road (A259)	1009	168	272		1227	0.823	1012	941	5.7	5.3	18.096	C
5 - Chestnut Walk	77	13	1217		141	0.544	77	67	1.5	1.4	59.622	F

08:45 - 08:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	240	40	995		376	0.637	261	158	5.5	2.0	35.195	E
2 - Little Common Road (A259)	635	106	463	14.40	954	0.666	646	793	3.9	2.2	12.444	B
3 - Cooden Sea Road	371	62	706	7.62	619	0.599	381	403	3.4	1.7	16.875	C
4 - Barnhorn Road (A259)	882	147	243		1242	0.710	897	844	5.3	2.7	11.493	B
5 - Chestnut Walk	67	11	1081		198	0.338	72	60	1.4	0.6	30.230	D

08:55 - 09:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	191	32	788		461	0.415	199	125	2.0	0.7	14.183	B
2 - Little Common Road (A259)	507	85	359	11.50	1015	0.500	514	628	2.2	1.1	7.513	A
3 - Cooden Sea Road	296	49	558	6.09	708	0.418	302	315	1.7	0.8	9.632	A
4 - Barnhorn Road (A259)	704	117	193		1269	0.555	712	667	2.7	1.4	6.940	A
5 - Chestnut Walk	53	9	858		292	0.183	55	47	0.6	0.2	15.769	C

09:05 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	191	32	777		465	0.411	191	123	0.7	0.7	13.251	B
2 - Little Common Road (A259)	507	85	349	11.50	1014	0.500	507	620	1.1	1.0	7.334	A
3 - Cooden Sea Road	296	49	549	6.09	711	0.416	296	308	0.8	0.8	9.322	A
4 - Barnhorn Road (A259)	704	117	189		1271	0.554	704	655	1.4	1.3	6.728	A
5 - Chestnut Walk	53	9	847		296	0.180	53	47	0.2	0.2	15.236	C

Assessment Drawing No. 180300-003F - 2025 Assessment Flows, PM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	38.49	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 Assessment Flows	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	170	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	736	100.000
3 - Cooden Sea Road		ONE HOUR	✓	521	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1179	100.000
5 - Chestnut Walk		ONE HOUR	✓	55	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	15	114	41	0
	2 - Little Common Road (A259)	4	0	34	659	39
	3 - Cooden Sea Road	101	126	0	267	27
	4 - Barnhorn Road (A259)	12	907	177	0	83
	5 - Chestnut Walk	0	20	9	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	7	0
	2 - Little Common Road (A259)	17	0	1	5	1
	3 - Cooden Sea Road	2	2	0	8	0
	4 - Barnhorn Road (A259)	4	5	7	0	8
	5 - Chestnut Walk	0	1	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.63	34.36	1.5	D	139	208
2 - Little Common Road (A259)	0.74	13.79	2.7	B	601	902
3 - Cooden Sea Road	0.92	48.66	6.8	E	426	638
4 - Barnhorn Road (A259)	0.98	48.48	15.1	E	963	1445
5 - Chestnut Walk	0.54	71.54	1.0	F	45	67

Main Results for each time segment

16:45 - 16:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	115	19	844		438	0.262	113	78	0.0	0.4	11.270	B
2 - Little Common Road (A259)	498	83	244	11.50	1069	0.466	492	712	0.0	0.9	6.476	A
3 - Cooden Sea Road	352	59	514	6.09	730	0.482	347	222	0.0	0.9	9.707	A
4 - Barnhorn Road (A259)	797	133	198		1267	0.629	787	663	0.0	1.7	7.758	A
5 - Chestnut Walk	37	6	885		280	0.133	36	99	0.0	0.2	15.167	C

16:55 - 17:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	115	19	855		433	0.265	115	79	0.4	0.4	11.579	B
2 - Little Common Road (A259)	498	83	248	11.50	1072	0.464	498	722	0.9	0.9	6.563	A
3 - Cooden Sea Road	352	59	520	6.09	730	0.483	352	226	0.9	1.0	10.001	B
4 - Barnhorn Road (A259)	797	133	201		1265	0.630	797	671	1.7	1.8	8.105	A
5 - Chestnut Walk	37	6	897		275	0.135	37	101	0.2	0.2	15.598	C

17:05 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	144	24	1057		351	0.410	142	98	0.4	0.7	17.493	C
2 - Little Common Road (A259)	623	104	307	14.40	1039	0.600	620	893	0.9	1.5	8.902	A
3 - Cooden Sea Road	441	74	647	7.62	655	0.674	435	279	1.0	2.0	16.729	C
4 - Barnhorn Road (A259)	999	166	248		1240	0.806	986	834	1.8	3.9	14.270	B
5 - Chestnut Walk	47	8	1109		186	0.250	46	125	0.2	0.3	26.246	D

17:15 - 17:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	165	27	1193		296	0.557	162	110	0.7	1.2	26.906	D
2 - Little Common Road (A259)	714	119	347	16.48	1023	0.698	709	1007	1.5	2.3	11.815	B
3 - Cooden Sea Road	505	84	740	8.73	599	0.844	491	317	2.0	4.3	31.506	D
4 - Barnhorn Road (A259)	1143	191	281		1222	0.935	1112	950	3.9	9.1	28.230	D
5 - Chestnut Walk	53	9	1252		126	0.423	51	141	0.3	0.7	48.277	E

17:25 - 17:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	172	29	1244		275	0.627	170	115	1.2	1.5	34.356	D
2 - Little Common Road (A259)	747	124	364	17.24	1013	0.737	744	1051	2.3	2.7	13.787	B
3 - Cooden Sea Road	528	88	776	9.13	577	0.916	514	331	4.3	6.8	48.657	E
4 - Barnhorn Road (A259)	1196	199	294		1215	0.984	1160	996	9.1	15.1	45.699	E
5 - Chestnut Walk	56	9	1306		103	0.539	54	148	0.7	1.0	71.537	F

17:35 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	165	27	1227		282	0.585	165	114	1.5	1.5	31.749	D
2 - Little Common Road (A259)	714	119	356	16.48	1018	0.701	715	1036	2.7	2.6	12.520	B
3 - Cooden Sea Road	505	84	747	8.73	594	0.850	506	324	6.8	6.6	44.818	E
4 - Barnhorn Road (A259)	1143	191	289		1218	0.938	1143	964	15.1	15.1	48.476	E
5 - Chestnut Walk	53	9	1287		111	0.479	53	145	1.0	1.0	64.424	F

17:45 - 17:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	144	24	1135		319	0.451	148	105	1.5	0.9	21.934	C
2 - Little Common Road (A259)	623	104	325	14.40	1036	0.602	629	958	2.6	1.6	9.378	A
3 - Cooden Sea Road	441	74	659	7.62	647	0.682	466	295	6.6	2.5	22.994	C
4 - Barnhorn Road (A259)	999	166	264		1231	0.811	1058	861	15.1	5.2	26.081	D
5 - Chestnut Walk	47	8	1190		152	0.306	50	132	1.0	0.5	37.128	E

17:55 - 18:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	115	19	878		424	0.271	118	81	0.9	0.4	12.157	B
2 - Little Common Road (A259)	498	83	255	11.50	1072	0.464	502	740	1.6	0.9	6.662	A
3 - Cooden Sea Road	352	59	526	6.09	728	0.484	361	231	2.5	1.0	10.519	B
4 - Barnhorn Road (A259)	797	133	205		1263	0.631	817	681	5.2	1.9	8.873	A
5 - Chestnut Walk	37	6	920		266	0.140	39	103	0.5	0.2	16.508	C

18:05 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	115	19	856		433	0.265	115	79	0.4	0.4	11.603	B
2 - Little Common Road (A259)	498	83	248	11.50	1072	0.464	498	722	0.9	0.9	6.564	A
3 - Cooden Sea Road	352	59	520	6.09	730	0.483	352	226	1.0	1.0	10.016	B
4 - Barnhorn Road (A259)	797	133	201		1265	0.630	797	672	1.9	1.8	8.133	A
5 - Chestnut Walk	37	6	898		275	0.135	37	101	0.2	0.2	15.624	C

Assessment Drawing No. 180300-003F - 2031 Baseline Flows, AM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	43.48	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Baseline Flows	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	300	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	766	100.000
3 - Cooden Sea Road		ONE HOUR	✓	459	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1093	100.000
5 - Chestnut Walk		ONE HOUR	✓	83	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	16	161	123	0
	2 - Little Common Road (A259)	3	0	68	675	20
	3 - Cooden Sea Road	134	116	0	191	18
	4 - Barnhorn Road (A259)	53	793	213	0	34
	5 - Chestnut Walk	0	33	36	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	0	0
	2 - Little Common Road (A259)	6	0	5	3	3
	3 - Cooden Sea Road	9	2	0	10	7
	4 - Barnhorn Road (A259)	2	6	7	0	3
	5 - Chestnut Walk	0	2	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	1.04	137.55	10.6	F	245	368
2 - Little Common Road (A259)	0.85	23.52	4.8	C	626	939
3 - Cooden Sea Road	0.85	39.16	4.7	E	375	562
4 - Barnhorn Road (A259)	0.91	27.26	7.9	D	893	1339
5 - Chestnut Walk	0.83	125.00	2.6	F	68	102

Main Results for each time segment

07:45 - 07:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	804		454	0.447	198	127	0.0	0.8	13.920	B
2 - Little Common Road (A259)	518	86	363	11.50	1000	0.518	511	639	0.0	1.1	7.506	A
3 - Cooden Sea Road	310	52	557	6.09	704	0.441	305	318	0.0	0.8	9.587	A
4 - Barnhorn Road (A259)	739	123	194		1269	0.583	730	668	0.0	1.4	6.976	A
5 - Chestnut Walk	56	9	876		284	0.198	55	48	0.0	0.2	16.036	C

07:55 - 08:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	815		450	0.451	203	128	0.8	0.8	14.636	B
2 - Little Common Road (A259)	518	86	370	11.50	1002	0.517	518	648	1.1	1.1	7.664	A
3 - Cooden Sea Road	310	52	564	6.09	702	0.442	310	323	0.8	0.8	9.866	A
4 - Barnhorn Road (A259)	739	123	197		1267	0.583	739	678	1.4	1.5	7.212	A
5 - Chestnut Walk	56	9	887		279	0.201	56	49	0.2	0.3	16.558	C

08:05 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	254	42	1010		370	0.686	247	159	0.8	1.9	28.043	D
2 - Little Common Road (A259)	649	108	454	14.40	958	0.677	643	803	1.1	2.0	11.593	B
3 - Cooden Sea Road	389	65	699	7.62	623	0.624	384	398	0.8	1.7	15.830	C
4 - Barnhorn Road (A259)	926	154	243		1242	0.745	917	839	1.5	2.9	11.428	B
5 - Chestnut Walk	70	12	1100		190	0.370	68	60	0.3	0.6	30.033	D

08:15 - 08:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	291	48	1146		315	0.924	271	181	1.9	5.2	64.325	F
2 - Little Common Road (A259)	743	124	506	16.48	928	0.800	733	912	2.0	3.6	18.152	C
3 - Cooden Sea Road	445	74	792	8.73	567	0.785	435	447	1.7	3.3	27.444	D
4 - Barnhorn Road (A259)	1060	177	276		1225	0.865	1044	951	2.9	5.6	19.379	C
5 - Chestnut Walk	80	13	1251		126	0.636	75	69	0.6	1.4	67.038	F

08:25 - 08:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Pear Tree Lane	304	51	1200		293	1.038	276	189	5.2	9.8	118.138	F
2 - Little Common Road (A259)	777	129	521	17.24	919	0.846	770	955	3.6	4.8	23.521	C
3 - Cooden Sea Road	466	78	828	9.13	545	0.854	457	463	3.3	4.7	39.162	E
4 - Barnhorn Road (A259)	1109	185	290		1218	0.911	1094	995	5.6	7.9	27.262	D
5 - Chestnut Walk	84	14	1312		101	0.835	77	72	1.4	2.6	124.995	F

08:35 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Pear Tree Lane	291	48	1171		305	0.954	286	185	9.8	10.6	137.545	F
2 - Little Common Road (A259)	743	124	527	16.48	916	0.811	743	930	4.8	4.7	21.859	C
3 - Cooden Sea Road	445	74	808	8.73	557	0.799	446	462	4.7	4.6	35.618	E
4 - Barnhorn Road (A259)	1060	177	283		1221	0.868	1062	972	7.9	7.6	24.728	C
5 - Chestnut Walk	80	13	1275		117	0.690	81	70	2.6	2.5	107.547	F

08:45 - 08:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	254	42	1058		351	0.725	298	167	10.6	3.3	76.846	F
2 - Little Common Road (A259)	649	108	516	14.40	922	0.704	661	840	4.7	2.6	14.836	B
3 - Cooden Sea Road	389	65	738	7.62	600	0.648	404	439	4.6	2.1	20.960	C
4 - Barnhorn Road (A259)	926	154	255		1236	0.749	951	886	7.6	3.4	14.377	B
5 - Chestnut Walk	70	12	1144		172	0.410	81	63	2.5	0.8	44.224	E

08:55 - 09:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	830		444	0.457	218	131	3.3	0.9	16.961	C
2 - Little Common Road (A259)	518	86	388	11.50	999	0.519	527	660	2.6	1.1	8.013	A
3 - Cooden Sea Road	310	52	579	6.09	695	0.446	318	335	2.1	0.9	10.435	B
4 - Barnhorn Road (A259)	739	123	201		1265	0.584	750	696	3.4	1.5	7.566	A
5 - Chestnut Walk	56	9	902		273	0.206	59	50	0.8	0.3	17.524	C

09:05 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	815		450	0.451	203	129	0.9	0.8	14.718	B
2 - Little Common Road (A259)	518	86	370	11.50	1003	0.517	518	648	1.1	1.1	7.671	A
3 - Cooden Sea Road	310	52	565	6.09	702	0.442	311	323	0.9	0.9	9.885	A
4 - Barnhorn Road (A259)	739	123	197		1267	0.583	739	679	1.5	1.5	7.226	A
5 - Chestnut Walk	56	9	887		279	0.201	56	49	0.3	0.3	16.596	C

Assessment Drawing No. 180300-003F - 2031 Baseline Flows, PM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	59.34	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Baseline Flows	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	179	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	767	100.000
3 - Cooden Sea Road		ONE HOUR	✓	547	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1229	100.000
5 - Chestnut Walk		ONE HOUR	✓	57	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	15	121	43	0
	2 - Little Common Road (A259)	3	0	34	689	41
	3 - Cooden Sea Road	107	130	0	282	28
	4 - Barnhorn Road (A259)	12	942	187	0	88
	5 - Chestnut Walk	0	20	9	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	7	0
	2 - Little Common Road (A259)	17	0	1	5	1
	3 - Cooden Sea Road	2	2	0	8	0
	4 - Barnhorn Road (A259)	4	5	7	0	8
	5 - Chestnut Walk	0	1	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.68	40.86	1.9	E	146	219
2 - Little Common Road (A259)	0.78	16.07	3.3	C	627	940
3 - Cooden Sea Road	1.00	79.16	11.4	F	447	670
4 - Barnhorn Road (A259)	1.03	78.66	25.1	F	1004	1506
5 - Chestnut Walk	0.62	92.74	1.3	F	47	70

Main Results for each time segment

16:45 - 16:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	121	20	877		425	0.285	119	81	0.0	0.4	11.965	B
2 - Little Common Road (A259)	519	86	258	11.50	1061	0.489	513	737	0.0	1.0	6.796	A
3 - Cooden Sea Road	370	62	537	6.09	717	0.516	363	234	0.0	1.1	10.505	B
4 - Barnhorn Road (A259)	831	139	205		1263	0.658	819	695	0.0	2.0	8.365	A
5 - Chestnut Walk	39	6	920		265	0.145	38	105	0.0	0.2	16.233	C

16:55 - 17:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	121	20	890		419	0.289	121	82	0.4	0.4	12.356	B
2 - Little Common Road (A259)	519	86	262	11.50	1064	0.487	519	748	1.0	1.0	6.903	A
3 - Cooden Sea Road	370	62	544	6.09	716	0.516	370	237	1.1	1.1	10.891	B
4 - Barnhorn Road (A259)	831	139	209		1261	0.659	831	704	2.0	2.0	8.820	A
5 - Chestnut Walk	39	6	934		260	0.148	39	106	0.2	0.2	16.782	C

17:05 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	152	25	1096		335	0.452	149	102	0.4	0.8	19.580	C
2 - Little Common Road (A259)	650	108	323	14.40	1031	0.630	645	922	1.0	1.7	9.645	A
3 - Cooden Sea Road	463	77	676	7.62	637	0.727	455	293	1.1	2.5	19.840	C
4 - Barnhorn Road (A259)	1041	174	257		1235	0.843	1024	873	2.0	4.8	16.784	C
5 - Chestnut Walk	48	8	1150		169	0.286	47	131	0.2	0.4	30.225	D

17:15 - 17:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	174	29	1224		283	0.613	170	113	0.8	1.4	31.449	D
2 - Little Common Road (A259)	744	124	364	16.48	1013	0.734	738	1030	1.7	2.7	13.381	B
3 - Cooden Sea Road	530	88	772	8.73	579	0.915	508	330	2.5	6.3	42.592	E
4 - Barnhorn Road (A259)	1192	199	288		1218	0.978	1144	991	4.8	12.7	36.463	E
5 - Chestnut Walk	55	9	1285		112	0.492	53	147	0.4	0.8	59.675	F

17:25 - 17:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	182	30	1268		265	0.684	179	117	1.4	1.9	40.865	E
2 - Little Common Road (A259)	778	130	380	17.24	1003	0.775	774	1067	2.7	3.3	16.066	C
3 - Cooden Sea Road	555	92	810	9.13	556	0.997	525	344	6.3	11.3	74.015	F
4 - Barnhorn Road (A259)	1247	208	299		1213	1.028	1184	1036	12.7	23.2	63.987	F
5 - Chestnut Walk	58	10	1330		93	0.618	55	153	0.8	1.3	90.164	F

17:35 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	174	29	1265		266	0.652	174	118	1.9	1.9	39.754	E
2 - Little Common Road (A259)	744	124	374	16.48	1007	0.739	745	1064	3.3	3.1	14.518	B
3 - Cooden Sea Road	530	88	781	8.73	574	0.924	530	339	11.3	11.4	79.162	F
4 - Barnhorn Road (A259)	1192	199	299		1212	0.983	1180	1011	23.2	25.1	78.664	F
5 - Chestnut Walk	55	9	1328		94	0.587	55	151	1.3	1.3	92.736	F

17:45 - 17:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	152	25	1223		284	0.535	155	114	1.9	1.3	29.596	D
2 - Little Common Road (A259)	650	108	349	14.40	1022	0.636	657	1029	3.1	1.9	10.529	B
3 - Cooden Sea Road	463	77	690	7.62	629	0.737	511	316	11.4	3.4	38.823	E
4 - Barnhorn Road (A259)	1041	174	285		1220	0.853	1143	916	25.1	8.0	51.302	F
5 - Chestnut Walk	48	8	1286		112	0.431	51	143	1.3	0.9	63.093	F

17:55 - 18:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	121	20	929		403	0.300	126	85	1.3	0.5	13.531	B
2 - Little Common Road (A259)	519	86	275	11.50	1062	0.488	524	781	1.9	1.0	7.068	A
3 - Cooden Sea Road	370	62	544	6.09	716	0.516	370	238	1.2	1.1	10.917	B
4 - Barnhorn Road (A259)	831	139	216		1257	0.661	866	719	8.0	2.1	10.511	B
5 - Chestnut Walk	39	6	972		244	0.158	43	110	0.9	0.2	18.831	C

18:05 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	121	20	890		419	0.289	121	83	0.5	0.4	12.397	B
2 - Little Common Road (A259)	519	86	263	11.50	1064	0.487	519	749	1.0	1.0	6.906	A
3 - Cooden Sea Road	370	62	544	6.09	716	0.516	370	238	1.2	1.1	10.917	B
4 - Barnhorn Road (A259)	831	139	209		1261	0.659	831	705	2.1	2.1	8.866	A
5 - Chestnut Walk	39	6	934		260	0.148	39	106	0.2	0.2	16.833	C

Assessment Drawing No. 180300-003F - 2031 Assessment Flows, AM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	46.70	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Assessment Flows	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	300	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	791	100.000
3 - Cooden Sea Road		ONE HOUR	✓	460	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1100	100.000
5 - Chestnut Walk		ONE HOUR	✓	84	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	16	161	123	0
	2 - Little Common Road (A259)	4	0	71	695	21
	3 - Cooden Sea Road	134	117	0	191	18
	4 - Barnhorn Road (A259)	53	800	213	0	34
	5 - Chestnut Walk	0	34	36	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	0	0
	2 - Little Common Road (A259)	6	0	5	3	3
	3 - Cooden Sea Road	9	2	0	10	7
	4 - Barnhorn Road (A259)	2	6	7	0	3
	5 - Chestnut Walk	0	2	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	1.05	145.80	11.2	F	245	368
2 - Little Common Road (A259)	0.87	26.91	5.6	D	646	969
3 - Cooden Sea Road	0.87	43.56	5.3	E	376	564
4 - Barnhorn Road (A259)	0.92	28.49	8.4	D	899	1348
5 - Chestnut Walk	0.87	134.84	2.9	F	69	103

Main Results for each time segment

07:45 - 07:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	810		452	0.449	198	127	0.0	0.8	14.038	B
2 - Little Common Road (A259)	535	89	363	11.50	1001	0.535	528	645	0.0	1.2	7.763	A
3 - Cooden Sea Road	311	52	571	6.09	696	0.447	306	320	0.0	0.8	9.803	A
4 - Barnhorn Road (A259)	744	124	196		1268	0.587	735	681	0.0	1.5	7.047	A
5 - Chestnut Walk	57	9	882		282	0.202	55	49	0.0	0.3	16.250	C

07:55 - 08:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	821		447	0.453	203	129	0.8	0.8	14.781	B
2 - Little Common Road (A259)	535	89	370	11.50	1003	0.533	535	654	1.2	1.2	7.927	A
3 - Cooden Sea Road	311	52	579	6.09	693	0.449	311	325	0.8	0.9	10.108	B
4 - Barnhorn Road (A259)	744	124	199		1266	0.587	744	692	1.5	1.5	7.292	A
5 - Chestnut Walk	57	9	893		277	0.205	57	49	0.3	0.3	16.798	C

08:05 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	254	42	1017		368	0.691	247	160	0.8	2.0	28.613	D
2 - Little Common Road (A259)	670	112	454	14.40	959	0.699	664	810	1.2	2.2	12.298	B
3 - Cooden Sea Road	390	65	717	7.62	612	0.636	384	401	0.9	1.8	16.571	C
4 - Barnhorn Road (A259)	932	155	246		1241	0.751	923	855	1.5	3.0	11.657	B
5 - Chestnut Walk	71	12	1107		187	0.381	69	61	0.3	0.6	30.957	D

08:15 - 08:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	291	48	1153		312	0.932	271	181	2.0	5.4	66.428	F
2 - Little Common Road (A259)	767	128	505	16.48	929	0.826	755	919	2.2	4.2	20.098	C
3 - Cooden Sea Road	446	74	811	8.73	556	0.803	435	449	1.8	3.6	29.636	D
4 - Barnhorn Road (A259)	1067	178	278		1224	0.872	1050	968	3.0	5.8	20.020	C
5 - Chestnut Walk	81	14	1258		123	0.660	76	70	0.6	1.5	71.157	F

08:25 - 08:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Pear Tree Lane	304	51	1206		290	1.048	275	190	5.4	10.2	123.018	F
2 - Little Common Road (A259)	802	134	519	17.24	920	0.872	793	962	4.2	5.6	26.914	D
3 - Cooden Sea Road	467	78	848	9.13	534	0.875	456	465	3.6	5.3	43.562	E
4 - Barnhorn Road (A259)	1116	186	292		1216	0.917	1100	1012	5.8	8.4	28.492	D
5 - Chestnut Walk	85	14	1319		98	0.870	77	73	1.5	2.9	134.841	F

08:35 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Pear Tree Lane	291	48	1179		301	0.965	285	185	10.2	11.2	145.799	F
2 - Little Common Road (A259)	767	128	525	16.48	917	0.837	767	939	5.6	5.6	25.302	D
3 - Cooden Sea Road	446	74	829	8.73	545	0.819	447	464	5.3	5.2	40.386	E
4 - Barnhorn Road (A259)	1067	178	285		1220	0.874	1068	990	8.4	8.1	26.079	D
5 - Chestnut Walk	81	14	1283		113	0.720	82	71	2.9	2.9	121.330	F

08:45 - 08:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	254	42	1070		346	0.735	300	168	11.2	3.6	84.848	F
2 - Little Common Road (A259)	670	112	519	14.40	920	0.728	686	851	5.6	3.0	16.718	C
3 - Cooden Sea Road	390	65	761	7.62	586	0.665	407	444	5.2	2.3	23.246	C
4 - Barnhorn Road (A259)	932	155	260		1234	0.755	959	908	8.1	3.5	15.008	C
5 - Chestnut Walk	71	12	1155		167	0.426	83	64	2.9	0.8	48.574	E

08:55 - 09:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	837		441	0.460	219	132	3.6	0.9	17.417	C
2 - Little Common Road (A259)	535	89	390	11.50	998	0.536	545	667	3.0	1.2	8.395	A
3 - Cooden Sea Road	311	52	596	6.09	685	0.454	319	339	2.3	0.9	10.806	B
4 - Barnhorn Road (A259)	744	124	204		1263	0.589	756	712	3.5	1.6	7.673	A
5 - Chestnut Walk	57	9	909		270	0.210	60	50	0.8	0.3	17.888	C

09:05 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	821		447	0.454	203	129	0.9	0.9	14.867	B
2 - Little Common Road (A259)	535	89	370	11.50	1003	0.533	535	654	1.2	1.2	7.938	A
3 - Cooden Sea Road	311	52	580	6.09	693	0.449	311	325	0.9	0.9	10.128	B
4 - Barnhorn Road (A259)	744	124	199		1266	0.588	744	692	1.6	1.5	7.310	A
5 - Chestnut Walk	57	9	894		277	0.205	57	49	0.3	0.3	16.839	C

Assessment Drawing No. 180300-003F - 2031 Assessment Flows, PM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	67.85	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Assessment Flows	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	180	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	778	100.000
3 - Cooden Sea Road		ONE HOUR	✓	549	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1247	100.000
5 - Chestnut Walk		ONE HOUR	✓	58	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	16	121	43	0
	2 - Little Common Road (A259)	4	0	35	698	41
	3 - Cooden Sea Road	107	132	0	282	28
	4 - Barnhorn Road (A259)	12	960	187	0	88
	5 - Chestnut Walk	0	21	9	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	7	0
	2 - Little Common Road (A259)	17	0	1	5	1
	3 - Cooden Sea Road	2	2	0	8	0
	4 - Barnhorn Road (A259)	4	5	7	0	8
	5 - Chestnut Walk	0	1	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.70	42.85	2.0	E	147	221
2 - Little Common Road (A259)	0.79	16.73	3.5	C	636	953
3 - Cooden Sea Road	1.01	88.00	12.6	F	448	673
4 - Barnhorn Road (A259)	1.04	92.70	30.3	F	1019	1528
5 - Chestnut Walk	0.65	106.23	1.5	F	47	71

Main Results for each time segment

16:45 - 16:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	890		419	0.290	119	82	0.0	0.4	12.208	B
2 - Little Common Road (A259)	526	88	258	11.50	1062	0.496	520	752	0.0	1.0	6.883	A
3 - Cooden Sea Road	371	62	544	6.09	713	0.521	365	234	0.0	1.1	10.654	B
4 - Barnhorn Road (A259)	843	141	207		1261	0.668	831	701	0.0	2.0	8.597	A
5 - Chestnut Walk	39	7	934		260	0.151	38	105	0.0	0.2	16.687	C

16:55 - 17:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	904		414	0.294	122	83	0.4	0.4	12.633	B
2 - Little Common Road (A259)	526	88	262	11.50	1065	0.494	526	763	1.0	1.0	6.996	A
3 - Cooden Sea Road	371	62	550	6.09	712	0.521	371	238	1.1	1.1	11.056	B
4 - Barnhorn Road (A259)	843	141	211		1260	0.669	843	711	2.0	2.1	9.097	A
5 - Chestnut Walk	39	7	948		254	0.154	39	106	0.2	0.2	17.294	C

17:05 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	152	25	1112		329	0.464	150	102	0.4	0.8	20.335	C
2 - Little Common Road (A259)	659	110	323	14.40	1032	0.638	654	939	1.0	1.8	9.851	A
3 - Cooden Sea Road	465	78	684	7.62	632	0.735	456	293	1.1	2.6	20.471	C
4 - Barnhorn Road (A259)	1056	176	260		1234	0.856	1037	880	2.1	5.2	17.832	C
5 - Chestnut Walk	49	8	1166		162	0.303	48	131	0.2	0.4	32.083	D

17:15 - 17:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	175	29	1236		278	0.628	170	114	0.8	1.5	33.008	D
2 - Little Common Road (A259)	754	126	362	16.48	1014	0.744	748	1045	1.8	2.8	13.825	B
3 - Cooden Sea Road	532	89	781	8.73	574	0.928	508	329	2.6	6.7	44.983	E
4 - Barnhorn Road (A259)	1209	202	290		1217	0.993	1154	998	5.2	14.4	39.970	E
5 - Chestnut Walk	56	9	1297		107	0.525	53	147	0.4	0.9	65.365	F

17:25 - 17:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	183	30	1276		262	0.697	180	117	1.5	2.0	42.854	E
2 - Little Common Road (A259)	789	132	378	17.24	1005	0.785	785	1078	2.8	3.5	16.726	C
3 - Cooden Sea Road	557	93	820	9.13	551	1.012	523	343	6.7	12.4	79.800	F
4 - Barnhorn Road (A259)	1265	211	300		1212	1.043	1190	1043	14.4	26.9	72.059	F
5 - Chestnut Walk	59	10	1338		90	0.653	56	152	0.9	1.4	99.312	F

17:35 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Pear Tree Lane	175	29	1277		262	0.667	175	119	2.0	2.0	42.206	E
2 - Little Common Road (A259)	754	126	373	16.48	1008	0.749	756	1078	3.5	3.3	15.098	C
3 - Cooden Sea Road	532	89	790	8.73	568	0.937	531	338	12.4	12.6	88.005	F
4 - Barnhorn Road (A259)	1209	202	302		1211	0.998	1189	1019	26.9	30.3	92.698	F
5 - Chestnut Walk	56	9	1340		89	0.630	56	151	1.4	1.5	106.233	F

17:45 - 17:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	152	25	1257		270	0.566	156	116	2.0	1.5	33.372	D
2 - Little Common Road (A259)	659	110	351	14.40	1021	0.646	667	1062	3.3	2.0	10.865	B
3 - Cooden Sea Road	465	78	699	7.62	624	0.746	519	319	12.6	3.6	43.872	E
4 - Barnhorn Road (A259)	1056	176	291		1217	0.868	1176	926	30.3	10.3	67.056	F
5 - Chestnut Walk	49	8	1322		97	0.509	51	145	1.5	1.2	84.448	F

17:55 - 18:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	958		391	0.311	128	86	1.5	0.5	14.272	B
2 - Little Common Road (A259)	526	88	279	11.50	1060	0.496	532	807	2.0	1.1	7.197	A
3 - Cooden Sea Road	371	62	560	6.09	707	0.525	386	250	3.6	1.2	12.235	B
4 - Barnhorn Road (A259)	843	141	218		1256	0.672	892	728	10.3	2.3	11.698	B
5 - Chestnut Walk	39	7	999		232	0.169	45	111	1.2	0.2	20.459	C

18:05 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	905		413	0.295	122	83	0.5	0.4	12.680	B
2 - Little Common Road (A259)	526	88	263	11.50	1065	0.494	526	764	1.1	1.0	7.002	A
3 - Cooden Sea Road	371	62	551	6.09	713	0.521	371	238	1.2	1.2	11.085	B
4 - Barnhorn Road (A259)	843	141	211		1260	0.669	844	711	2.3	2.2	9.154	A
5 - Chestnut Walk	39	7	949		254	0.155	39	106	0.2	0.2	17.356	C

Assessment Drawing No. 180300-003F - 2025 Assessment Flows - Sensitivity, AM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	30.20	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2025 Assessment Flows - Sensitivity	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	284	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	754	100.000
3 - Cooden Sea Road		ONE HOUR	✓	438	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1043	100.000
5 - Chestnut Walk		ONE HOUR	✓	79	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	16	152	116	0
	2 - Little Common Road (A259)	4	0	68	662	20
	3 - Cooden Sea Road	127	112	0	182	17
	4 - Barnhorn Road (A259)	51	759	201	0	32
	5 - Chestnut Walk	0	32	34	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	0	0
	2 - Little Common Road (A259)	6	0	5	3	3
	3 - Cooden Sea Road	9	2	0	10	7
	4 - Barnhorn Road (A259)	2	6	7	0	3
	5 - Chestnut Walk	0	2	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.93	74.83	5.7	F	232	348
2 - Little Common Road (A259)	0.82	21.06	4.2	C	616	924
3 - Cooden Sea Road	0.80	31.61	3.7	D	358	537
4 - Barnhorn Road (A259)	0.87	20.67	5.7	C	852	1278
5 - Chestnut Walk	0.65	75.03	1.5	F	65	97

Main Results for each time segment

07:45 - 07:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	192	32	769		469	0.410	188	121	0.0	0.7	12.742	B
2 - Little Common Road (A259)	510	85	343	11.50	1012	0.504	504	614	0.0	1.0	7.231	A
3 - Cooden Sea Road	296	49	544	6.09	712	0.416	292	303	0.0	0.7	9.113	A
4 - Barnhorn Road (A259)	705	118	187		1273	0.554	698	649	0.0	1.3	6.545	A
5 - Chestnut Walk	53	9	838		300	0.178	52	46	0.0	0.2	14.852	B

07:55 - 08:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	192	32	778		465	0.413	192	123	0.7	0.7	13.266	B
2 - Little Common Road (A259)	510	85	349	11.50	1014	0.503	510	621	1.0	1.0	7.365	A
3 - Cooden Sea Road	296	49	551	6.09	710	0.417	296	308	0.7	0.8	9.346	A
4 - Barnhorn Road (A259)	705	118	189		1271	0.555	705	658	1.3	1.3	6.733	A
5 - Chestnut Walk	53	9	848		296	0.181	53	47	0.2	0.2	15.250	C

08:05 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	241	40	966		388	0.620	236	153	0.7	1.5	23.074	C
2 - Little Common Road (A259)	639	106	430	14.40	970	0.658	634	772	1.0	1.9	10.858	B
3 - Cooden Sea Road	371	62	683	7.62	633	0.586	367	380	0.8	1.4	14.333	B
4 - Barnhorn Road (A259)	883	147	235		1247	0.708	877	816	1.3	2.4	10.107	B
5 - Chestnut Walk	67	11	1053		210	0.319	66	58	0.2	0.5	25.436	D

08:15 - 08:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	275	46	1101		333	0.826	264	174	1.5	3.4	45.903	E
2 - Little Common Road (A259)	731	122	486	16.48	940	0.778	723	879	1.9	3.2	16.462	C
3 - Cooden Sea Road	425	71	778	8.73	576	0.738	417	431	1.4	2.7	23.348	C
4 - Barnhorn Road (A259)	1011	169	267		1230	0.822	1000	928	2.4	4.3	15.803	C
5 - Chestnut Walk	77	13	1201		148	0.519	74	66	0.5	1.0	48.128	E

08:25 - 08:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	288	48	1155		311	0.925	275	182	3.4	5.7	74.832	F
2 - Little Common Road (A259)	765	127	507	17.24	927	0.825	759	922	3.2	4.2	21.057	C
3 - Cooden Sea Road	444	74	815	9.13	553	0.803	438	451	2.7	3.7	31.608	D
4 - Barnhorn Road (A259)	1058	176	280		1223	0.865	1049	973	4.3	5.7	20.672	C
5 - Chestnut Walk	80	13	1260		123	0.653	77	69	1.0	1.5	75.034	F

08:35 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	275	46	1119		326	0.845	275	177	5.7	5.6	72.922	F
2 - Little Common Road (A259)	731	122	501	16.48	931	0.785	732	893	4.2	4.0	18.999	C
3 - Cooden Sea Road	425	71	792	8.73	567	0.748	426	442	3.7	3.5	27.886	D
4 - Barnhorn Road (A259)	1011	169	272		1227	0.824	1014	945	5.7	5.4	18.268	C
5 - Chestnut Walk	77	13	1219		140	0.547	77	67	1.5	1.4	60.427	F

08:45 - 08:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	241	40	997		376	0.640	262	158	5.6	2.0	36.083	E
2 - Little Common Road (A259)	639	106	464	14.40	953	0.670	650	796	4.0	2.2	12.628	B
3 - Cooden Sea Road	371	62	710	7.62	617	0.602	381	403	3.5	1.7	17.082	C
4 - Barnhorn Road (A259)	883	147	244		1242	0.711	899	848	5.4	2.8	11.570	B
5 - Chestnut Walk	67	11	1083		197	0.340	72	60	1.4	0.6	30.485	D

08:55 - 09:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	192	32	789		460	0.417	200	125	2.0	0.7	14.274	B
2 - Little Common Road (A259)	510	85	359	11.50	1015	0.502	517	630	2.2	1.1	7.557	A
3 - Cooden Sea Road	296	49	561	6.09	707	0.419	302	315	1.7	0.8	9.678	A
4 - Barnhorn Road (A259)	705	118	193		1269	0.556	714	670	2.8	1.4	6.959	A
5 - Chestnut Walk	53	9	859		291	0.184	55	47	0.6	0.2	15.812	C

09:05 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	192	32	778		465	0.413	192	123	0.7	0.7	13.314	B
2 - Little Common Road (A259)	510	85	349	11.50	1014	0.503	510	622	1.1	1.1	7.369	A
3 - Cooden Sea Road	296	49	551	6.09	710	0.417	296	308	0.8	0.8	9.357	A
4 - Barnhorn Road (A259)	705	118	189		1271	0.555	705	658	1.4	1.3	6.741	A
5 - Chestnut Walk	53	9	848		296	0.181	53	47	0.2	0.2	15.275	C

Assessment Drawing No. 180300-003F - 2025 Assessment Flows - Sensitivity, PM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	39.59	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2025 Assessment Flows - Sensitivity	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	170	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	737	100.000
3 - Cooden Sea Road		ONE HOUR	✓	521	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1184	100.000
5 - Chestnut Walk		ONE HOUR	✓	55	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	15	114	41	0
	2 - Little Common Road (A259)	4	0	34	660	39
	3 - Cooden Sea Road	101	126	0	267	27
	4 - Barnhorn Road (A259)	12	912	177	0	83
	5 - Chestnut Walk	0	20	9	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	7	0
	2 - Little Common Road (A259)	17	0	1	5	1
	3 - Cooden Sea Road	2	2	0	8	0
	4 - Barnhorn Road (A259)	4	5	7	0	8
	5 - Chestnut Walk	0	1	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.63	34.75	1.6	D	139	208
2 - Little Common Road (A259)	0.74	13.83	2.8	B	602	903
3 - Cooden Sea Road	0.92	48.91	6.8	E	426	638
4 - Barnhorn Road (A259)	0.99	50.65	15.8	F	967	1451
5 - Chestnut Walk	0.55	73.23	1.0	F	45	67

Main Results for each time segment

16:45 - 16:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	115	19	847		437	0.263	113	78	0.0	0.4	11.316	B
2 - Little Common Road (A259)	498	83	244	11.50	1069	0.466	493	716	0.0	0.9	6.483	A
3 - Cooden Sea Road	352	59	515	6.09	730	0.483	347	222	0.0	0.9	9.717	A
4 - Barnhorn Road (A259)	801	133	198		1267	0.632	790	663	0.0	1.7	7.809	A
5 - Chestnut Walk	37	6	888		279	0.133	36	99	0.0	0.2	15.255	C

16:55 - 17:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	115	19	859		432	0.266	115	79	0.4	0.4	11.630	B
2 - Little Common Road (A259)	498	83	248	11.50	1072	0.465	498	725	0.9	0.9	6.571	A
3 - Cooden Sea Road	352	59	521	6.09	729	0.483	352	226	0.9	1.0	10.011	B
4 - Barnhorn Road (A259)	801	133	201		1265	0.633	800	672	1.7	1.8	8.164	A
5 - Chestnut Walk	37	6	900		274	0.136	37	101	0.2	0.2	15.691	C

17:05 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	144	24	1061		349	0.412	142	98	0.4	0.7	17.619	C
2 - Little Common Road (A259)	624	104	306	14.40	1039	0.601	621	897	0.9	1.5	8.917	A
3 - Cooden Sea Road	441	74	648	7.62	654	0.675	435	279	1.0	2.0	16.763	C
4 - Barnhorn Road (A259)	1003	167	248		1240	0.809	990	834	1.8	4.0	14.467	B
5 - Chestnut Walk	47	8	1113		184	0.253	46	125	0.2	0.3	26.549	D

17:15 - 17:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	165	27	1196		294	0.560	162	110	0.7	1.2	27.182	D
2 - Little Common Road (A259)	715	119	347	16.48	1023	0.698	710	1011	1.5	2.3	11.845	B
3 - Cooden Sea Road	505	84	740	8.73	598	0.844	491	316	2.0	4.3	31.620	D
4 - Barnhorn Road (A259)	1148	191	281		1222	0.939	1116	951	4.0	9.4	28.881	D
5 - Chestnut Walk	53	9	1255		125	0.428	51	141	0.3	0.7	49.195	E

17:25 - 17:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	172	29	1248		274	0.630	170	115	1.2	1.6	34.746	D
2 - Little Common Road (A259)	748	125	363	17.24	1013	0.738	745	1055	2.3	2.8	13.826	B
3 - Cooden Sea Road	528	88	777	9.13	576	0.917	514	331	4.3	6.8	48.906	E
4 - Barnhorn Road (A259)	1201	200	294		1215	0.988	1163	997	9.4	15.7	47.140	E
5 - Chestnut Walk	56	9	1309		102	0.546	54	148	0.7	1.0	73.234	F

17:35 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	165	27	1231		280	0.588	165	114	1.6	1.5	32.250	D
2 - Little Common Road (A259)	715	119	356	16.48	1018	0.702	716	1040	2.8	2.6	12.556	B
3 - Cooden Sea Road	505	84	748	8.73	594	0.851	506	324	6.8	6.6	45.104	E
4 - Barnhorn Road (A259)	1148	191	289		1218	0.942	1148	965	15.7	15.8	50.653	F
5 - Chestnut Walk	53	9	1292		110	0.487	53	145	1.0	1.0	66.549	F

17:45 - 17:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	144	24	1143		316	0.455	148	105	1.5	0.9	22.328	C
2 - Little Common Road (A259)	624	104	326	14.40	1036	0.603	630	965	2.6	1.6	9.406	A
3 - Cooden Sea Road	441	74	660	7.62	647	0.682	466	296	6.6	2.5	23.112	C
4 - Barnhorn Road (A259)	1003	167	264		1231	0.815	1066	862	15.8	5.3	27.376	D
5 - Chestnut Walk	47	8	1197		149	0.313	50	132	1.0	0.5	38.319	E

17:55 - 18:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	115	19	882		423	0.272	118	81	0.9	0.4	12.230	B
2 - Little Common Road (A259)	498	83	255	11.50	1072	0.465	503	745	1.6	0.9	6.671	A
3 - Cooden Sea Road	352	59	526	6.09	727	0.484	361	232	2.5	1.0	10.535	B
4 - Barnhorn Road (A259)	801	133	205		1263	0.634	821	682	5.3	1.9	8.974	A
5 - Chestnut Walk	37	6	924		264	0.141	39	103	0.5	0.2	16.648	C

18:05 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	115	19	859		432	0.266	115	79	0.4	0.4	11.651	B
2 - Little Common Road (A259)	498	83	248	11.50	1072	0.465	498	726	0.9	0.9	6.574	A
3 - Cooden Sea Road	352	59	521	6.09	729	0.483	352	226	1.0	1.0	10.026	B
4 - Barnhorn Road (A259)	801	133	201		1265	0.633	801	672	1.9	1.9	8.195	A
5 - Chestnut Walk	37	6	901		274	0.136	37	101	0.2	0.2	15.717	C

Assessment Drawing No. 180300-003F - 2031 Assessment Flows - Sensitivity, AM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	47.56	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2031 Assessment Flows - Sensitivity	AM - Saturn Peak	ONE HOUR	07:45	09:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	300	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	795	100.000
3 - Cooden Sea Road		ONE HOUR	✓	461	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1102	100.000
5 - Chestnut Walk		ONE HOUR	✓	84	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	16	161	123	0
	2 - Little Common Road (A259)	4	0	72	698	21
	3 - Cooden Sea Road	134	118	0	191	18
	4 - Barnhorn Road (A259)	53	802	213	0	34
	5 - Chestnut Walk	0	34	36	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	0	0
	2 - Little Common Road (A259)	6	0	5	3	3
	3 - Cooden Sea Road	9	2	0	10	7
	4 - Barnhorn Road (A259)	2	6	7	0	3
	5 - Chestnut Walk	0	2	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	1.05	148.74	11.5	F	245	368
2 - Little Common Road (A259)	0.88	27.49	5.8	D	649	974
3 - Cooden Sea Road	0.88	44.48	5.4	E	377	565
4 - Barnhorn Road (A259)	0.92	28.88	8.5	D	900	1350
5 - Chestnut Walk	0.88	138.22	3.0	F	69	103

Main Results for each time segment

07:45 - 07:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	812		451	0.450	198	127	0.0	0.8	14.085	B
2 - Little Common Road (A259)	538	90	363	11.50	1001	0.537	531	647	0.0	1.2	7.791	A
3 - Cooden Sea Road	312	52	573	6.09	695	0.449	307	320	0.0	0.8	9.845	A
4 - Barnhorn Road (A259)	745	124	196		1267	0.588	736	683	0.0	1.5	7.067	A
5 - Chestnut Walk	57	9	884		281	0.202	55	49	0.0	0.3	16.306	C

07:55 - 08:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	823		447	0.454	203	129	0.8	0.8	14.831	B
2 - Little Common Road (A259)	538	90	370	11.50	1003	0.536	538	656	1.2	1.2	7.971	A
3 - Cooden Sea Road	312	52	581	6.09	692	0.450	312	326	0.8	0.9	10.156	B
4 - Barnhorn Road (A259)	745	124	199		1266	0.589	745	694	1.5	1.5	7.316	A
5 - Chestnut Walk	57	9	895		276	0.206	57	49	0.3	0.3	16.863	C

08:05 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	254	42	1019		367	0.693	247	160	0.8	2.0	28.808	D
2 - Little Common Road (A259)	673	112	454	14.40	959	0.702	667	813	1.2	2.3	12.424	B
3 - Cooden Sea Road	390	65	719	7.62	611	0.639	385	401	0.9	1.8	16.720	C
4 - Barnhorn Road (A259)	933	156	246		1241	0.752	924	858	1.5	3.0	11.727	B
5 - Chestnut Walk	71	12	1110		186	0.383	69	61	0.3	0.6	31.194	D

08:15 - 08:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	291	48	1156		311	0.935	270	181	2.0	5.4	67.175	F
2 - Little Common Road (A259)	771	128	504	16.48	929	0.830	759	922	2.3	4.3	20.431	C
3 - Cooden Sea Road	447	74	814	8.73	554	0.807	436	449	1.8	3.6	30.095	D
4 - Barnhorn Road (A259)	1069	178	279		1223	0.874	1051	970	3.0	5.9	20.217	C
5 - Chestnut Walk	81	14	1261		122	0.665	76	69	0.6	1.5	72.381	F

08:25 - 08:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Pear Tree Lane	304	51	1209		289	1.051	275	190	5.4	10.4	124.772	F
2 - Little Common Road (A259)	806	134	518	17.24	921	0.876	797	965	4.3	5.8	27.493	D
3 - Cooden Sea Road	468	78	850	9.13	532	0.879	457	465	3.6	5.4	44.482	E
4 - Barnhorn Road (A259)	1118	186	293		1216	0.919	1102	1014	5.9	8.5	28.876	D
5 - Chestnut Walk	85	14	1322		97	0.880	77	73	1.5	3.0	138.215	F

08:35 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Pear Tree Lane	291	48	1182		300	0.969	284	185	10.4	11.5	148.744	F
2 - Little Common Road (A259)	771	128	525	16.48	917	0.841	771	942	5.8	5.7	25.917	D
3 - Cooden Sea Road	447	74	832	8.73	543	0.823	447	464	5.4	5.3	41.429	E
4 - Barnhorn Road (A259)	1069	178	286		1219	0.876	1070	993	8.5	8.2	26.507	D
5 - Chestnut Walk	81	14	1286		112	0.727	82	71	3.0	2.9	125.440	F

08:45 - 08:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	254	42	1074		344	0.738	301	168	11.5	3.7	87.731	F
2 - Little Common Road (A259)	673	112	520	14.40	919	0.732	689	854	5.7	3.1	17.090	C
3 - Cooden Sea Road	390	65	764	7.62	584	0.669	408	445	5.3	2.4	23.771	C
4 - Barnhorn Road (A259)	933	156	261		1233	0.757	961	912	8.2	3.6	15.204	C
5 - Chestnut Walk	71	12	1158		165	0.430	84	64	2.9	0.9	49.857	E

08:55 - 09:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	840		440	0.461	220	132	3.7	0.9	17.582	C
2 - Little Common Road (A259)	538	90	390	11.50	997	0.539	548	669	3.1	1.2	8.468	A
3 - Cooden Sea Road	312	52	599	6.09	684	0.456	320	340	2.4	0.9	10.883	B
4 - Barnhorn Road (A259)	745	124	205		1263	0.590	757	714	3.6	1.6	7.707	A
5 - Chestnut Walk	57	9	912		269	0.211	60	50	0.9	0.3	17.985	C

09:05 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	203	34	823		446	0.454	203	129	0.9	0.9	14.922	B
2 - Little Common Road (A259)	538	90	370	11.50	1004	0.536	538	656	1.2	1.2	7.982	A
3 - Cooden Sea Road	312	52	582	6.09	692	0.450	312	326	0.9	0.9	10.177	B
4 - Barnhorn Road (A259)	745	124	200		1266	0.589	745	694	1.6	1.5	7.332	A
5 - Chestnut Walk	57	9	896		276	0.206	57	49	0.3	0.3	16.905	C

Assessment Drawing No. 180300-003F - 2031 Assessment Flows - Sensitivity, PM - Saturn Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2025 Baseline Flows, AM - Saturn Peak	Demand Sets have different time segment lengths. Use caution if using Demand Set relationships.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Assessment Drawing No. 180300-003F	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Little Common Roundabout	Standard Roundabout		1, 2, 3, 4, 5	70.15	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Pear Tree Lane	
2	Little Common Road (A259)	
3	Cooden Sea Road	
4	Barnhorn Road (A259)	
5	Chestnut Walk	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Pear Tree Lane	3.16	5.66	17.0	4.9	49.4	68.0	
2 - Little Common Road (A259)	3.62	7.00	13.4	24.5	48.0	38.3	
3 - Cooden Sea Road	3.42	7.84	12.3	28.1	49.4	34.2	
4 - Barnhorn Road (A259)	2.95	7.06	17.5	17.4	48.0	59.4	
5 - Chestnut Walk	2.95	5.21	1.4	8.0	34.4	60.4	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Little Common Road (A259)	3.00	3.00	2.90	1.00	5.00	6.00	7.00
3 - Cooden Sea Road	5.00	3.00	2.90	1.00	5.00	6.00	7.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
1 - Pear Tree Lane	Percentage		74.00
2 - Little Common Road (A259)	Percentage		75.50
3 - Cooden Sea Road	Percentage		63.00
4 - Barnhorn Road (A259)	Percentage		96.00
5 - Chestnut Walk	Percentage		79.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pear Tree Lane	0.407	782
2 - Little Common Road (A259)	0.598	1230
3 - Cooden Sea Road	0.603	1045
4 - Barnhorn Road (A259)	0.533	1372
5 - Chestnut Walk	0.420	652

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2031 Assessment Flows - Sensitivity	PM - Saturn Peak	ONE HOUR	16:45	18:15	10	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pear Tree Lane		ONE HOUR	✓	180	100.000
2 - Little Common Road (A259)		ONE HOUR	✓	778	100.000
3 - Cooden Sea Road		ONE HOUR	✓	550	100.000
4 - Barnhorn Road (A259)		ONE HOUR	✓	1252	100.000
5 - Chestnut Walk		ONE HOUR	✓	58	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Pear Tree Lane		
2 - Little Common Road (A259)	[ONEHOUR]	17.00
3 - Cooden Sea Road	[ONEHOUR]	9.00
4 - Barnhorn Road (A259)		
5 - Chestnut Walk		

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	16	121	43	0
	2 - Little Common Road (A259)	4	0	35	698	41
	3 - Cooden Sea Road	107	133	0	282	28
	4 - Barnhorn Road (A259)	12	965	187	0	88
	5 - Chestnut Walk	0	21	9	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Pear Tree Lane	2 - Little Common Road (A259)	3 - Cooden Sea Road	4 - Barnhorn Road (A259)	5 - Chestnut Walk
From	1 - Pear Tree Lane	0	2	1	7	0
	2 - Little Common Road (A259)	17	0	1	5	1
	3 - Cooden Sea Road	2	2	0	8	0
	4 - Barnhorn Road (A259)	4	5	7	0	8
	5 - Chestnut Walk	0	1	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Pear Tree Lane	0.70	43.30	2.0	E	147	221
2 - Little Common Road (A259)	0.79	16.70	3.5	C	636	953
3 - Cooden Sea Road	1.01	89.14	12.8	F	449	674
4 - Barnhorn Road (A259)	1.05	97.05	32.0	F	1023	1534
5 - Chestnut Walk	0.66	109.54	1.6	F	47	71

Main Results for each time segment

16:45 - 16:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	894		418	0.292	119	82	0.0	0.4	12.271	B
2 - Little Common Road (A259)	526	88	258	11.50	1062	0.496	520	756	0.0	1.0	6.883	A
3 - Cooden Sea Road	372	62	544	6.09	713	0.522	365	234	0.0	1.1	10.671	B
4 - Barnhorn Road (A259)	847	141	208		1261	0.671	834	701	0.0	2.1	8.665	A
5 - Chestnut Walk	39	7	938		258	0.152	38	105	0.0	0.2	16.810	C

16:55 - 17:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	908		412	0.295	122	83	0.4	0.4	12.704	B
2 - Little Common Road (A259)	526	88	262	11.50	1065	0.494	526	767	1.0	1.0	6.996	A
3 - Cooden Sea Road	372	62	550	6.09	712	0.522	372	238	1.1	1.1	11.076	B
4 - Barnhorn Road (A259)	847	141	212		1259	0.672	846	711	2.1	2.1	9.180	A
5 - Chestnut Walk	39	7	952		252	0.156	39	106	0.2	0.2	17.432	C

17:05 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	152	25	1116		327	0.466	150	102	0.4	0.8	20.536	C
2 - Little Common Road (A259)	659	110	323	14.40	1032	0.638	654	944	1.0	1.8	9.849	A
3 - Cooden Sea Road	466	78	684	7.62	632	0.737	457	293	1.1	2.6	20.550	C
4 - Barnhorn Road (A259)	1060	177	261		1233	0.860	1041	880	2.1	5.3	18.148	C
5 - Chestnut Walk	49	8	1171		160	0.307	48	131	0.2	0.4	32.605	D

17:15 - 17:25

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	175	29	1240		277	0.631	170	114	0.8	1.5	33.387	D
2 - Little Common Road (A259)	754	126	362	16.48	1014	0.744	748	1048	1.8	2.8	13.811	B
3 - Cooden Sea Road	533	89	781	8.73	574	0.929	508	329	2.6	6.8	45.278	E
4 - Barnhorn Road (A259)	1214	202	291		1217	0.998	1156	998	5.3	15.0	41.032	E
5 - Chestnut Walk	56	9	1301		106	0.532	53	147	0.4	1.0	66.877	F

17:25 - 17:35

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Pear Tree Lane	183	30	1279		261	0.700	180	117	1.5	2.0	43.302	E
2 - Little Common Road (A259)	789	132	377	17.24	1005	0.785	785	1081	2.8	3.5	16.702	C
3 - Cooden Sea Road	558	93	820	9.13	551	1.013	524	343	6.8	12.5	80.518	F
4 - Barnhorn Road (A259)	1270	212	301		1212	1.048	1191	1043	15.0	28.1	74.553	F
5 - Chestnut Walk	59	10	1340		89	0.660	56	152	1.0	1.5	101.568	F

17:35 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Pear Tree Lane	175	29	1280		260	0.670	175	119	2.0	2.0	42.752	E
2 - Little Common Road (A259)	754	126	372	16.48	1008	0.748	756	1082	3.5	3.3	15.080	C
3 - Cooden Sea Road	533	89	790	8.73	568	0.938	532	338	12.5	12.8	89.141	F
4 - Barnhorn Road (A259)	1214	202	303		1211	1.003	1190	1019	28.1	32.0	97.050	F
5 - Chestnut Walk	56	9	1343		88	0.639	56	151	1.5	1.6	109.538	F

17:45 - 17:55

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	152	25	1265		266	0.572	156	116	2.0	1.5	34.279	D
2 - Little Common Road (A259)	659	110	351	14.40	1021	0.646	667	1070	3.3	2.0	10.862	B
3 - Cooden Sea Road	466	78	698	7.62	624	0.747	521	319	12.8	3.6	44.564	E
4 - Barnhorn Road (A259)	1060	177	292		1216	0.872	1183	927	32.0	11.5	72.234	F
5 - Chestnut Walk	49	8	1330		93	0.527	51	145	1.6	1.3	90.586	F

17:55 - 18:05

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	969		387	0.315	128	87	1.5	0.5	14.548	B
2 - Little Common Road (A259)	526	88	280	11.50	1060	0.497	532	817	2.0	1.1	7.209	A
3 - Cooden Sea Road	372	62	560	6.09	707	0.526	386	252	3.6	1.2	12.277	B
4 - Barnhorn Road (A259)	847	141	219		1255	0.674	902	728	11.5	2.3	12.295	B
5 - Chestnut Walk	39	7	1010		228	0.172	46	111	1.3	0.2	21.092	C

18:05 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pear Tree Lane	122	20	909		412	0.296	122	83	0.5	0.4	12.756	B
2 - Little Common Road (A259)	526	88	263	11.50	1065	0.494	526	768	1.1	1.0	7.000	A
3 - Cooden Sea Road	372	62	551	6.09	713	0.522	372	238	1.2	1.2	11.109	B
4 - Barnhorn Road (A259)	847	141	212		1259	0.672	847	711	2.3	2.2	9.239	A
5 - Chestnut Walk	39	7	953		252	0.156	39	106	0.2	0.2	17.501	C

Appendix G – Assessment Output: Junction 6

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: J6 Inc NH Comments and 2022 Surveyed Flows.j9
Path: J:\2019\A115791 Bexhill, Fryatt Way\Jun. Ass\June 2022 Assessments J5 to J7\J6 Broadoak Ln_ A259 Little Common Rd
Report generation date: 13/06/2022 11:09:56

»Surveyed Flows - 2022 Surveyed Flows, AM Surveyed Peak
»Surveyed Flows - 2022 Surveyed Flows, PM Surveyed Peak
»Future Year Flows - 2025 Baseline Flows, AM Saturn Peak
»Future Year Flows - 2025 Baseline Flows, PM Saturn Peak
»Future Year Flows - 2025 Ass. Flows, AM Saturn Peak
»Future Year Flows - 2025 Ass. Flows, PM Saturn Peak
»Future Year Flows - 2031 Baseline Flows, AM Saturn Peak
»Future Year Flows - 2031 Baseline Flows, PM Saturn Peak
»Future Year Flows - 2031 Ass. Flows, AM Saturn Peak
»Future Year Flows - 2031 Ass. Flows, PM Saturn Peak
»Future Year Flows - 2025 Ass. Flows - Sensitivity Test, AM Saturn Peak
»Future Year Flows - 2025 Ass. Flows - Sensitivity Test, PM Saturn Peak
»Future Year Flows - 2031 Ass. Flows - Sensitivity Test, AM Saturn Peak
»Future Year Flows - 2031 Ass. Flows - Sensitivity Test, PM Saturn Peak

Summary of junction performance

	AM Surveyed Peak				PM Surveyed Peak			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Surveyed Flows - 2022 Surveyed Flows							
Stream B-AC	0.3	21.64	0.21	0.55	0.1	15.16	0.08	0.21
Stream C-AB	0.0	8.72	0.03		0.0	8.28	0.02	

	AM Saturn Peak				PM Saturn Peak			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Future Year Flows - 2025 Baseline Flows							
Stream B-AC	3.9	80.19	0.82	8.34	1.7	45.69	0.64	3.83
Stream C-AB	0.2	9.98	0.14		0.5	14.08	0.33	
	Future Year Flows - 2025 Ass. Flows							
Stream B-AC	8.8	150.83	0.97	17.25	2.7	67.23	0.74	5.54
Stream C-AB	0.2	10.04	0.14		0.5	14.43	0.34	
	Future Year Flows - 2031 Baseline Flows							
Stream B-AC	7.9	147.33	0.96	15.16	3.2	81.81	0.79	6.29
Stream C-AB	0.2	10.36	0.15		0.6	15.38	0.37	
	Future Year Flows - 2031 Ass. Flows							
Stream B-AC	18.2	276.11	1.12	31.18	6.1	142.79	0.93	10.89
Stream C-AB	0.2	10.43	0.15		0.6	15.79	0.37	
	Future Year Flows - 2025 Ass. Flows - Sensitivity Test							
Stream B-AC	10.4	172.04	1.00	20.03	2.8	70.50	0.76	5.79
Stream C-AB	0.2	10.07	0.14		0.5	14.52	0.34	
	Future Year Flows - 2031 Ass. Flows - Sensitivity Test							
Stream B-AC	20.9	309.25	1.15	35.56	6.6	152.48	0.94	11.61
Stream C-AB	0.2	10.45	0.15		0.6	15.91	0.38	

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	03/06/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\yujing.liu
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2022 Surveyed Flows	AM Surveyed Peak	ONE HOUR	07:00	08:30	15	✓
D2	2022 Surveyed Flows	PM Surveyed Peak	ONE HOUR	16:30	18:00	15	✓
D3	2025 Baseline Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓
D4	2025 Baseline Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓
D5	2025 Ass. Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓
D6	2025 Ass. Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓
D7	2031 Baseline Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓
D8	2031 Baseline Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓
D9	2031 Ass. Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓
D10	2031 Ass. Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓
D11	2025 Ass. Flows - Sensitivity Test	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓
D12	2025 Ass. Flows - Sensitivity Test	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓
D13	2031 Ass. Flows - Sensitivity Test	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓
D14	2031 Ass. Flows - Sensitivity Test	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

Surveyed Flows - 2022 Surveyed Flows, AM Surveyed Peak

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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Surveyed Flows	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		0.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D1	2022 Surveyed Flows	AM Surveyed Peak	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	903	100.000
B - Broadoak Ln		ONE HOUR	✓	41	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	853	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	13	890
	B - Broadoak Ln	28	0	13
	C - A259 Little Common Rd (E)	842	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	0	0
	B - Broadoak Ln	0	0	0
	C - A259 Little Common Rd (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	21.64	0.3	C	38	56
C-AB	0.03	8.72	0.0	A	10	15
C-A					773	1159
A-B					12	18
A-C					817	1225

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	334	0.092	30	0.0	0.1	11.834	B
C-AB	8	2	501	0.017	8	0.0	0.0	7.308	A
C-A	634	158			634				
A-B	10	2			10				
A-C	670	168			670				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	284	0.130	37	0.1	0.1	14.551	B
C-AB	10	2	469	0.021	10	0.0	0.0	7.842	A
C-A	757	189			757				
A-B	12	3			12				
A-C	800	200			800				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	211	0.214	45	0.1	0.3	21.529	C
C-AB	12	3	425	0.029	12	0.0	0.0	8.720	A
C-A	927	232			927				
A-B	14	4			14				
A-C	980	245			980				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	11	211	0.214	45	0.3	0.3	21.645	C
C-AB	12	3	425	0.029	12	0.0	0.0	8.720	A
C-A	927	232			927				
A-B	14	4			14				
A-C	980	245			980				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	284	0.130	37	0.3	0.2	14.626	B
C-AB	10	2	469	0.021	10	0.0	0.0	7.843	A
C-A	757	189			757				
A-B	12	3			12				
A-C	800	200			800				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	334	0.092	31	0.2	0.1	11.882	B
C-AB	8	2	501	0.017	8	0.0	0.0	7.309	A
C-A	634	158			634				
A-B	10	2			10				
A-C	670	168			670				

Surveyed Flows - 2022 Surveyed Flows, PM Surveyed Peak

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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Surveyed Flows	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		0.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D2	2022 Surveyed Flows	PM Surveyed Peak	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	836	100.000
B - Broadoak Ln		ONE HOUR	✓	19	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	819	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	26	810
	B - Broadoak Ln	11	0	8
	C - A259 Little Common Rd (E)	812	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	0	0
	B - Broadoak Ln	0	0	0
	C - A259 Little Common Rd (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	15.16	0.1	C	17	26
C-AB	0.02	8.28	0.0	A	6	10
C-A					745	1118
A-B					24	36
A-C					743	1115

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	371	0.039	14	0.0	0.0	10.074	B
C-AB	5	1	513	0.010	5	0.0	0.0	7.090	A
C-A	611	153			611				
A-B	20	5			20				
A-C	610	152			610				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	325	0.053	17	0.0	0.1	11.676	B
C-AB	6	2	483	0.013	6	0.0	0.0	7.543	A
C-A	730	182			730				
A-B	23	6			23				
A-C	728	182			728				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	258	0.081	21	0.1	0.1	15.144	C
C-AB	8	2	443	0.017	8	0.0	0.0	8.275	A
C-A	894	224			894				
A-B	29	7			29				
A-C	892	223			892				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	258	0.081	21	0.1	0.1	15.159	C
C-AB	8	2	443	0.017	8	0.0	0.0	8.275	A
C-A	894	224			894				
A-B	29	7			29				
A-C	892	223			892				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	325	0.053	17	0.1	0.1	11.694	B
C-AB	6	2	483	0.013	6	0.0	0.0	7.546	A
C-A	730	182			730				
A-B	23	6			23				
A-C	728	182			728				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	371	0.039	14	0.1	0.0	10.085	B
C-AB	5	1	513	0.010	5	0.0	0.0	7.093	A
C-A	611	153			611				
A-B	20	5			20				
A-C	610	152			610				

Future Year Flows - 2025 Baseline Flows, AM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		8.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D3	2025 Baseline Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	908	100.000
B - Broadoak Ln		ONE HOUR	✓	174	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	656	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	28	880
	B - Broadoak Ln	122	0	52
	C - A259 Little Common Rd (E)	602	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	4	5
	B - Broadoak Ln	7	0	1
	C - A259 Little Common Rd (E)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.82	80.19	3.9	F	160	239
C-AB	0.14	9.98	0.2	A	50	74
C-A					552	829
A-B					26	39
A-C					808	1211

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	346	0.378	129	0.0	0.6	17.160	C
C-AB	41	10	500	0.081	40	0.0	0.1	7.906	A
C-A	453	113			453				
A-B	21	5			21				
A-C	663	166			663				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	300	0.522	155	0.6	1.1	25.750	D
C-AB	49	12	468	0.104	48	0.1	0.1	8.667	A
C-A	541	135			541				
A-B	25	6			25				
A-C	791	198			791				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	233	0.822	182	1.1	3.4	65.012	F
C-AB	59	15	424	0.140	59	0.1	0.2	9.975	A
C-A	663	166			663				
A-B	31	8			31				
A-C	969	242			969				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	233	0.822	190	3.4	3.9	80.193	F
C-AB	59	15	424	0.140	59	0.2	0.2	9.985	A
C-A	663	166			663				
A-B	31	8			31				
A-C	969	242			969				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	300	0.522	167	3.9	1.2	30.607	D
C-AB	49	12	468	0.104	49	0.2	0.1	8.678	A
C-A	541	135			541				
A-B	25	6			25				
A-C	791	198			791				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	33	346	0.378	133	1.2	0.7	17.946	C
C-AB	41	10	500	0.081	41	0.1	0.1	7.922	A
C-A	453	113			453				
A-B	21	5			21				
A-C	663	166			663				

Future Year Flows - 2025 Baseline Flows, PM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		3.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D4	2025 Baseline Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	1046	100.000
B - Broadoak Ln		ONE HOUR	✓	129	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	50	996
	B - Broadoak Ln	48	0	81
	C - A259 Little Common Rd (E)	678	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	6	5
	B - Broadoak Ln	13	0	0
	C - A259 Little Common Rd (E)	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.64	45.69	1.7	E	118	178
C-AB	0.33	14.08	0.5	B	107	161
C-A					622	933
A-B					46	69
A-C					914	1371

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	369	0.263	96	0.0	0.4	13.702	B
C-AB	88	22	475	0.186	87	0.0	0.2	9.359	A
C-A	510	128			510				
A-B	38	9			38				
A-C	750	187			750				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	29	312	0.372	115	0.4	0.6	19.016	C
C-AB	105	26	438	0.240	105	0.2	0.3	10.905	B
C-A	610	152			610				
A-B	45	11			45				
A-C	895	224			895				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	36	223	0.636	138	0.6	1.6	42.219	E
C-AB	129	32	387	0.333	128	0.3	0.5	14.010	B
C-A	746	187			746				
A-B	55	14			55				
A-C	1097	274			1097				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	36	223	0.637	142	1.6	1.7	45.694	E
C-AB	129	32	387	0.333	129	0.5	0.5	14.084	B
C-A	746	187			746				
A-B	55	14			55				
A-C	1097	274			1097				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	29	312	0.372	120	1.7	0.6	20.075	C
C-AB	105	26	438	0.240	106	0.5	0.3	10.975	B
C-A	610	152			610				
A-B	45	11			45				
A-C	895	224			895				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	24	368	0.264	98	0.6	0.4	13.970	B
C-AB	88	22	475	0.186	88	0.3	0.2	9.419	A
C-A	510	128			510				
A-B	38	9			38				
A-C	750	187			750				

Future Year Flows - 2025 Ass. Flows, AM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		17.25	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D5	2025 Ass. Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	916	100.000
B - Broadoak Ln		ONE HOUR	✓	199	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	656	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	36	880
	B - Broadoak Ln	147	0	52
	C - A259 Little Common Rd (E)	602	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	4	5
	B - Broadoak Ln	7	0	1
	C - A259 Little Common Rd (E)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.97	150.83	8.8	F	183	274
C-AB	0.14	10.04	0.2	B	50	74
C-A					552	829
A-B					33	50
A-C					808	1211

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	37	340	0.441	147	0.0	0.8	19.343	C
C-AB	41	10	498	0.082	40	0.0	0.1	7.931	A
C-A	453	113			453				
A-B	27	7			27				
A-C	663	166			663				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	293	0.611	176	0.8	1.5	31.669	D
C-AB	49	12	466	0.104	48	0.1	0.1	8.703	A
C-A	541	135			541				
A-B	32	8			32				
A-C	791	198			791				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	55	227	0.967	199	1.5	6.5	100.829	F
C-AB	59	15	421	0.141	59	0.1	0.2	10.034	B
C-A	663	166			663				
A-B	40	10			40				
A-C	969	242			969				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	55	227	0.967	210	6.5	8.8	150.831	F
C-AB	59	15	421	0.141	59	0.2	0.2	10.043	B
C-A	663	166			663				
A-B	40	10			40				
A-C	969	242			969				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	293	0.611	207	8.8	1.8	53.837	F
C-AB	49	12	466	0.104	49	0.2	0.1	8.716	A
C-A	541	135			541				
A-B	32	8			32				
A-C	791	198			791				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	37	340	0.441	154	1.8	0.9	20.798	C
C-AB	41	10	498	0.082	41	0.1	0.1	7.946	A
C-A	453	113			453				
A-B	27	7			27				
A-C	663	166			663				

Future Year Flows - 2025 Ass. Flows, PM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		5.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D6	2025 Ass. Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	1069	100.000
B - Broadoak Ln		ONE HOUR	✓	140	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	73	996
	B - Broadoak Ln	59	0	81
	C - A259 Little Common Rd (E)	678	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	6	5
	B - Broadoak Ln	13	0	0
	C - A259 Little Common Rd (E)	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.74	67.23	2.7	F	128	193
C-AB	0.34	14.43	0.5	B	107	161
C-A					622	933
A-B					67	100
A-C					914	1371

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	355	0.297	104	0.0	0.4	14.966	B
C-AB	88	22	471	0.187	87	0.0	0.2	9.460	A
C-A	510	128			510				
A-B	55	14			55				
A-C	750	187			750				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	297	0.424	125	0.4	0.7	21.809	C
C-AB	105	26	433	0.243	105	0.2	0.3	11.069	B
C-A	610	152			610				
A-B	66	16			66				
A-C	895	224			895				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	208	0.743	147	0.7	2.4	57.635	F
C-AB	129	32	381	0.338	128	0.3	0.5	14.344	B
C-A	746	187			746				
A-B	80	20			80				
A-C	1097	274			1097				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	207	0.744	153	2.4	2.7	67.233	F
C-AB	129	32	381	0.338	129	0.5	0.5	14.425	B
C-A	746	187			746				
A-B	80	20			80				
A-C	1097	274			1097				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	31	297	0.424	133	2.7	0.8	24.139	C
C-AB	105	26	433	0.243	106	0.5	0.3	11.144	B
C-A	610	152			610				
A-B	66	16			66				
A-C	895	224			895				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	354	0.297	107	0.8	0.5	15.361	C
C-AB	88	22	471	0.187	88	0.3	0.2	9.523	A
C-A	510	128			510				
A-B	55	14			55				
A-C	750	187			750				

Future Year Flows - 2031 Baseline Flows, AM Saturn Peak

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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		15.16	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D7	2031 Baseline Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	958	100.000
B - Broadoak Ln		ONE HOUR	✓	185	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	694	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	29	929
	B - Broadoak Ln	130	0	55
	C - A259 Little Common Rd (E)	637	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	0	0
	B - Broadoak Ln	0	0	0
	C - A259 Little Common Rd (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.96	147.33	7.9	F	170	255
C-AB	0.15	10.36	0.2	B	52	78
C-A					585	877
A-B					27	40
A-C					852	1279

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	35	333	0.419	136	0.0	0.7	18.104	C
C-AB	43	11	491	0.087	43	0.0	0.1	8.025	A
C-A	480	120			480				
A-B	22	5			22				
A-C	699	175			699				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	42	283	0.588	164	0.7	1.3	29.570	D
C-AB	51	13	457	0.112	51	0.1	0.1	8.866	A
C-A	573	143			573				
A-B	26	7			26				
A-C	835	209			835				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	204	51	212	0.961	185	1.3	5.9	98.929	F
C-AB	63	16	410	0.153	63	0.1	0.2	10.346	B
C-A	701	175			701				
A-B	32	8			32				
A-C	1023	256			1023				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	204	51	212	0.961	196	5.9	7.9	147.326	F
C-AB	63	16	410	0.153	63	0.2	0.2	10.358	B
C-A	701	175			701				
A-B	32	8			32				
A-C	1023	256			1023				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	42	283	0.588	192	7.9	1.6	47.885	E
C-AB	51	13	457	0.112	51	0.2	0.1	8.882	A
C-A	573	143			573				
A-B	26	7			26				
A-C	835	209			835				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	35	333	0.419	143	1.6	0.7	19.245	C
C-AB	43	11	491	0.087	43	0.1	0.1	8.043	A
C-A	480	120			480				
A-B	22	5			22				
A-C	699	175			699				

Future Year Flows - 2031 Baseline Flows, PM Saturn Peak

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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		6.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D8	2031 Baseline Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	1108	100.000
B - Broadoak Ln		ONE HOUR	✓	137	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	841	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	53	1055
	B - Broadoak Ln	51	0	86
	C - A259 Little Common Rd (E)	717	124	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	0	0
	B - Broadoak Ln	0	0	0
	C - A259 Little Common Rd (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.79	81.81	3.2	F	126	189
C-AB	0.37	15.38	0.6	C	114	171
C-A					658	987
A-B					49	73
A-C					968	1452

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	352	0.293	102	0.0	0.4	14.287	B
C-AB	93	23	464	0.201	92	0.0	0.2	9.673	A
C-A	540	135			540				
A-B	40	10			40				
A-C	794	199			794				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	290	0.425	122	0.4	0.7	21.268	C
C-AB	111	28	424	0.263	111	0.2	0.4	11.472	B
C-A	645	161			645				
A-B	48	12			48				
A-C	948	237			948				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	191	0.791	143	0.7	2.8	66.255	F
C-AB	137	34	370	0.369	136	0.4	0.6	15.275	C
C-A	789	197			789				
A-B	58	15			58				
A-C	1162	290			1162				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	38	190	0.792	149	2.8	3.2	81.814	F
C-AB	137	34	370	0.369	137	0.6	0.6	15.383	C
C-A	789	197			789				
A-B	58	15			58				
A-C	1162	290			1162				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	31	290	0.425	133	3.2	0.8	24.204	C
C-AB	111	28	424	0.263	112	0.6	0.4	11.564	B
C-A	645	161			645				
A-B	48	12			48				
A-C	948	237			948				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	26	352	0.293	105	0.8	0.4	14.651	B
C-AB	93	23	464	0.201	94	0.4	0.3	9.749	A
C-A	540	135			540				
A-B	40	10			40				
A-C	794	199			794				

Future Year Flows - 2031 Ass. Flows, AM Saturn Peak

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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		31.18	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D9	2031 Ass. Flows	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	967	100.000
B - Broadoak Ln		ONE HOUR	✓	209	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	694	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	38	929
	B - Broadoak Ln	154	0	55
	C - A259 Little Common Rd (E)	637	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	0	0
	B - Broadoak Ln	0	0	0
	C - A259 Little Common Rd (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.12	276.11	18.2	F	192	288
C-AB	0.15	10.43	0.2	B	52	78
C-A					585	877
A-B					35	52
A-C					852	1279

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	327	0.482	154	0.0	0.9	20.449	C
C-AB	43	11	489	0.088	43	0.0	0.1	8.054	A
C-A	480	120			480				
A-B	29	7			29				
A-C	699	175			699				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	188	47	277	0.679	184	0.9	1.9	37.242	E
C-AB	51	13	455	0.113	51	0.1	0.1	8.909	A
C-A	573	143			573				
A-B	34	9			34				
A-C	835	209			835				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	58	206	1.117	193	1.9	11.1	154.159	F
C-AB	63	16	408	0.154	63	0.1	0.2	10.417	B
C-A	701	175			701				
A-B	42	10			42				
A-C	1023	256			1023				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	58	206	1.118	202	11.1	18.2	276.109	F
C-AB	63	16	408	0.154	63	0.2	0.2	10.430	B
C-A	701	175			701				
A-B	42	10			42				
A-C	1023	256			1023				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	188	47	277	0.679	249	18.2	2.8	145.181	F
C-AB	51	13	455	0.113	51	0.2	0.1	8.924	A
C-A	573	143			573				
A-B	34	9			34				
A-C	835	209			835				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	326	0.482	165	2.8	1.0	23.121	C
C-AB	43	11	489	0.088	43	0.1	0.1	8.073	A
C-A	480	120			480				
A-B	29	7			29				
A-C	699	175			699				

Future Year Flows - 2031 Ass. Flows, PM Saturn Peak

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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		10.89	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D10	2031 Ass. Flows	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	1131	100.000
B - Broadoak Ln		ONE HOUR	✓	148	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	841	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	76	1055
	B - Broadoak Ln	62	0	86
	C - A259 Little Common Rd (E)	717	124	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	0	0
	B - Broadoak Ln	0	0	0
	C - A259 Little Common Rd (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.93	142.79	6.1	F	136	204
C-AB	0.37	15.79	0.6	C	114	171
C-A					658	987
A-B					70	105
A-C					968	1452

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	338	0.329	110	0.0	0.5	15.601	C
C-AB	93	23	459	0.203	92	0.0	0.3	9.783	A
C-A	540	135			540				
A-B	57	14			57				
A-C	794	199			794				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	276	0.483	131	0.5	0.9	24.698	C
C-AB	111	28	419	0.266	111	0.3	0.4	11.656	B
C-A	645	161			645				
A-B	68	17			68				
A-C	948	237			948				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	176	0.926	148	0.9	4.7	98.708	F
C-AB	137	34	364	0.375	136	0.4	0.6	15.675	C
C-A	789	197			789				
A-B	84	21			84				
A-C	1162	290			1162				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	41	176	0.928	157	4.7	6.1	142.793	F
C-AB	137	34	364	0.375	137	0.6	0.6	15.794	C
C-A	789	197			789				
A-B	84	21			84				
A-C	1162	290			1162				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	275	0.484	154	6.1	1.0	33.999	D
C-AB	111	28	419	0.266	112	0.6	0.4	11.755	B
C-A	645	161			645				
A-B	68	17			68				
A-C	948	237			948				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	338	0.330	113	1.0	0.5	16.158	C
C-AB	93	23	459	0.203	94	0.4	0.3	9.861	A
C-A	540	135			540				
A-B	57	14			57				
A-C	794	199			794				

Future Year Flows - 2025 Ass. Flows - Sensitivity Test, AM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		20.03	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D11	2025 Ass. Flows - Sensitivity Test	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	919	100.000
B - Broadoak Ln		ONE HOUR	✓	204	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	656	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	39	880
	B - Broadoak Ln	152	0	52
	C - A259 Little Common Rd (E)	602	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	4	5
	B - Broadoak Ln	7	0	1
	C - A259 Little Common Rd (E)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.00	172.04	10.4	F	187	281
C-AB	0.14	10.07	0.2	B	50	74
C-A					552	829
A-B					36	54
A-C					808	1211

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	38	339	0.454	150	0.0	0.8	19.825	C
C-AB	41	10	498	0.082	40	0.0	0.1	7.941	A
C-A	453	113			453				
A-B	29	7			29				
A-C	663	166			663				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	183	46	292	0.629	180	0.8	1.6	33.128	D
C-AB	49	12	465	0.104	48	0.1	0.1	8.717	A
C-A	541	135			541				
A-B	35	9			35				
A-C	791	198			791				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	225	56	225	0.997	202	1.6	7.4	110.303	F
C-AB	59	15	421	0.141	59	0.1	0.2	10.056	B
C-A	663	166			663				
A-B	43	11			43				
A-C	969	242			969				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	225	56	225	0.997	212	7.4	10.4	172.044	F
C-AB	59	15	421	0.141	59	0.2	0.2	10.066	B
C-A	663	166			663				
A-B	43	11			43				
A-C	969	242			969				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	183	46	292	0.629	217	10.4	2.0	64.899	F
C-AB	49	12	465	0.104	49	0.2	0.1	8.730	A
C-A	541	135			541				
A-B	35	9			35				
A-C	791	198			791				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	38	338	0.454	158	2.0	0.9	21.510	C
C-AB	41	10	498	0.082	41	0.1	0.1	7.956	A
C-A	453	113			453				
A-B	29	7			29				
A-C	663	166			663				

Future Year Flows - 2025 Ass. Flows - Sensitivity Test, PM Saturn Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		5.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D12	2025 Ass. Flows - Sensitivity Test	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	1075	100.000
B - Broadoak Ln		ONE HOUR	✓	141	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	79	996
	B - Broadoak Ln	60	0	81
	C - A259 Little Common Rd (E)	678	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	6	5
	B - Broadoak Ln	13	0	0
	C - A259 Little Common Rd (E)	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.76	70.50	2.8	F	129	194
C-AB	0.34	14.52	0.5	B	107	161
C-A					622	933
A-B					72	109
A-C					914	1371

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27	353	0.300	104	0.0	0.4	15.100	C
C-AB	88	22	470	0.188	87	0.0	0.2	9.487	A
C-A	510	128			510				
A-B	59	15			59				
A-C	750	187			750				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	32	295	0.429	125	0.4	0.8	22.124	C
C-AB	105	26	432	0.244	105	0.2	0.3	11.114	B
C-A	610	152			610				
A-B	71	18			71				
A-C	895	224			895				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	39	206	0.754	148	0.8	2.5	59.749	F
C-AB	129	32	379	0.340	128	0.3	0.5	14.435	B
C-A	746	187			746				
A-B	87	22			87				
A-C	1097	274			1097				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	39	205	0.756	154	2.5	2.8	70.501	F
C-AB	129	32	379	0.340	129	0.5	0.5	14.517	B
C-A	746	187			746				
A-B	87	22			87				
A-C	1097	274			1097				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	32	295	0.430	135	2.8	0.8	24.680	C
C-AB	105	26	432	0.244	106	0.5	0.3	11.187	B
C-A	610	152			610				
A-B	71	18			71				
A-C	895	224			895				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27	353	0.301	108	0.8	0.5	15.514	C
C-AB	88	22	470	0.188	88	0.3	0.2	9.552	A
C-A	510	128			510				
A-B	59	15			59				
A-C	750	187			750				

Future Year Flows - 2031 Ass. Flows - Sensitivity Test, AM Saturn Peak

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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		35.56	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D13	2031 Ass. Flows - Sensitivity Test	AM Saturn Peak	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	970	100.000
B - Broadoak Ln		ONE HOUR	✓	214	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	694	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	41	929
	B - Broadoak Ln	159	0	55
	C - A259 Little Common Rd (E)	637	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	0	0
	B - Broadoak Ln	0	0	0
	C - A259 Little Common Rd (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.15	309.25	20.9	F	196	295
C-AB	0.15	10.45	0.2	B	52	78
C-A					585	877
A-B					38	56
A-C					852	1279

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	325	0.495	157	0.0	0.9	20.998	C
C-AB	43	11	489	0.088	43	0.0	0.1	8.064	A
C-A	480	120			480				
A-B	31	8			31				
A-C	699	175			699				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	276	0.698	188	0.9	2.0	39.257	E
C-AB	51	13	454	0.113	51	0.1	0.1	8.923	A
C-A	573	143			573				
A-B	37	9			37				
A-C	835	209			835				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	236	59	205	1.151	194	2.0	12.5	168.217	F
C-AB	63	16	407	0.154	63	0.1	0.2	10.442	B
C-A	701	175			701				
A-B	45	11			45				
A-C	1023	256			1023				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	236	59	205	1.151	202	12.5	20.9	309.247	F
C-AB	63	16	407	0.154	63	0.2	0.2	10.454	B
C-A	701	175			701				
A-B	45	11			45				
A-C	1023	256			1023				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	275	0.698	262	20.9	3.6	182.682	F
C-AB	51	13	454	0.113	51	0.2	0.1	8.938	A
C-A	573	143			573				
A-B	37	9			37				
A-C	835	209			835				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	325	0.495	171	3.6	1.0	24.822	C
C-AB	43	11	489	0.088	43	0.1	0.1	8.083	A
C-A	480	120			480				
A-B	31	8			31				
A-C	699	175			699				

Future Year Flows - 2031 Ass. Flows - Sensitivity Test, PM Saturn Peak

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.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Future Year Flows	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Broadoak Ln/A259 Little Common Rd Priority Jun	T-Junction	Two-way		11.61	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Little Common Rd (W)		Major
B	Broadoak Ln		Minor
C	A259 Little Common Rd (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 - A259 Little Common Rd (E)	7.45		✓	3.00	65.0	✓	10.00

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 - Broadoak Ln	One lane	3.67	39	31

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	539	0.092	0.233	0.146	0.332
1	B-C	686	0.099	0.249	-	-
1	C-B	665	0.241	0.241	-	-

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)	Run automatically
D14	2031 Ass. Flows - Sensitivity Test	PM Saturn Peak	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 Little Common Rd (W)		ONE HOUR	✓	1137	100.000
B - Broadoak Ln		ONE HOUR	✓	149	100.000
C - A259 Little Common Rd (E)		ONE HOUR	✓	841	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	82	1055
	B - Broadoak Ln	63	0	86
	C - A259 Little Common Rd (E)	717	124	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 Little Common Rd (W)	B - Broadoak Ln	C - A259 Little Common Rd (E)
From	A - A259 Little Common Rd (W)	0	0	0
	B - Broadoak Ln	0	0	0
	C - A259 Little Common Rd (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.94	152.48	6.6	F	137	205
C-AB	0.38	15.91	0.6	C	114	171
C-A					658	987
A-B					75	113
A-C					968	1452

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	337	0.333	110	0.0	0.5	15.745	C
C-AB	93	23	458	0.204	92	0.0	0.3	9.812	A
C-A	540	135			540				
A-B	62	15			62				
A-C	794	199			794				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	33	274	0.489	132	0.5	0.9	25.107	D
C-AB	111	28	418	0.267	111	0.3	0.4	11.705	B
C-A	645	161			645				
A-B	74	18			74				
A-C	948	237			948				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	164	41	174	0.942	148	0.9	5.0	103.316	F
C-AB	137	34	363	0.376	136	0.4	0.6	15.784	C
C-A	789	197			789				
A-B	90	23			90				
A-C	1162	290			1162				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	164	41	174	0.944	157	5.0	6.6	152.482	F
C-AB	137	34	363	0.376	137	0.6	0.6	15.905	C
C-A	789	197			789				
A-B	90	23			90				
A-C	1162	290			1162				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	33	273	0.490	156	6.6	1.0	35.869	E
C-AB	111	28	418	0.267	112	0.6	0.4	11.806	B
C-A	645	161			645				
A-B	74	18			74				
A-C	948	237			948				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	112	28	337	0.333	114	1.0	0.5	16.327	C
C-AB	93	23	458	0.204	94	0.4	0.3	9.889	A
C-A	540	135			540				
A-B	62	15			62				
A-C	794	199			794				

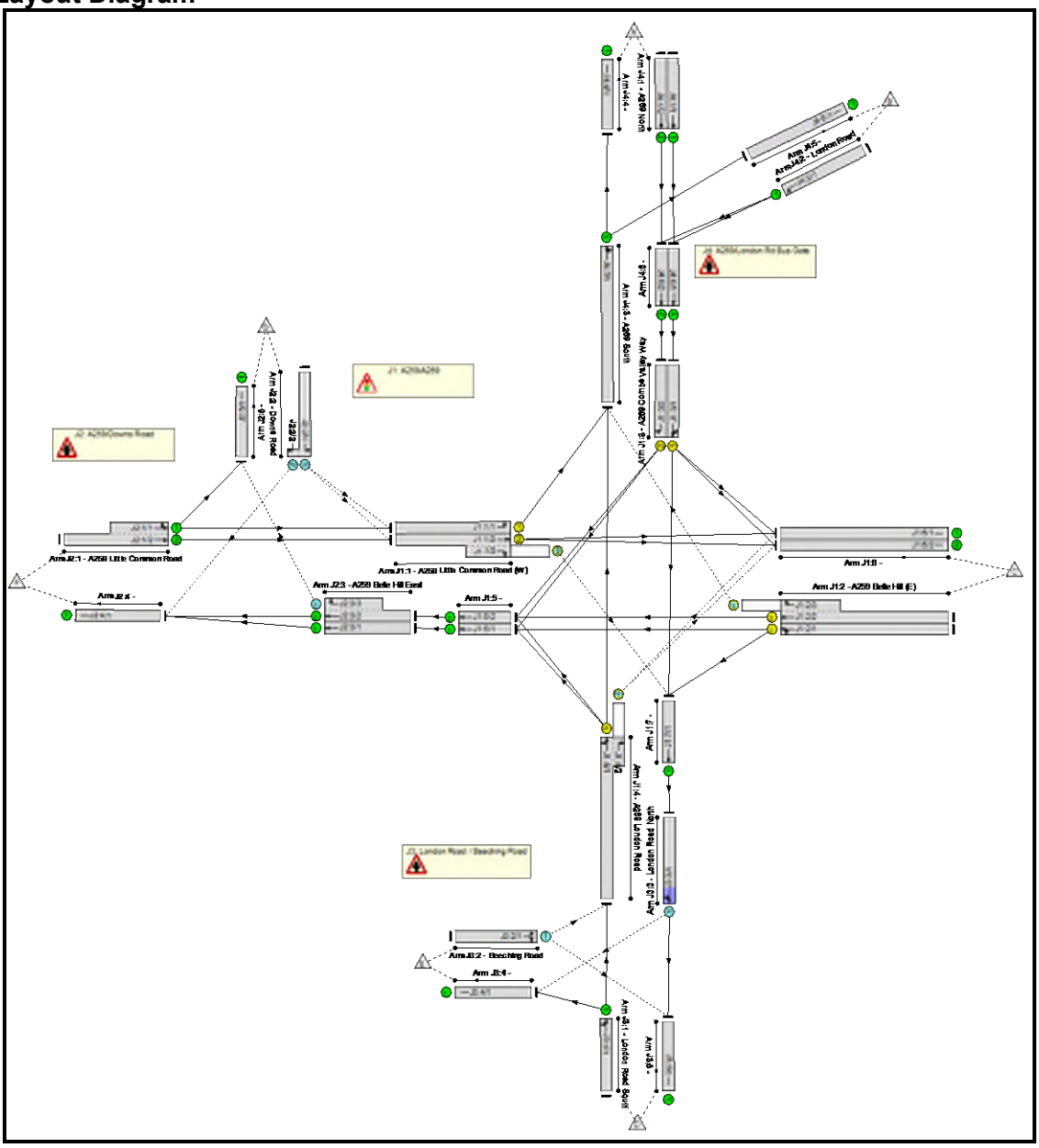
Appendix H – Assessment Output: Junction 7

Full Input Data And Results

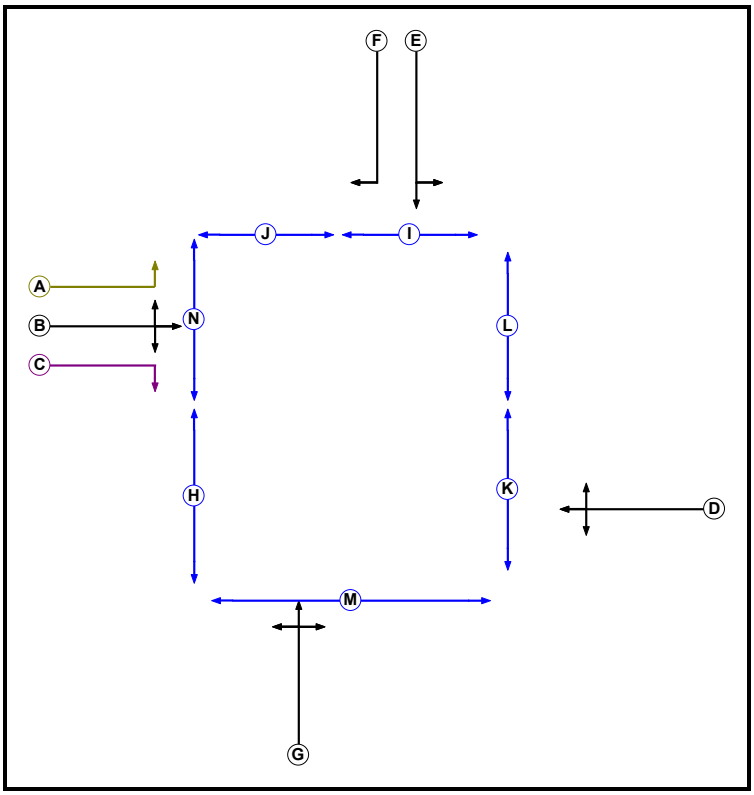
User and Project Details

Project:	**A115791 Bexhill, Fryatt Way**
Title:	**A259/A269 Existing Layout**
Location:	
Additional detail:	Approved LinSig Model of the Existing Layout - Bexhill Leisure Destination
File name:	Accepted LinSig Model - Existing Layout (Bexhill Leisure Destination) + Picady Values - June 2022.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Filter	B	3	0
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		4	4
I	Pedestrian		4	4
J	Pedestrian		4	4
K	Pedestrian		4	4
L	Pedestrian		4	4
M	Pedestrian		4	4
N	Pedestrian		4	4

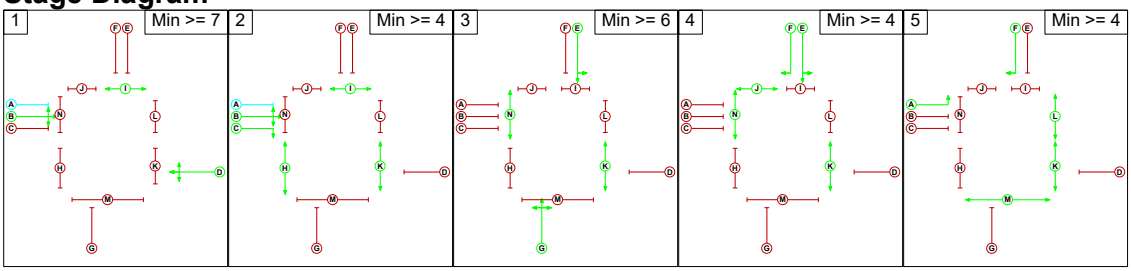
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		-	-	-	-	-	7	-	-	8	-	-	-	5
B	-		-	-	8	6	7	-	-	8	-	9	10	5
C	-	-		6	5	5	7	-	-	-	-	-	9	5
D	-	-	5		5	5	8	9	-	9	5	-	7	-
E	-	5	5	7		-	-	-	5	-	-	7	9	-
F	-	5	5	5	-		6	9	5	-	-	-	-	-
G	7	7	6	5	-	8		8	-	10	-	12	5	-
H	-	-	-	4	-	4	4		-	-	-	-	-	-
I	-	-	-	-	0	0	-	-		-	-	-	-	-
J	0	0	-	0	-	-	0	-	-		-	-	-	-
K	-	-	-	0	-	-	-	-	-	-		-	-	-
L	-	0	-	-	0	-	0	-	-	-	-		-	-
M	-	0	0	0	0	-	0	-	-	-	-	-		-
N	0	0	0	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B D I
2	B C H I K
3	E G K N
4	E F J K N
5	A F K L M

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	G	Gaining absolute	6	6
2	3	G	Gaining absolute	6	6
2	4	F	Gaining absolute	6	6

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		9	8	9	10
2	X		8	8	10
3	7	X		10	12
4	7	9	6		9
5	5	9	X	X	

Give-Way Lane Input Data

Junction: J1: A259/A269

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/3 (A259 Little Common Road (W))	J1:7/1 (Right)	1439	0	J1:2/1	1.09	All	4.80	-	0.50	5	3.00
				J1:2/2	1.09	All					
J1:2/3 (A259 Belle Hill (E))	J4:3/1 (Right)	1439	0	J1:1/1	1.09	All	4.80	-	0.50	5	3.00
				J1:1/2	1.09	All					
J1:4/2 (A269 London Road)	J1:6/1 (Right)	1439	0	J1:3/1	1.09	All	4.30	-	0.50	4	4.30
	J1:6/2 (Right)	1439	0	J1:3/1	1.09	All					

Junction: J2: A259/Downs Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:2/1 (Downs Road)	J1:1/1 (Left)	764	0	J2:1/1	0.18	To J1:1/1 (Ahead)	-	-	-	-	-
				J2:1/2	0.18	All					
	J1:1/2 (Left)	764	0	J2:1/1	0.18	To J1:1/1 (Ahead)					
				J2:2/2	0.18	All					
J2:2/2 (Downs Road)	J2:4/1 (Right)	531	0	J2:1/1	0.15	To J1:1/1 (Ahead)	-	-	-	-	-
				J2:1/2	0.15	All					
				J2:3/3	0.22	All					
				J2:3/2	0.10	All					
				J2:3/1	0.10	All					
J2:3/3 (A259 Belle Hill East)	J2:5/1 (Right)	746	0	J2:1/2	0.18	All	-	-	-	-	-
				J2:1/1	0.18	All					

Junction: J3: London Road / Beeching Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:2/1 (Beeching Road)	J1:4/1 (Left)	661	0	J3:1/1	0.22	To J1:4/1 (Ahead)	-	-	-	-	-
	J3:5/1 (Right)	522	0	J3:1/1	0.21	To J1:4/1 (Ahead)					
				J3:3/1	0.13	All					
J3:3/1 (London Road North)	J3:4/1 (Right)	636	0	J3:1/1	0.21	All	-	-	-	-	-

Junction: J4: A269/London Rd Bus Gate

There are no Opposed Lanes in this Junction

Lane Input Data

Junction: J1: A259/A269

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A259 Little Common Road (W))	U	B A	2	3	7.0	Geom	-	3.60	0.00	Y	Arm J4:3 Left	15.00
J1:1/2 (A259 Little Common Road (W))	U	B	2	3	7.0	Geom	-	3.75	0.00	N	Arm J1:6 Ahead	Inf
J1:1/3 (A259 Little Common Road (W))	O	B C	2	3	5.6	Geom	-	3.75	0.00	N	Arm J1:7 Right	15.00
J1:2/1 (A259 Belle Hill (E))	U	D	2	3	60.0	Geom	-	3.30	0.00	Y	Arm J1:5 Ahead	Inf
											Arm J1:7 Left	10.00
J1:2/2 (A259 Belle Hill (E))	U	D	2	3	60.0	Geom	-	3.30	0.00	N	Arm J1:5 Ahead	Inf
J1:2/3 (A259 Belle Hill (E))	O	D	2	3	7.5	Geom	-	3.30	0.00	N	Arm J4:3 Right	15.00
J1:3/1 (A269 Combe Valley Way)	U	E	2	3	5.9	Geom	-	3.50	0.00	Y	Arm J1:6 Left	18.00
											Arm J1:7 Ahead	Inf
J1:3/2 (A269 Combe Valley Way)	U	F	2	3	5.0	Geom	-	3.75	0.00	N	Arm J1:5 Right	15.00
J1:4/1 (A269 London Road)	U	G	2	3	3.7	Geom	-	2.75	0.00	Y	Arm J1:5 Left	17.00
											Arm J4:3 Ahead	Inf
J1:4/2 (A269 London Road)	O	G	2	3	3.7	Geom	-	2.75	0.00	N	Arm J1:6 Right	16.00
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: A259/Downs Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A259 Little Common Road)	U		2	3	7.3	Geom	-	3.50	0.00	Y	Arm J1:1 Ahead	Inf
											Arm J2:5 Left	11.00
J2:1/2 (A259 Little Common Road)	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:1 Ahead	Inf
J2:2/1 (Downs Road)	O		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:1 Left	11.00
J2:2/2 (Downs Road)	O		2	3	1.0	Geom	-	2.50	0.00	N	Arm J2:4 Right	11.00
J2:3/1 (A259 Belle Hill East)	U		2	3	60.0	Geom	-	3.35	0.00	Y	Arm J2:4 Ahead	Inf
J2:3/2 (A259 Belle Hill East)	U		2	3	60.0	Geom	-	3.30	0.00	N	Arm J2:4 Ahead	Inf
J2:3/3 (A259 Belle Hill East)	O		2	3	7.3	Geom	-	2.60	0.00	N	Arm J2:5 Right	6.00
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J3: London Road / Beeching Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (London Road South)	U		2	3	60.0	Geom	-	3.80	0.00	Y	Arm J1:4 Ahead	Inf
											Arm J3:4 Left	9.00
J3:2/1 (Beeching Road)	O		2	3	60.0	Geom	-	3.85	0.00	Y	Arm J1:4 Left	8.00
											Arm J3:5 Right	5.00
J3:3/1 (London Road North)	O		2	3	5.0	Geom	-	3.95	0.00	Y	Arm J3:4 Right	6.00
											Arm J3:5 Ahead	Inf
J3:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: A269/London Rd Bus Gate

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (A269 North)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:1/2 (A269 North)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:2/1 (London Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:3/1 (A269 South)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Surveyed Flows (Extracted from Prime TA) - AM Peak'	08:00	09:00	01:00	
2: '2018 Surveyed Flows (Extracted from Prime TA) - PM peak'	17:00	18:00	01:00	
3: '2025 Baseline Flows - AM Peak'	08:00	09:00	01:00	
4: '2025 Baseline Flows - PM Peak'	17:00	18:00	01:00	
5: '2025 Assessment Flows - AM Peak'	08:00	09:00	01:00	
6: '2025 Assessment Flows - PM Peak'	17:00	18:00	01:00	
7: '2031 Baseline Flows - AM Peak'	08:00	09:00	01:00	
8: '2031 Baseline Flows - PM Peak'	17:00	18:00	01:00	
9: '2031 Assessment Flows - AM Peak'	08:00	09:00	01:00	
10: '2031 Assessment Flows - PM Peak'	17:00	18:00	01:00	
11: '2025 Assessment Flows - AM Peak - Sensitivity Test'	08:00	09:00	01:00	
12: '2025 Assessment Flows - PM Peak - Sensitivity Test'	17:00	18:00	01:00	
13: '2031 Assessment Flows - AM Peak - Sensitivity Test'	08:00	09:00	01:00	
14: '2031 Assessment Flows - PM Peak - Sensitivity Test'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	64	244	204	435	29	976
	B	0	0	1	9	0	0	0	10
	C	32	0	0	42	76	459	67	676
	D	166	10	39	0	14	51	63	343
	E	87	0	35	12	0	28	3	165
	F	355	0	436	83	42	0	25	941
	G	62	0	38	69	12	16	0	197
	Tot.	702	10	613	459	348	989	187	3308

Traffic Lane Flows

Lane	Scenario 1: 2018 Surveyed - Validation - AM Peak
Junction: J1: A259/A269	
J1:1/1	417
J1:1/2 (with short)	680(In) 474(Out)
J1:1/3 (short)	206
J1:2/1	306
J1:2/2 (with short)	370(In) 338(Out)
J1:2/3 (short)	32
J1:3/1	522
J1:3/2	464
J1:4/1 (with short)	482(In) 408(Out)
J1:4/2 (short)	74
J1:5/1	702
J1:5/2	433
J1:6/1	308
J1:6/2	305
J1:7/1	781
Junction: J2: A259/Downs Road	
J2:1/1 (short)	380
J2:1/2 (with short)	941(In) 561(Out)
J2:2/1 (with short)	197(In) 181(Out)
J2:2/2 (short)	16
J2:3/1	702
J2:3/2 (with short)	433(In) 271(Out)
J2:3/3 (short)	162
J2:4/1	989
J2:5/1	187
Junction: J3: London Road / Beeching Road	
J3:1/1	343
J3:2/1	165
J3:3/1	781
J3:4/1	348
J3:5/1	459
Junction: J4: A269/London Rd Bus Gate	
J4:1/1	512

J4:1/2	464
J4:2/1	10
J4:3/1	712
J4:4/1	702
J4:5/1	10
J4:6/1	522
J4:6/2	464

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	61.4 %	1839	1839
				Arm J1:7 Left	10.00	38.6 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	12.5 %	1945	1945
				Arm J1:7 Ahead	Inf	87.5 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	35.5 %	1833	1833
				Arm J4:3 Ahead	Inf	64.5 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	93.4 %	1948	1948
				Arm J2:5 Left	11.00	6.6 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	95.9 %	1982	1982
				Arm J3:4 Left	9.00	4.1 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	92.7 %	1673	1673
				Arm J3:5 Right	5.00	7.3 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	42.8 %	1816	1816
				Arm J3:5 Ahead	Inf	57.2 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

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

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	43	240	123	426	11	843
	B	0	0	0	10	0	0	0	10
	C	41	0	0	29	29	421	35	555
	D	287	8	22	0	15	60	59	451
	E	84	0	45	7	0	16	3	155
	F	440	2	425	53	12	0	24	956
	G	25	0	22	50	4	5	0	106
	Tot.	877	10	557	389	183	928	132	3076

Traffic Lane Flows

Lane	Scenario 2: 2018 Surveyed - Validation - PM Peak
Junction: J1: A259/A269	
J1:1/1	467
J1:1/2 (with short)	566(In) 447(Out)
J1:1/3 (short)	119
J1:2/1	247
J1:2/2 (with short)	308(In) 267(Out)
J1:2/3 (short)	41
J1:3/1	416
J1:3/2	437
J1:4/1 (with short)	584(In) 517(Out)
J1:4/2 (short)	67
J1:5/1	691
J1:5/2	340
J1:6/1	280
J1:6/2	277
J1:7/1	550
Junction: J2: A259/Downs Road	
J2:1/1 (short)	466
J2:1/2 (with short)	956(In) 490(Out)
J2:2/1 (with short)	106(In) 101(Out)
J2:2/2 (short)	5
J2:3/1	691
J2:3/2 (with short)	340(In) 232(Out)
J2:3/3 (short)	108
J2:4/1	928
J2:5/1	132
Junction: J3: London Road / Beeching Road	
J3:1/1	451
J3:2/1	155
J3:3/1	550
J3:4/1	183
J3:5/1	389
Junction: J4: A269/London Rd Bus Gate	
J4:1/1	406

J4:1/2	437
J4:2/1	10
J4:3/1	887
J4:4/1	877
J4:5/1	10
J4:6/1	416
J4:6/2	437

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	76.5 %	1879	1879
				Arm J1:7 Left	10.00	23.5 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	10.3 %	1948	1948
				Arm J1:7 Ahead	Inf	89.7 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	26.7 %	1847	1847
				Arm J4:3 Ahead	Inf	73.3 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	94.8 %	1951	1951
				Arm J2:5 Left	11.00	5.2 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	96.7 %	1984	1984
				Arm J3:4 Left	9.00	3.3 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	95.5 %	1677	1677
				Arm J3:5 Right	5.00	4.5 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	30.5 %	1867	1867
				Arm J3:5 Ahead	Inf	69.5 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Scenario 3: '2025 Baseline Flows - AM Peak' (FG3: '2025 Baseline Flows - AM Peak', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	63	476	249	309	66	1163
	B	0	0	0	2	2	1	0	5
	C	3	0	0	40	20	294	62	419
	D	160	2	42	0	10	169	36	419
	E	62	0	16	5	0	67	14	164
	F	382	4	377	125	65	0	40	993
	G	90	2	89	29	16	17	0	243
	Tot.	697	8	587	677	362	857	218	3406

Traffic Lane Flows

Lane	Scenario 3: 2025 Baseline Flows - AM Peak
Junction: J1: A259/A269	
J1:1/1	478
J1:1/2 (with short)	701(In) 466(Out)
J1:1/3 (short)	235
J1:2/1	209
J1:2/2 (with short)	210(In) 207(Out)
J1:2/3 (short)	3
J1:3/1	792
J1:3/2	376
J1:4/1 (with short)	568(In) 510(Out)
J1:4/2 (short)	58
J1:5/1	695
J1:5/2	323
J1:6/1	295
J1:6/2	292
J1:7/1	1024
Junction: J2: A259/Downs Road	
J2:1/1 (short)	426
J2:1/2 (with short)	993(In) 567(Out)
J2:2/1 (with short)	243(In) 226(Out)
J2:2/2 (short)	17
J2:3/1	695
J2:3/2 (with short)	323(In) 145(Out)
J2:3/3 (short)	178
J2:4/1	857
J2:5/1	218
Junction: J3: London Road / Beeching Road	
J3:1/1	419
J3:2/1	164
J3:3/1	1024
J3:4/1	362
J3:5/1	677
Junction: J4: A269/London Rd Bus Gate	
J4:1/1	788

J4:1/2	375
J4:2/1	5
J4:3/1	705
J4:4/1	697
J4:5/1	8
J4:6/1	792
J4:6/2	376

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	71.3 %	1865	1865
				Arm J1:7 Left	10.00	28.7 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	8.0 %	1952	1952
				Arm J1:7 Ahead	Inf	92.0 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	56.1 %	1801	1801
				Arm J4:3 Ahead	Inf	43.9 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	90.6 %	1940	1940
				Arm J2:5 Left	11.00	9.4 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.6 %	1987	1987
				Arm J3:4 Left	9.00	2.4 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.0 %	1679	1679
				Arm J3:5 Right	5.00	3.0 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	34.4 %	1851	1851
				Arm J3:5 Ahead	Inf	65.6 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Scenario 4: '2025 Baseline Flows - PM Peak' (FG4: '2025 Baseline Flows - PM Peak', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	107	366	138	258	71	940
	B	0	0	0	1	0	1	0	2
	C	3	0	0	39	15	311	86	454
	D	200	1	112	0	13	189	52	567
	E	67	0	37	5	0	64	17	190
	F	403	1	313	118	44	0	17	896
	G	82	0	63	24	9	40	0	218
	Tot.	755	2	632	553	219	863	243	3267

Traffic Lane Flows

Lane	Scenario 4: 2025 Baseline Flows - PM Peak
Junction: J1: A259/A269	
J1:1/1	486
J1:1/2 (with short)	571(In) 376(Out)
J1:1/3 (short)	195
J1:2/1	224
J1:2/2 (with short)	230(In) 227(Out)
J1:2/3 (short)	3
J1:3/1	612
J1:3/2	330
J1:4/1 (with short)	739(In) 590(Out)
J1:4/2 (short)	149
J1:5/1	682
J1:5/2	367
J1:6/1	319
J1:6/2	313
J1:7/1	754
Junction: J2: A259/Downs Road	
J2:1/1 (short)	421
J2:1/2 (with short)	896(In) 475(Out)
J2:2/1 (with short)	218(In) 178(Out)
J2:2/2 (short)	40
J2:3/1	682
J2:3/2 (with short)	367(In) 141(Out)
J2:3/3 (short)	226
J2:4/1	863
J2:5/1	243
Junction: J3: London Road / Beeching Road	
J3:1/1	567
J3:2/1	190
J3:3/1	754
J3:4/1	219
J3:5/1	553
Junction: J4: A269/London Rd Bus Gate	
J4:1/1	611

J4:1/2	329
J4:2/1	2
J4:3/1	757
J4:4/1	755
J4:5/1	2
J4:6/1	612
J4:6/2	330

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	75.9 %	1877	1877
				Arm J1:7 Left	10.00	24.1 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	17.5 %	1937	1937
				Arm J1:7 Ahead	Inf	82.5 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	54.6 %	1803	1803
				Arm J4:3 Ahead	Inf	45.4 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

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

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.7 %	1987	1987
				Arm J3:4 Left	9.00	2.3 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.4 %	1680	1680
				Arm J3:5 Right	5.00	2.6 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	27.3 %	1881	1881
				Arm J3:5 Ahead	Inf	72.7 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

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

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	63	478	247	312	65	1165
	B	0	0	0	2	2	1	0	5
	C	3	0	0	40	20	299	63	425
	D	159	2	42	0	10	172	36	421
	E	62	0	16	5	0	67	14	164
	F	388	4	395	129	66	0	40	1022
	G	88	2	90	30	16	17	0	243
	Tot.	700	8	606	684	361	868	218	3445

Traffic Lane Flows

Lane	Scenario 5: 2025 Assessment Flows - AM Peak
Junction: J1: A259/A269	
J1:1/1	482
J1:1/2 (with short)	726(In) 485(Out)
J1:1/3 (short)	241
J1:2/1	211
J1:2/2 (with short)	214(In) 211(Out)
J1:2/3 (short)	3
J1:3/1	792
J1:3/2	378
J1:4/1 (with short)	570(In) 512(Out)
J1:4/2 (short)	58
J1:5/1	703
J1:5/2	326
J1:6/1	305
J1:6/2	301
J1:7/1	1030
Junction: J2: A259/Downs Road	
J2:1/1 (short)	432
J2:1/2 (with short)	1022(In) 590(Out)
J2:2/1 (with short)	243(In) 226(Out)
J2:2/2 (short)	17
J2:3/1	703
J2:3/2 (with short)	326(In) 148(Out)
J2:3/3 (short)	178
J2:4/1	868
J2:5/1	218
Junction: J3: London Road / Beeching Road	
J3:1/1	421
J3:2/1	164
J3:3/1	1030
J3:4/1	361
J3:5/1	684
Junction: J4: A269/London Rd Bus Gate	
J4:1/1	788

J4:1/2	377
J4:2/1	5
J4:3/1	708
J4:4/1	700
J4:5/1	8
J4:6/1	792
J4:6/2	378

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	71.6 %	1865	1865
				Arm J1:7 Left	10.00	28.4 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	8.0 %	1952	1952
				Arm J1:7 Ahead	Inf	92.0 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	56.4 %	1800	1800
				Arm J4:3 Ahead	Inf	43.6 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	90.7 %	1940	1940
				Arm J2:5 Left	11.00	9.3 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.6 %	1987	1987
				Arm J3:4 Left	9.00	2.4 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.0 %	1679	1679
				Arm J3:5 Right	5.00	3.0 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	34.1 %	1852	1852
				Arm J3:5 Ahead	Inf	65.9 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

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

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	107	368	137	262	70	944
	B	0	0	0	1	0	1	0	2
	C	3	0	0	40	15	328	87	473
	D	201	1	112	0	13	195	52	574
	E	66	0	37	5	0	65	17	190
	F	406	1	320	120	45	0	17	909
	G	81	0	64	24	9	40	0	218
	Tot.	757	2	640	558	219	891	243	3310

Traffic Lane Flows

Lane	Scenario 6: 2025 Assessment Flows - PM Peak
Junction: J1: A259/A269	
J1:1/1	488
J1:1/2 (with short)	582(In) 384(Out)
J1:1/3 (short)	198
J1:2/1	231
J1:2/2 (with short)	242(In) 239(Out)
J1:2/3 (short)	3
J1:3/1	613
J1:3/2	333
J1:4/1 (with short)	746(In) 597(Out)
J1:4/2 (short)	149
J1:5/1	699
J1:5/2	378
J1:6/1	323
J1:6/2	317
J1:7/1	759
Junction: J2: A259/Downs Road	
J2:1/1 (short)	424
J2:1/2 (with short)	909(In) 485(Out)
J2:2/1 (with short)	218(In) 178(Out)
J2:2/2 (short)	40
J2:3/1	699
J2:3/2 (with short)	378(In) 152(Out)
J2:3/3 (short)	226
J2:4/1	891
J2:5/1	243
Junction: J3: London Road / Beeching Road	
J3:1/1	574
J3:2/1	190
J3:3/1	759
J3:4/1	219
J3:5/1	558
Junction: J4: A269/London Rd Bus Gate	
J4:1/1	612

J4:1/2	332
J4:2/1	2
J4:3/1	759
J4:4/1	757
J4:5/1	2
J4:6/1	613
J4:6/2	333

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	76.2 %	1878	1878
				Arm J1:7 Left	10.00	23.8 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	17.5 %	1937	1937
				Arm J1:7 Ahead	Inf	82.5 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	55.1 %	1802	1802
				Arm J4:3 Ahead	Inf	44.9 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

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

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.7 %	1987	1987
				Arm J3:4 Left	9.00	2.3 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.4 %	1680	1680
				Arm J3:5 Right	5.00	2.6 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	27.1 %	1882	1882
				Arm J3:5 Ahead	Inf	72.9 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Scenario 7: '2031 Baseline Flows - AM Peak' (FG7: '2031 Baseline Flows - AM Peak', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	66	503	263	327	69	1228
	B	0	0	0	2	2	1	0	5
	C	3	0	0	42	22	309	66	442
	D	168	2	44	0	11	181	38	444
	E	67	0	17	5	0	70	14	173
	F	402	4	398	131	69	0	42	1046
	G	96	2	94	32	16	18	0	258
	Tot.	736	8	619	715	383	906	229	3596

Traffic Lane Flows

Lane	Scenario 7: 2031 Baseline Flows - AM Peak
Junction: J1: A259/A269	
J1:1/1	504
J1:1/2 (with short)	740(In) 492(Out)
J1:1/3 (short)	248
J1:2/1	213
J1:2/2 (with short)	229(In) 226(Out)
J1:2/3 (short)	3
J1:3/1	836
J1:3/2	397
J1:4/1 (with short)	601(In) 540(Out)
J1:4/2 (short)	61
J1:5/1	728
J1:5/2	347
J1:6/1	312
J1:6/2	307
J1:7/1	1082
Junction: J2: A259/Downs Road	
J2:1/1 (short)	448
J2:1/2 (with short)	1046(In) 598(Out)
J2:2/1 (with short)	258(In) 240(Out)
J2:2/2 (short)	18
J2:3/1	728
J2:3/2 (with short)	347(In) 160(Out)
J2:3/3 (short)	187
J2:4/1	906
J2:5/1	229
Junction: J3: London Road / Beeching Road	
J3:1/1	444
J3:2/1	173
J3:3/1	1082
J3:4/1	383
J3:5/1	715
Junction: J4: A269/London Rd Bus Gate	
J4:1/1	832

J4:1/2	396
J4:2/1	5
J4:3/1	744
J4:4/1	736
J4:5/1	8
J4:6/1	836
J4:6/2	397

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	70.0 %	1861	1861
				Arm J1:7 Left	10.00	30.0 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	7.9 %	1952	1952
				Arm J1:7 Ahead	Inf	92.1 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	56.1 %	1801	1801
				Arm J4:3 Ahead	Inf	43.9 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	90.6 %	1940	1940
				Arm J2:5 Left	11.00	9.4 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.5 %	1987	1987
				Arm J3:4 Left	9.00	2.5 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.1 %	1680	1680
				Arm J3:5 Right	5.00	2.9 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	34.4 %	1851	1851
				Arm J3:5 Ahead	Inf	65.6 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Scenario 8: '2031 Baseline Flows - PM Peak' (FG8: '2031 Baseline Flows - PM Peak', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	114	388	147	273	74	996
	B	0	0	0	1	0	1	0	2
	C	3	0	0	42	16	331	90	482
	D	213	1	118	0	14	199	55	600
	E	71	0	40	5	0	67	19	202
	F	428	1	331	124	47	0	18	949
	G	87	0	67	26	9	42	0	231
	Tot.	802	2	670	586	233	913	256	3462

Traffic Lane Flows

Lane	Scenario 8: 2031 Baseline Flows - PM Peak
Junction: J1: A259/A269	
J1:1/1	516
J1:1/2 (with short)	604(In) 398(Out)
J1:1/3 (short)	206
J1:2/1	237
J1:2/2 (with short)	245(In) 242(Out)
J1:2/3 (short)	3
J1:3/1	650
J1:3/2	348
J1:4/1 (with short)	783(In) 625(Out)
J1:4/2 (short)	158
J1:5/1	719
J1:5/2	390
J1:6/1	337
J1:6/2	333
J1:7/1	800
Junction: J2: A259/Downs Road	
J2:1/1 (short)	447
J2:1/2 (with short)	949(In) 502(Out)
J2:2/1 (with short)	231(In) 189(Out)
J2:2/2 (short)	42
J2:3/1	719
J2:3/2 (with short)	390(In) 152(Out)
J2:3/3 (short)	238
J2:4/1	913
J2:5/1	256
Junction: J3: London Road / Beeching Road	
J3:1/1	600
J3:2/1	202
J3:3/1	800
J3:4/1	233
J3:5/1	586
Junction: J4: A269/London Rd Bus Gate	
J4:1/1	649

J4:1/2	347
J4:2/1	2
J4:3/1	804
J4:4/1	802
J4:5/1	2
J4:6/1	650
J4:6/2	348

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	75.5 %	1876	1876
				Arm J1:7 Left	10.00	24.5 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	17.5 %	1937	1937
				Arm J1:7 Ahead	Inf	82.5 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	54.4 %	1803	1803
				Arm J4:3 Ahead	Inf	45.6 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

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

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.7 %	1987	1987
				Arm J3:4 Left	9.00	2.3 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.5 %	1680	1680
				Arm J3:5 Right	5.00	2.5 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	27.4 %	1881	1881
				Arm J3:5 Ahead	Inf	72.6 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

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

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	66	505	261	328	69	1229
	B	0	0	0	2	2	1	0	5
	C	3	0	0	42	22	316	67	450
	D	169	2	44	0	11	182	38	446
	E	66	0	17	5	0	71	14	173
	F	409	4	416	137	70	0	42	1078
	G	94	2	96	31	16	18	0	257
	Tot.	741	8	639	722	382	916	230	3638

Traffic Lane Flows

Lane	Scenario 9: 2031 Assessment Flows - AM Peak
Junction: J1: A259/A269	
J1:1/1	509
J1:1/2 (with short)	766(In) 512(Out)
J1:1/3 (short)	254
J1:2/1	226
J1:2/2 (with short)	224(In) 221(Out)
J1:2/3 (short)	3
J1:3/1	836
J1:3/2	398
J1:4/1 (with short)	603(In) 542(Out)
J1:4/2 (short)	61
J1:5/1	744
J1:5/2	342
J1:6/1	321
J1:6/2	318
J1:7/1	1088
Junction: J2: A259/Downs Road	
J2:1/1 (short)	455
J2:1/2 (with short)	1078(In) 623(Out)
J2:2/1 (with short)	257(In) 239(Out)
J2:2/2 (short)	18
J2:3/1	744
J2:3/2 (with short)	342(In) 154(Out)
J2:3/3 (short)	188
J2:4/1	916
J2:5/1	230
Junction: J3: London Road / Beeching Road	
J3:1/1	446
J3:2/1	173
J3:3/1	1088
J3:4/1	382
J3:5/1	722
Junction: J4: A269/London Rd Bus Gate	
J4:1/1	832

J4:1/2	397
J4:2/1	5
J4:3/1	749
J4:4/1	741
J4:5/1	8
J4:6/1	836
J4:6/2	398

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	71.7 %	1866	1866
				Arm J1:7 Left	10.00	28.3 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	7.9 %	1952	1952
				Arm J1:7 Ahead	Inf	92.1 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	56.3 %	1801	1801
				Arm J4:3 Ahead	Inf	43.7 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

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

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.5 %	1987	1987
				Arm J3:4 Left	9.00	2.5 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.1 %	1680	1680
				Arm J3:5 Right	5.00	2.9 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	34.1 %	1852	1852
				Arm J3:5 Ahead	Inf	65.9 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Scenario 10: '2031 Assessment Flows - PM Peak' (FG10: '2031 Assessment Flows - PM Peak', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	114	388	147	277	74	1000
	B	0	0	0	1	0	1	0	2
	C	3	0	0	42	16	345	92	498
	D	213	1	118	0	14	207	55	608
	E	71	0	40	5	0	68	18	202
	F	431	1	338	127	47	0	18	962
	G	86	0	68	26	9	42	0	231
	Tot.	804	2	678	589	233	940	257	3503

Traffic Lane Flows

Lane	Scenario 10: 2031 Assessment Flows - PM Peak
Junction: J1: A259/A269	
J1:1/1	518
J1:1/2 (with short)	615(In) 406(Out)
J1:1/3 (short)	209
J1:2/1	243
J1:2/2 (with short)	255(In) 252(Out)
J1:2/3 (short)	3
J1:3/1	650
J1:3/2	352
J1:4/1 (with short)	791(In) 633(Out)
J1:4/2 (short)	158
J1:5/1	738
J1:5/2	399
J1:6/1	340
J1:6/2	338
J1:7/1	803
Junction: J2: A259/Downs Road	
J2:1/1 (short)	450
J2:1/2 (with short)	962(In) 512(Out)
J2:2/1 (with short)	231(In) 189(Out)
J2:2/2 (short)	42
J2:3/1	738
J2:3/2 (with short)	399(In) 160(Out)
J2:3/3 (short)	239
J2:4/1	940
J2:5/1	257
Junction: J3: London Road / Beeching Road	
J3:1/1	608
J3:2/1	202
J3:3/1	803
J3:4/1	233
J3:5/1	589
Junction: J4: A269/London Rd Bus Gate	
J4:1/1	649

J4:1/2	351
J4:2/1	2
J4:3/1	806
J4:4/1	804
J4:5/1	2
J4:6/1	650
J4:6/2	352

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	76.1 %	1878	1878
				Arm J1:7 Left	10.00	23.9 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	17.5 %	1937	1937
				Arm J1:7 Ahead	Inf	82.5 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	55.0 %	1803	1803
				Arm J4:3 Ahead	Inf	45.0 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

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

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.7 %	1987	1987
				Arm J3:4 Left	9.00	2.3 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.5 %	1680	1680
				Arm J3:5 Right	5.00	2.5 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	27.3 %	1882	1882
				Arm J3:5 Ahead	Inf	72.7 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Scenario 11: '2025 Assessment Flows - AM Peak - Sensitivity Test' (FG11: '2025 Assessment Flows - AM Peak - Sensitivity Test', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	63	479	246	312	65	1165
	B	0	0	0	2	2	1	0	5
	C	3	0	0	40	20	301	64	428
	D	160	2	42	0	10	173	36	423
	E	62	0	16	5	0	68	13	164
	F	389	4	397	130	67	0	40	1027
	G	87	2	91	30	16	17	0	243
	Tot.	701	8	609	686	361	872	218	3455

Traffic Lane Flows

Lane	Scenario 11: 2025 Assessment Flows - AM Peak - Sensitivity Test
Junction: J1: A259/A269	
J1:1/1	482
J1:1/2 (with short)	731(In) 488(Out)
J1:1/3 (short)	243
J1:2/1	217
J1:2/2 (with short)	211(In) 208(Out)
J1:2/3 (short)	3
J1:3/1	792
J1:3/2	378
J1:4/1 (with short)	572(In) 514(Out)
J1:4/2 (short)	58
J1:5/1	711
J1:5/2	322
J1:6/1	306
J1:6/2	303
J1:7/1	1032
Junction: J2: A259/Downs Road	
J2:1/1 (short)	433
J2:1/2 (with short)	1027(In) 594(Out)
J2:2/1 (with short)	243(In) 226(Out)
J2:2/2 (short)	17
J2:3/1	711
J2:3/2 (with short)	322(In) 144(Out)
J2:3/3 (short)	178
J2:4/1	872
J2:5/1	218
Junction: J3: London Road / Beeching Road	
J3:1/1	423
J3:2/1	164
J3:3/1	1032
J3:4/1	361
J3:5/1	686
Junction: J4: A269/London Rd Bus Gate	

J4:1/1	788
J4:1/2	377
J4:2/1	5
J4:3/1	709
J4:4/1	701
J4:5/1	8
J4:6/1	792
J4:6/2	378

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.60	0.00	Y	Arm J4:3 Left	15.00	100.0 %	1795	1795
J1:1/2 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2130	2130
J1:1/3 (A259 Little Common Road (W))	3.75	0.00	N	Arm J1:7 Right	15.00	100.0 %	1936	1936
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	72.4 %	1868	1868
				Arm J1:7 Left	10.00	27.6 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	8.0 %	1952	1952
				Arm J1:7 Ahead	Inf	92.0 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	56.4 %	1800	1800
				Arm J4:3 Ahead	Inf	43.6 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

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

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

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

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

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

Lane Saturation Flows

Junction: J1: A259/A269

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

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

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

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

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

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

Lane Saturation Flows

Junction: J1: A259/A269

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

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

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

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

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

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

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

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

Lane Saturation Flows

Junction: J1: A259/A269

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

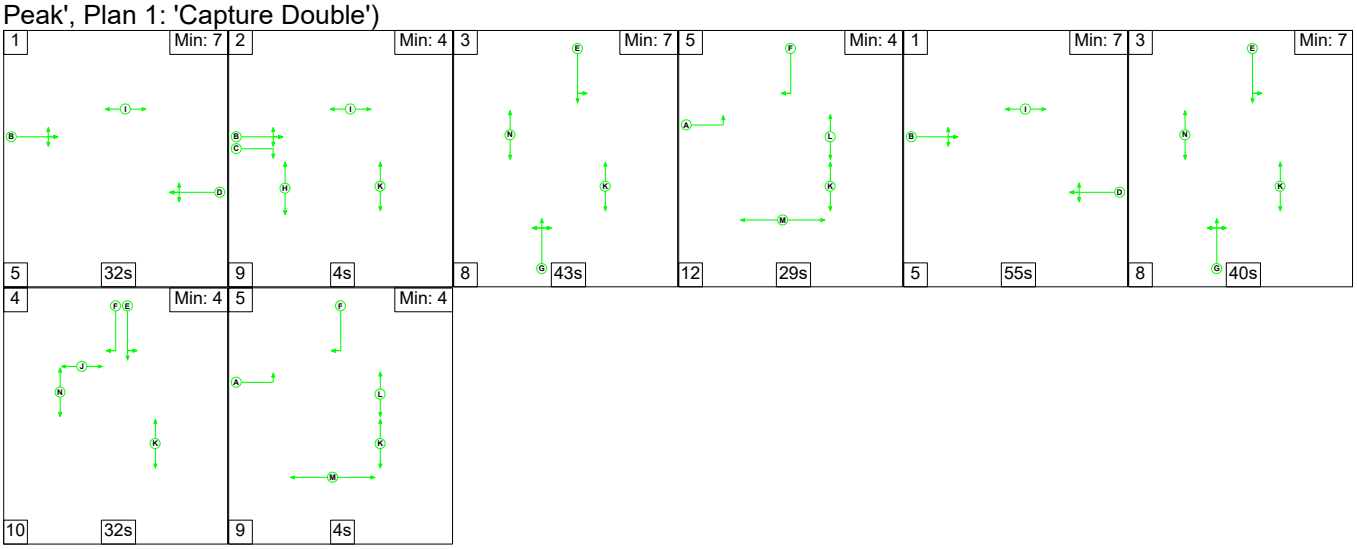
Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	96.0 %	1954	1954
				Arm J2:5 Left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

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

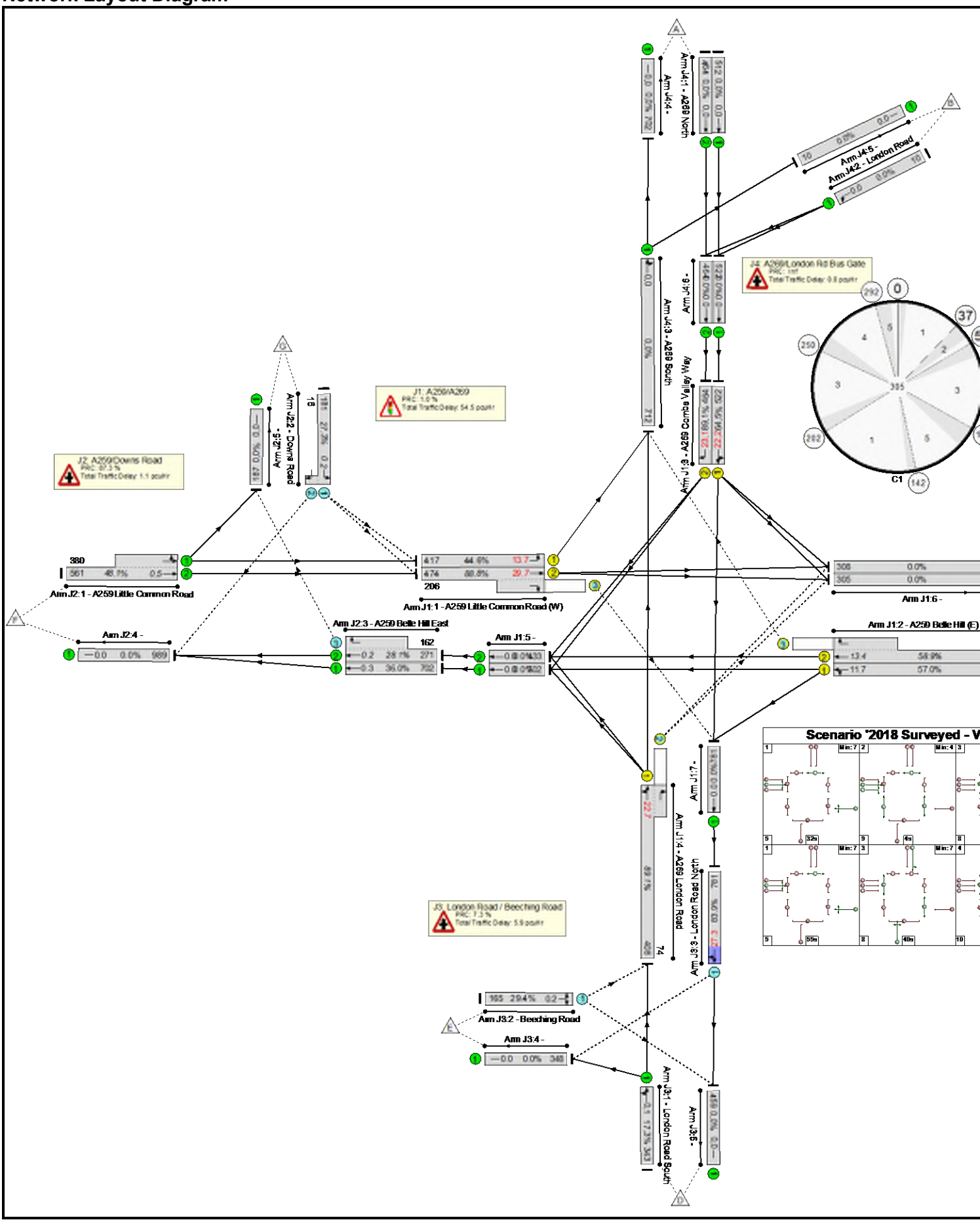
Junction: J4: A269/London Rd Bus Gate								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A269 North Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (A269 North Lane 2)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

Stage Sequence Diagram

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



Network Layout Diagram



Network Results

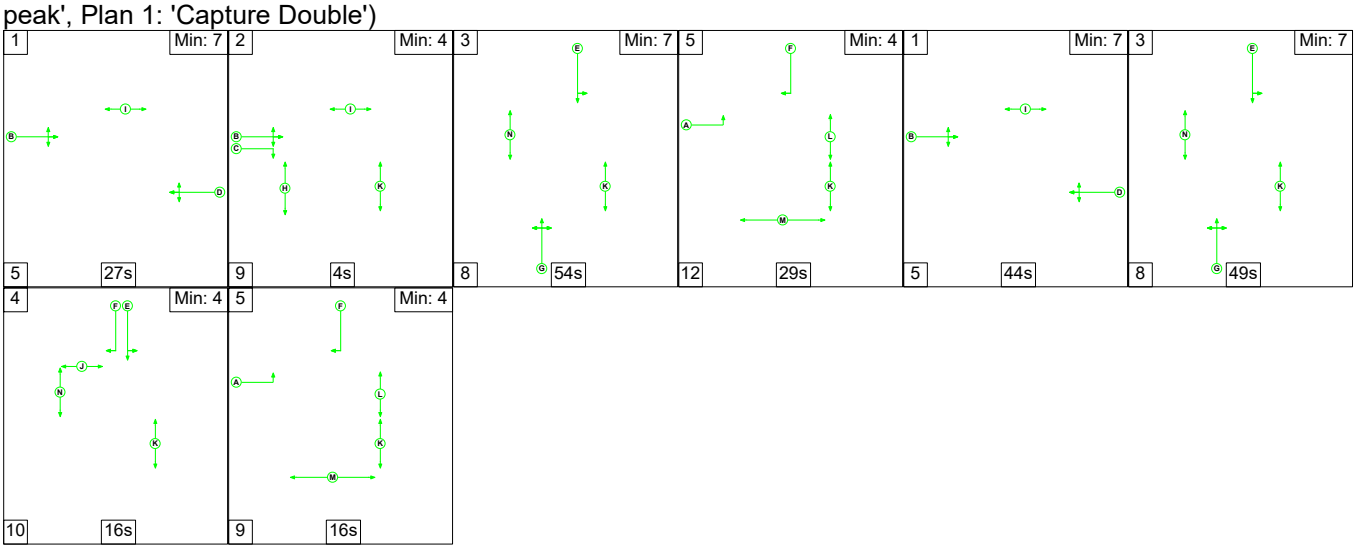
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing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

3/1	London Road North Right Ahead	-	781	1816	931	83.9%	3.1	2.5	5.6	25.7	24.8	2.5	27.3
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

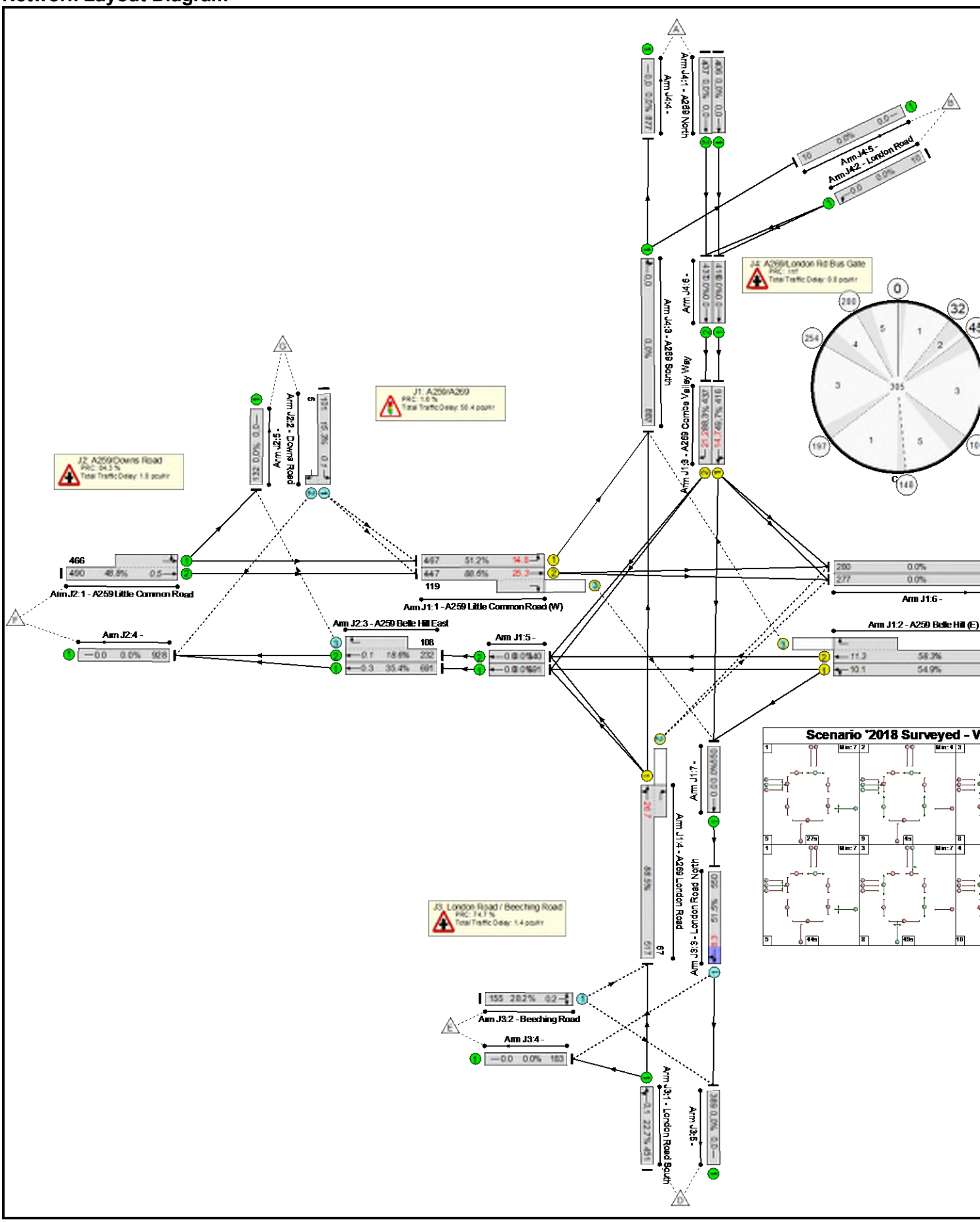
C1 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 54.47 Cycle Time (s): 305
PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 61.49

Stage Sequence Diagram

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



Network Layout Diagram



Network Results

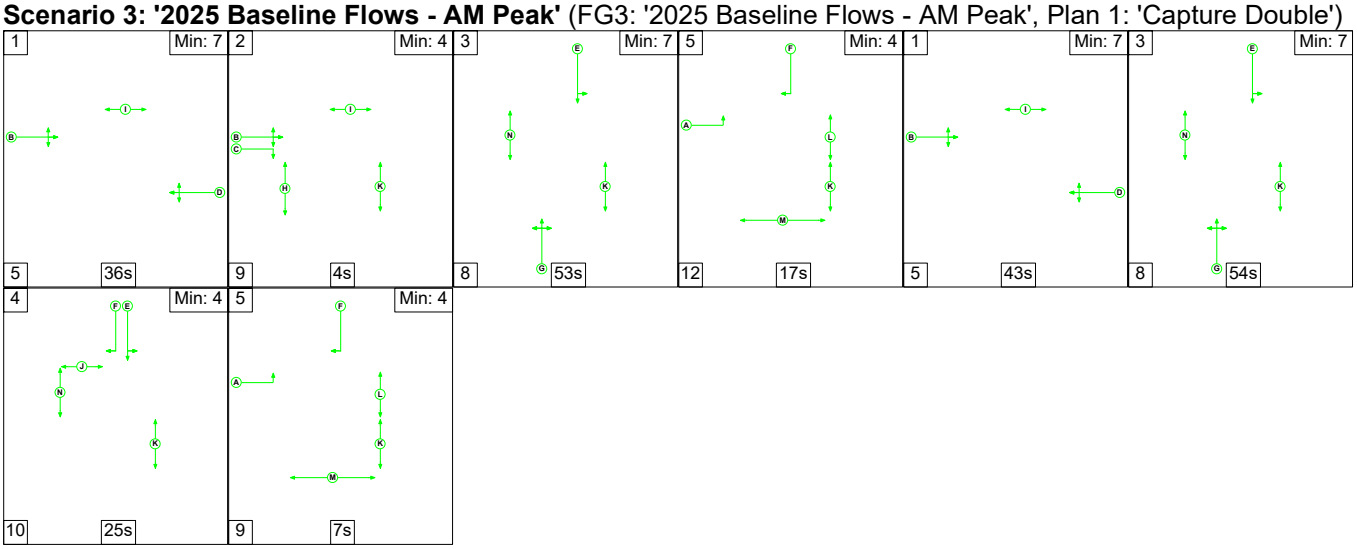
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing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

3/1	London Road North Right Ahead	-	550	1867	1068	51.5%	0.6	0.5	1.1	7.2	7.8	0.5	8.3
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

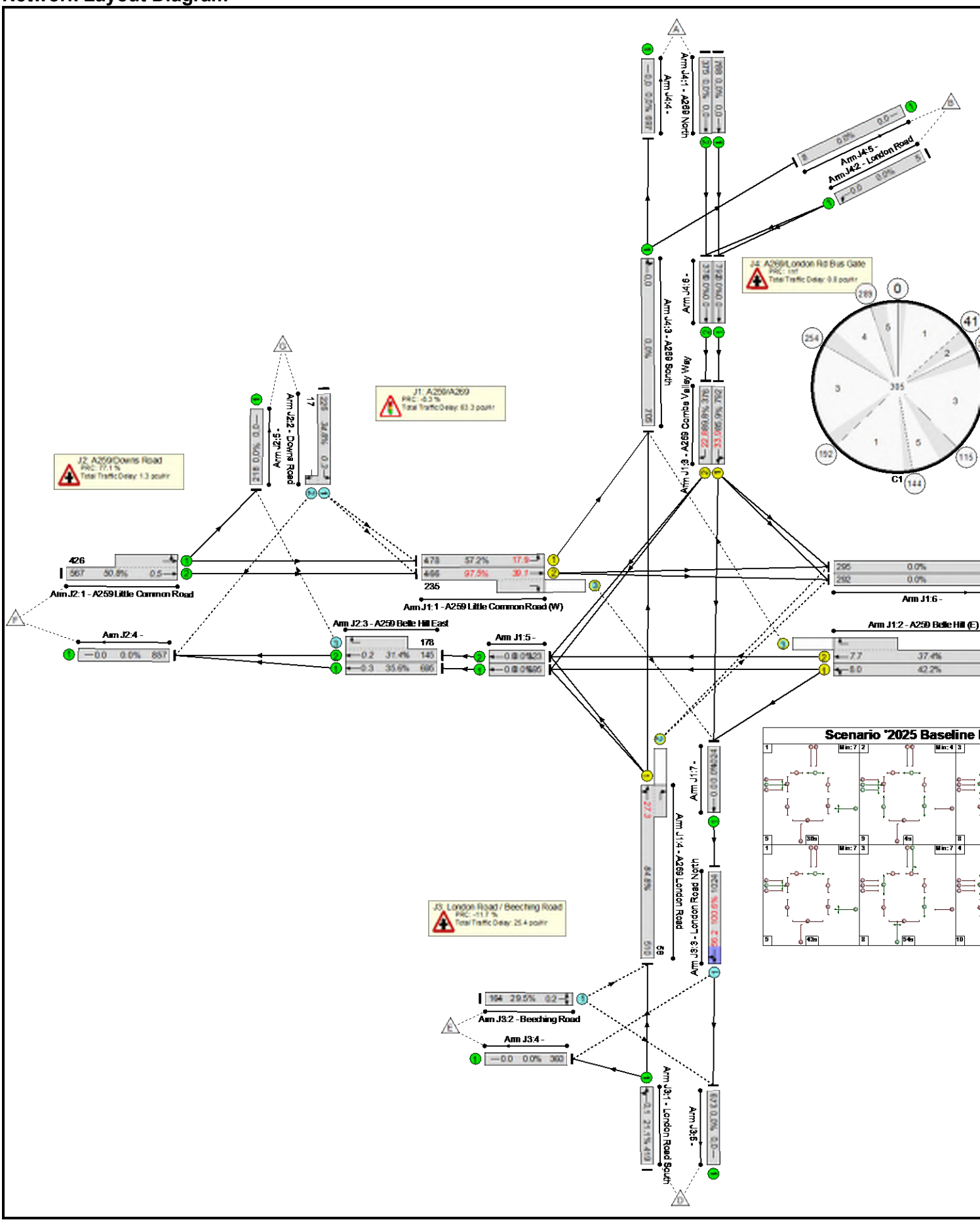
C1 PRC for Signalled Lanes (%): 1.6 Total Delay for Signalled Lanes (pcuHr): 50.39 Cycle Time (s): 305
PRC Over All Lanes (%): 1.6 Total Delay Over All Lanes(pcuHr): 52.78

Stage Sequence Diagram

Scenario 3: '2025 Baseline Flows - AM Peak' (FG3: '2025 Baseline Flows - AM Peak', Plan 1: 'Capture Double')



Network Layout Diagram



Network Results

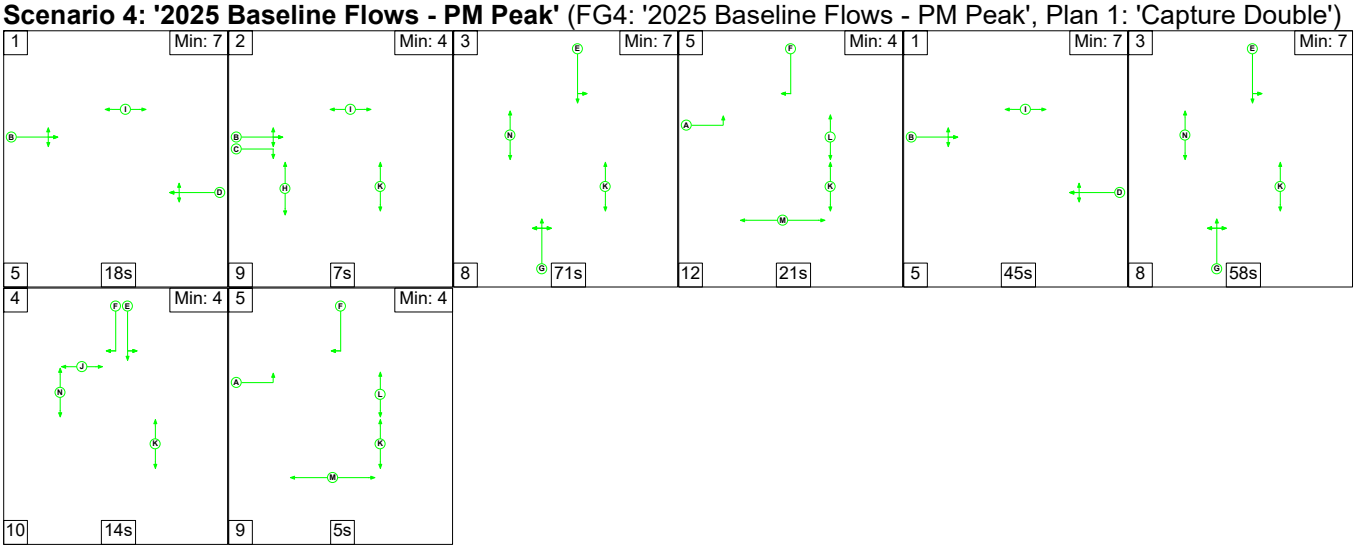
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing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

3/1	London Road North Right Ahead	-	1024	1851	1018	100.6%	7.6	17.5	25.1	88.1	38.7	17.5	56.2
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

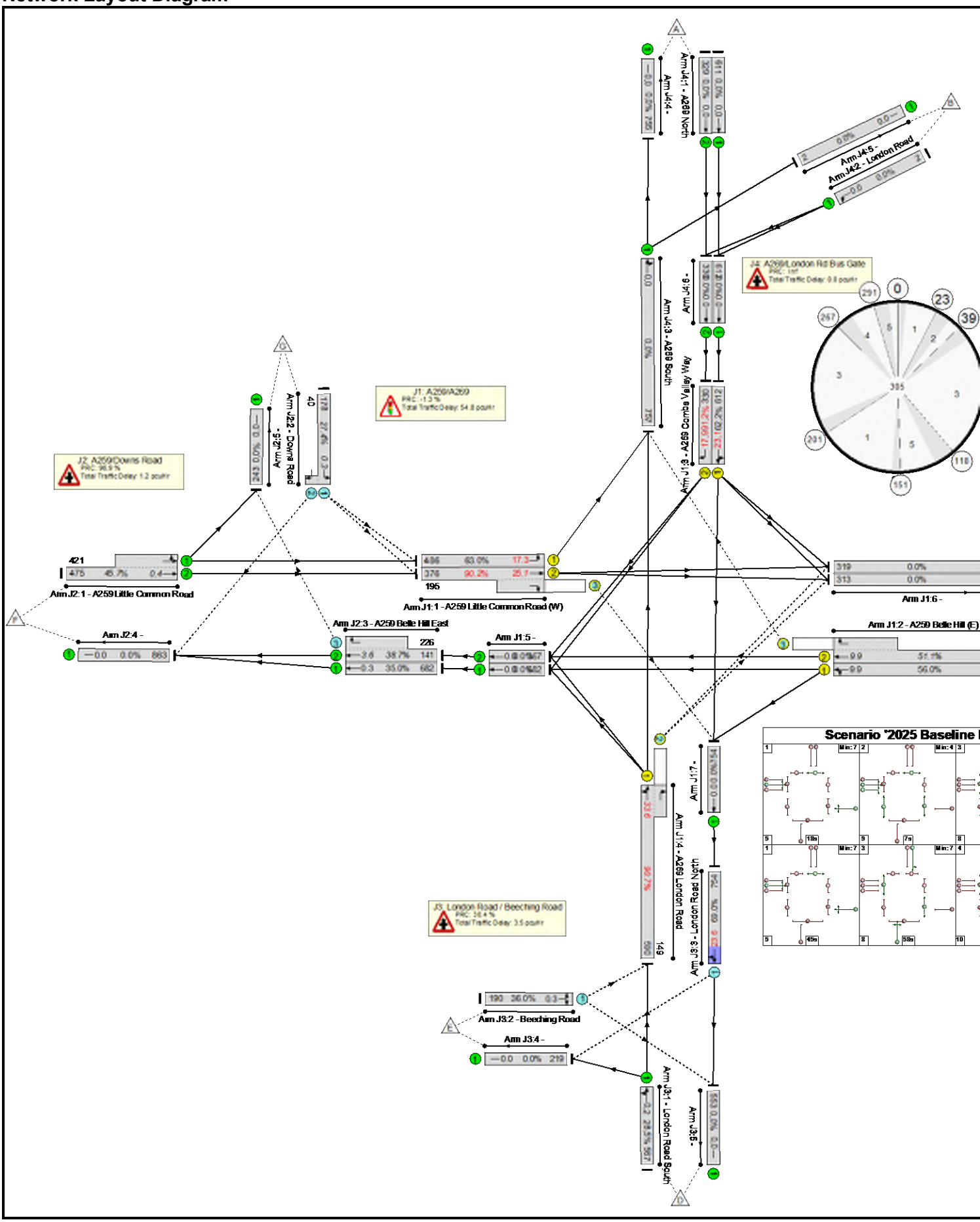
C1 PRC for Signalled Lanes (%): -8.3 Total Delay for Signalled Lanes (pcuHr): 63.32 Cycle Time (s): 305
PRC Over All Lanes (%): -11.7 Total Delay Over All Lanes(pcuHr): 90.01

Stage Sequence Diagram

Scenario 4: '2025 Baseline Flows - PM Peak' (FG4: '2025 Baseline Flows - PM Peak', Plan 1: 'Capture Double')



Network Layout Diagram



Network Results

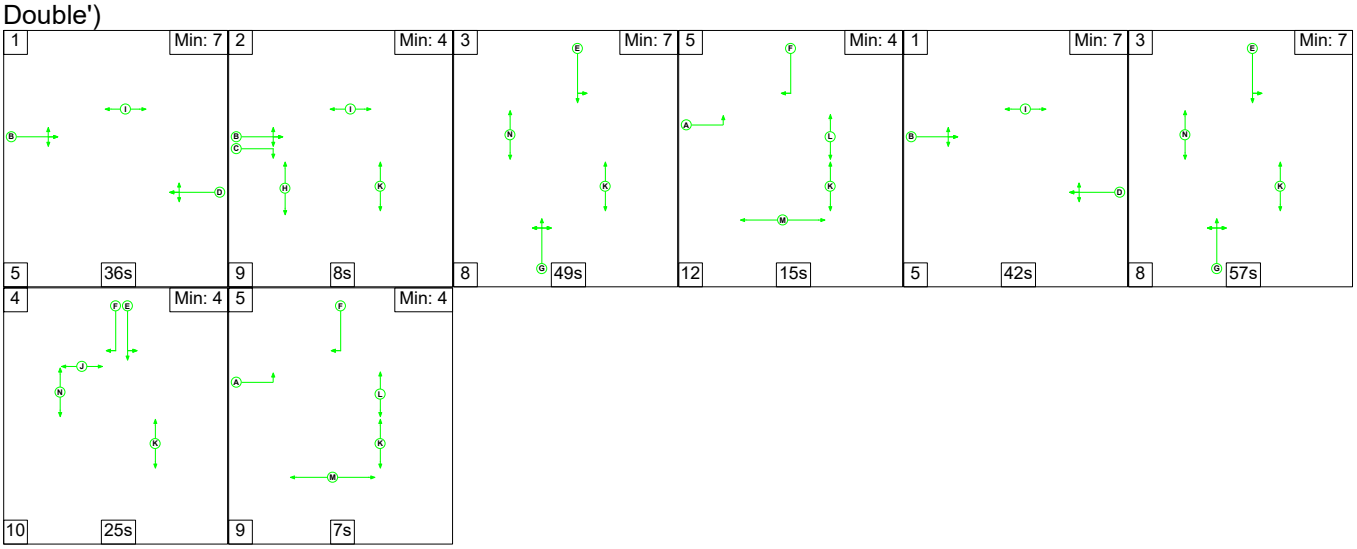
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing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

3/1	London Road North Right Ahead	-	754	1881	1093	69.0%	1.9	1.1	3.0	14.4	22.5	1.1	23.6
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

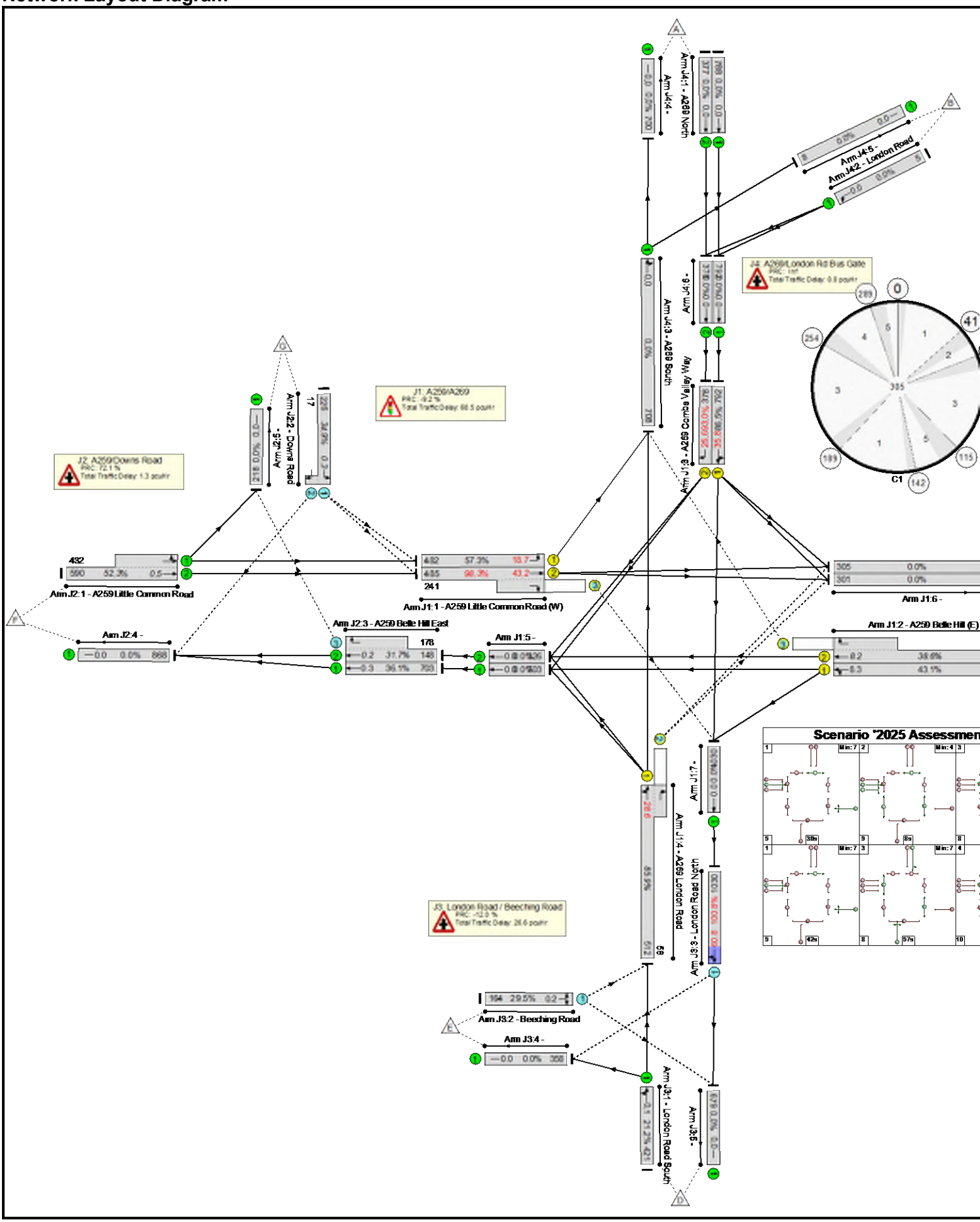
C1 PRC for Signalled Lanes (%): -1.3 Total Delay for Signalled Lanes (pcuHr): 54.80 Cycle Time (s): 305
PRC Over All Lanes (%): -1.3 Total Delay Over All Lanes(pcuHr): 59.51

Stage Sequence Diagram

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



Network Layout Diagram



Network Results

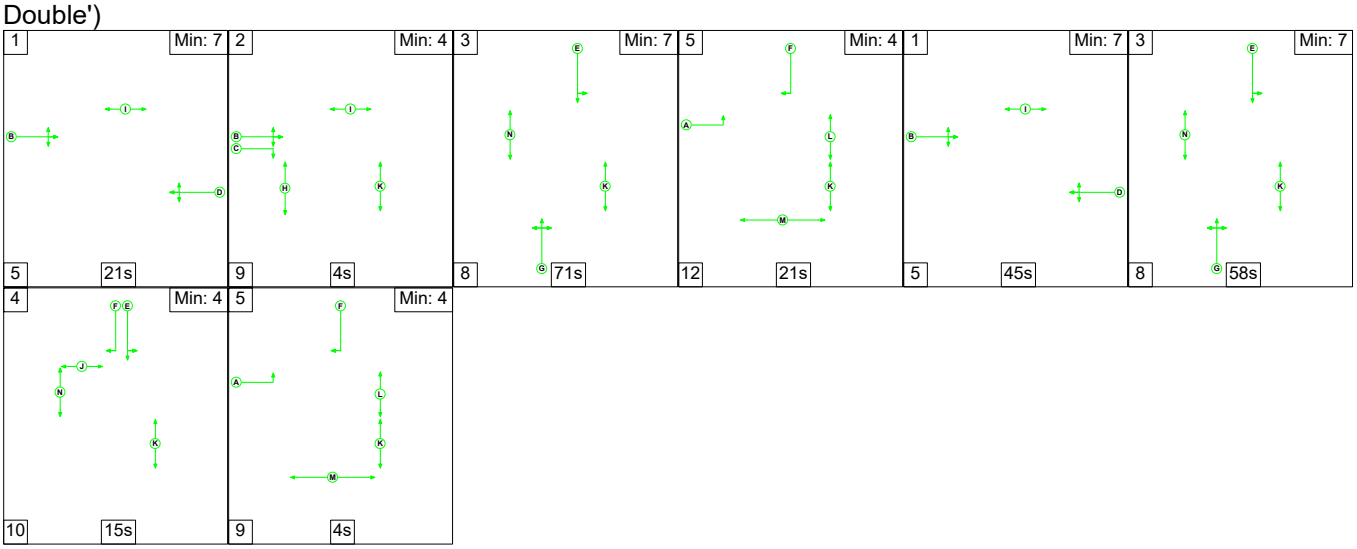
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing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

3/1	London Road North Right Ahead	-	1030	1852	1022	100.8%	8.0	18.2	26.2	91.7	42.6	18.2	60.8
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

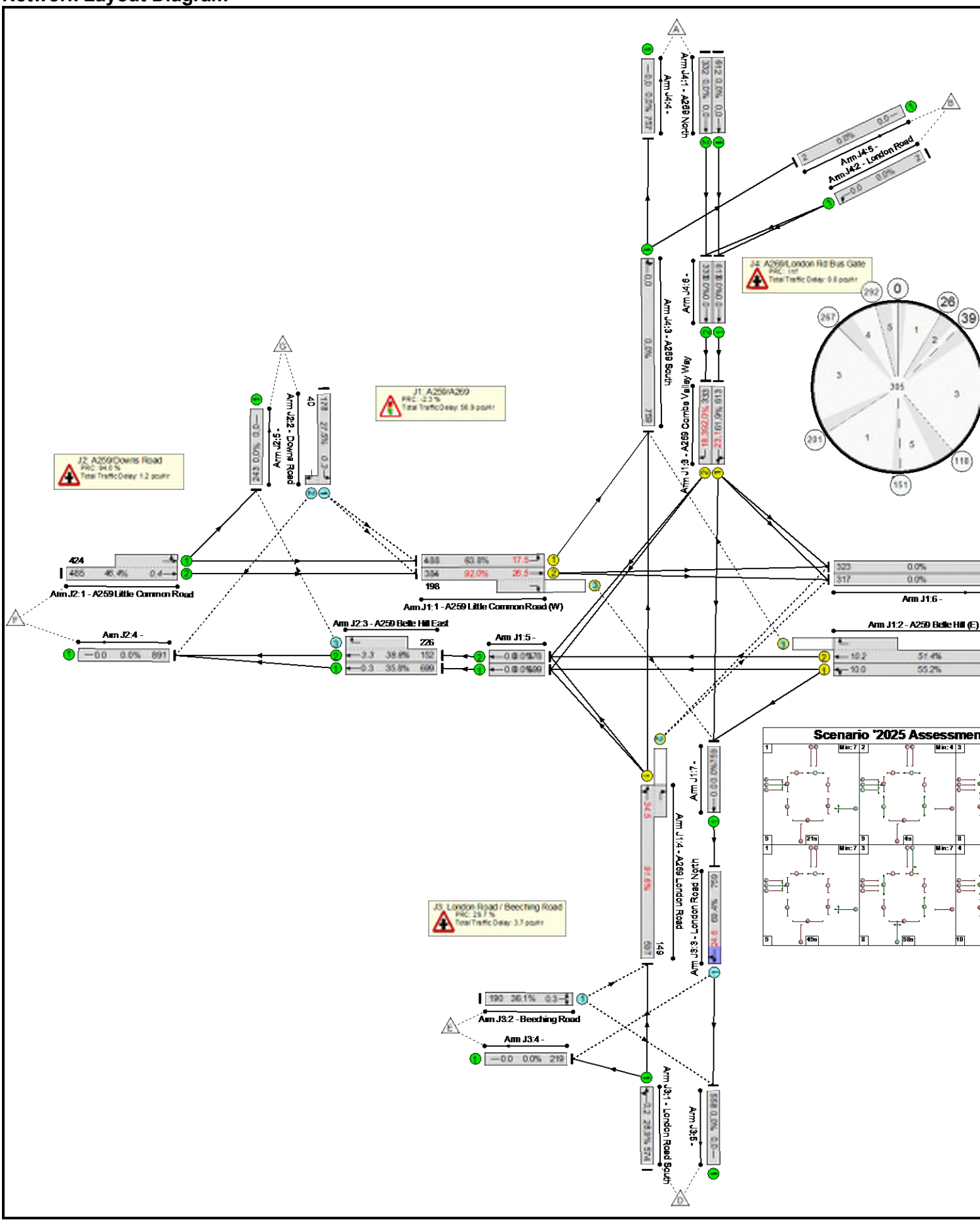
C1 PRC for Signalled Lanes (%): -9.2 Total Delay for Signalled Lanes (pcuHr): 68.51 Cycle Time (s): 305
PRC Over All Lanes (%): -12.0 Total Delay Over All Lanes(pcuHr): 96.42

Stage Sequence Diagram

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



Network Layout Diagram



Network Results

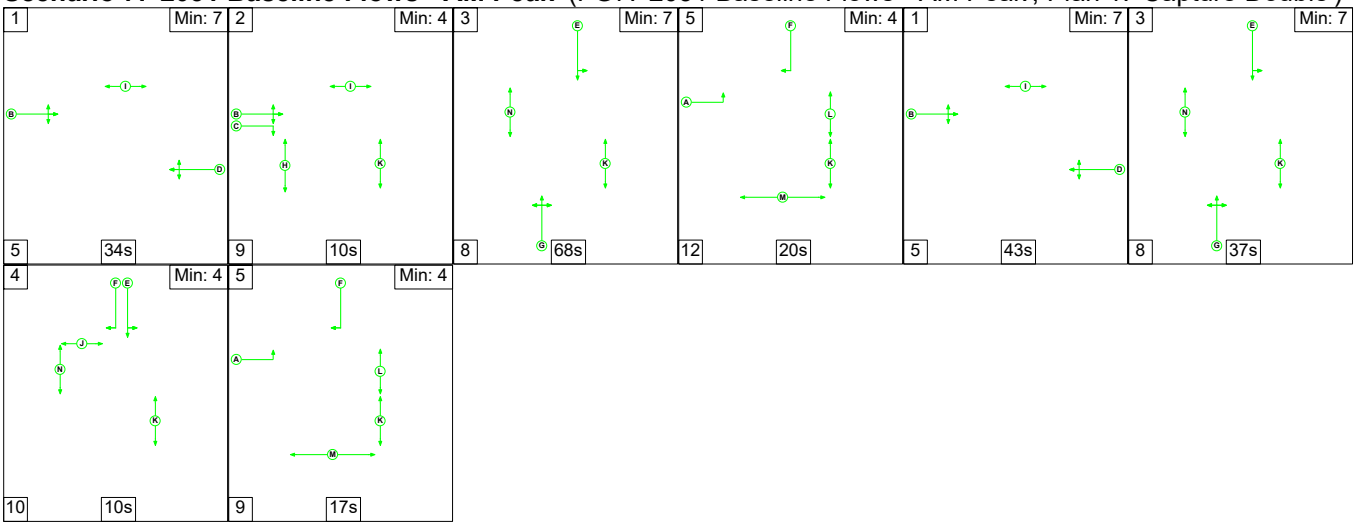
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing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

3/1	London Road North Right Ahead	-	759	1882	1094	69.4%	2.1	1.1	3.2	15.2	23.4	1.1	24.6
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

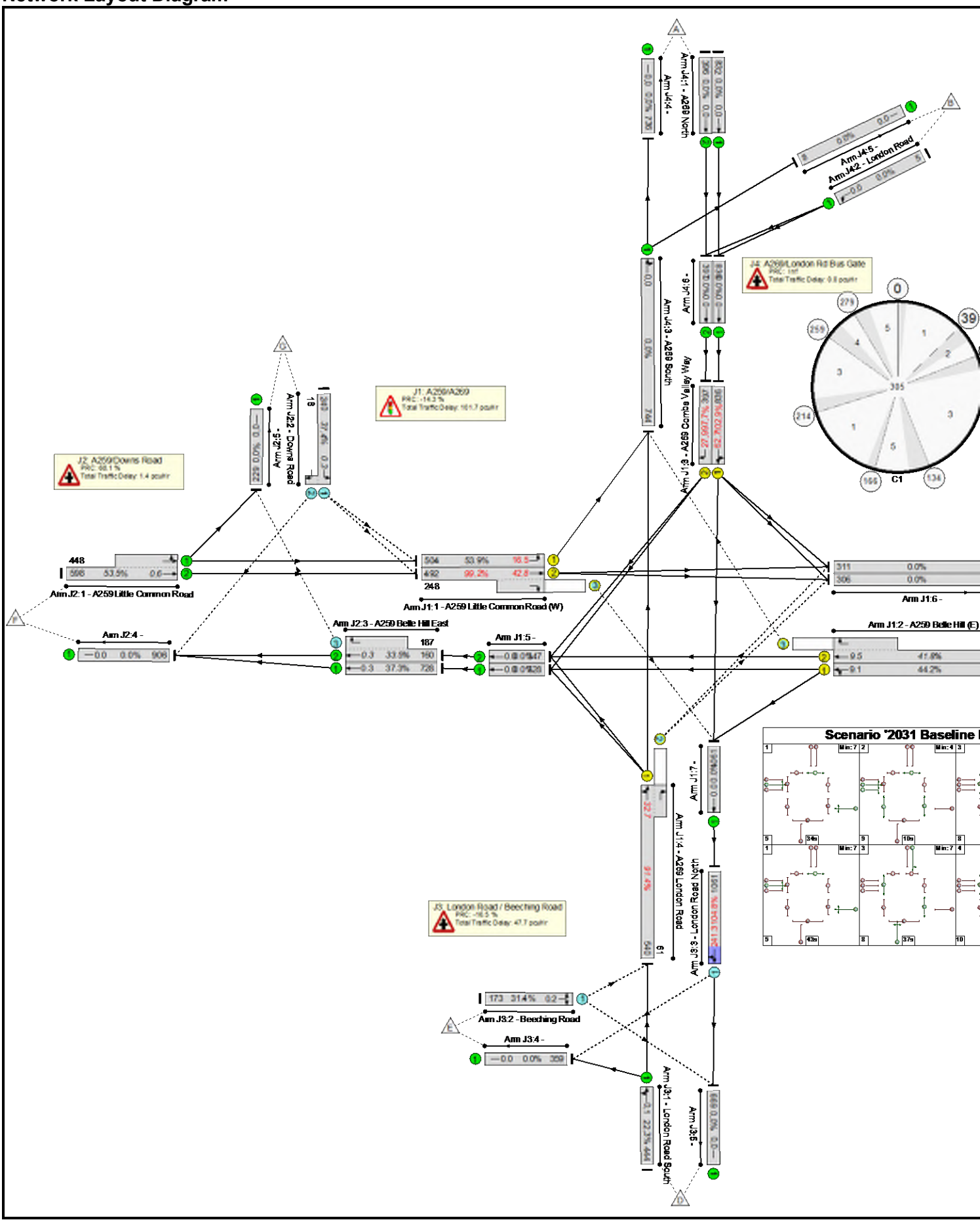
C1 PRC for Signalled Lanes (%): -2.3 Total Delay for Signalled Lanes (pcuHr): 56.90 Cycle Time (s): 305
PRC Over All Lanes (%): -2.3 Total Delay Over All Lanes(pcuHr): 61.82

Stage Sequence Diagram

Scenario 7: '2031 Baseline Flows - AM Peak' (FG7: '2031 Baseline Flows - AM Peak', Plan 1: 'Capture Double')



Network Layout Diagram



Network Results

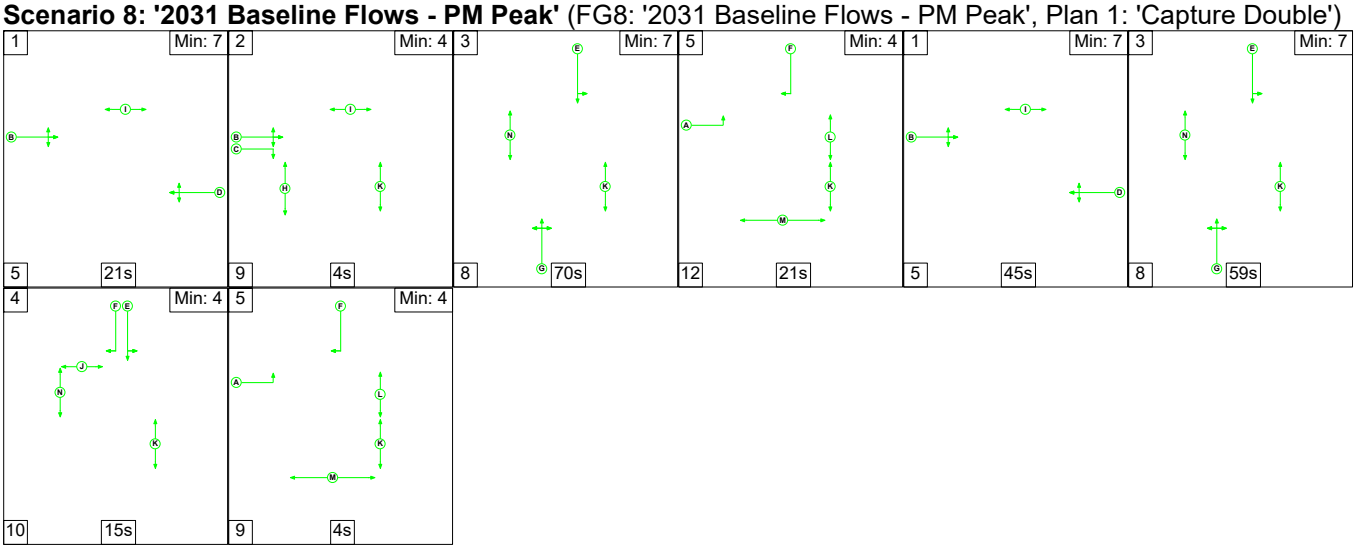
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing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

3/1	London Road North Right Ahead	-	1082	1851	1012	104.8%	14.8	32.5	47.3	160.5	208.8	32.5	241.3
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

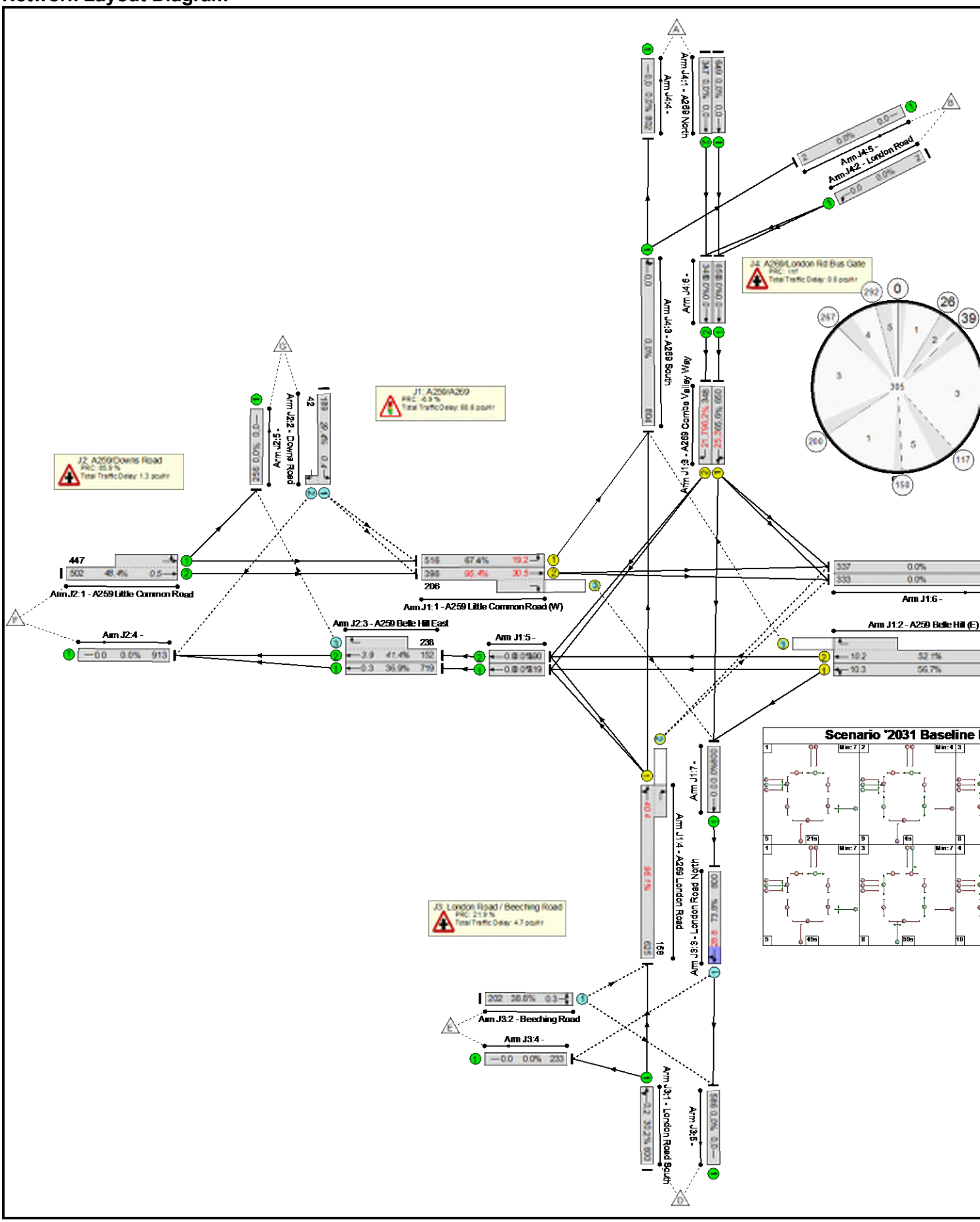
C1 PRC for Signalled Lanes (%): -14.3 Total Delay for Signalled Lanes (pcuHr): 101.75 Cycle Time (s): 305
PRC Over All Lanes (%): -16.5 Total Delay Over All Lanes(pcuHr): 150.83

Stage Sequence Diagram

Scenario 8: '2031 Baseline Flows - PM Peak' (FG8: '2031 Baseline Flows - PM Peak', Plan 1: 'Capture Double')



Network Layout Diagram



Network Results

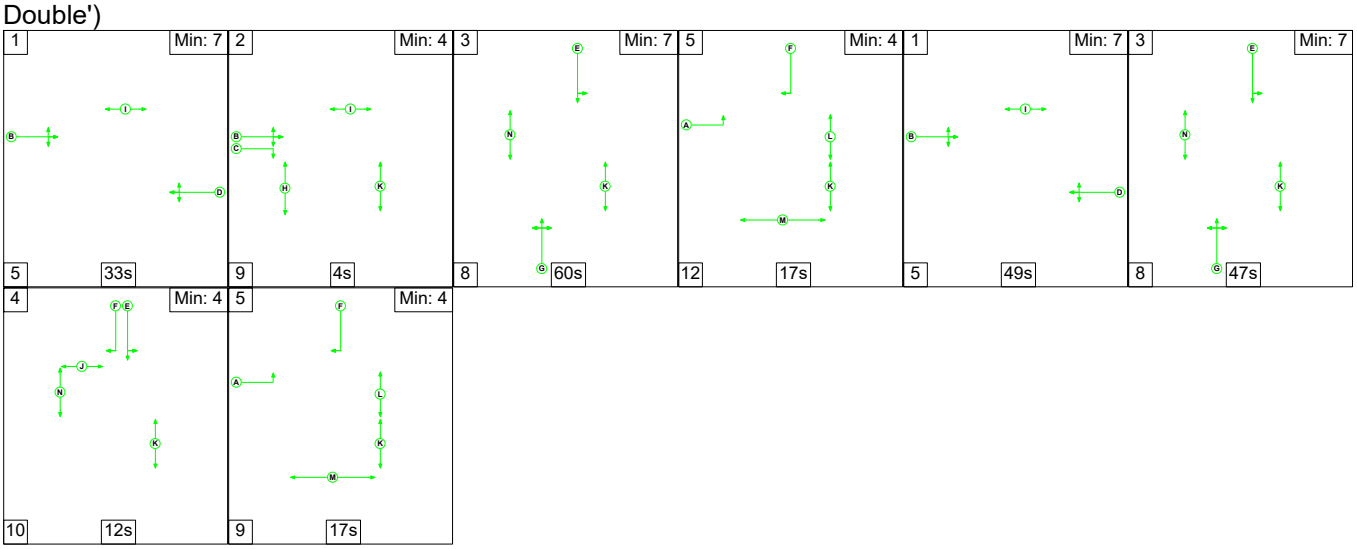
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing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

3/1	London Road North Right Ahead	-	800	1881	1083	73.8%	2.8	1.4	4.2	18.8	27.4	1.4	28.8
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

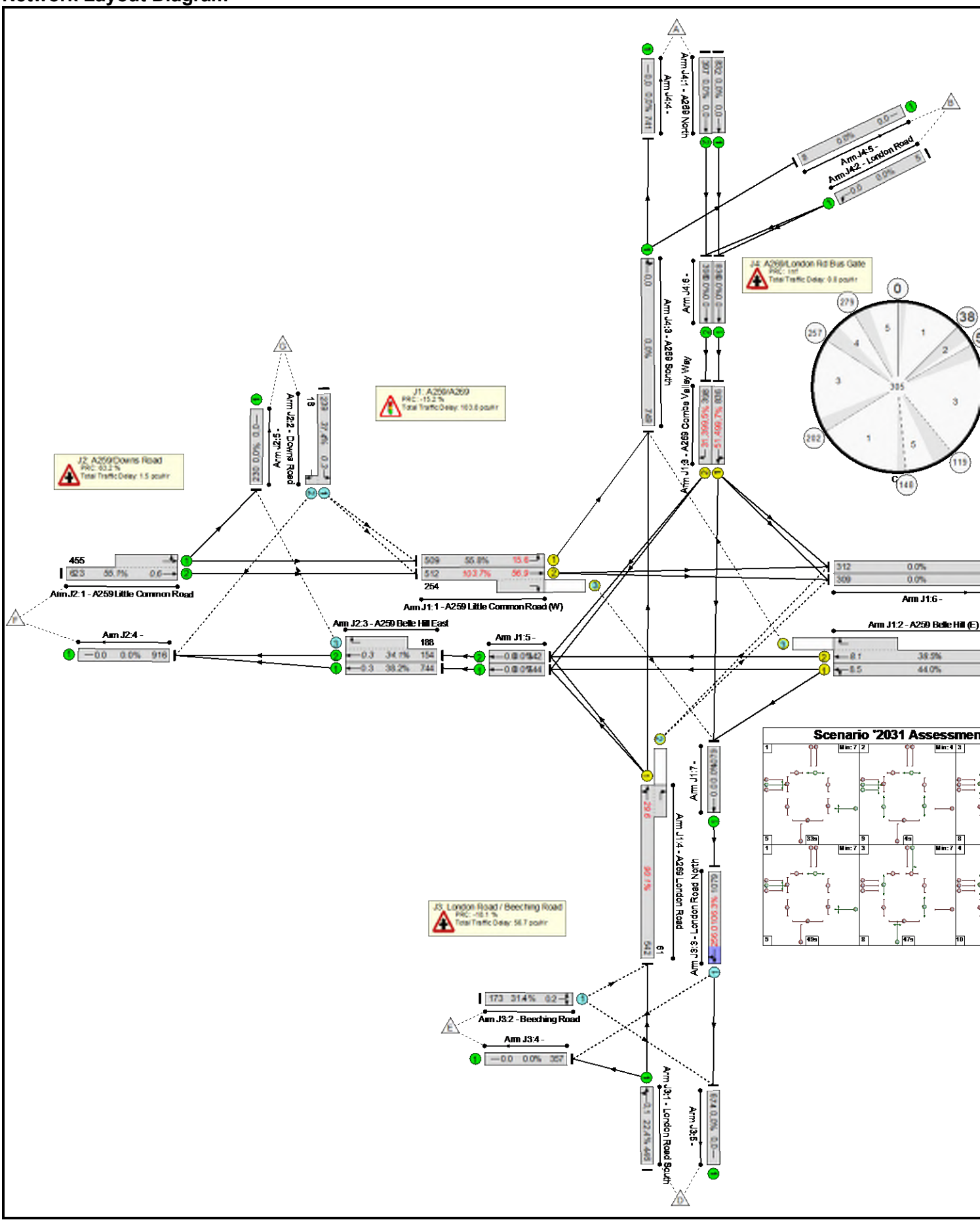
C1 PRC for Signalled Lanes (%): -6.9 Total Delay for Signalled Lanes (pcuHr): 68.57 Cycle Time (s): 305
PRC Over All Lanes (%): -6.9 Total Delay Over All Lanes(pcuHr): 74.62

Stage Sequence Diagram

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



Network Layout Diagram



Network Results

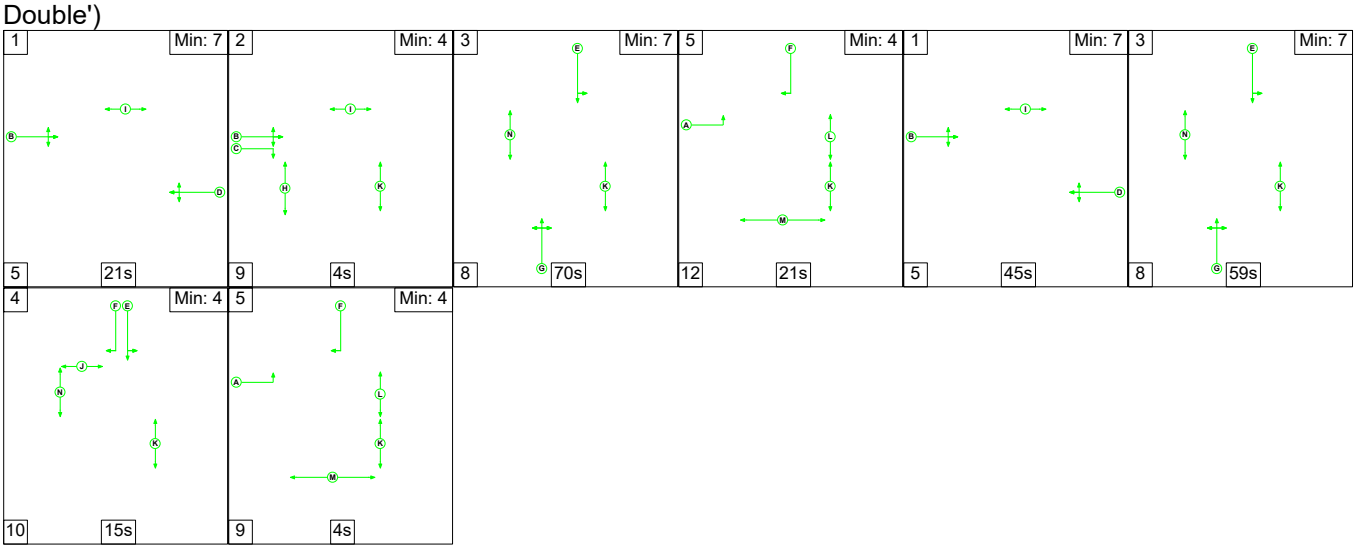
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**106.3%**	**69.0**	**91.6**	**162.0**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**103.7%**	**51.4**	**51.0**	**103.8**	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	509	1795	912	55.8%	3.6	0.6	4.3	30.2	15.0	0.6	15.6
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	766	2130:1936	739	103.7%	15.1	22.3	38.1	179.0	34.6	22.3	56.9
2/1	A259 Belle Hill (E) Ahead Left	D	226	1866	514	44.0%	2.9	0.4	3.3	51.8	8.1	0.4	8.5
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	224	2085:1895	581	38.5%	2.8	0.3	3.1	50.3	7.8	0.3	8.1
3/1	A269 Combe Valley Way Left Ahead	E	836	1952	838	99.7%	10.4	13.9	24.3	104.5	37.5	13.9	51.4
3/2	A269 Combe Valley Way Right	F	398	1936	400	99.5%	8.9	9.5	18.4	166.2	21.8	9.5	31.3
4/1+4/2	A269 London Road Left Right Ahead	G	603	1801:1856	670	90.1%	7.7	4.0	12.4	74.2	25.5	4.0	29.6
J2: A259/Downs Road	-	-	-	-	-	**55.1%**	**0.0**	**1.5**	**1.5**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	1078	1965:1941	1955	55.1%	0.0	0.6	0.6	2.1	0.0	0.6	0.6
2/1+2/2	Downs Road Left Right	-	257	1773:1764	688	37.4%	0.0	0.3	0.3	4.2	0.0	0.3	0.3
3/1	A259 Belle Hill East Ahead	-	744	1950	1950	38.2%	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	342	2085:1612	1004	34.1%	0.0	0.3	0.3	2.7	0.0	0.3	0.3
J3: London Road / Beeching Road	-	-	-	-	-	**106.3%**	**17.6**	**39.1**	**56.7**	-	-	-	-
1/1	London Road South Ahead Left	-	446	1987	1987	22.4%	0.0	0.1	0.1	1.2	0.0	0.1	0.1
2/1	Beeching Road Left Right	-	173	1680	551	31.4%	0.0	0.2	0.2	4.8	0.0	0.2	0.2

3/1	London Road North Right Ahead	-	1088	1852	1015	106.3%	17.6	38.7	56.3	188.0	217.2	38.7	256.0
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

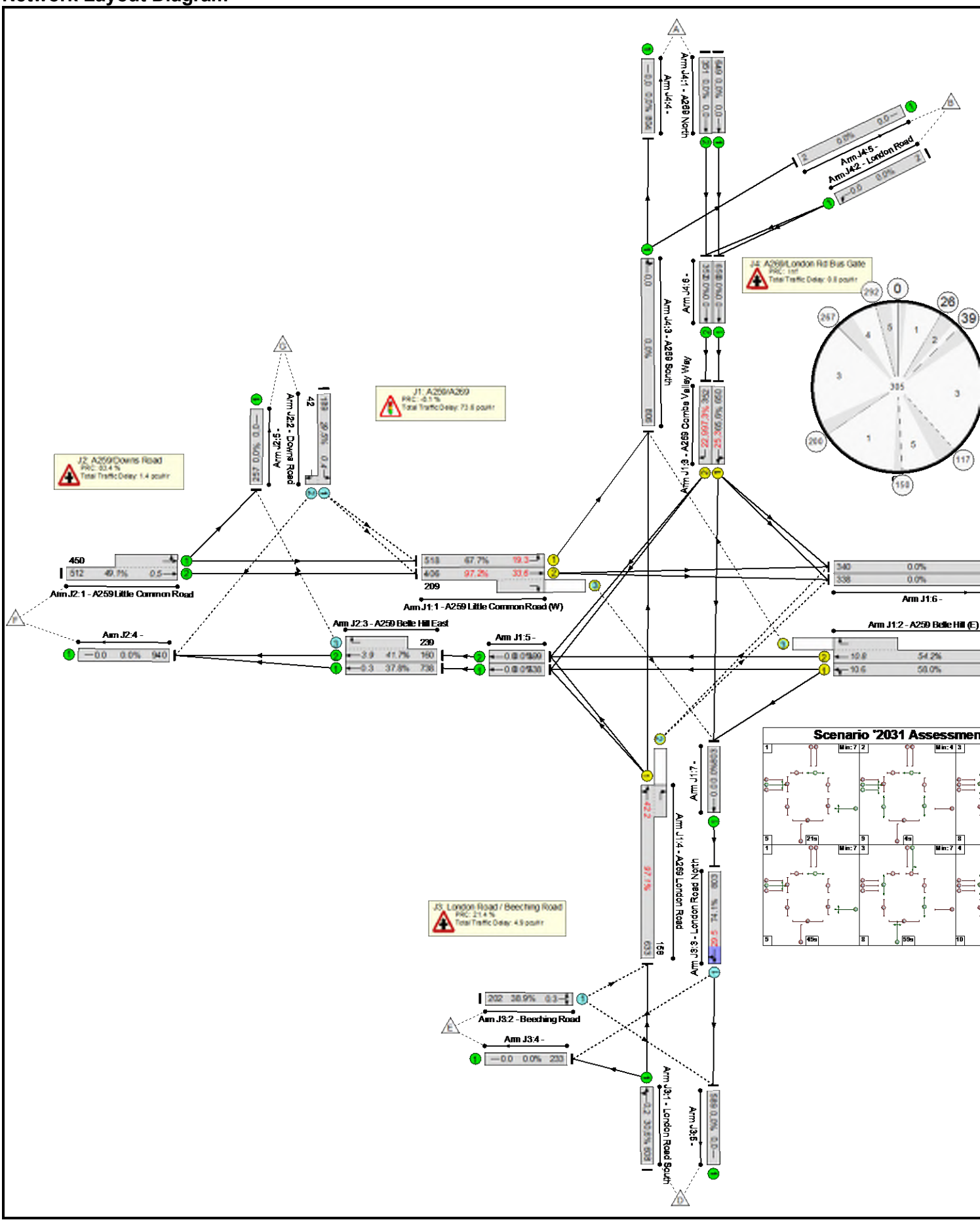
C1 PRC for Signalled Lanes (%): -15.2 Total Delay for Signalled Lanes (pcuHr): 103.80 Cycle Time (s): 305
PRC Over All Lanes (%): -18.1 Total Delay Over All Lanes(pcuHr): 162.00

Stage Sequence Diagram

Scenario 10: '2031 Assessment Flows - PM Peak' (FG10: '2031 Assessment Flows - PM Peak', Plan 1: 'Capture Double')



Network Layout Diagram



Network Results

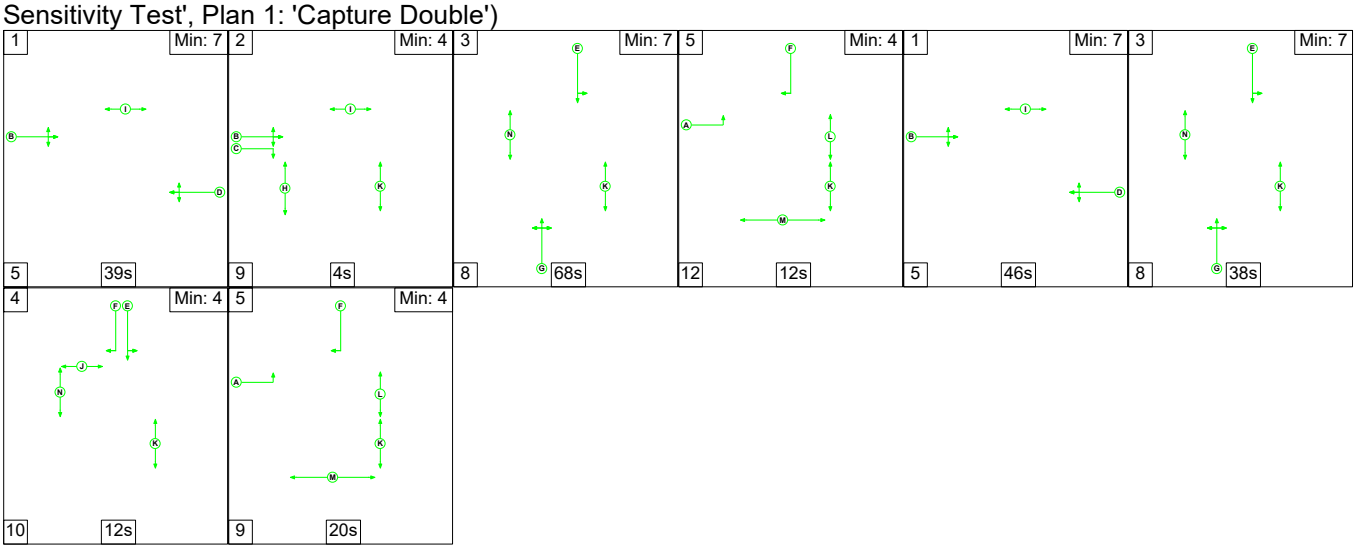
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**97.3%**	**46.3**	**31.9**	**79.9**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**97.3%**	**43.4**	**28.6**	**73.6**	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	518	1795	765	67.7%	5.1	1.0	6.1	42.6	18.3	1.0	19.3
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	615	2130:1936	633	97.2%	9.7	8.8	19.2	112.1	24.9	8.8	33.6
2/1	A259 Belle Hill (E) Ahead Left	D	243	1878	419	58.0%	3.6	0.7	4.3	63.4	9.9	0.7	10.6
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	255	2085:1895	470	54.2%	3.7	0.6	4.3	61.3	10.2	0.6	10.8
3/1	A269 Combe Valley Way Left Ahead	E	650	1937	991	65.6%	5.2	0.9	6.1	33.8	24.4	0.9	25.3
3/2	A269 Combe Valley Way Right	F	352	1936	362	97.3%	6.4	7.2	13.6	139.2	15.6	7.2	22.9
4/1+4/2	A269 London Road Left Right Ahead	G	791	1803:1856	815	97.1%	9.8	9.3	20.0	91.1	32.8	9.3	42.2
J2: A259/Downs Road	-	-	-	-	-	**49.1%**	**0.0**	**1.4**	**1.4**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	962	1965:1954	1960	49.1%	0.0	0.5	0.5	1.8	0.0	0.5	0.5
2/1+2/2	Downs Road Left Right	-	231	1773:1764	783	29.5%	0.0	0.2	0.2	3.3	0.2	0.2	0.4
3/1	A259 Belle Hill East Ahead	-	738	1950	1950	37.8%	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	399	2085:1612	956	41.7%	0.0	0.4	0.4	3.3	3.5	0.4	3.9
J3: London Road / Beeching Road	-	-	-	-	-	**74.1%**	**2.9**	**2.0**	**4.9**	-	-	-	-
1/1	London Road South Ahead Left	-	608	1987	1987	30.6%	0.0	0.2	0.2	1.3	0.0	0.2	0.2
2/1	Beeching Road Left Right	-	202	1680	519	38.9%	0.0	0.3	0.3	5.7	0.0	0.3	0.3

3/1	London Road North Right Ahead	-	803	1882	1083	74.1%	2.9	1.4	4.3	19.4	28.0	1.4	29.5
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

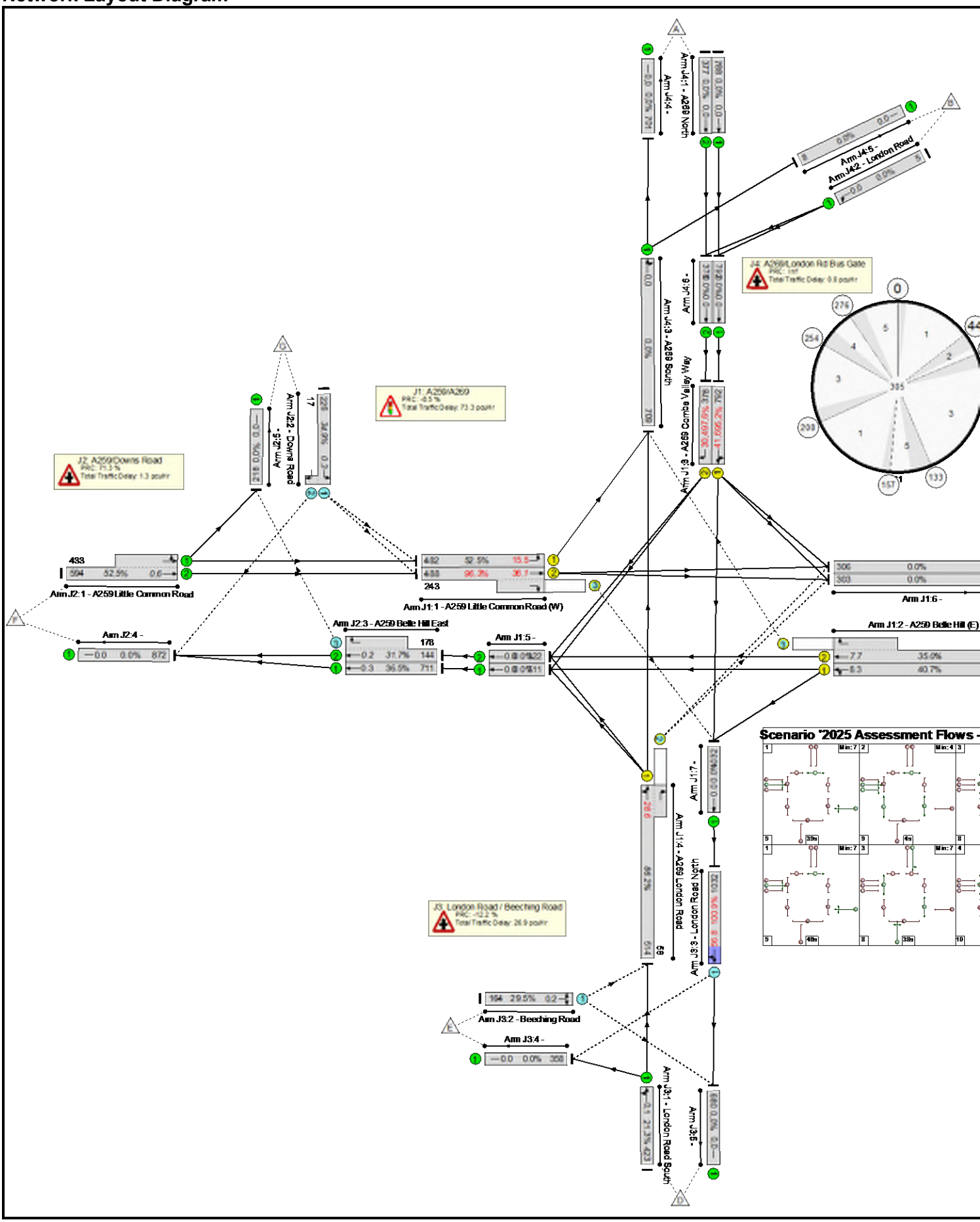
C1 PRC for Signalled Lanes (%): -8.1 Total Delay for Signalled Lanes (pcuHr): 73.65 Cycle Time (s): 305
PRC Over All Lanes (%): -8.1 Total Delay Over All Lanes(pcuHr): 79.87

Stage Sequence Diagram

Scenario 11: '2025 Assessment Flows - AM Peak - Sensitivity Test' (FG11: '2025 Assessment Flows - AM Peak - Sensitivity Test', Plan 1: 'Capture Double')



Network Layout Diagram



Network Results

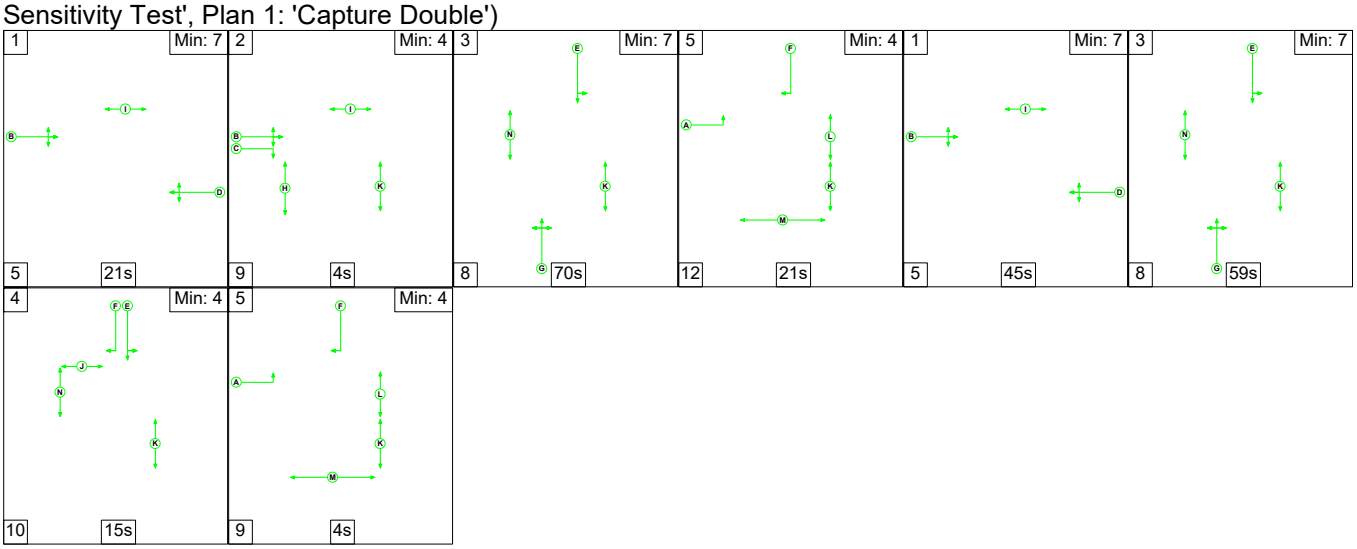
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**100.9%**	**52.7**	**47.6**	**101.6**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**97.6%**	**44.8**	**27.3**	**73.3**	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	482	1795	918	52.5%	3.4	0.6	3.9	29.2	15.0	0.6	15.5
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	731	2130:1936	759	96.3%	9.9	8.2	18.7	92.2	27.9	8.2	36.1
2/1	A259 Belle Hill (E) Ahead Left	D	217	1868	533	40.7%	2.7	0.3	3.0	50.0	8.0	0.3	8.3
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	211	2085:1895	603	35.0%	2.5	0.3	2.8	48.6	7.5	0.3	7.7
3/1	A269 Combe Valley Way Left Ahead	E	792	1952	832	95.2%	9.3	7.3	16.6	75.4	34.3	7.3	41.6
3/2	A269 Combe Valley Way Right	F	378	1936	387	97.6%	9.6	7.7	17.3	164.8	22.7	7.7	30.4
4/1+4/2	A269 London Road Left Right Ahead	G	572	1800:1856	663	86.2%	7.3	2.9	10.9	68.7	25.6	2.9	28.6
J2: A259/Downs Road	-	-	-	-	-	**52.5%**	**0.0**	**1.3**	**1.3**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	1027	1965:1941	1955	52.5%	0.0	0.6	0.6	1.9	0.0	0.6	0.6
2/1+2/2	Downs Road Left Right	-	243	1773:1764	695	34.9%	0.0	0.3	0.3	4.0	0.0	0.3	0.3
3/1	A259 Belle Hill East Ahead	-	711	1950	1950	36.5%	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	322	2085:1612	1015	31.7%	0.0	0.2	0.2	2.6	0.0	0.2	0.2
J3: London Road / Beeching Road	-	-	-	-	-	**100.9%**	**7.9**	**19.0**	**26.9**	-	-	-	-
1/1	London Road South Ahead Left	-	423	1987	1987	21.3%	0.0	0.1	0.1	1.2	0.0	0.1	0.1
2/1	Beeching Road Left Right	-	164	1679	555	29.5%	0.0	0.2	0.2	4.6	0.0	0.2	0.2

3/1	London Road North Right Ahead	-	1032	1852	1022	100.9%	7.9	18.7	26.6	92.7	38.1	18.7	56.8
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

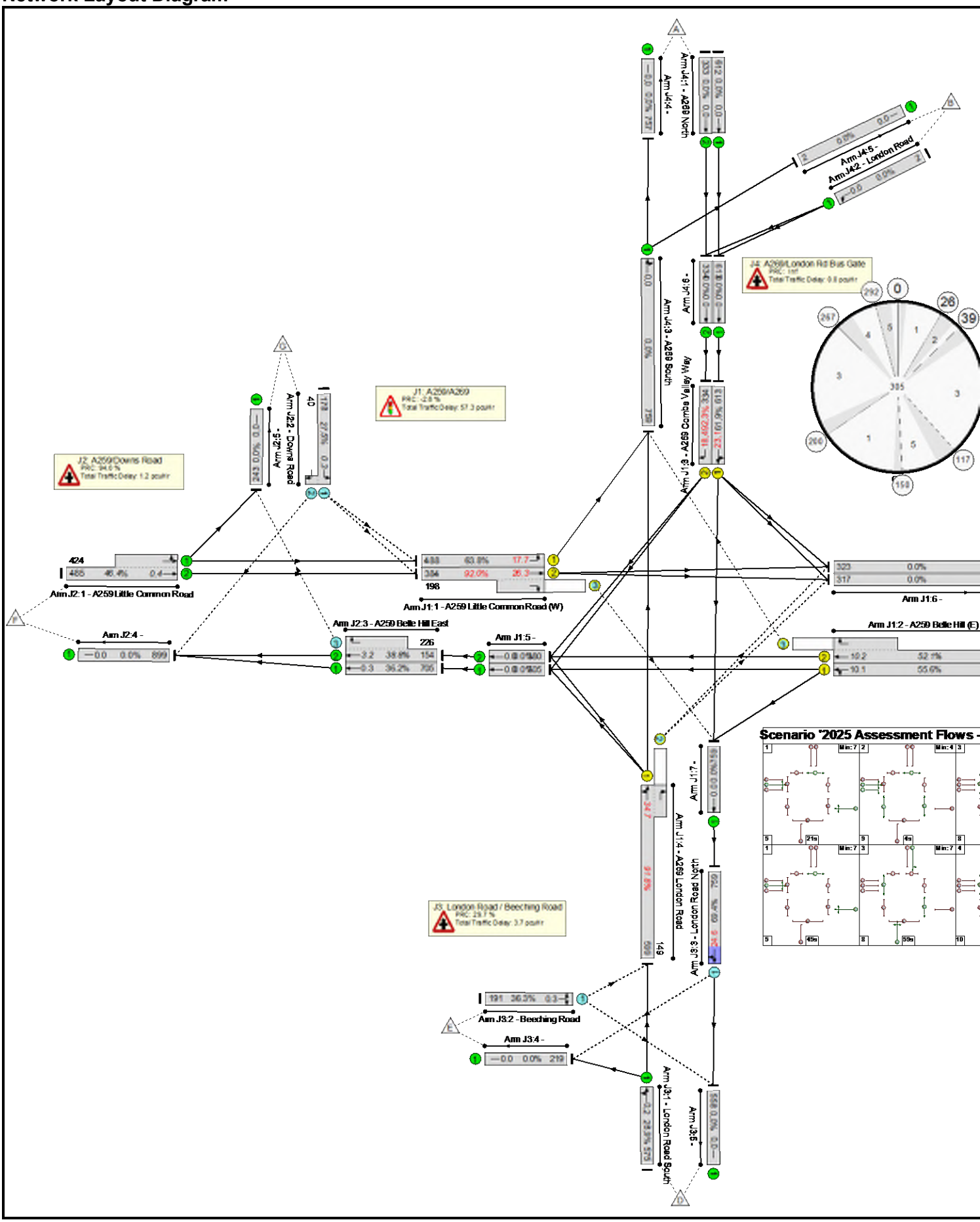
C1 PRC for Signalled Lanes (%): -8.5 Total Delay for Signalled Lanes (pcuHr): 73.32 Cycle Time (s): 305
PRC Over All Lanes (%): -12.2 Total Delay Over All Lanes(pcuHr): 101.57

Stage Sequence Diagram

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



Network Layout Diagram



Network Results

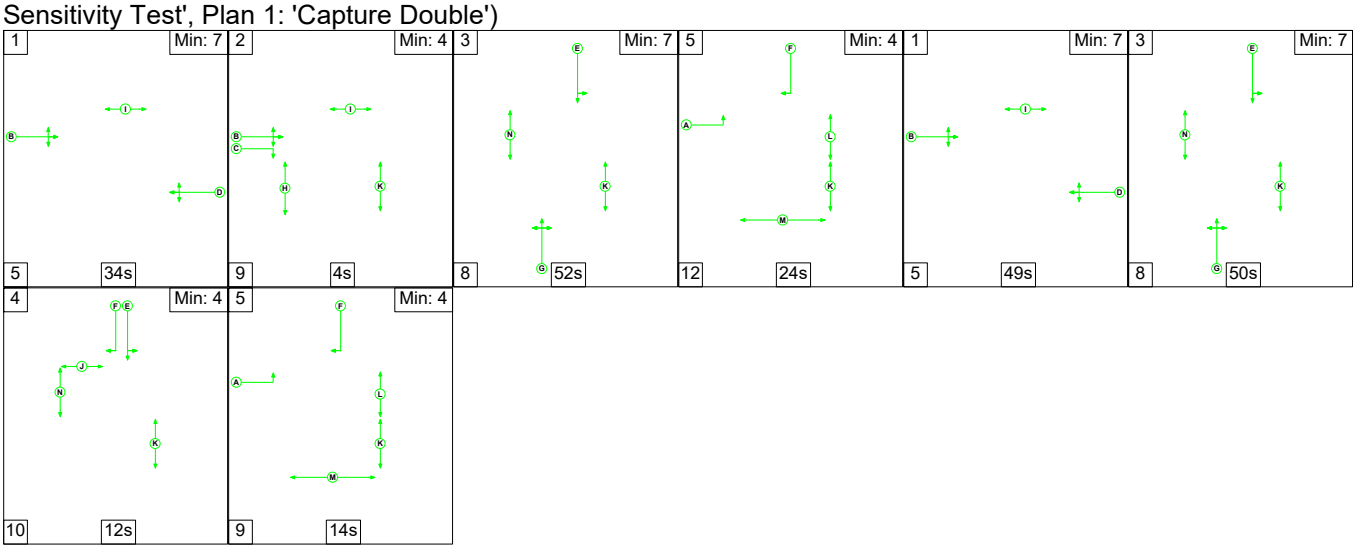
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**92.3%**	**40.9**	**19.9**	**62.3**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**92.3%**	**38.8**	**17.1**	**57.3**	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	488	1795	765	63.8%	4.7	0.9	5.6	41.0	16.8	0.9	17.7
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	582	2130:1936	633	92.0%	8.5	4.8	13.9	86.1	21.5	4.8	26.3
2/1	A259 Belle Hill (E) Ahead Left	D	233	1878	419	55.6%	3.4	0.6	4.0	62.5	9.4	0.6	10.1
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	245	2085:1895	471	52.1%	3.6	0.5	4.1	60.6	9.7	0.5	10.2
3/1	A269 Combe Valley Way Left Ahead	E	613	1937	991	61.9%	4.7	0.8	5.5	32.5	22.3	0.8	23.1
3/2	A269 Combe Valley Way Right	F	334	1936	362	92.3%	5.7	4.5	10.2	109.7	13.8	4.5	18.4
4/1+4/2	A269 London Road Left Right Ahead	G	748	1802:1856	814	91.8%	8.2	4.9	13.9	67.1	29.8	4.9	34.7
J2: A259/Downs Road	-	-	-	-	-	**46.4%**	**0.0**	**1.2**	**1.2**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	909	1965:1954	1960	46.4%	0.0	0.4	0.4	1.7	0.0	0.4	0.4
2/1+2/2	Downs Road Left Right	-	218	1773:1764	794	27.5%	0.0	0.2	0.2	3.1	0.1	0.2	0.3
3/1	A259 Belle Hill East Ahead	-	705	1950	1950	36.2%	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	380	2085:1612	979	38.8%	0.0	0.3	0.3	3.0	2.9	0.3	3.2
J3: London Road / Beeching Road	-	-	-	-	-	**69.4%**	**2.1**	**1.6**	**3.7**	-	-	-	-
1/1	London Road South Ahead Left	-	575	1988	1988	28.9%	0.0	0.2	0.2	1.3	0.0	0.2	0.2
2/1	Beeching Road Left Right	-	191	1680	526	36.3%	0.0	0.3	0.3	5.4	0.0	0.3	0.3

3/1	London Road North Right Ahead	-	759	1882	1094	69.4%	2.1	1.1	3.2	15.4	23.4	1.1	24.6
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

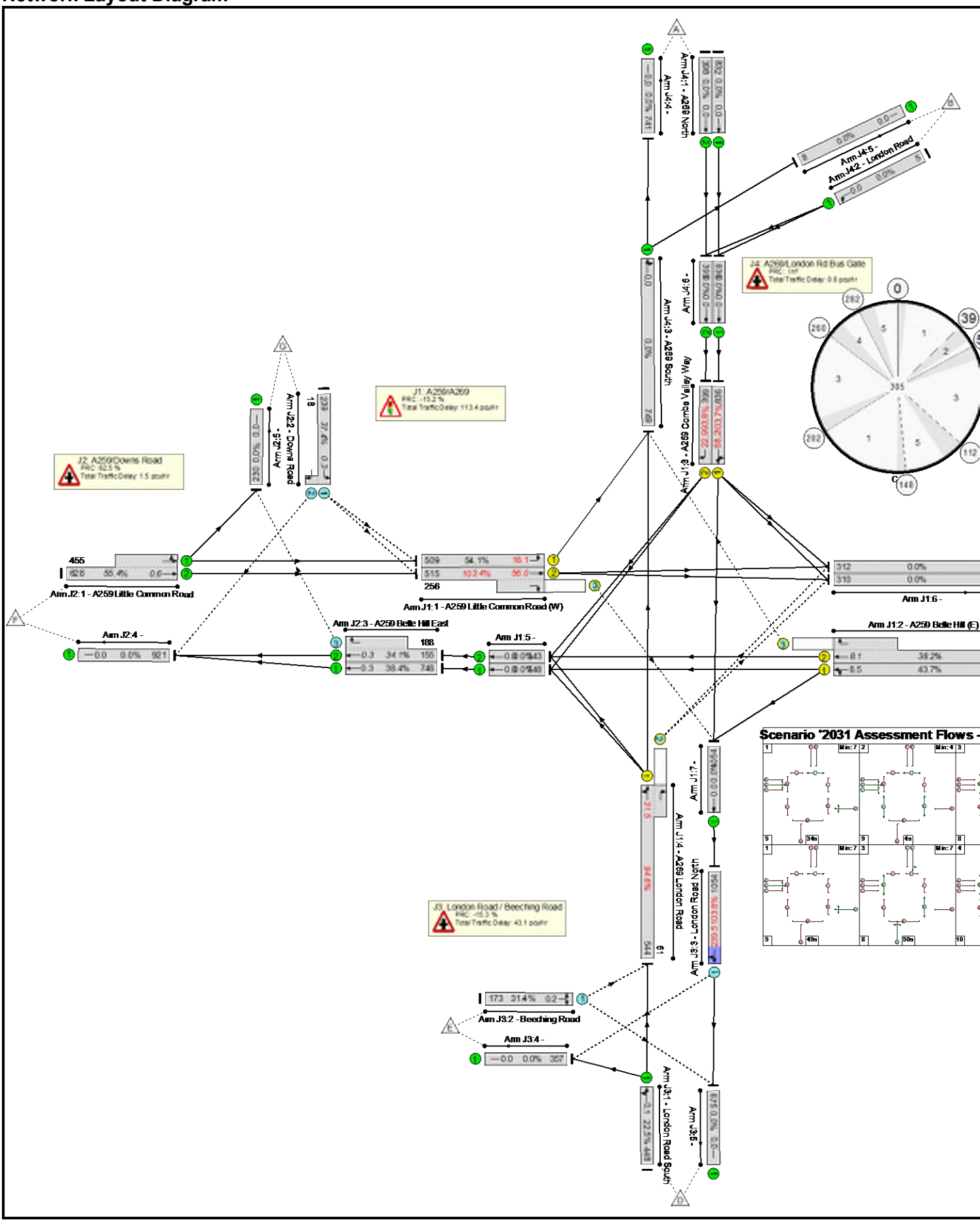
C1 PRC for Signalled Lanes (%): -2.6 Total Delay for Signalled Lanes (pcuHr): 57.30 Cycle Time (s): 305
PRC Over All Lanes (%): -2.6 Total Delay Over All Lanes(pcuHr): 62.26

Stage Sequence Diagram

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



Network Layout Diagram



Network Results

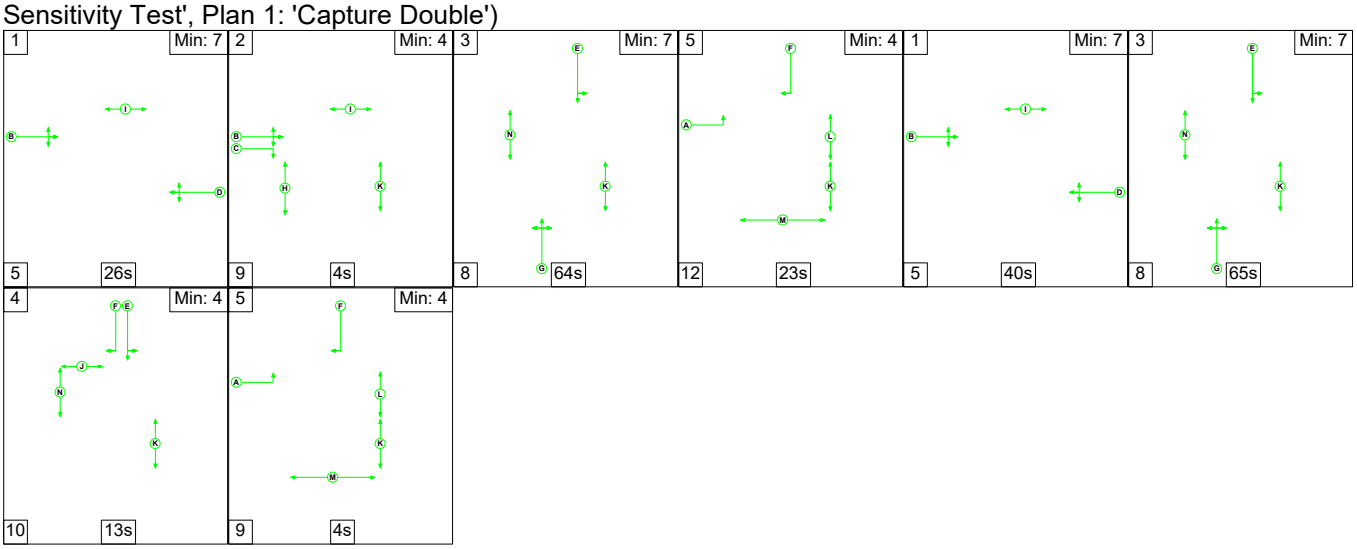
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**103.8%**	**67.9**	**88.7**	**158.0**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**103.7%**	**53.7**	**58.4**	**113.4**	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	509	1795	942	54.1%	3.4	0.6	4.0	28.4	15.6	0.6	16.1
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	771	2130:1936	745	103.4%	14.9	21.7	37.2	173.6	34.3	21.7	56.0
2/1	A259 Belle Hill (E) Ahead Left	D	227	1866	520	43.7%	2.9	0.4	3.2	51.3	8.1	0.4	8.5
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	225	2085:1895	588	38.2%	2.8	0.3	3.1	49.9	7.8	0.3	8.1
3/1	A269 Combe Valley Way Left Ahead	E	836	1952	806	103.7%	14.8	23.6	38.5	165.7	44.6	23.6	68.2
3/2	A269 Combe Valley Way Right	F	399	1936	425	93.8%	6.9	5.4	12.3	110.6	17.5	5.4	22.9
4/1+4/2	A269 London Road Left Right Ahead	G	605	1800:1856	640	94.6%	8.1	6.4	15.1	90.0	25.1	6.4	31.5
J2: A259/Downs Road	-	-	-	-	-	**55.4%**	**0.0**	**1.5**	**1.5**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	1083	1965:1941	1955	55.4%	0.0	0.6	0.6	2.1	0.0	0.6	0.6
2/1+2/2	Downs Road Left Right	-	257	1773:1764	687	37.4%	0.0	0.3	0.3	4.2	0.0	0.3	0.3
3/1	A259 Belle Hill East Ahead	-	748	1950	1950	38.4%	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	343	2085:1612	1005	34.1%	0.0	0.3	0.3	2.7	0.0	0.3	0.3
J3: London Road / Beeching Road	-	-	-	-	-	**103.8%**	**14.2**	**28.9**	**43.1**	-	-	-	-
1/1	London Road South Ahead Left	-	448	1987	1987	22.5%	0.0	0.1	0.1	1.2	0.0	0.1	0.1
2/1	Beeching Road Left Right	-	173	1680	551	31.4%	0.0	0.2	0.2	4.8	0.0	0.2	0.2

3/1	London Road North Right Ahead	-	1090	1852	1016	103.8%	14.2	28.5	42.7	145.8	211.0	28.5	239.5
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

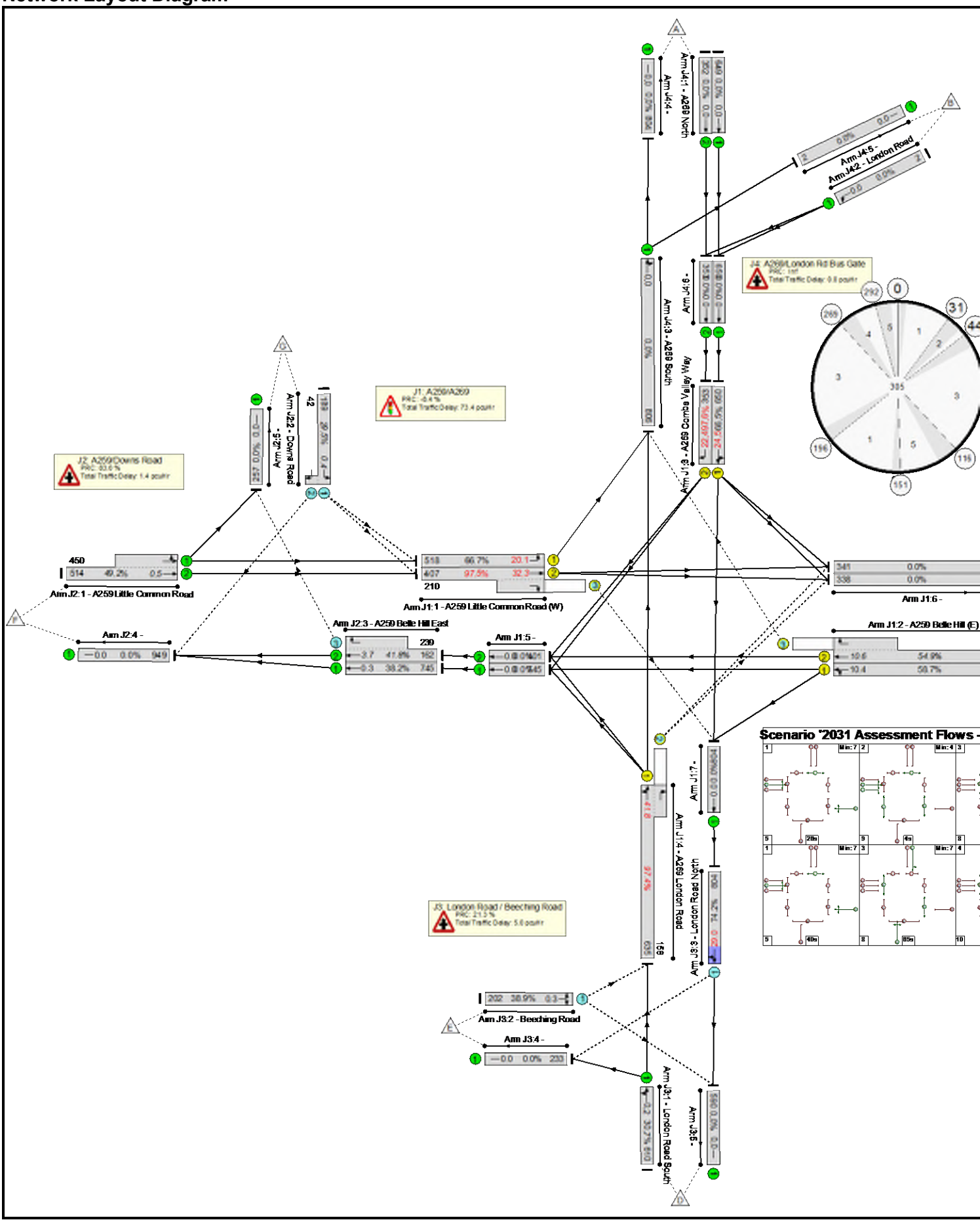
C1 PRC for Signalled Lanes (%): -15.2 Total Delay for Signalled Lanes (pcuHr): 113.42 Cycle Time (s): 305
PRC Over All Lanes (%): -15.3 Total Delay Over All Lanes(pcuHr): 157.97

Stage Sequence Diagram

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



Network Layout Diagram



Network Results

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**97.6%**	**45.0**	**32.9**	**79.8**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**97.6%**	**42.0**	**29.5**	**73.4**	-	-	-	-
1/1	A259 Little Common Road (W) Left	B	518	1795	777	66.7%	5.0	1.0	6.0	41.7	19.1	1.0	20.1
1/2+1/3	A259 Little Common Road (W) Ahead Right	B	617	2130:1936	633	97.5%	9.2	9.1	19.2	112.0	23.2	9.1	32.3
2/1	A259 Belle Hill (E) Ahead Left	D	246	1879	419	58.7%	3.6	0.7	4.3	63.4	9.7	0.7	10.4
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	258	2085:1895	470	54.9%	3.8	0.6	4.4	61.3	10.0	0.6	10.6
3/1	A269 Combe Valley Way Left Ahead	E	650	1937	978	66.5%	5.2	1.0	6.2	34.2	23.5	1.0	24.5
3/2	A269 Combe Valley Way Right	F	353	1936	362	97.6%	6.0	7.4	13.5	137.6	14.9	7.4	22.4
4/1+4/2	A269 London Road Left Right Ahead	G	793	1802:1856	814	97.4%	9.1	9.7	19.8	89.8	32.1	9.7	41.8
J2: A259/Downs Road	-	-	-	-	-	**49.2%**	**0.0**	**1.4**	**1.4**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	964	1965:1954	1960	49.2%	0.0	0.5	0.5	1.8	0.0	0.5	0.5
2/1+2/2	Downs Road Left Right	-	231	1773:1764	783	29.5%	0.0	0.2	0.2	3.3	0.2	0.2	0.4
3/1	A259 Belle Hill East Ahead	-	745	1950	1950	38.2%	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	401	2085:1612	960	41.8%	0.0	0.4	0.4	3.3	3.4	0.4	3.7
J3: London Road / Beeching Road	-	-	-	-	-	**74.2%**	**3.0**	**2.0**	**5.0**	-	-	-	-
1/1	London Road South Ahead Left	-	610	1987	1987	30.7%	0.0	0.2	0.2	1.3	0.0	0.2	0.2
2/1	Beeching Road Left Right	-	202	1680	519	38.9%	0.0	0.3	0.3	5.7	0.0	0.3	0.3

3/1	London Road North Right Ahead	-	804	1882	1083	74.2%	3.0	1.4	4.5	19.9	27.6	1.4	29.0
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

C1 PRC for Signalled Lanes (%): -8.4 Total Delay for Signalled Lanes (pcuHr): 73.39 Cycle Time (s): 305
PRC Over All Lanes (%): -8.4 Total Delay Over All Lanes(pcuHr): 79.75

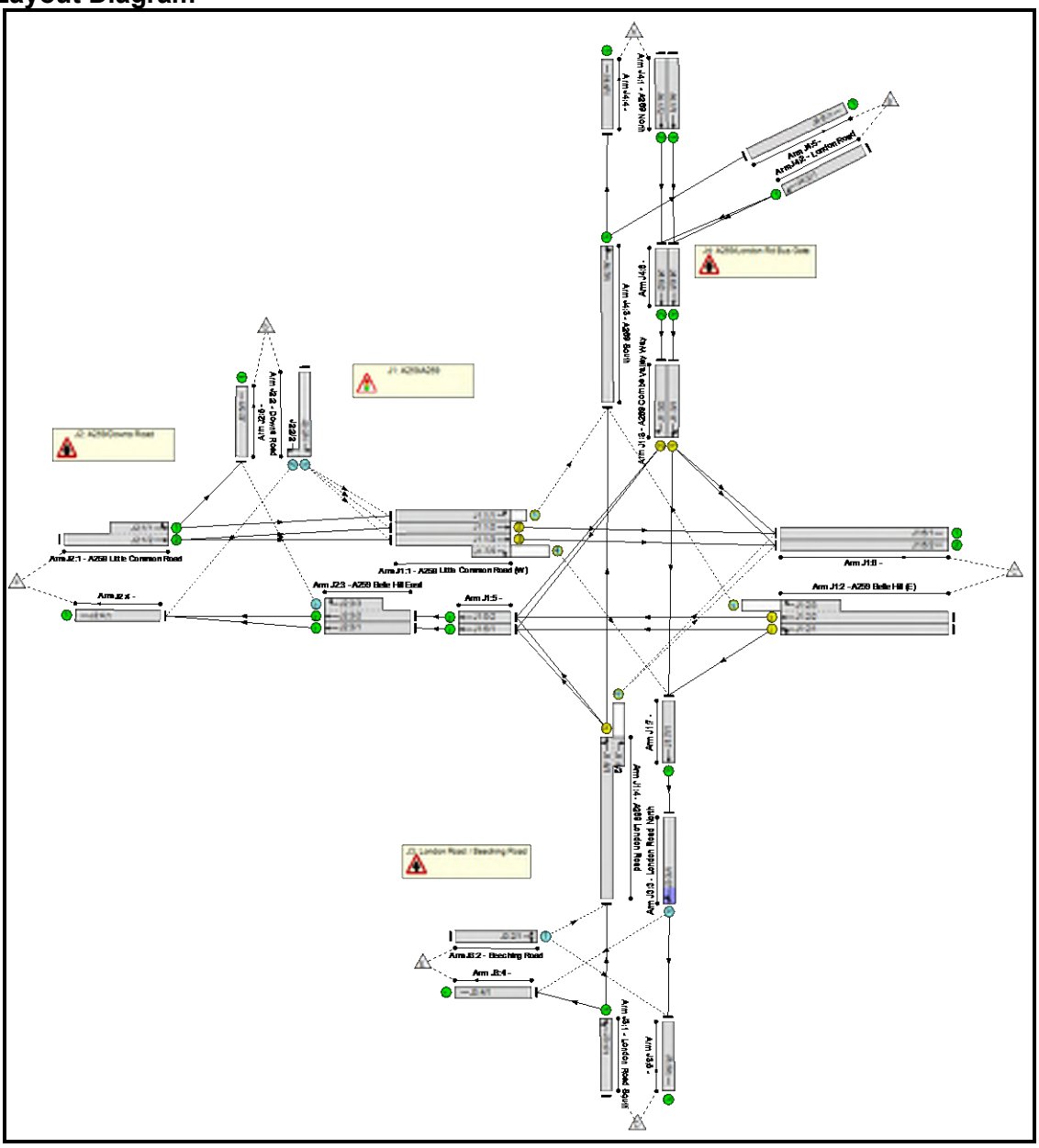
Appendix I – Assessment Output: Junction 7 Mitigation Scheme

Full Input Data And Results

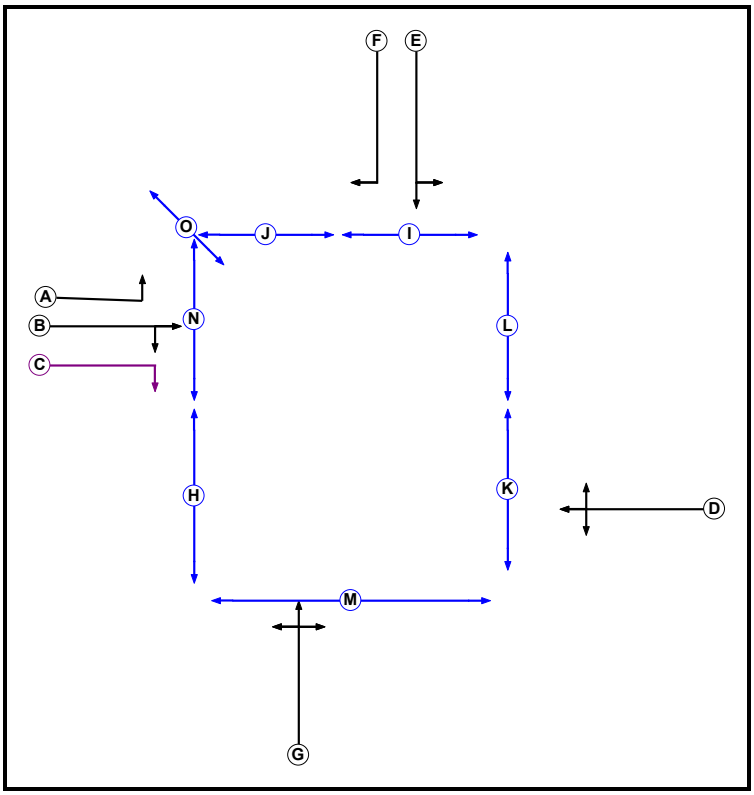
User and Project Details

Project:	**A115791 Bexhill, Fryatt Way**
Title:	**A259/A269 Existing Layout**
Location:	
Additional detail:	Approved LinSig Model of the Existing Layout - Bexhill Leisure Destination
File name:	Accepted LinSig Model - Existing Layout (Bexhill Leisure Destination) + Picady Values - June 2022 - Bexhill Leisure Mitigation.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		4	4
I	Pedestrian		4	4
J	Pedestrian		4	4
K	Pedestrian		4	4
L	Pedestrian		4	4
M	Pedestrian		4	4
N	Pedestrian		4	4
O	Pedestrian		5	5

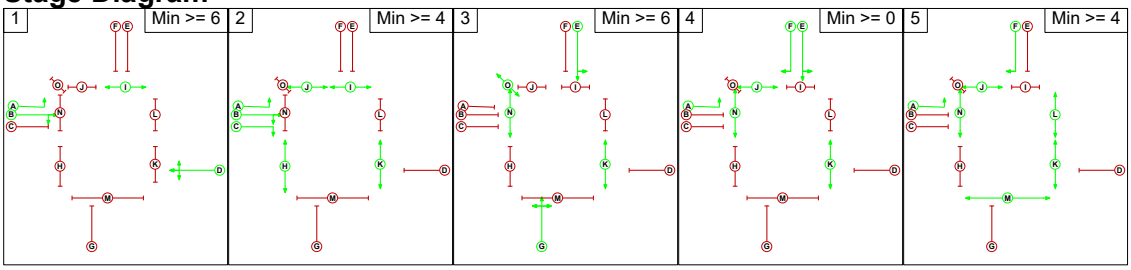
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
A		-	-	-	-	-	5	-	-	-	-	-	-	-	5
B	-		-	-	8	6	7	-	-	-	-	9	10	5	-
C	-	-		6	5	5	7	-	-	-	-	-	9	5	-
D	-	-	5		5	5	8	9	-	9	5	-	7	-	-
E	-	5	5	7		-	-	-	5	-	-	7	9	-	-
F	-	5	5	5	-		6	9	5	-	-	-	-	-	-
G	8	7	6	5	-	8		8	-	10	-	12	5	-	-
H	-	-	-	4	-	4	4		-	-	-	-	-	-	-
I	-	-	-	-	0	0	-	-		-	-	-	-	-	-
J	-	-	-	0	-	-	0	-	-		-	-	-	-	-
K	-	-	-	0	-	-	-	-	-	-		-	-	-	-
L	-	0	-	-	0	-	0	-	-	-	-		-	-	-
M	-	0	0	0	0	-	0	-	-	-	-	-		-	-
N	-	0	0	-	-	-	-	-	-	-	-	-	-		-
O	0	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B D I
2	A B C H I J K
3	E G K N O
4	A E F J K N
5	A F J K L M N

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	G	Gaining absolute	6	6
2	3	G	Gaining absolute	6	6
2	4	F	Gaining absolute	6	6

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		9	8	9	10
2	X		8	8	10
3	8	X		10	12
4	7	9	6		9
5	5	9	6	2	

Give-Way Lane Input Data

Junction: J1: A259/A269

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/1 (A259 Little Common Road (W))	J4:3/1 (Left)	1200	0	J1:2/3	0.22	All	2.00	-	0.50	2	2.00
				J1:4/1	0.22	To J4:3/1 (Ahead)					
J1:1/4 (A259 Little Common Road (W))	J1:7/1 (Right)	1439	0	J1:2/1	1.09	All	4.80	-	0.50	5	3.00
				J1:2/2	1.09	All					
J1:2/3 (A259 Belle Hill (E))	J4:3/1 (Right)	1439	0	J1:1/2	1.09	All	4.80	-	0.50	5	3.00
				J1:1/3	1.09	All					
J1:4/2 (A269 London Road)	J1:6/1 (Right)	1439	0	J1:3/1	1.09	All	4.30	-	0.50	4	4.30
	J1:6/2 (Right)	1439	0	J1:3/1	1.09	All					

Junction: J2: A259/Downs Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:2/1 (Downs Road)	J1:1/1 (Left)	764	0	J2:1/1	0.18	To J2:5/1 (Left)	-	-	-	-	-
				J2:1/2	0.18	All					
	J1:1/2 (Left)	764	0	J2:1/1	0.18	None					
				J2:1/2	0.18	All					
	J1:1/3 (Left)	764	0	J2:1/1	0.18	None					
				J2:2/2	0.18	All					
J2:2/2 (Downs Road)	J2:4/1 (Right)	531	0	J2:1/1	0.15	None	-	-	-	-	-
				J2:1/2	0.15	All					
				J2:3/3	0.22	All					
				J2:3/2	0.10	All					
				J2:3/1	0.10	All					
J2:3/3 (A259 Belle Hill East)	J2:5/1 (Right)	746	0	J2:1/2	0.18	All	-	-	-	-	-
				J2:1/1	0.18	All					

Junction: J3: London Road / Beeching Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:2/1 (Beeching Road)	J1:4/1 (Left)	661	0	J3:1/1	0.22	To J1:4/1 (Ahead)	-	-	-	-	-
	J3:5/1 (Right)	522	0	J3:1/1	0.21	To J1:4/1 (Ahead)					
				J3:3/1	0.13	All					
J3:3/1 (London Road North)	J3:4/1 (Right)	636	0	J3:1/1	0.21	All	-	-	-	-	-

Junction: J4: A269/London Rd Bus Gate

There are no Opposed Lanes in this Junction

Lane Input Data

Junction: J1: A259/A269

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A259 Little Common Road (W))	O	A	2	3	8.9	Geom	-	3.65	0.00	Y	Arm J4:3 Left	23.00
J1:1/2 (A259 Little Common Road (W))	U	B	2	3	7.0	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	Inf
J1:1/3 (A259 Little Common Road (W))	U	B	2	3	6.8	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	Inf
J1:1/4 (A259 Little Common Road (W))	O	B C	2	3	4.9	Geom	-	3.65	0.00	N	Arm J1:7 Right	15.00
J1:2/1 (A259 Belle Hill (E))	U	D	2	3	60.0	Geom	-	3.30	0.00	Y	Arm J1:5 Ahead Arm J1:7 Left	Inf 10.00
J1:2/2 (A259 Belle Hill (E))	U	D	2	3	60.0	Geom	-	3.30	0.00	N	Arm J1:5 Ahead	Inf
J1:2/3 (A259 Belle Hill (E))	O	D	2	3	7.5	Geom	-	3.30	0.00	N	Arm J4:3 Right	15.00
J1:3/1 (A269 Combe Valley Way)	U	E	2	3	5.9	Geom	-	3.50	0.00	Y	Arm J1:6 Left Arm J1:7 Ahead	18.00 Inf
J1:3/2 (A269 Combe Valley Way)	U	F	2	3	5.0	Geom	-	3.75	0.00	N	Arm J1:5 Right	15.00
J1:4/1 (A269 London Road)	U	G	2	3	3.7	Geom	-	2.75	0.00	Y	Arm J1:5 Left Arm J4:3 Ahead	17.00 Inf
J1:4/2 (A269 London Road)	O	G	2	3	3.7	Geom	-	2.75	0.00	N	Arm J1:6 Right	16.00
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/2	U		2	3	60.0	Inf	-	-	-	-	-	-

J1:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: A259/Downs Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A259 Little Common Road)	U		2	3	7.3	Geom	-	3.50	0.00	Y	Arm J1:1 Ahead	Inf
											Arm J2:5 Left	11.00
J2:1/2 (A259 Little Common Road)	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:1 Ahead	Inf
J2:2/1 (Downs Road)	O		2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:1 Left	11.00
J2:2/2 (Downs Road)	O		2	3	1.0	Geom	-	2.50	0.00	N	Arm J2:4 Right	11.00
J2:3/1 (A259 Belle Hill East)	U		2	3	60.0	Geom	-	3.35	0.00	Y	Arm J2:4 Ahead	Inf
J2:3/2 (A259 Belle Hill East)	U		2	3	60.0	Geom	-	3.30	0.00	N	Arm J2:4 Ahead	Inf
J2:3/3 (A259 Belle Hill East)	O		2	3	7.3	Geom	-	2.60	0.00	N	Arm J2:5 Right	6.00
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J3: London Road / Beeching Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (London Road South)	U		2	3	60.0	Geom	-	3.80	0.00	Y	Arm J1:4 Ahead	Inf
											Arm J3:4 Left	9.00
J3:2/1 (Beeching Road)	O		2	3	60.0	Geom	-	3.85	0.00	Y	Arm J1:4 Left	8.00
											Arm J3:5 Right	5.00
J3:3/1 (London Road North)	O		2	3	5.0	Geom	-	3.95	0.00	Y	Arm J3:4 Right	6.00
											Arm J3:5 Ahead	Inf
J3:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: A269/London Rd Bus Gate

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (A269 North)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:1/2 (A269 North)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:2/1 (London Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:3/1 (A269 South)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 Surveyed Flows (Extracted from Prime TA) - AM Peak'	08:00	09:00	01:00	
2: '2018 Surveyed Flows (Extracted from Prime TA) - PM peak'	17:00	18:00	01:00	
3: '2025 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak'	08:00	09:00	01:00	
4: '2025 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak'	17:00	18:00	01:00	
5: '2031 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak'	08:00	09:00	01:00	
6: '2031 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	64	244	204	435	29	976
	B	0	0	1	9	0	0	0	10
	C	32	0	0	42	76	459	67	676
	D	166	10	39	0	14	51	63	343
	E	87	0	35	12	0	28	3	165
	F	355	0	436	83	42	0	25	941
	G	62	0	38	69	12	16	0	197
	Tot.	702	10	613	459	348	989	187	3308

Traffic Lane Flows

Lane	Scenario 1: 2018 Surveyed - Validation - AM Peak
Junction: J1: A259/A269	
J1:1/1	417
J1:1/2	474
J1:1/3 (with short)	206(In) 0(Out)
J1:1/4 (short)	206
J1:2/1	299
J1:2/2 (with short)	377(In) 345(Out)
J1:2/3 (short)	32
J1:3/1	522
J1:3/2	464
J1:4/1 (with short)	482(In) 408(Out)
J1:4/2 (short)	74
J1:5/1	695
J1:5/2	440
J1:6/1	545
J1:6/2	68
J1:7/1	781
Junction: J2: A259/Downs Road	
J2:1/1 (short)	380
J2:1/2 (with short)	941(In) 561(Out)
J2:2/1 (with short)	197(In) 181(Out)
J2:2/2 (short)	16
J2:3/1	695
J2:3/2 (with short)	440(In) 278(Out)
J2:3/3 (short)	162
J2:4/1	989
J2:5/1	187
Junction: J3: London Road / Beeching Road	
J3:1/1	343
J3:2/1	165
J3:3/1	781
J3:4/1	348
J3:5/1	459
Junction: J4: A269/London Rd Bus Gate	

J4:1/1	512
J4:1/2	464
J4:2/1	10
J4:3/1	712
J4:4/1	702
J4:5/1	10
J4:6/1	522
J4:6/2	464

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.65	0.00	Y	Arm J4:3 Left	23.00	100.0 %	1859	1859
J1:1/2 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2120	2120
J1:1/3 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	0.0 %	2120	2120
J1:1/4 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:7 Right	15.00	100.0 %	1927	1927
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	60.5 %	1836	1836
				Arm J1:7 Left	10.00	39.5 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	12.5 %	1945	1945
				Arm J1:7 Ahead	Inf	87.5 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	35.5 %	1833	1833
				Arm J4:3 Ahead	Inf	64.5 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	93.4 %	1948	1948
				Arm J2:5 Left	11.00	6.6 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	95.9 %	1982	1982
				Arm J3:4 Left	9.00	4.1 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	92.7 %	1673	1673
				Arm J3:5 Right	5.00	7.3 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	42.8 %	1816	1816
				Arm J3:5 Ahead	Inf	57.2 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

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

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	43	240	123	426	11	843
	B	0	0	0	10	0	0	0	10
	C	41	0	0	29	29	421	35	555
	D	287	8	22	0	15	60	59	451
	E	84	0	45	7	0	16	3	155
	F	440	2	425	53	12	0	24	956
	G	25	0	22	50	4	5	0	106
	Tot.	877	10	557	389	183	928	132	3076

Traffic Lane Flows

Lane	Scenario 2: 2018 Surveyed - Validation - PM Peak
Junction: J1: A259/A269	
J1:1/1	467
J1:1/2	238
J1:1/3 (with short)	328(In) 209(Out)
J1:1/4 (short)	119
J1:2/1	239
J1:2/2 (with short)	316(In) 275(Out)
J1:2/3 (short)	41
J1:3/1	416
J1:3/2	437
J1:4/1 (with short)	584(In) 517(Out)
J1:4/2 (short)	67
J1:5/1	668
J1:5/2	363
J1:6/1	294
J1:6/2	263
J1:7/1	550
Junction: J2: A259/Downs Road	
J2:1/1 (short)	466
J2:1/2 (with short)	956(In) 490(Out)
J2:2/1 (with short)	106(In) 101(Out)
J2:2/2 (short)	5
J2:3/1	668
J2:3/2 (with short)	363(In) 255(Out)
J2:3/3 (short)	108
J2:4/1	928
J2:5/1	132
Junction: J3: London Road / Beeching Road	
J3:1/1	451
J3:2/1	155
J3:3/1	550
J3:4/1	183
J3:5/1	389
Junction: J4: A269/London Rd Bus Gate	

J4:1/1	406
J4:1/2	437
J4:2/1	10
J4:3/1	887
J4:4/1	877
J4:5/1	10
J4:6/1	416
J4:6/2	437

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.65	0.00	Y	Arm J4:3 Left	23.00	100.0 %	1859	1859
J1:1/2 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2120	2120
J1:1/3 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2120	2120
J1:1/4 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:7 Right	15.00	100.0 %	1927	1927
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	75.7 %	1877	1877
				Arm J1:7 Left	10.00	24.3 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	10.3 %	1948	1948
				Arm J1:7 Ahead	Inf	89.7 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	26.7 %	1847	1847
				Arm J4:3 Ahead	Inf	73.3 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	94.8 %	1951	1951
				Arm J2:5 Left	11.00	5.2 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	96.7 %	1984	1984
				Arm J3:4 Left	9.00	3.3 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	95.5 %	1677	1677
				Arm J3:5 Right	5.00	4.5 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	30.5 %	1867	1867
				Arm J3:5 Ahead	Inf	69.5 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Scenario 3: '2025 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak' (FG3: '2025 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	63	481	245	307	75	1171
	B	0	0	0	2	1	1	0	4
	C	3	0	0	40	20	304	74	441
	D	161	2	42	0	10	177	43	435
	E	60	1	16	5	0	66	16	164
	F	387	4	391	137	69	0	45	1033
	G	104	1	105	37	19	20	0	286
	Tot.	715	8	617	702	364	875	253	3534

Traffic Lane Flows

Lane	Scenario 3: 2025 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak
Junction: J1: A259/A269	
J1:1/1	496
J1:1/2	496
J1:1/3 (with short)	262(In) 0(Out)
J1:1/4 (short)	262
J1:2/1	206
J1:2/2 (with short)	235(In) 232(Out)
J1:2/3 (short)	3
J1:3/1	792
J1:3/2	383
J1:4/1 (with short)	584(In) 526(Out)
J1:4/2 (short)	58
J1:5/1	697
J1:5/2	366
J1:6/1	557
J1:6/2	60
J1:7/1	1051
Junction: J2: A259/Downs Road	
J2:1/1 (short)	436
J2:1/2 (with short)	1033(In) 597(Out)
J2:2/1 (with short)	286(In) 266(Out)
J2:2/2 (short)	20
J2:3/1	697
J2:3/2 (with short)	366(In) 158(Out)
J2:3/3 (short)	208
J2:4/1	875
J2:5/1	253
Junction: J3: London Road / Beeching Road	
J3:1/1	435
J3:2/1	164
J3:3/1	1051
J3:4/1	364
J3:5/1	702

Junction: J4: A269/London Rd Bus Gate	
J4:1/1	789
J4:1/2	382
J4:2/1	4
J4:3/1	723
J4:4/1	715
J4:5/1	8
J4:6/1	792
J4:6/2	383

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.65	0.00	Y	Arm J4:3 Left	23.00	100.0 %	1859	1859
J1:1/2 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2120	2120
J1:1/3 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	0.0 %	2120	2120
J1:1/4 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:7 Right	15.00	100.0 %	1927	1927
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	70.9 %	1864	1864
				Arm J1:7 Left	10.00	29.1 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	8.0 %	1952	1952
				Arm J1:7 Ahead	Inf	92.0 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	57.4 %	1799	1799
				Arm J4:3 Ahead	Inf	42.6 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	89.7 %	1938	1938
				Arm J2:5 Left	11.00	10.3 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.7 %	1987	1987
				Arm J3:4 Left	9.00	2.3 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.0 %	1679	1679
				Arm J3:5 Right	5.00	3.0 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	33.7 %	1854	1854
				Arm J3:5 Ahead	Inf	66.3 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Scenario 4: '2025 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak' (FG4: '2025 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	107	370	135	259	82	953
	B	0	0	0	1	0	1	0	2
	C	3	0	0	40	15	334	106	498
	D	203	1	113	0	13	201	64	595
	E	65	0	36	5	0	65	21	192
	F	401	2	313	130	47	0	24	917
	G	108	0	85	35	13	46	0	287
	Tot.	780	3	654	581	223	906	297	3444

Traffic Lane Flows

Lane	Scenario 4: 2025 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak
Junction: J1: A259/A269	
J1:1/1	511
J1:1/2	398
J1:1/3 (with short)	225(In) 0(Out)
J1:1/4 (short)	225
J1:2/1	243
J1:2/2 (with short)	255(In) 252(Out)
J1:2/3 (short)	3
J1:3/1	613
J1:3/2	342
J1:4/1 (with short)	769(In) 620(Out)
J1:4/2 (short)	149
J1:5/1	714
J1:5/2	419
J1:6/1	527
J1:6/2	127
J1:7/1	786
Junction: J2: A259/Downs Road	
J2:1/1 (short)	427
J2:1/2 (with short)	917(In) 490(Out)
J2:2/1 (with short)	287(In) 241(Out)
J2:2/2 (short)	46
J2:3/1	714
J2:3/2 (with short)	419(In) 146(Out)
J2:3/3 (short)	273
J2:4/1	906
J2:5/1	297
Junction: J3: London Road / Beeching Road	
J3:1/1	595
J3:2/1	192
J3:3/1	786
J3:4/1	223
J3:5/1	581

Junction: J4: A269/London Rd Bus Gate	
J4:1/1	612
J4:1/2	341
J4:2/1	2
J4:3/1	783
J4:4/1	780
J4:5/1	3
J4:6/1	613
J4:6/2	342

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.65	0.00	Y	Arm J4:3 Left	23.00	100.0 %	1859	1859
J1:1/2 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2120	2120
J1:1/3 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	0.0 %	2120	2120
J1:1/4 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:7 Right	15.00	100.0 %	1927	1927
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	77.4 %	1881	1881
				Arm J1:7 Left	10.00	22.6 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	17.5 %	1937	1937
				Arm J1:7 Ahead	Inf	82.5 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	56.6 %	1800	1800
				Arm J4:3 Ahead	Inf	43.4 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	94.4 %	1950	1950
				Arm J2:5 Left	11.00	5.6 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.8 %	1988	1988
				Arm J3:4 Left	9.00	2.2 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.4 %	1680	1680
				Arm J3:5 Right	5.00	2.6 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	26.7 %	1884	1884
				Arm J3:5 Ahead	Inf	73.3 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Scenario 5: '2031 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak' (FG5: '2031 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	66	507	258	325	78	1234
	B	0	0	0	2	1	1	0	4
	C	3	0	0	42	22	321	77	465
	D	170	2	44	0	11	187	45	459
	E	63	1	17	5	0	70	17	173
	F	408	4	413	143	73	0	47	1088
	G	110	1	110	38	20	21	0	300
	Tot.	754	8	650	737	385	925	264	3723

Traffic Lane Flows

Lane	Scenario 5: 2031 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak
Junction: J1: A259/A269	
J1:1/1	523
J1:1/2	523
J1:1/3 (with short)	274(In) 0(Out)
J1:1/4 (short)	274
J1:2/1	217
J1:2/2 (with short)	248(In) 245(Out)
J1:2/3 (short)	3
J1:3/1	834
J1:3/2	404
J1:4/1 (with short)	616(In) 555(Out)
J1:4/2 (short)	61
J1:5/1	736
J1:5/2	385
J1:6/1	587
J1:6/2	63
J1:7/1	1106
Junction: J2: A259/Downs Road	
J2:1/1 (short)	459
J2:1/2 (with short)	1088(In) 629(Out)
J2:2/1 (with short)	300(In) 279(Out)
J2:2/2 (short)	21
J2:3/1	736
J2:3/2 (with short)	385(In) 168(Out)
J2:3/3 (short)	217
J2:4/1	925
J2:5/1	264
Junction: J3: London Road / Beeching Road	
J3:1/1	459
J3:2/1	173
J3:3/1	1106
J3:4/1	385
J3:5/1	737

Junction: J4: A269/London Rd Bus Gate	
J4:1/1	831
J4:1/2	403
J4:2/1	4
J4:3/1	762
J4:4/1	754
J4:5/1	8
J4:6/1	834
J4:6/2	404

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.65	0.00	Y	Arm J4:3 Left	23.00	100.0 %	1859	1859
J1:1/2 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2120	2120
J1:1/3 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	0.0 %	2120	2120
J1:1/4 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:7 Right	15.00	100.0 %	1927	1927
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	70.5 %	1863	1863
				Arm J1:7 Left	10.00	29.5 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	7.9 %	1952	1952
				Arm J1:7 Ahead	Inf	92.1 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	57.5 %	1799	1799
				Arm J4:3 Ahead	Inf	42.5 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	89.8 %	1938	1938
				Arm J2:5 Left	11.00	10.2 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.6 %	1987	1987
				Arm J3:4 Left	9.00	2.4 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.1 %	1680	1680
				Arm J3:5 Right	5.00	2.9 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	33.8 %	1853	1853
				Arm J3:5 Ahead	Inf	66.2 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

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

Scenario 6: '2031 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak' (FG6: '2031 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak', Plan 1: 'Capture Double')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	114	392	144	273	87	1010
	B	0	0	0	1	0	1	0	2
	C	3	0	0	42	16	352	110	523
	D	215	1	119	0	14	212	67	628
	E	69	0	39	5	0	68	22	203
	F	424	2	332	138	50	0	25	971
	G	114	0	89	37	13	48	0	301
	Tot.	825	3	693	615	237	954	311	3638

Traffic Lane Flows

Lane	Scenario 6: 2031 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak
Junction: J1: A259/A269	
J1:1/1	540
J1:1/2	421
J1:1/3 (with short)	238(In) 0(Out)
J1:1/4 (short)	238
J1:2/1	255
J1:2/2 (with short)	268(In) 265(Out)
J1:2/3 (short)	3
J1:3/1	651
J1:3/2	361
J1:4/1 (with short)	812(In) 654(Out)
J1:4/2 (short)	158
J1:5/1	751
J1:5/2	441
J1:6/1	558
J1:6/2	135
J1:7/1	833
Junction: J2: A259/Downs Road	
J2:1/1 (short)	451
J2:1/2 (with short)	971(In) 520(Out)
J2:2/1 (with short)	301(In) 253(Out)
J2:2/2 (short)	48
J2:3/1	751
J2:3/2 (with short)	441(In) 155(Out)
J2:3/3 (short)	286
J2:4/1	954
J2:5/1	311
Junction: J3: London Road / Beeching Road	
J3:1/1	628
J3:2/1	203
J3:3/1	833
J3:4/1	237
J3:5/1	615

Junction: J4: A269/London Rd Bus Gate	
J4:1/1	650
J4:1/2	360
J4:2/1	2
J4:3/1	828
J4:4/1	825
J4:5/1	3
J4:6/1	651
J4:6/2	361

Lane Saturation Flows

Junction: J1: A259/A269

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A259 Little Common Road (W))	3.65	0.00	Y	Arm J4:3 Left	23.00	100.0 %	1859	1859
J1:1/2 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2120	2120
J1:1/3 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:6 Ahead	Inf	0.0 %	2120	2120
J1:1/4 (A259 Little Common Road (W))	3.65	0.00	N	Arm J1:7 Right	15.00	100.0 %	1927	1927
J1:2/1 (A259 Belle Hill (E))	3.30	0.00	Y	Arm J1:5 Ahead	Inf	77.3 %	1881	1881
				Arm J1:7 Left	10.00	22.7 %		
J1:2/2 (A259 Belle Hill (E))	3.30	0.00	N	Arm J1:5 Ahead	Inf	100.0 %	2085	2085
J1:2/3 (A259 Belle Hill (E))	3.30	0.00	N	Arm J4:3 Right	15.00	100.0 %	1895	1895
J1:3/1 (A269 Combe Valley Way)	3.50	0.00	Y	Arm J1:6 Left	18.00	17.5 %	1937	1937
				Arm J1:7 Ahead	Inf	82.5 %		
J1:3/2 (A269 Combe Valley Way)	3.75	0.00	N	Arm J1:5 Right	15.00	100.0 %	1936	1936
J1:4/1 (A269 London Road)	2.75	0.00	Y	Arm J1:5 Left	17.00	56.4 %	1800	1800
				Arm J4:3 Ahead	Inf	43.6 %		
J1:4/2 (A269 London Road)	2.75	0.00	N	Arm J1:6 Right	16.00	100.0 %	1856	1856
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf

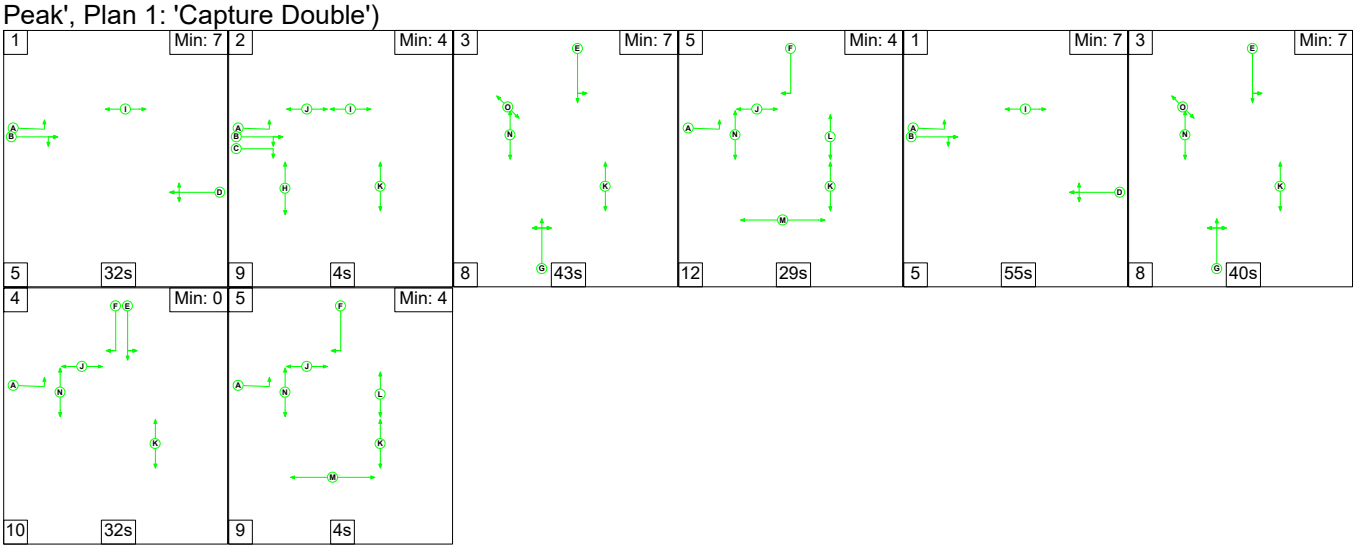
Junction: J2: A259/Downs Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	94.5 %	1950	1950
				Arm J2:5 Left	11.00	5.5 %		
J2:1/2 (A259 Little Common Road)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1965	1965
J2:2/1 (Downs Road)	4.00	0.00	Y	Arm J1:1 Left	11.00	100.0 %	1773	1773
J2:2/2 (Downs Road)	2.50	0.00	N	Arm J2:4 Right	11.00	100.0 %	1764	1764
J2:3/1 (A259 Belle Hill East)	3.35	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1950	1950
J2:3/2 (A259 Belle Hill East)	3.30	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2085	2085
J2:3/3 (A259 Belle Hill East)	2.60	0.00	N	Arm J2:5 Right	6.00	100.0 %	1612	1612
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: London Road / Beeching Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (London Road South)	3.80	0.00	Y	Arm J1:4 Ahead	Inf	97.8 %	1988	1988
				Arm J3:4 Left	9.00	2.2 %		
J3:2/1 (Beeching Road)	3.85	0.00	Y	Arm J1:4 Left	8.00	97.5 %	1680	1680
				Arm J3:5 Right	5.00	2.5 %		
J3:3/1 (London Road North)	3.95	0.00	Y	Arm J3:4 Right	6.00	26.8 %	1884	1884
				Arm J3:5 Ahead	Inf	73.2 %		
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

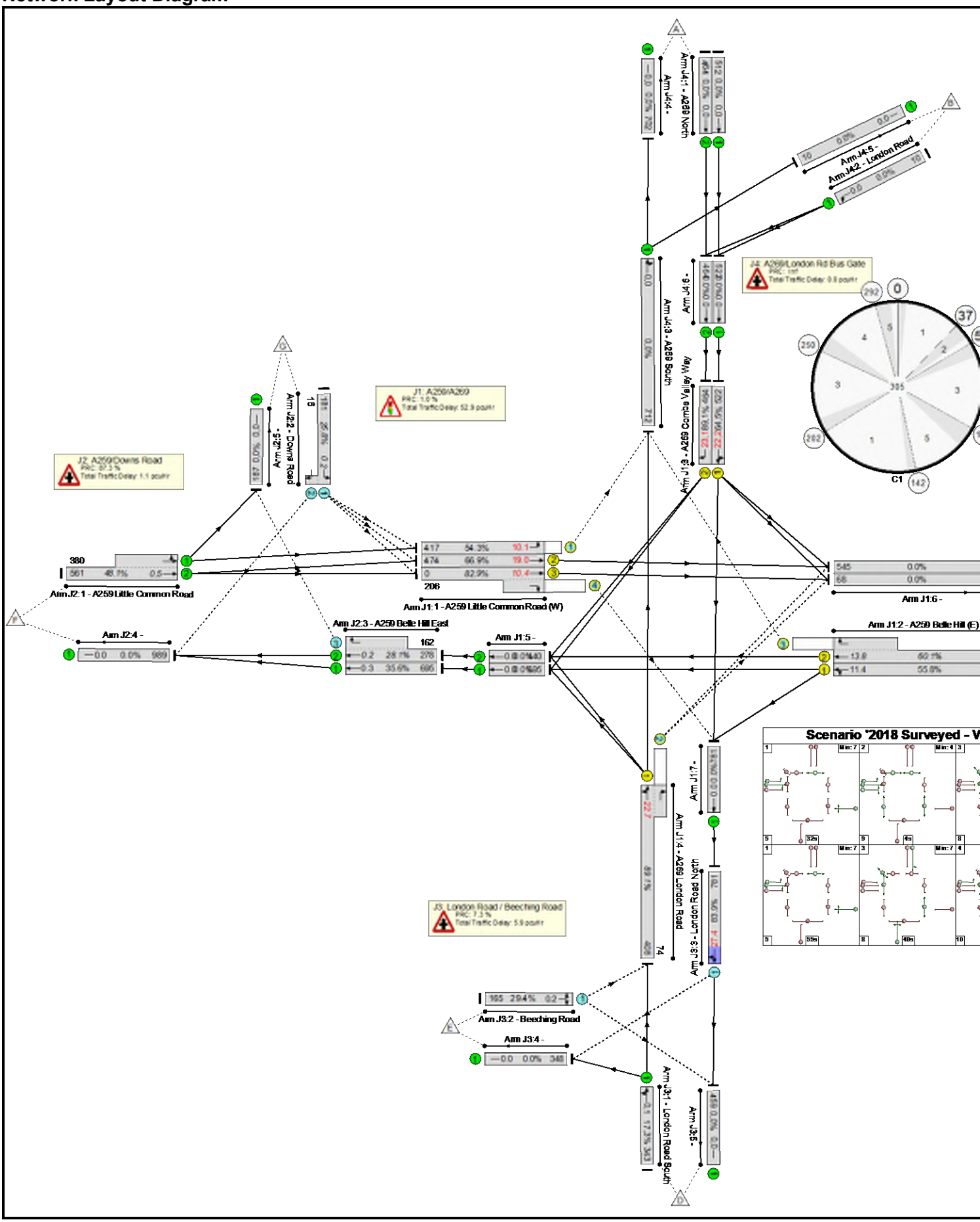
Junction: J4: A269/London Rd Bus Gate								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A269 North Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:1/2 (A269 North Lane 2)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

Stage Sequence Diagram

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



Network Layout Diagram



Network Results

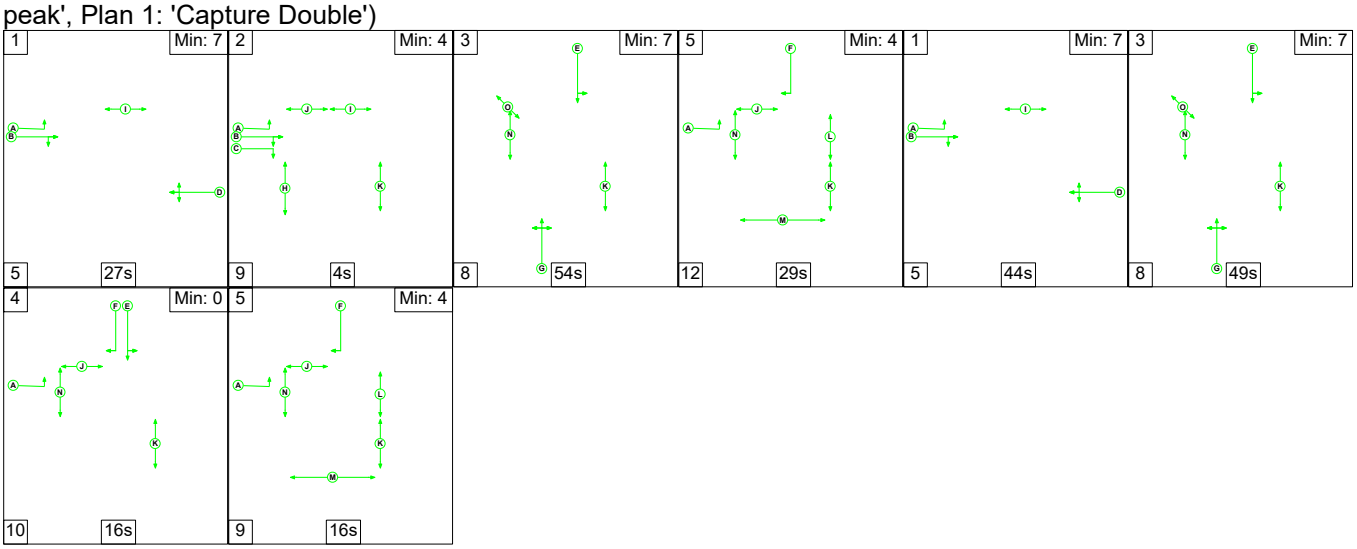
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**89.1%**	**40.8**	**17.3**	**59.9**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**89.1%**	**37.7**	**13.4**	**52.9**	-	-	-	-
1/1	A259 Little Common Road (W) Left	A	417	1859	767	54.3%	1.7	0.6	2.5	21.2	9.5	0.6	10.1
1/2	A259 Little Common Road (W) Ahead	B	474	2120	709	66.9%	5.7	1.0	6.7	51.2	18.0	1.0	19.0
1/3+1/4	A259 Little Common Road (W) Ahead Right	B	206	2120:1927	248	82.9%	2.5	2.2	5.7	100.3	8.2	2.2	10.4
2/1	A259 Belle Hill (E) Ahead Left	D	299	1836	536	55.8%	3.8	0.6	4.4	53.3	10.8	0.6	11.4
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	377	2085:1895	628	60.1%	4.8	0.7	5.7	54.3	13.0	0.7	13.8
3/1	A269 Combe Valley Way Left Ahead	E	522	1945	810	64.5%	5.4	0.9	6.3	43.3	21.3	0.9	22.2
3/2	A269 Combe Valley Way Right	F	464	1936	520	89.1%	6.9	3.6	10.6	82.0	19.5	3.6	23.1
4/1+4/2	A269 London Road Left Right Ahead	G	482	1833:1856	541	89.1%	6.9	3.6	11.0	82.0	19.0	3.6	22.7
J2: A259/Downs Road	-	-	-	-	-	**48.1%**	**0.0**	**1.1**	**1.1**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	941	1965:1948	1958	48.1%	0.0	0.5	0.5	1.8	0.0	0.5	0.5
2/1+2/2	Downs Road Left Right	-	197	1773:1764	765	25.8%	0.0	0.2	0.2	3.2	0.0	0.2	0.2
3/1	A259 Belle Hill East Ahead	-	695	1950	1950	35.6%	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	440	2085:1612	1566	28.1%	0.0	0.2	0.2	1.6	0.0	0.2	0.2
J3: London Road / Beeching Road	-	-	-	-	-	**83.9%**	**3.1**	**2.8**	**5.9**	-	-	-	-
1/1	London Road South Ahead Left	-	343	1982	1982	17.3%	0.0	0.1	0.1	1.1	0.0	0.1	0.1

2/1	Beeching Road Left Right	-	165	1673	560	29.4%	0.0	0.2	0.2	4.5	0.0	0.2	0.2
3/1	London Road North Right Ahead	-	781	1816	931	83.9%	3.1	2.5	5.6	25.8	24.9	2.5	27.4
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

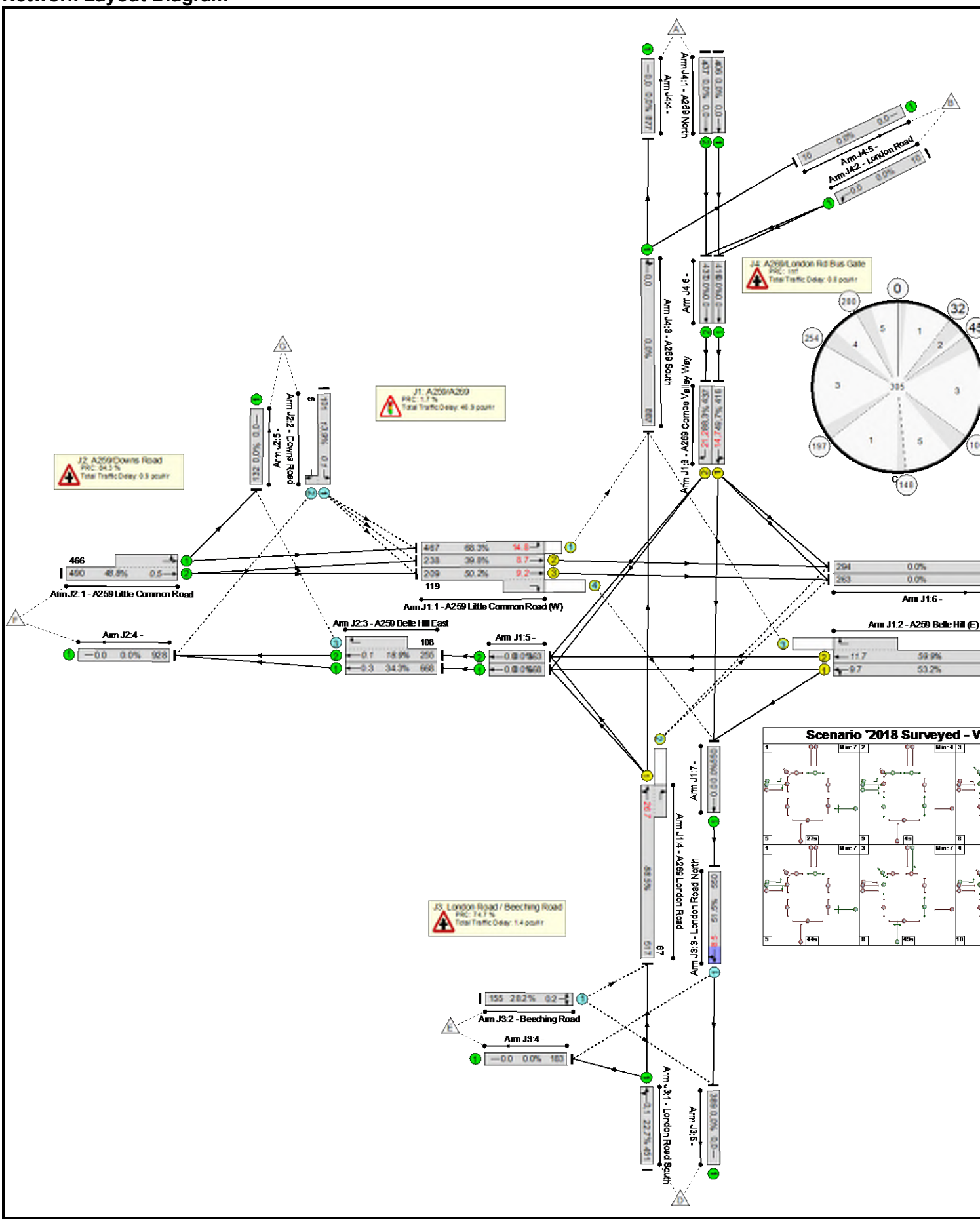
C1 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 52.87 Cycle Time (s): 305
PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 59.88

Stage Sequence Diagram

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



Network Layout Diagram



Network Results

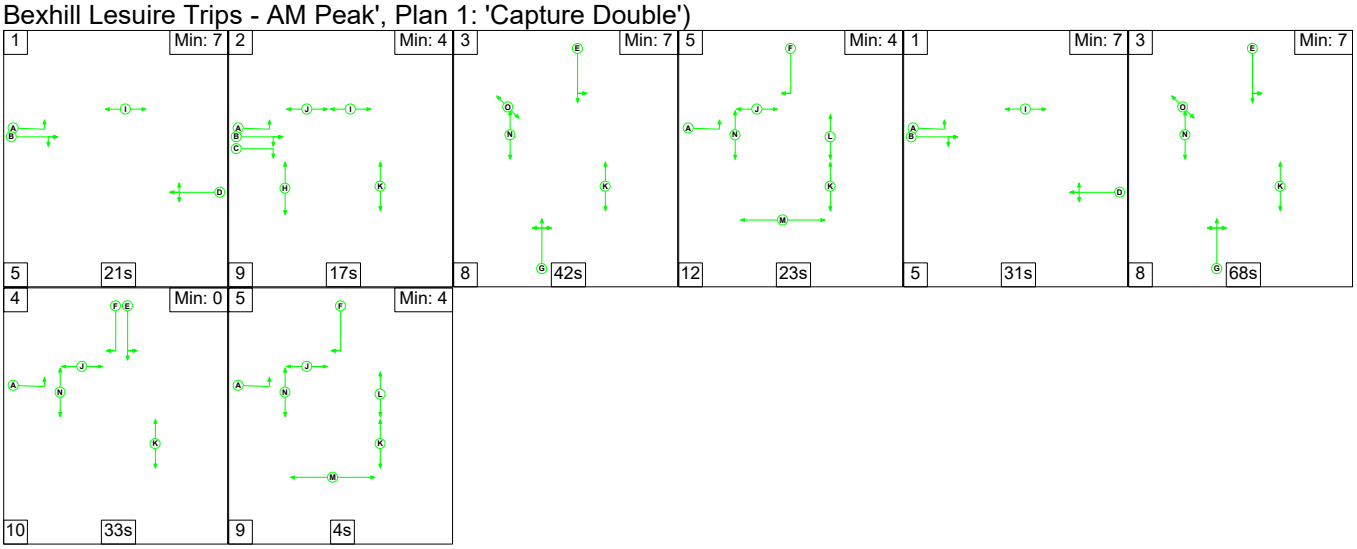
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**88.5%**	**35.8**	**12.4**	**49.3**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**88.5%**	**35.3**	**10.6**	**46.9**	-	-	-	-
1/1	A259 Little Common Road (W) Left	A	467	1859	684	68.3%	2.8	1.1	4.2	32.2	13.8	1.1	14.8
1/2	A259 Little Common Road (W) Ahead	B	238	2120	598	39.8%	2.9	0.3	3.3	49.3	8.3	0.3	8.7
1/3+1/4	A259 Little Common Road (W) Ahead Right	B	328	2120:1927	653	50.2%	4.0	0.5	5.0	54.7	8.7	0.5	9.2
2/1	A259 Belle Hill (E) Ahead Left	D	239	1877	449	53.2%	3.4	0.6	3.9	59.1	9.1	0.6	9.7
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	316	2085:1895	528	59.9%	4.4	0.7	5.3	60.0	11.0	0.7	11.7
3/1	A269 Combe Valley Way Left Ahead	E	416	1948	837	49.7%	3.7	0.5	4.2	36.2	14.2	0.5	14.7
3/2	A269 Combe Valley Way Right	F	437	1936	495	88.3%	6.6	3.4	10.0	82.3	17.8	3.4	21.2
4/1+4/2	A269 London Road Left Right Ahead	G	584	1847:1856	660	88.5%	7.5	3.5	11.2	68.8	23.2	3.5	26.7
J2: A259/Downs Road	-	-	-	-	-	**48.8%**	**0.0**	**0.9**	**0.9**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	956	1965:1951	1958	48.8%	0.0	0.5	0.5	1.8	0.0	0.5	0.5
2/1+2/2	Downs Road Left Right	-	106	1773:1764	764	13.9%	0.0	0.1	0.1	2.7	0.0	0.1	0.1
3/1	A259 Belle Hill East Ahead	-	668	1950	1950	34.3%	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	363	2085:1612	1918	18.9%	0.0	0.1	0.1	1.2	0.0	0.1	0.1
J3: London Road / Beeching Road	-	-	-	-	-	**51.5%**	**0.6**	**0.9**	**1.4**	-	-	-	-
1/1	London Road South Ahead Left	-	451	1984	1984	22.7%	0.0	0.1	0.1	1.2	0.0	0.1	0.1

2/1	Beeching Road Left Right	-	155	1677	550	28.2%	0.0	0.2	0.2	4.6	0.0	0.2	0.2
3/1	London Road North Right Ahead	-	550	1867	1068	51.5%	0.6	0.5	1.1	7.1	8.0	0.5	8.5
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

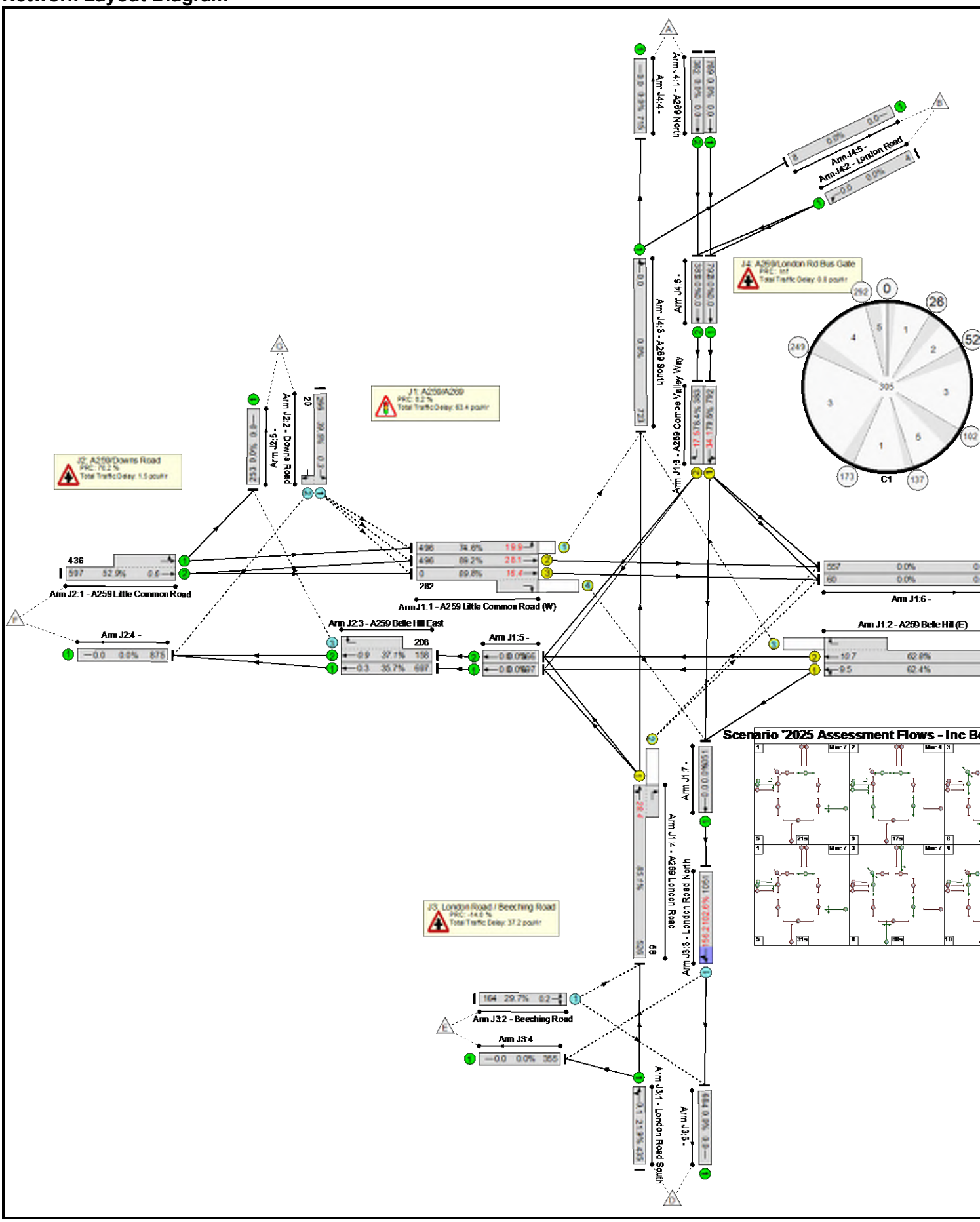
C1 PRC for Signalled Lanes (%): 1.7 Total Delay for Signalled Lanes (pcuHr): 46.94 Cycle Time (s): 305
PRC Over All Lanes (%): 1.7 Total Delay Over All Lanes(pcuHr): 49.31

Stage Sequence Diagram

Scenario 3: '2025 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak' (FG3: '2025 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak', Plan 1: 'Capture Double')



Network Layout Diagram



Network Results

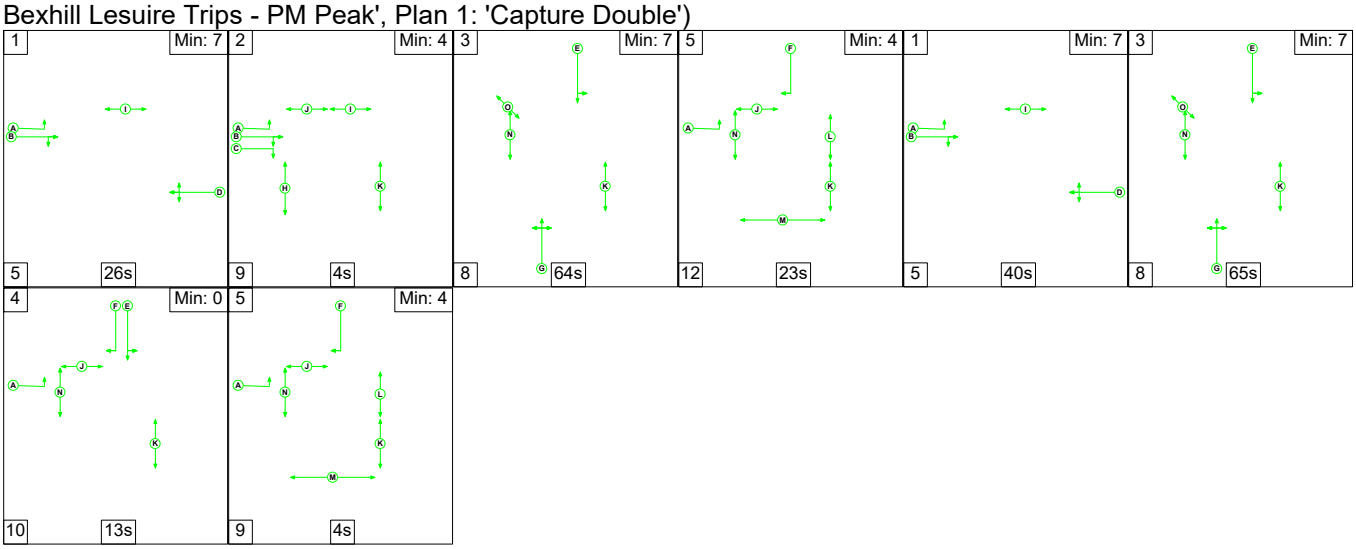
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**102.6%**	**57.1**	**42.8**	**102.1**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**89.8%**	**44.5**	**16.7**	**63.4**	-	-	-	-
1/1	A259 Little Common Road (W) Left	A	496	1859	665	74.6%	3.5	1.4	5.4	39.1	18.5	1.4	19.9
1/2	A259 Little Common Road (W) Ahead	B	496	2120	556	89.2%	7.8	3.7	11.5	83.2	24.4	3.7	28.1
1/3+1/4	A259 Little Common Road (W) Ahead Right	B	262	2120:1927	292	89.8%	4.3	3.6	9.1	124.8	12.9	3.6	16.4
2/1	A259 Belle Hill (E) Ahead Left	D	206	1864	330	62.4%	3.3	0.8	4.2	72.8	8.7	0.8	9.5
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	235	2085:1895	374	62.8%	3.8	0.8	4.7	71.6	9.9	0.8	10.7
3/1	A269 Combe Valley Way Left Ahead	E	792	1952	992	79.8%	7.7	1.9	9.6	43.8	32.1	1.9	34.1
3/2	A269 Combe Valley Way Right	F	383	1936	489	78.4%	5.7	1.8	7.4	69.7	15.7	1.8	17.5
4/1+4/2	A269 London Road Left Right Ahead	G	584	1799:1856	687	85.1%	8.3	2.7	11.6	71.4	25.7	2.7	28.4
J2: A259/Downs Road	-	-	-	-	-	**52.9%**	**0.0**	**1.5**	**1.5**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	1033	1965:1938	1954	52.9%	0.0	0.6	0.6	2.0	0.0	0.6	0.6
2/1+2/2	Downs Road Left Right	-	286	1773:1764	724	39.5%	0.0	0.3	0.3	4.1	0.0	0.3	0.3
3/1	A259 Belle Hill East Ahead	-	697	1950	1950	35.7%	0.0	0.3	0.3	1.4	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	366	2085:1612	985	37.1%	0.0	0.3	0.3	2.9	0.6	0.3	0.9
J3: London Road / Beeching Road	-	-	-	-	-	**102.6%**	**12.6**	**24.6**	**37.2**	-	-	-	-
1/1	London Road South Ahead Left	-	435	1987	1987	21.9%	0.0	0.1	0.1	1.2	0.0	0.1	0.1

2/1	Beeching Road Left Right	-	164	1679	552	29.7%	0.0	0.2	0.2	4.6	0.0	0.2	0.2
3/1	London Road North Right Ahead	-	1051	1854	1024	102.6%	12.6	24.2	36.8	126.2	132.0	24.2	156.2
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

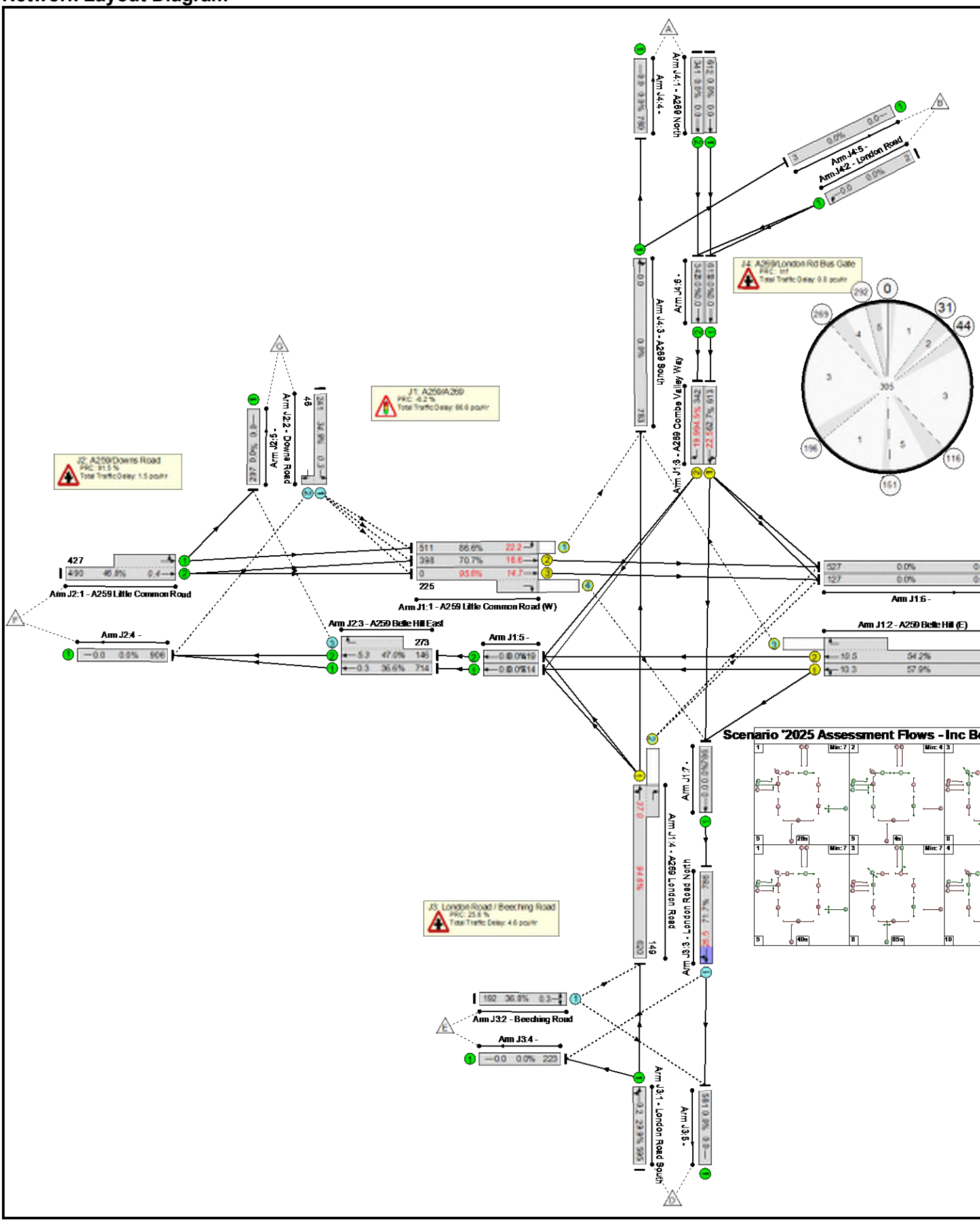
C1 PRC for Signalled Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 63.41 Cycle Time (s): 305
PRC Over All Lanes (%): -14.0 Total Delay Over All Lanes(pcuHr): 102.05

Stage Sequence Diagram

Scenario 4: '2025 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak' (FG4: '2025 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak', Plan 1: 'Capture Double')



Network Layout Diagram



Network Results

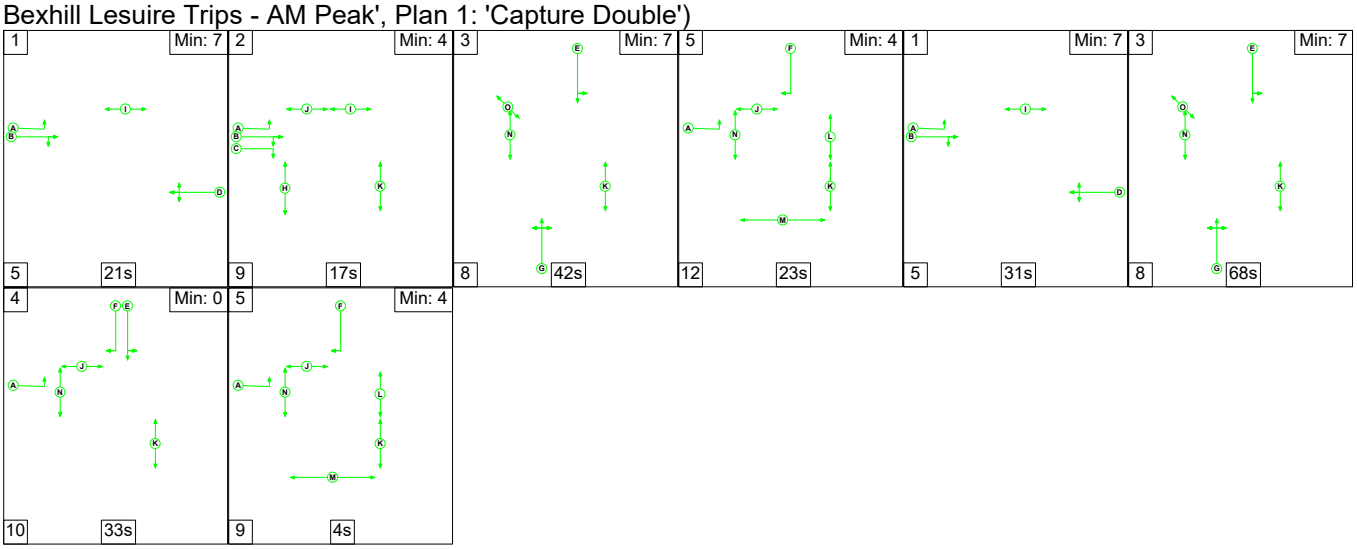
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**95.6%**	**43.1**	**27.1**	**72.7**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**95.6%**	**40.3**	**23.9**	**66.6**	-	-	-	-
1/1	A259 Little Common Road (W) Left	A	511	1859	590	86.6%	4.8	3.0	8.3	58.2	19.2	3.0	22.2
1/2	A259 Little Common Road (W) Ahead	B	398	2120	563	70.7%	5.6	1.2	6.8	61.4	15.4	1.2	16.6
1/3+1/4	A259 Little Common Road (W) Ahead Right	B	225	2120:1927	235	95.6%	3.4	5.4	9.9	159.1	9.4	5.4	14.7
2/1	A259 Belle Hill (E) Ahead Left	D	243	1881	419	57.9%	3.6	0.7	4.3	63.1	9.6	0.7	10.3
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	255	2085:1895	470	54.2%	3.7	0.6	4.3	61.0	9.9	0.6	10.5
3/1	A269 Combe Valley Way Left Ahead	E	613	1937	978	62.7%	4.8	0.8	5.6	32.9	21.6	0.8	22.5
3/2	A269 Combe Valley Way Right	F	342	1936	362	94.5%	5.8	5.5	11.4	119.5	14.3	5.5	19.9
4/1+4/2	A269 London Road Left Right Ahead	G	769	1800:1856	813	94.6%	8.6	6.7	16.1	75.5	30.3	6.7	37.0
J2: A259/Downs Road	-	-	-	-	-	**47.0%**	**0.0**	**1.4**	**1.5**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	917	1965:1950	1958	46.8%	0.0	0.4	0.4	1.7	0.0	0.4	0.4
2/1+2/2	Downs Road Left Right	-	287	1773:1764	821	34.9%	0.0	0.3	0.3	3.4	0.0	0.3	0.3
3/1	A259 Belle Hill East Ahead	-	714	1950	1950	36.6%	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	419	2085:1612	892	47.0%	0.0	0.4	0.5	4.2	4.9	0.4	5.3
J3: London Road / Beeching Road	-	-	-	-	-	**71.7%**	**2.8**	**1.8**	**4.6**	-	-	-	-
1/1	London Road South Ahead Left	-	595	1988	1988	29.9%	0.0	0.2	0.2	1.3	0.0	0.2	0.2

2/1	Beeching Road Left Right	-	192	1680	521	36.8%	0.0	0.3	0.3	5.5	0.0	0.3	0.3
3/1	London Road North Right Ahead	-	786	1884	1096	71.7%	2.8	1.3	4.1	18.7	25.2	1.3	26.5
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

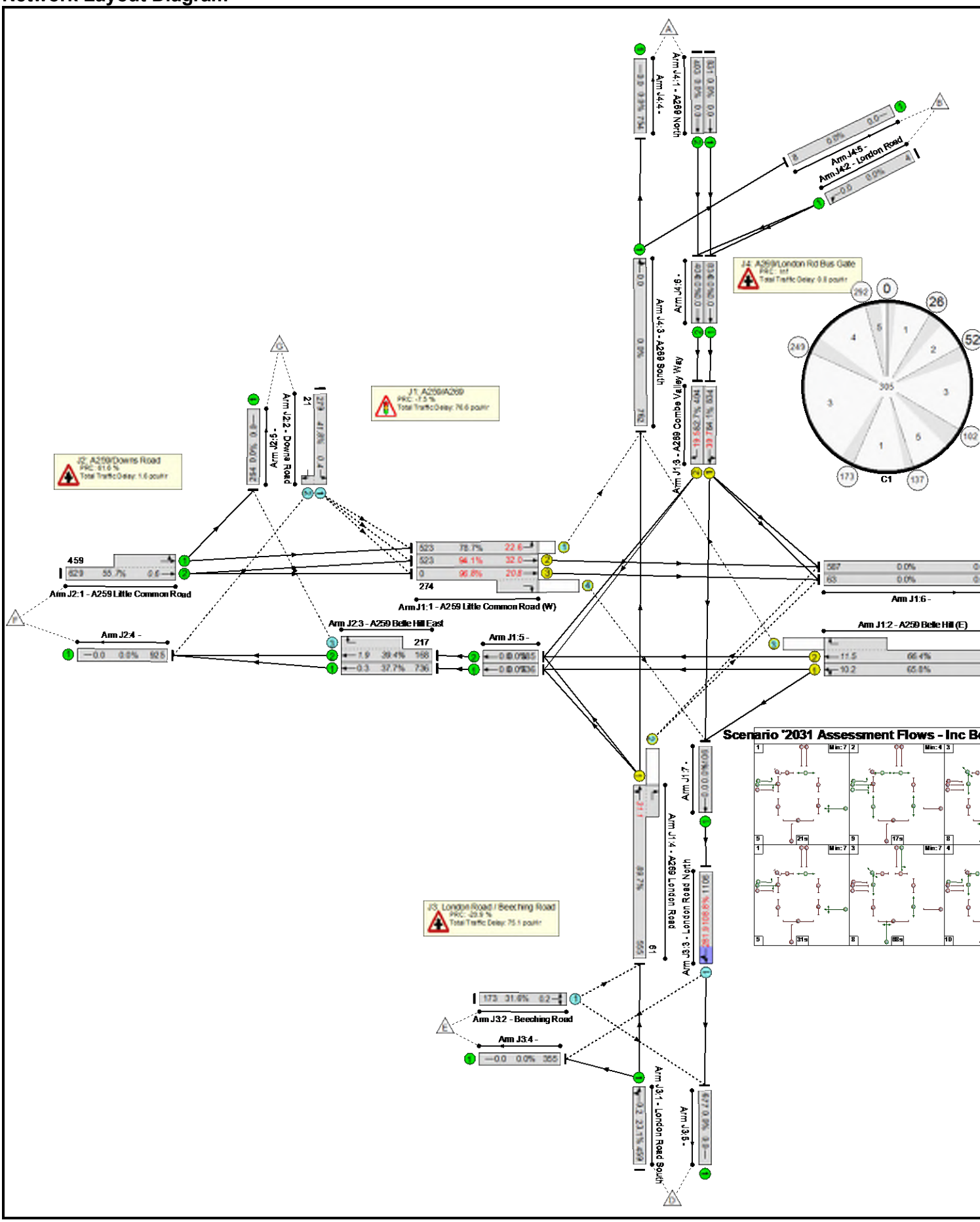
C1 PRC for Signalled Lanes (%): -6.2 Total Delay for Signalled Lanes (pcuHr): 66.64 Cycle Time (s): 305
PRC Over All Lanes (%): -6.2 Total Delay Over All Lanes(pcuHr): 72.71

Stage Sequence Diagram

Scenario 5: '2031 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak' (FG5: '2031 Assessment Flows - Inc Bexhill Lesuire Trips - AM Peak', Plan 1: 'Capture Double')



Network Layout Diagram



Network Results

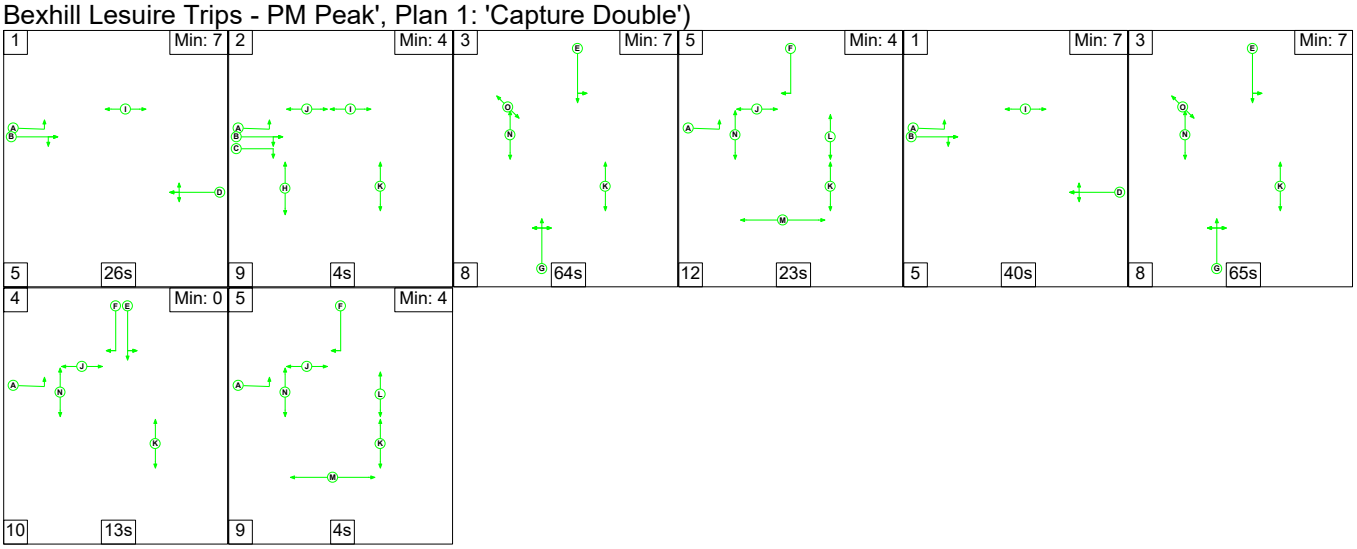
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**108.8%**	**73.8**	**77.0**	**153.2**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**96.8%**	**49.6**	**24.6**	**76.6**	-	-	-	-
1/1	A259 Little Common Road (W) Left	A	523	1859	665	78.7%	3.9	1.8	6.1	42.3	20.8	1.8	22.6
1/2	A259 Little Common Road (W) Ahead	B	523	2120	556	94.1%	8.4	5.8	14.2	97.7	26.2	5.8	32.0
1/3+1/4	A259 Little Common Road (W) Ahead Right	B	274	2120:1927	283	96.8%	5.0	6.3	12.6	165.5	14.5	6.3	20.8
2/1	A259 Belle Hill (E) Ahead Left	D	217	1863	330	65.8%	3.5	0.9	4.5	74.5	9.2	0.9	10.2
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	248	2085:1895	374	66.4%	4.1	1.0	5.1	73.3	10.5	1.0	11.5
3/1	A269 Combe Valley Way Left Ahead	E	834	1952	992	84.1%	9.0	2.6	11.5	49.7	37.1	2.6	39.7
3/2	A269 Combe Valley Way Right	F	404	1936	489	82.7%	6.2	2.3	8.5	75.5	17.3	2.3	19.5
4/1+4/2	A269 London Road Left Right Ahead	G	616	1799:1856	686	89.7%	9.5	3.9	14.1	82.3	27.1	3.9	31.1
J2: A259/Downs Road	-	-	-	-	-	**55.7%**	**0.0**	**1.6**	**1.6**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	1088	1965:1938	1954	55.7%	0.0	0.6	0.6	2.1	0.0	0.6	0.6
2/1+2/2	Downs Road Left Right	-	300	1773:1764	718	41.8%	0.0	0.4	0.4	4.3	0.0	0.4	0.4
3/1	A259 Belle Hill East Ahead	-	736	1950	1950	37.7%	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	385	2085:1612	976	39.4%	0.0	0.3	0.3	3.0	1.5	0.3	1.9
J3: London Road / Beeching Road	-	-	-	-	-	**108.8%**	**24.3**	**50.8**	**75.1**	-	-	-	-
1/1	London Road South Ahead Left	-	459	1987	1987	23.1%	0.0	0.2	0.2	1.2	0.0	0.2	0.2

2/1	Beeching Road Left Right	-	173	1680	548	31.6%	0.0	0.2	0.2	4.8	0.0	0.2	0.2
3/1	London Road North Right Ahead	-	1106	1853	1016	108.8%	24.3	50.4	74.7	243.1	231.5	50.4	281.9
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

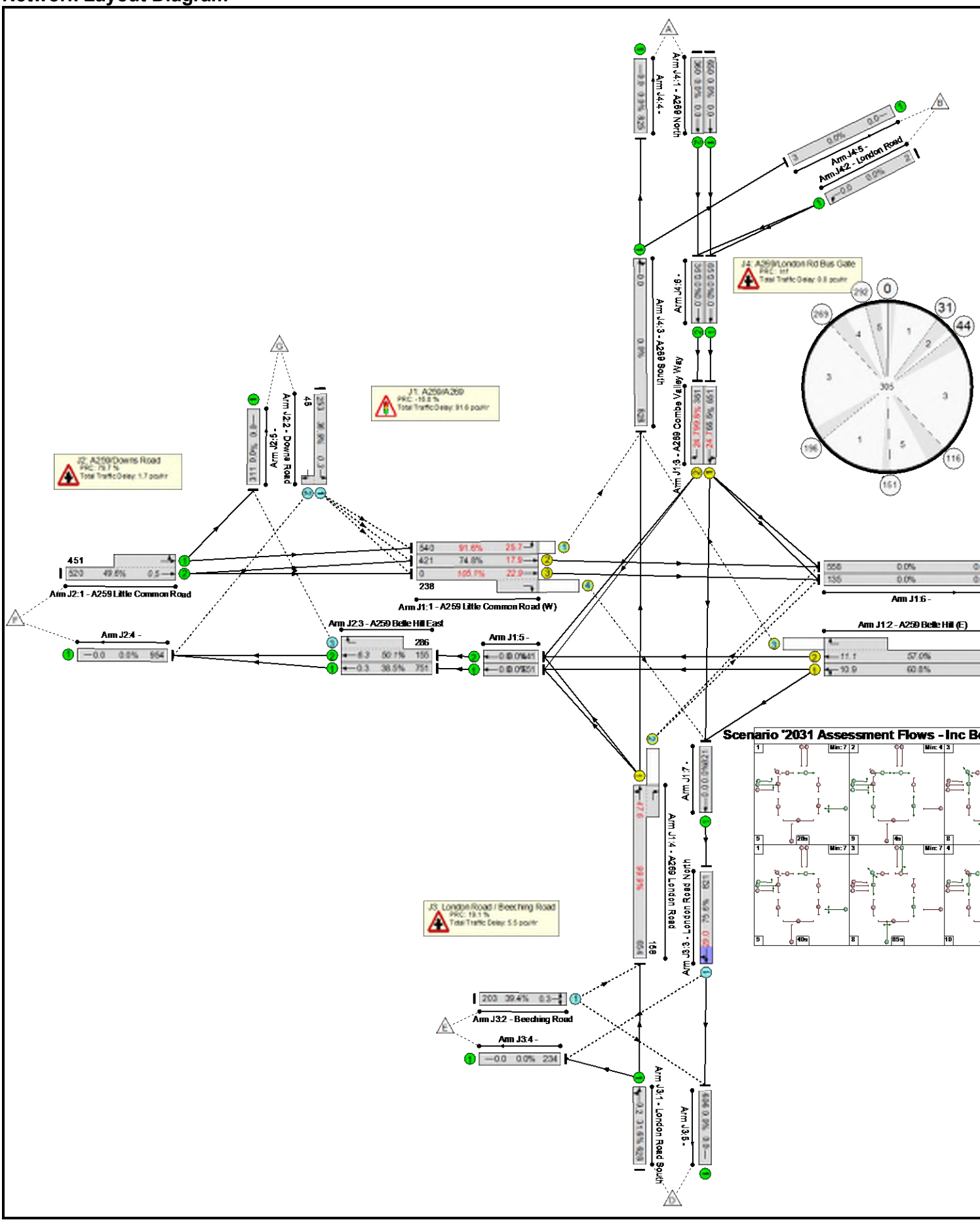
C1 PRC for Signalled Lanes (%): -7.5 Total Delay for Signalled Lanes (pcuHr): 76.55 Cycle Time (s): 305
PRC Over All Lanes (%): -20.9 Total Delay Over All Lanes(pcuHr): 153.23

Stage Sequence Diagram

Scenario 6: '2031 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak' (FG6: '2031 Assessment Flows - Inc Bexhill Lesuire Trips - PM Peak', Plan 1: 'Capture Double')



Network Layout Diagram



Network Results

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259/A269 Existing Layout	-	-	-	-	-	**105.1%**	**48.7**	**46.6**	**98.8**	-	-	-	-
J1: A259/A269	-	-	-	-	-	**105.1%**	**45.2**	**42.9**	**91.6**	-	-	-	-
1/1	A259 Little Common Road (W) Left	A	540	1859	590	91.6%	5.3	4.6	10.4	69.2	21.2	4.6	25.7
1/2	A259 Little Common Road (W) Ahead	B	421	2120	563	74.8%	6.0	1.5	7.5	63.7	16.5	1.5	17.9
1/3+1/4	A259 Little Common Road (W) Ahead Right	B	238	2120:1927	226	105.1%	5.1	11.2	18.4	278.1	11.7	11.2	22.9
2/1	A259 Belle Hill (E) Ahead Left	D	255	1881	419	60.8%	3.8	0.8	4.5	64.2	10.1	0.8	10.9
2/2+2/3	A259 Belle Hill (E) Ahead Right	D	268	2085:1895	470	57.0%	3.9	0.7	4.6	61.9	10.5	0.7	11.1
3/1	A269 Combe Valley Way Left Ahead	E	651	1937	978	66.6%	5.2	1.0	6.2	34.3	23.7	1.0	24.7
3/2	A269 Combe Valley Way Right	F	361	1936	362	99.8%	6.3	9.3	15.6	155.1	15.4	9.3	24.7
4/1+4/2	A269 London Road Left Right Ahead	G	812	1800:1856	813	99.9%	9.6	14.0	24.5	108.5	33.6	14.0	47.6
J2: A259/Downs Road	-	-	-	-	-	**50.1%**	**0.1**	**1.6**	**1.7**	-	-	-	-
1/2+1/1	A259 Little Common Road Ahead Left	-	971	1965:1950	1958	49.6%	0.0	0.5	0.5	1.8	0.0	0.5	0.5
2/1+2/2	Downs Road Left Right	-	301	1773:1764	815	36.9%	0.0	0.3	0.3	3.5	0.0	0.3	0.3
3/1	A259 Belle Hill East Ahead	-	751	1950	1950	38.5%	0.0	0.3	0.3	1.5	0.0	0.3	0.3
3/2+3/3	A259 Belle Hill East Ahead Right	-	441	2085:1612	881	50.1%	0.1	0.5	0.6	4.8	5.8	0.5	6.3
J3: London Road / Beeching Road	-	-	-	-	-	**75.6%**	**3.4**	**2.1**	**5.5**	-	-	-	-
1/1	London Road South Ahead Left	-	628	1988	1988	31.6%	0.0	0.2	0.2	1.3	0.0	0.2	0.2

2/1	Beeching Road Left Right	-	203	1680	515	39.4%	0.0	0.3	0.3	5.8	0.0	0.3	0.3
3/1	London Road North Right Ahead	-	833	1884	1087	75.6%	3.4	1.5	5.0	21.7	27.5	1.5	29.0
J4: A269/London Rd Bus Gate	**-**	**-**	**-**	**-**	**-**	**0.0%**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

C1 PRC for Signalled Lanes (%): -16.8 Total Delay for Signalled Lanes (pcuHr): 91.62 Cycle Time (s): 305
PRC Over All Lanes (%): -16.8 Total Delay Over All Lanes(pcuHr): 98.82

Appendix LDR7: TN4 – 3rd Response to National Highways

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 Broakoak 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.

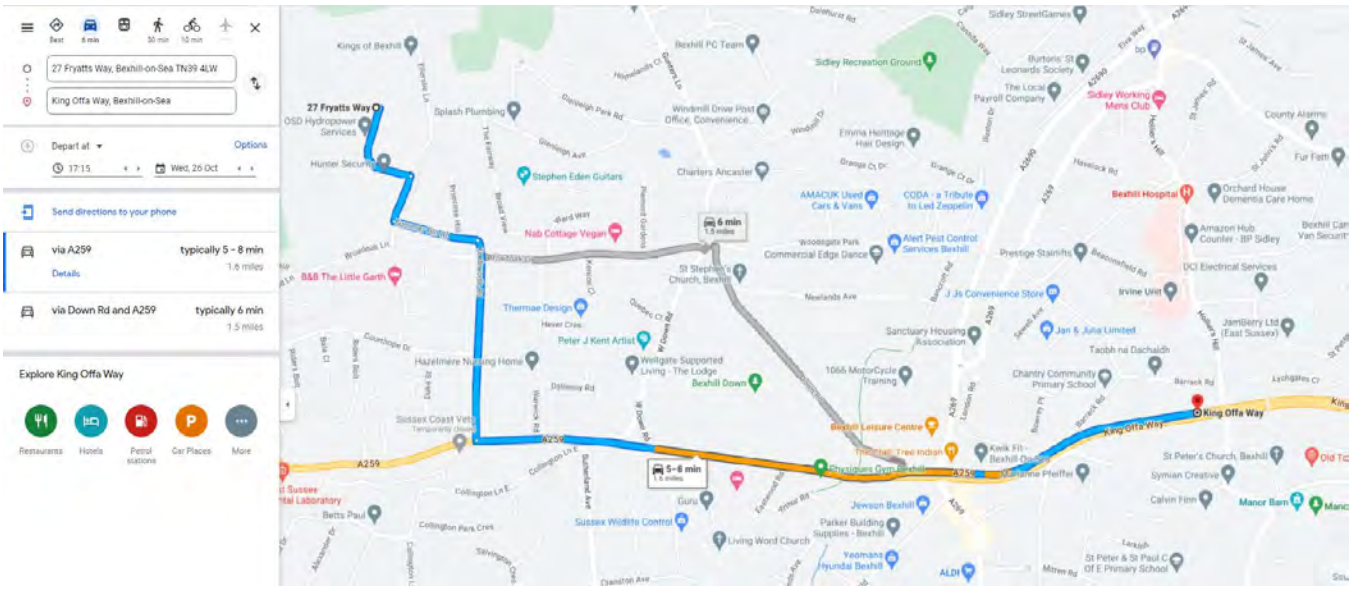
3.2 The Traffic Generation assigned to the local highway network as shown in the Transport Assessment and attached to this document as TN4-2 shows that the proposed development would add:

- 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

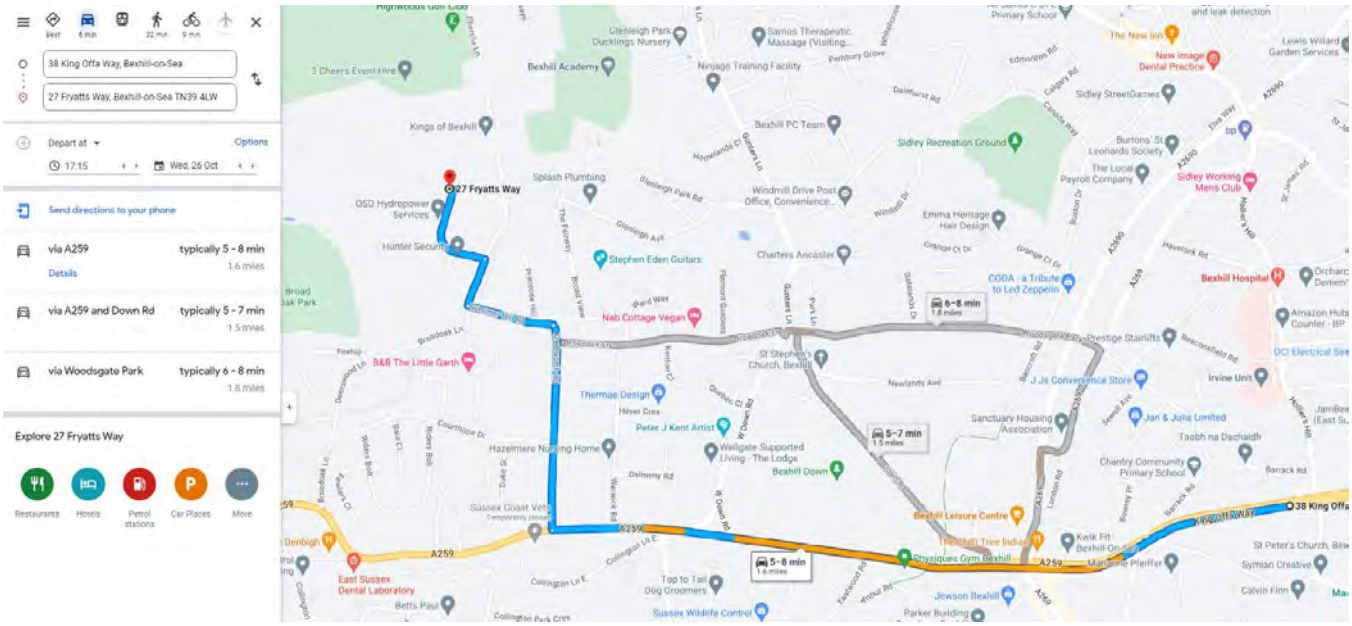
3.3 This traffic routes through the junction on the major priority arms, namely the A259. Consequently, they will not cause any additional queuing or delays on the National Highways maintained A259.

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 preferrable 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

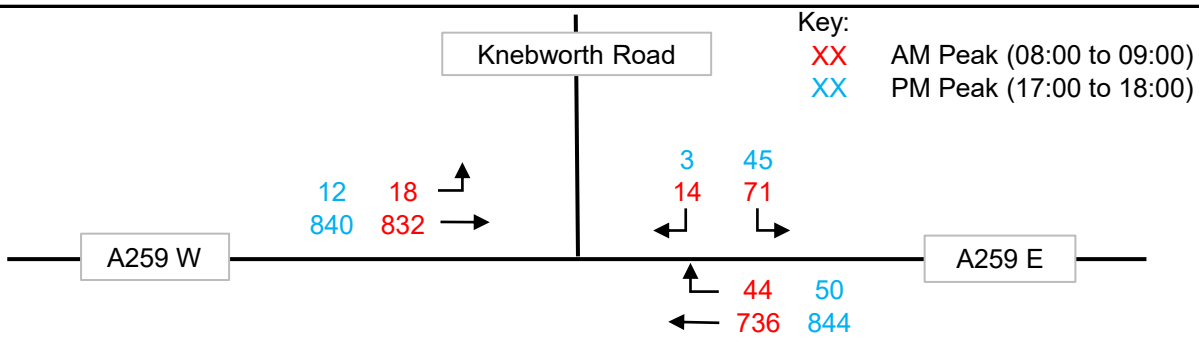


Figure TN4-1: 2022 Recorded Flows (PCUs)

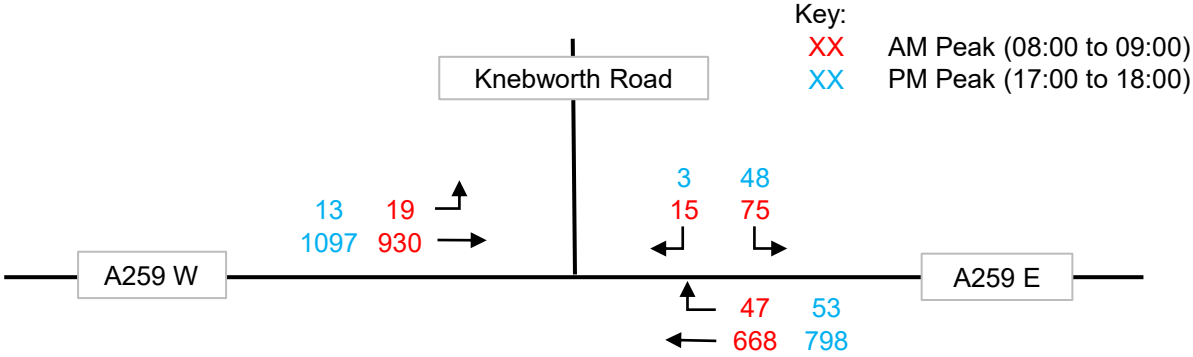


Figure TN4-2: 2028 Baseline Flows: Through Flows on the A259 Extracted from SATURN and Surveyed Turning Flows Growthed from 2022 to 2028

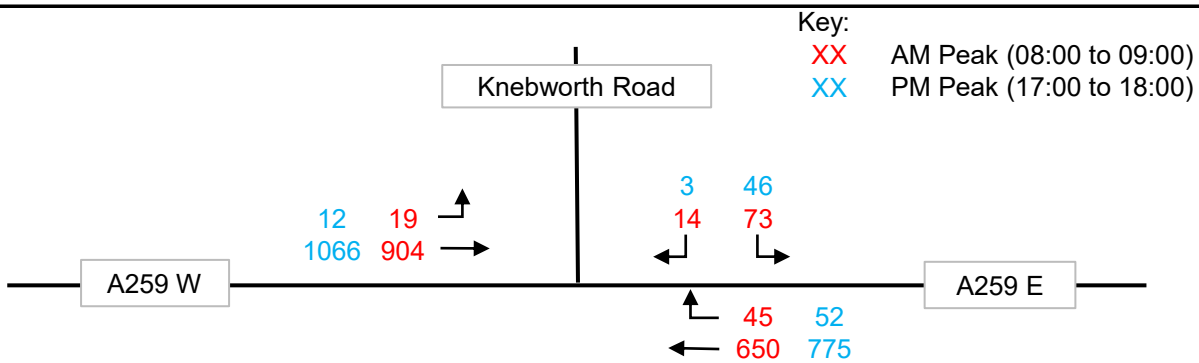


Figure TN4-3: 2025 Baseline Flows

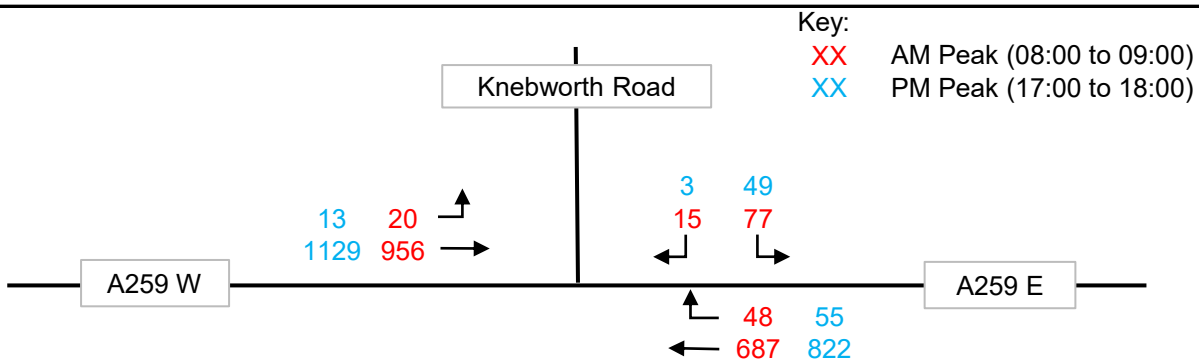


Figure TN4-4: 2031 Baseline Flows

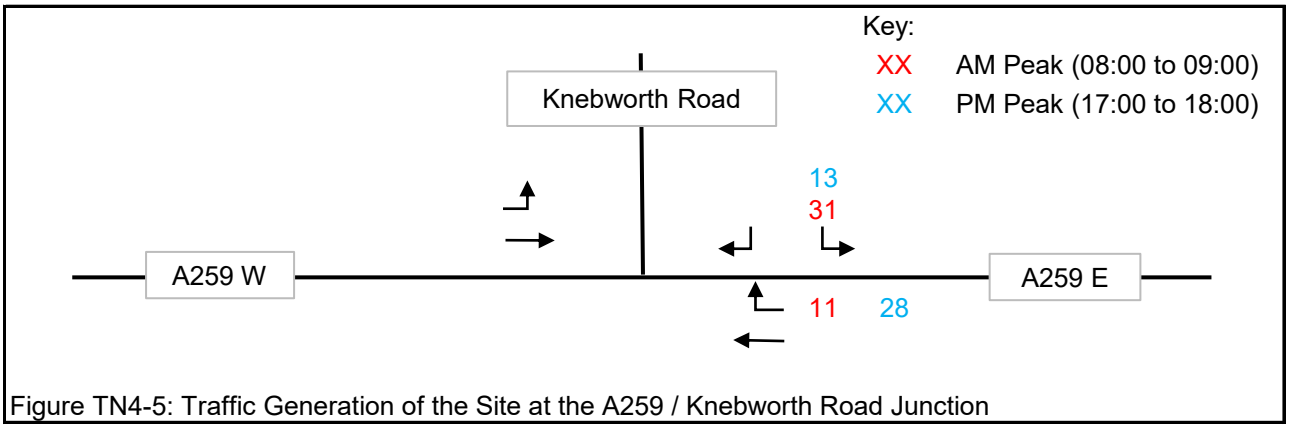


Figure TN4-5: Traffic Generation of the Site at the A259 / Knebworth Road Junction

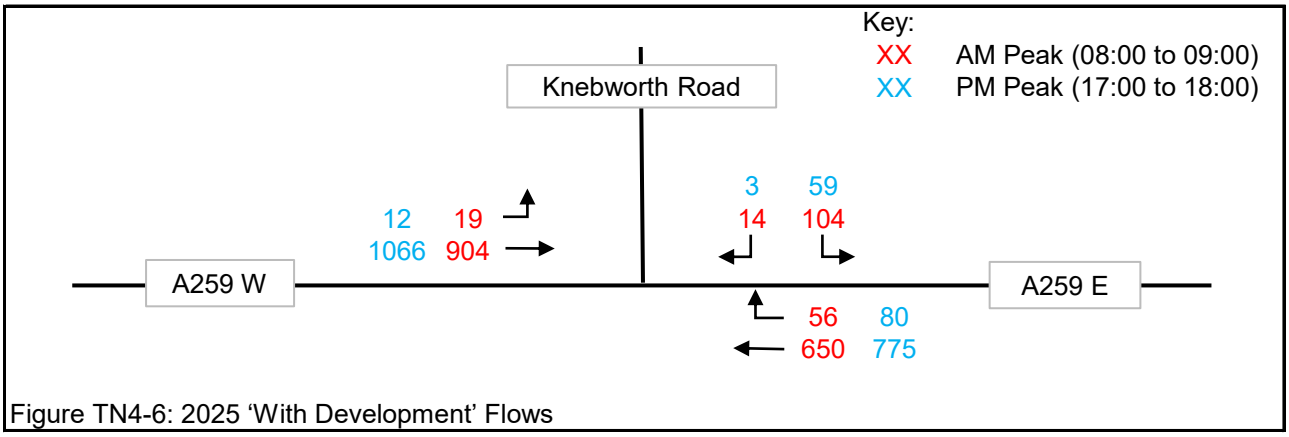


Figure TN4-6: 2025 'With Development' Flows

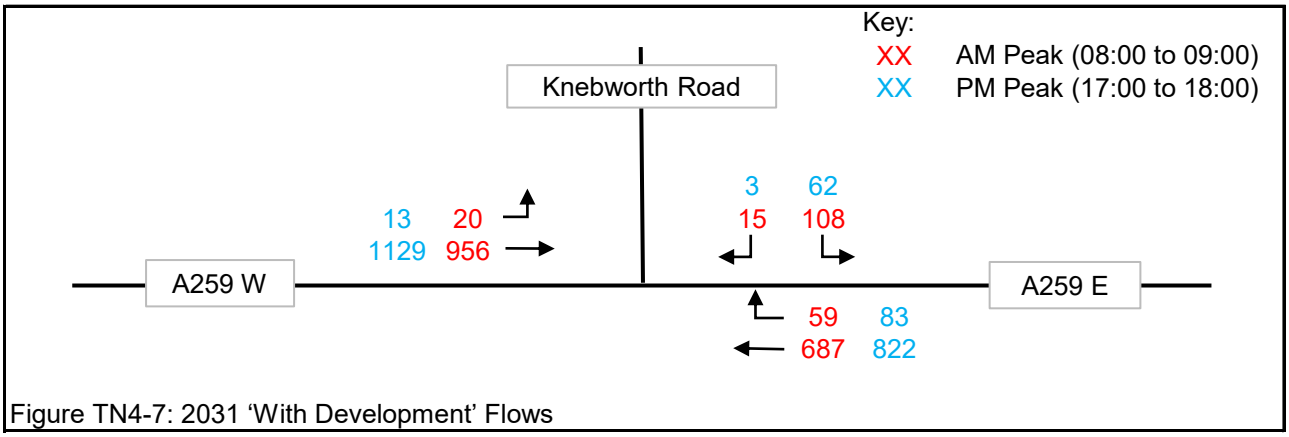


Figure TN4-7: 2031 'With Development' Flows

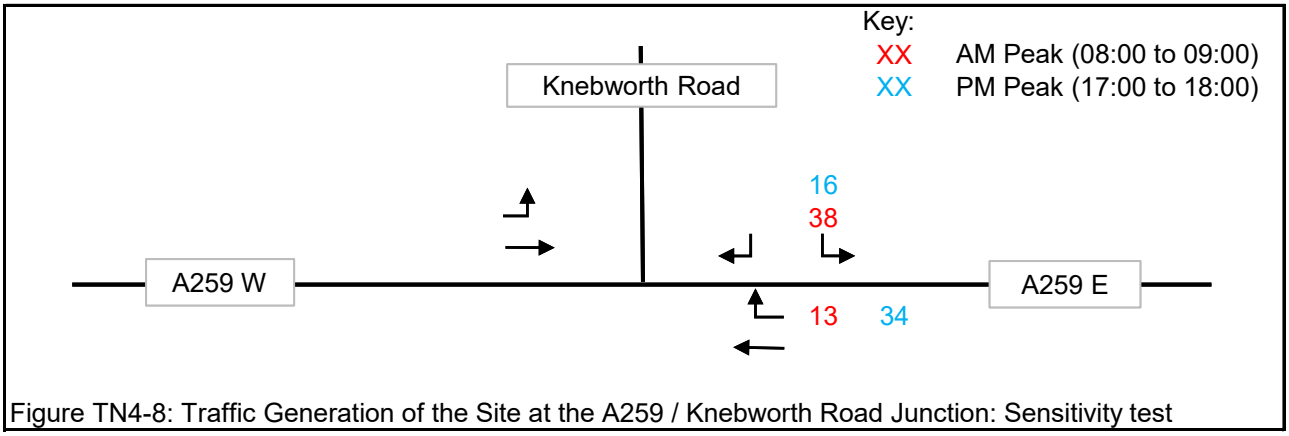


Figure TN4-8: Traffic Generation of the Site at the A259 / Knebworth Road Junction: Sensitivity test

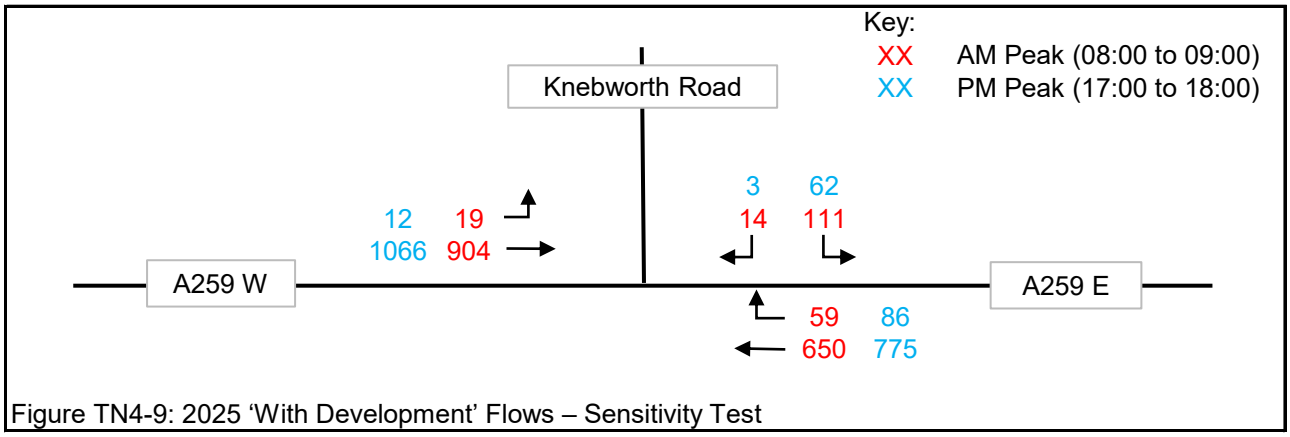


Figure TN4-9: 2025 'With Development' Flows – Sensitivity Test

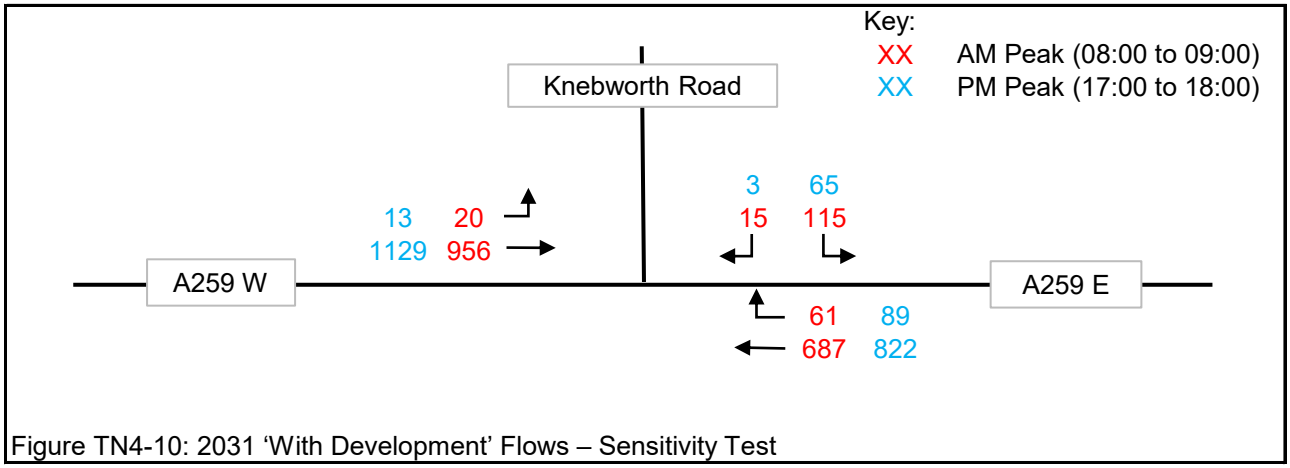


Figure TN4-10: 2031 'With Development' Flows – Sensitivity Test

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

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

per hour

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
07:00	08:00	0	0	0	0	0	0	0	0	0
07:15	08:15	0	0	0	0	0	0	0	0	0
07:30	08:30	0	0	0	0	0	0	0	0	0
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	09:30	0	0	0	0	0	0	0	0	0
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0
	P/TOT	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: A
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
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	57	59
Period I Total:		28	5	2	0	0	1	0	36	37
Period II Total:		18	1	1	0	0	1	0	21	22

per hour

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
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	1	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	1	0	7	8
17:45	18:45	8	0	1	0	0	1	0	10	11
18:00	19:00	9	0	1	0	0	1	0	11	12
18:15	19:15	9	0	0	0	0	1	0	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	57	59

AM

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

from arm: A
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

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
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

per hour

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
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

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
07:00	07:15	8	2	0	0	0	0	0	10	10
07:15	07:30	7	3	2	0	0	0	0	12	12
07:30	07:45	7	5	1	0	0	0	0	13	13
07:45	08:00	17	0	1	0	0	1	0	19	20
08:00	08:15	19	5	0	0	0	1	0	25	26
08:15	08:30	25	3	0	0	0	0	0	28	28
08:30	08:45	18	0	0	0	0	0	0	18	18
08:45	09:00	9	4	0	0	0	0	0	13	13
09:00	09:15	14	1	1	0	0	0	0	16	16
09:15	09:30	14	0	1	0	0	0	1	16	15.4
09:30	09:45	11	1	2	0	0	2	0	16	18
09:45	10:00	18	1	1	0	0	0	0	20	20
16:00	16:15	8	4	0	0	0	0	0	12	12
16:15	16:30	12	2	0	0	0	0	0	14	14
16:30	16:45	18	2	0	0	0	0	0	20	20
16:45	17:00	14	2	0	0	0	0	0	16	16
17:00	17:15	9	2	0	0	0	1	0	12	13
17:15	17:30	7	4	0	0	0	0	0	11	11
17:30	17:45	12	2	0	0	0	0	0	14	14
17:45	18:00	9	1	0	0	0	0	0	10	10
18:00	18:15	10	0	1	0	0	0	0	11	11
18:15	18:30	10	2	0	0	0	1	0	13	14
18:30	18:45	14	0	0	0	0	0	0	14	14
18:45	19:00	11	0	0	0	0	0	0	11	11
	P/TOT	301	46	10	0	0	6	1	364	369.4
Period I Total:		167	25	9	0	0	4	1	206	209.4
Period II Total:		134	21	1	0	0	2	0	158	160

per hour

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
07:00	08:00	39	10	4	0	0	1	0	54	55
07:15	08:15	50	13	4	0	0	2	0	69	71
07:30	08:30	68	13	2	0	0	2	0	85	87
07:45	08:45	79	8	1	0	0	2	0	90	92
08:00	09:00	71	12	0	0	0	1	0	84	85
08:15	09:15	66	8	1	0	0	0	0	75	75
08:30	09:30	55	5	2	0	0	0	1	63	62.4
08:45	09:45	48	6	4	0	0	2	1	61	62.4
09:00	10:00	57	3	5	0	0	2	1	68	69.4
09:15	10:15	43	2	4	0	0	2	1	52	53.4
09:30	10:30	29	2	3	0	0	2	0	36	38
09:45	10:45	18	1	1	0	0	0	0	20	20
16:00	17:00	52	10	0	0	0	0	0	62	62
16:15	17:15	53	8	0	0	0	1	0	62	63
16:30	17:30	48	10	0	0	0	1	0	59	60
16:45	17:45	42	10	0	0	0	1	0	53	54
17:00	18:00	37	9	0	0	0	1	0	47	48
17:15	18:15	38	7	1	0	0	0	0	46	46
17:30	18:30	41	5	1	0	0	1	0	48	49
17:45	18:45	43	3	1	0	0	1	0	48	49
18:00	19:00	45	2	1	0	0	1	0	49	50
18:15	19:15	35	2	0	0	0	1	0	38	39
18:30	19:30	25	0	0	0	0	0	0	25	25
18:45	19:45	11	0	0	0	0	0	0	11	11
	P/TOT	301	46	10	0	0	6	1	364	369.4

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	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
07:00	07:15	4	0	0	0	0	0	0	4	4
07:15	07:30	6	4	1	0	0	0	0	11	11
07:30	07:45	5	2	0	0	0	0	0	7	7
07:45	08:00	7	2	1	0	0	0	0	10	10
08:00	08:15	9	0	0	0	0	0	0	9	9
08:15	08:30	17	4	1	0	0	0	0	22	22
08:30	08:45	10	1	1	0	0	0	0	12	12
08:45	09:00	16	2	1	0	0	0	0	19	19
09:00	09:15	8	1	0	0	0	0	0	9	9
09:15	09:30	10	2	0	0	0	0	0	12	12
09:30	09:45	7	1	0	0	0	0	0	8	8
09:45	10:00	9	5	1	0	0	0	0	15	15
16:00	16:15	17	0	1	0	0	0	0	18	18
16:15	16:30	26	4	0	0	0	0	0	30	30
16:30	16:45	18	1	0	0	0	0	0	19	19
16:45	17:00	8	0	0	0	0	1	0	9	10
17:00	17:15	19	1	0	0	0	0	0	20	20
17:15	17:30	8	1	0	0	0	1	0	10	11
17:30	17:45	18	0	0	0	0	0	0	18	18
17:45	18:00	11	1	1	0	0	0	0	13	13
18:00	18:15	10	1	0	0	0	0	0	11	11
18:15	18:30	9	1	0	0	0	0	0	10	10
18:30	18:45	13	0	0	0	0	0	0	13	13
18:45	19:00	8	0	0	0	0	0	0	8	8
	P/TOT	273	34	8	0	0	2	0	317	319
Period I Total:		108	24	6	0	0	0	0	138	138
Period II Total:		165	10	2	0	0	2	0	179	181

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
07:00	08:00	22	8	2	0	0	0	0	32	32
07:15	08:15	27	8	2	0	0	0	0	37	37
07:30	08:30	38	8	2	0	0	0	0	48	48
07:45	08:45	43	7	3	0	0	0	0	53	53
08:00	09:00	52	7	3	0	0	0	0	62	62
08:15	09:15	51	8	3	0	0	0	0	62	62
08:30	09:30	44	6	2	0	0	0	0	52	52
08:45	09:45	41	6	1	0	0	0	0	48	48
09:00	10:00	34	9	1	0	0	0	0	44	44
09:15	10:15	26	8	1	0	0	0	0	35	35
09:30	10:30	16	6	1	0	0	0	0	23	23
09:45	10:45	9	5	1	0	0	0	0	15	15
16:00	17:00	69	5	1	0	0	1	0	76	77
16:15	17:15	71	6	0	0	0	1	0	78	79
16:30	17:30	53	3	0	0	0	2	0	58	60
16:45	17:45	53	2	0	0	0	2	0	57	59
17:00	18:00	56	3	1	0	0	1	0	61	62
17:15	18:15	47	3	1	0	0	1	0	52	53
17:30	18:30	48	3	1	0	0	0	0	52	52
17:45	18:45	43	3	1	0	0	0	0	47	47
18:00	19:00	40	2	0	0	0	0	0	42	42
18:15	19:15	30	1	0	0	0	0	0	31	31
18:30	19:30	21	0	0	0	0	0	0	21	21
18:45	19:45	8	0	0	0	0	0	0	8	8
	P/TOT	273	34	8	0	0	2	0	317	319

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

from arm: B
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
07:00	07:15	1	0	0	0	0	0	0	1	1
07:15	07:30	1	1	0	0	0	0	0	2	2
07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	1	0	0	0	0	0	0	1	1
08:00	08:15	1	0	0	0	0	0	0	1	1
08:15	08:30	4	2	1	0	0	0	0	7	7
08:30	08:45	2	1	1	0	0	0	0	4	4
08:45	09:00	5	0	1	0	0	0	0	6	6
09:00	09:15	1	0	0	0	0	0	0	1	1
09:15	09:30	3	0	0	0	0	0	0	3	3
09:30	09:45	0	0	0	0	0	0	0	0	0
09:45	10:00	3	1	0	0	0	0	0	4	4
16:00	16:15	3	0	0	0	0	0	0	3	3
16:15	16:30	3	1	0	0	0	0	0	4	4
16:30	16:45	2	0	0	0	0	0	0	2	2
16:45	17:00	1	0	0	0	0	0	0	1	1
17:00	17:15	6	1	0	0	0	0	0	7	7
17:15	17:30	1	0	0	0	0	0	0	1	1
17:30	17:45	3	0	0	0	0	0	0	3	3
17:45	18:00	1	0	0	0	0	0	0	1	1
18:00	18:15	3	0	0	0	0	0	0	3	3
18:15	18:30	1	0	0	0	0	0	0	1	1
18:30	18:45	2	0	0	0	0	0	0	2	2
18:45	19:00	1	0	0	0	0	0	0	1	1
	P/TOT	49	7	3	0	0	0	0	59	59
Period I Total:		22	5	3	0	0	0	0	30	30
Period II Total:		27	2	0	0	0	0	0	29	29

per hour

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
07:00	08:00	3	1	0	0	0	0	0	4	4
07:15	08:15	3	1	0	0	0	0	0	4	4
07:30	08:30	6	2	1	0	0	0	0	9	9
07:45	08:45	8	3	2	0	0	0	0	13	13
08:00	09:00	12	3	3	0	0	0	0	18	18
08:15	09:15	12	3	3	0	0	0	0	18	18
08:30	09:30	11	1	2	0	0	0	0	14	14
08:45	09:45	9	0	1	0	0	0	0	10	10
09:00	10:00	7	1	0	0	0	0	0	8	8
09:15	10:15	6	1	0	0	0	0	0	7	7
09:30	10:30	3	1	0	0	0	0	0	4	4
09:45	10:45	3	1	0	0	0	0	0	4	4
16:00	17:00	9	1	0	0	0	0	0	10	10
16:15	17:15	12	2	0	0	0	0	0	14	14
16:30	17:30	10	1	0	0	0	0	0	11	11
16:45	17:45	11	1	0	0	0	0	0	12	12
17:00	18:00	11	1	0	0	0	0	0	12	12
17:15	18:15	8	0	0	0	0	0	0	8	8
17:30	18:30	8	0	0	0	0	0	0	8	8
17:45	18:45	7	0	0	0	0	0	0	7	7
18:00	19:00	7	0	0	0	0	0	0	7	7
18:15	19:15	4	0	0	0	0	0	0	4	4
18:30	19:30	3	0	0	0	0	0	0	3	3
18:45	19:45	1	0	0	0	0	0	0	1	1
	P/TOT	49	7	3	0	0	0	0	59	59

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

per hour

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
07:00	08:00	0	0	0	0	0	0	0	0	0
07:15	08:15	0	0	0	0	0	0	0	0	0
07:30	08:30	0	0	0	0	0	0	0	0	0
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	09:30	0	0	0	0	0	0	0	0	0
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0
P/TOT		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: B
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

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
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	2225	2266
Period II Total:		1914	317	48	8	5	22	0	2314	2347

per hour

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
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	4539	4612

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

from arm: B
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

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
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	2255	2296
	Period II Total:	1941	319	48	8	5	22	0	2343	2376

per hour

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
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	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
to:	10:00	19:00

DATE: 18/10/2022
DAY: Tuesday

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
07:00	07:15	136	56	9	3	1	3	0	208	213.8
07:15	07:30	164	66	5	1	0	3	0	239	242.5
07:30	07:45	154	55	8	5	0	2	0	224	228.5
07:45	08:00	165	43	10	2	2	5	0	227	235.6
08:00	08:15	143	38	5	0	0	0	0	186	186
08:15	08:30	155	26	7	4	0	2	0	194	198
08:30	08:45	138	27	13	2	0	1	0	181	183
08:45	09:00	131	35	9	2	2	0	0	179	182.6
09:00	09:15	135	31	8	4	0	0	0	178	180
09:15	09:30	144	33	9	5	1	1	0	193	197.8
09:30	09:45	120	30	17	4	2	6	0	179	189.6
09:45	10:00	135	28	10	1	1	1	0	176	178.8
16:00	16:15	150	35	3	1	1	2	0	192	195.8
16:15	16:30	171	28	4	0	1	5	0	209	215.3
16:30	16:45	153	37	6	1	1	4	0	202	207.8
16:45	17:00	176	21	5	2	2	2	0	208	213.6
17:00	17:15	187	20	12	0	1	2	0	222	225.3
17:15	17:30	193	21	2	1	0	2	0	219	221.5
17:30	17:45	181	25	3	0	2	4	0	215	221.6
17:45	18:00	152	20	4	0	1	0	0	177	178.3
18:00	18:15	141	16	4	0	0	2	0	163	165
18:15	18:30	150	10	4	1	0	5	0	170	175.5
18:30	18:45	119	9	1	1	1	2	0	133	136.8
18:45	19:00	106	13	5	1	0	1	0	126	127.5
	P/TOT	3599	723	163	41	19	55	0	4600	4700
Period I Total:		1720	468	110	33	9	24	0	2364	2416
Period II Total:		1879	255	53	8	10	31	0	2236	2284

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
07:00	08:00	619	220	32	11	3	13	0	898	920.4
07:15	08:15	626	202	28	8	2	10	0	876	892.6
07:30	08:30	617	162	30	11	2	9	0	831	848.1
07:45	08:45	601	134	35	8	2	8	0	788	802.6
08:00	09:00	567	126	34	8	2	3	0	740	749.6
08:15	09:15	559	119	37	12	2	3	0	732	743.6
08:30	09:30	548	126	39	13	3	2	0	731	743.4
08:45	09:45	530	129	43	15	5	7	0	729	750
09:00	10:00	534	122	44	14	4	8	0	726	746.2
09:15	10:15	399	91	36	10	4	8	0	548	566.2
09:30	10:30	255	58	27	5	3	7	0	355	368.4
09:45	10:45	135	28	10	1	1	1	0	176	178.8
16:00	17:00	650	121	18	4	5	13	0	811	832.5
16:15	17:15	687	106	27	3	5	13	0	841	862
16:30	17:30	709	99	25	4	4	10	0	851	868.2
16:45	17:45	737	87	22	3	5	10	0	864	882
17:00	18:00	713	86	21	1	4	8	0	833	846.7
17:15	18:15	667	82	13	1	3	8	0	774	786.4
17:30	18:30	624	71	15	1	3	11	0	725	740.4
17:45	18:45	562	55	13	2	2	9	0	643	655.6
18:00	19:00	516	48	14	3	1	10	0	592	604.8
18:15	19:15	375	32	10	3	1	8	0	429	439.8
18:30	19:30	225	22	6	2	1	3	0	259	264.3
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

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

from arm: C
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
07:00	07:15	3	0	0	0	0	0	0	3	3
07:15	07:30	5	3	1	0	0	0	0	9	9
07:30	07:45	5	2	0	0	0	0	0	7	7
07:45	08:00	6	2	1	0	0	0	0	9	9
08:00	08:15	8	0	0	0	0	0	0	8	8
08:15	08:30	13	2	0	0	0	0	0	15	15
08:30	08:45	8	0	0	0	0	0	0	8	8
08:45	09:00	11	2	0	0	0	0	0	13	13
09:00	09:15	7	1	0	0	0	0	0	8	8
09:15	09:30	7	2	0	0	0	0	0	9	9
09:30	09:45	7	1	0	0	0	0	0	8	8
09:45	10:00	6	4	1	0	0	0	0	11	11
16:00	16:15	14	0	1	0	0	0	0	15	15
16:15	16:30	23	3	0	0	0	0	0	26	26
16:30	16:45	16	1	0	0	0	0	0	17	17
16:45	17:00	7	0	0	0	0	1	0	8	9
17:00	17:15	13	0	0	0	0	0	0	13	13
17:15	17:30	7	1	0	0	0	1	0	9	10
17:30	17:45	15	0	0	0	0	0	0	15	15
17:45	18:00	10	1	1	0	0	0	0	12	12
18:00	18:15	7	1	0	0	0	0	0	8	8
18:15	18:30	8	1	0	0	0	0	0	9	9
18:30	18:45	11	0	0	0	0	0	0	11	11
18:45	19:00	7	0	0	0	0	0	0	7	7
	P/TOT	224	27	5	0	0	2	0	258	260
Period I Total:		86	19	3	0	0	0	0	108	108
Period II Total:		138	8	2	0	0	2	0	150	152

per hour

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
07:00	08:00	19	7	2	0	0	0	0	28	28
07:15	08:15	24	7	2	0	0	0	0	33	33
07:30	08:30	32	6	1	0	0	0	0	39	39
07:45	08:45	35	4	1	0	0	0	0	40	40
08:00	09:00	40	4	0	0	0	0	0	44	44
08:15	09:15	39	5	0	0	0	0	0	44	44
08:30	09:30	33	5	0	0	0	0	0	38	38
08:45	09:45	32	6	0	0	0	0	0	38	38
09:00	10:00	27	8	1	0	0	0	0	36	36
09:15	10:15	20	7	1	0	0	0	0	28	28
09:30	10:30	13	5	1	0	0	0	0	19	19
09:45	10:45	6	4	1	0	0	0	0	11	11
16:00	17:00	60	4	1	0	0	1	0	66	67
16:15	17:15	59	4	0	0	0	1	0	64	65
16:30	17:30	43	2	0	0	0	2	0	47	49
16:45	17:45	42	1	0	0	0	2	0	45	47
17:00	18:00	45	2	1	0	0	1	0	49	50
17:15	18:15	39	3	1	0	0	1	0	44	45
17:30	18:30	40	3	1	0	0	0	0	44	44
17:45	18:45	36	3	1	0	0	0	0	40	40
18:00	19:00	33	2	0	0	0	0	0	35	35
18:15	19:15	26	1	0	0	0	0	0	27	27
18:30	19:30	18	0	0	0	0	0	0	18	18
18:45	19:45	7	0	0	0	0	0	0	7	7
	P/TOT	224	27	5	0	0	2	0	258	260

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

from arm: C
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
07:00	07:15	136	55	9	3	1	3	0	207	212.8
07:15	07:30	162	65	5	1	0	3	0	236	239.5
07:30	07:45	153	53	8	5	0	2	0	221	225.5
07:45	08:00	161	43	10	2	2	4	0	222	229.6
08:00	08:15	139	38	5	0	0	0	0	182	182
08:15	08:30	149	25	7	4	0	2	0	187	191
08:30	08:45	136	27	13	2	0	1	0	179	181
08:45	09:00	130	35	9	2	2	0	0	178	181.6
09:00	09:15	134	31	7	4	0	0	0	176	178
09:15	09:30	140	33	9	5	1	1	0	189	193.8
09:30	09:45	119	30	16	4	2	6	0	177	187.6
09:45	10:00	133	28	10	1	1	1	0	174	176.8
16:00	16:15	150	34	3	1	1	2	0	191	194.8
16:15	16:30	170	28	4	0	1	5	0	208	214.3
16:30	16:45	151	37	6	1	1	4	0	200	205.8
16:45	17:00	173	21	5	2	2	2	0	205	210.6
17:00	17:15	187	20	12	0	1	2	0	222	225.3
17:15	17:30	192	21	2	1	0	2	0	218	220.5
17:30	17:45	179	25	3	0	2	4	0	213	219.6
17:45	18:00	152	20	4	0	1	0	0	177	178.3
18:00	18:15	141	16	3	0	0	2	0	162	164
18:15	18:30	147	10	4	1	0	4	0	166	170.5
18:30	18:45	114	9	1	1	1	2	0	128	131.8
18:45	19:00	105	13	5	1	0	1	0	125	126.5
	P/TOT	3553	717	160	41	19	53	0	4543	4641
Period I Total:		1692	463	108	33	9	23	0	2328	2379
Period II Total:		1861	254	52	8	10	30	0	2215	2262

per hour

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
07:00	08:00	612	216	32	11	3	12	0	886	907.4
07:15	08:15	615	199	28	8	2	9	0	861	876.6
07:30	08:30	602	159	30	11	2	8	0	812	828.1
07:45	08:45	585	133	35	8	2	7	0	770	783.6
08:00	09:00	554	125	34	8	2	3	0	726	735.6
08:15	09:15	549	118	36	12	2	3	0	720	731.6
08:30	09:30	540	126	38	13	3	2	0	722	734.4
08:45	09:45	523	129	41	15	5	7	0	720	741
09:00	10:00	526	122	42	14	4	8	0	716	736.2
09:15	10:15	392	91	35	10	4	8	0	540	558.2
09:30	10:30	252	58	26	5	3	7	0	351	364.4
09:45	10:45	133	28	10	1	1	1	0	174	176.8
16:00	17:00	644	120	18	4	5	13	0	804	825.5
16:15	17:15	681	106	27	3	5	13	0	835	856
16:30	17:30	703	99	25	4	4	10	0	845	862.2
16:45	17:45	731	87	22	3	5	10	0	858	876
17:00	18:00	710	86	21	1	4	8	0	830	843.7
17:15	18:15	664	82	12	1	3	8	0	770	782.4
17:30	18:30	619	71	14	1	3	10	0	718	732.4
17:45	18:45	554	55	12	2	2	8	0	633	644.6
18:00	19:00	507	48	13	3	1	9	0	581	592.8
18:15	19:15	366	32	10	3	1	7	0	419	428.8
18:30	19:30	219	22	6	2	1	3	0	253	258.3
18:45	19:45	105	13	5	1	0	1	0	125	126.5
	P/TOT	3553	717	160	41	19	53	0	4543	4641

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

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

per hour

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
07:00	08:00	0	0	0	0	0	0	0	0	0
07:15	08:15	0	0	0	0	0	0	0	0	0
07:30	08:30	0	0	0	0	0	0	0	0	0
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	09:30	0	0	0	0	0	0	0	0	0
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0
	P/TOT	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
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

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
07:00	07:15	139	55	9	3	1	3	0	210	215.8
07:15	07:30	167	68	6	1	0	3	0	245	248.5
07:30	07:45	158	55	8	5	0	2	0	228	232.5
07:45	08:00	167	45	11	2	2	4	0	231	238.6
08:00	08:15	147	38	5	0	0	0	0	190	190
08:15	08:30	162	27	7	4	0	2	0	202	206
08:30	08:45	144	27	13	2	0	1	0	187	189
08:45	09:00	141	37	9	2	2	0	0	191	194.6
09:00	09:15	141	32	7	4	0	0	0	184	186
09:15	09:30	147	35	9	5	1	1	0	198	202.8
09:30	09:45	126	31	16	4	2	6	0	185	195.6
09:45	10:00	139	32	11	1	1	1	0	185	187.8
16:00	16:15	164	34	4	1	1	2	0	206	209.8
16:15	16:30	193	31	4	0	1	5	0	234	240.3
16:30	16:45	167	38	6	1	1	4	0	217	222.8
16:45	17:00	180	21	5	2	2	3	0	213	219.6
17:00	17:15	200	20	12	0	1	2	0	235	238.3
17:15	17:30	199	22	2	1	0	3	0	227	230.5
17:30	17:45	194	25	3	0	2	4	0	228	234.6
17:45	18:00	162	21	5	0	1	0	0	189	190.3
18:00	18:15	148	17	3	0	0	2	0	170	172
18:15	18:30	155	11	4	1	0	4	0	175	179.5
18:30	18:45	125	9	1	1	1	2	0	139	142.8
18:45	19:00	112	13	5	1	0	1	0	132	133.5
	P/TOT	3777	744	165	41	19	55	0	4801	4901
Period I Total:		1778	482	111	33	9	23	0	2436	2487
Period II Total:		1999	262	54	8	10	32	0	2365	2414

per hour

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
07:00	08:00	631	223	34	11	3	12	0	914	935.4
07:15	08:15	639	206	30	8	2	9	0	894	909.6
07:30	08:30	634	165	31	11	2	8	0	851	867.1
07:45	08:45	620	137	36	8	2	7	0	810	823.6
08:00	09:00	594	129	34	8	2	3	0	770	779.6
08:15	09:15	588	123	36	12	2	3	0	764	775.6
08:30	09:30	573	131	38	13	3	2	0	760	772.4
08:45	09:45	555	135	41	15	5	7	0	758	779
09:00	10:00	553	130	43	14	4	8	0	752	772.2
09:15	10:15	412	98	36	10	4	8	0	568	586.2
09:30	10:30	265	63	27	5	3	7	0	370	383.4
09:45	10:45	139	32	11	1	1	1	0	185	187.8
16:00	17:00	704	124	19	4	5	14	0	870	892.5
16:15	17:15	740	110	27	3	5	14	0	899	921
16:30	17:30	746	101	25	4	4	12	0	892	911.2
16:45	17:45	773	88	22	3	5	12	0	903	923
17:00	18:00	755	88	22	1	4	9	0	879	893.7
17:15	18:15	703	85	13	1	3	9	0	814	827.4
17:30	18:30	659	74	15	1	3	10	0	762	776.4
17:45	18:45	590	58	13	2	2	8	0	673	684.6
18:00	19:00	540	50	13	3	1	9	0	616	627.8
18:15	19:15	392	33	10	3	1	7	0	446	455.8
18:30	19:30	237	22	6	2	1	3	0	271	276.3
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

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

from arm: all
to arm: C

	period I	period II
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
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
07:00	07:15	110	31	3	1	0	1	0	146	147.5
07:15	07:30	145	34	10	5	1	1	0	196	200.8
07:30	07:45	164	53	6	3	2	0	0	228	232.1
07:45	08:00	167	28	11	1	0	3	0	210	213.5
08:00	08:15	184	34	18	2	0	2	0	240	243
08:15	08:30	183	36	4	0	0	1	0	224	225
08:30	08:45	167	17	9	3	1	1	0	198	201.8
08:45	09:00	166	40	11	7	0	3	0	227	233.5
09:00	09:15	137	22	14	5	0	0	0	178	180.5
09:15	09:30	157	26	11	3	0	1	1	199	200.9
09:30	09:45	136	26	9	5	1	2	0	179	184.8
09:45	10:00	127	28	10	2	2	1	0	170	174.6
16:00	16:15	176	40	8	2	1	2	0	229	233.3
16:15	16:30	158	39	4	3	1	3	0	208	213.8
16:30	16:45	158	41	8	0	0	3	0	210	213
16:45	17:00	179	37	7	1	0	1	0	225	226.5
17:00	17:15	172	34	0	0	0	6	0	212	218
17:15	17:30	206	34	3	0	1	2	0	246	249.3
17:30	17:45	177	25	2	0	0	1	0	205	206
17:45	18:00	167	32	7	1	0	2	0	209	211.5
18:00	18:15	169	16	3	0	1	1	0	190	192.3
18:15	18:30	157	16	1	0	0	1	0	175	176
18:30	18:45	175	12	2	0	1	0	0	190	191.3
18:45	19:00	136	11	3	1	0	1	0	152	153.5
	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

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
07:00	08:00	586	146	30	10	3	5	0	780	793.9
07:15	08:15	660	149	45	11	3	6	0	874	889.4
07:30	08:30	698	151	39	6	2	6	0	902	913.6
07:45	08:45	701	115	42	6	1	7	0	872	883.3
08:00	09:00	700	127	42	12	1	7	0	889	903.3
08:15	09:15	653	115	38	15	1	5	0	827	840.8
08:30	09:30	627	105	45	18	1	5	1	802	816.7
08:45	09:45	596	114	45	20	1	6	1	783	799.7
09:00	10:00	557	102	44	15	3	4	1	726	740.8
09:15	10:15	420	80	30	10	3	4	1	548	560.3
09:30	10:30	263	54	19	7	3	3	0	349	359.4
09:45	10:45	127	28	10	2	2	1	0	170	174.6
16:00	17:00	671	157	27	6	2	9	0	872	886.6
16:15	17:15	667	151	19	4	1	13	0	855	871.3
16:30	17:30	715	146	18	1	1	12	0	893	906.8
16:45	17:45	734	130	12	1	1	10	0	888	899.8
17:00	18:00	722	125	12	1	1	11	0	872	884.8
17:15	18:15	719	107	15	1	2	6	0	850	859.1
17:30	18:30	670	89	13	1	1	5	0	779	785.8
17:45	18:45	668	76	13	1	2	4	0	764	771.1
18:00	19:00	637	55	9	1	2	3	0	707	713.1
18:15	19:15	468	39	6	1	1	2	0	517	520.8
18:30	19:30	311	23	5	1	1	1	0	342	344.8
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	4923

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

from arm: all
to arm: all

	period I	period II
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
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
07:00	07:15	250	87	12	4	1	4	0	358	365.3
07:15	07:30	315	104	16	6	1	4	0	446	454.3
07:30	07:45	323	110	14	8	2	2	0	459	467.6
07:45	08:00	339	73	22	3	2	8	0	447	459.1
08:00	08:15	336	72	23	2	0	2	0	435	438
08:15	08:30	355	66	12	4	0	3	0	440	445
08:30	08:45	315	45	23	5	1	2	0	391	396.8
08:45	09:00	313	77	21	9	2	3	0	425	435.1
09:00	09:15	280	54	22	9	0	0	0	365	369.5
09:15	09:30	311	61	20	8	1	2	1	404	410.7
09:30	09:45	263	57	26	9	3	8	0	366	382.4
09:45	10:00	271	61	21	3	3	2	0	361	368.4
16:00	16:15	343	75	12	3	2	4	0	439	447.1
16:15	16:30	355	71	8	3	2	8	0	447	459.1
16:30	16:45	329	79	14	1	1	7	0	431	439.8
16:45	17:00	363	58	12	3	2	4	0	442	450.1
17:00	17:15	378	55	12	0	1	8	0	454	463.3
17:15	17:30	407	56	5	1	1	5	0	475	481.8
17:30	17:45	376	50	5	0	2	5	0	438	445.6
17:45	18:00	330	53	12	1	1	2	0	399	402.8
18:00	18:15	320	33	7	0	1	3	0	364	368.3
18:15	18:30	316	27	5	1	0	6	0	355	361.5
18:30	18:45	307	21	3	1	2	2	0	336	341.1
18:45	19:00	250	24	8	2	0	2	0	286	289
P/TOT		7745	1469	335	86	31	96	1	9763	9942
Period I Total:		3671	867	232	70	16	40	1	4897	4992
Period II Total:		4074	602	103	16	15	56	0	4866	4950

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU
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
AM	07:00	08:00	1227	374	64	21	6	18	0	1710	1746
AM	07:15	08:15	1313	359	75	19	5	16	0	1787	1819
AM	07:30	08:30	1353	321	71	17	4	15	0	1781	1810
AM	07:45	08:45	1345	256	80	14	3	15	0	1713	1739
AM	08:00	09:00	1319	260	79	20	3	10	0	1691	1715
AM	08:15	09:15	1263	242	78	27	3	8	0	1621	1646
AM	08:30	09:30	1219	237	86	31	4	7	1	1585	1612
AM	08:45	09:45	1167	249	89	35	6	13	1	1560	1598
AM	09:00	10:00	1125	233	89	29	7	12	1	1496	1531
AM	09:15	10:15	845	179	67	20	7	12	1	1131	1162
AM	09:30	10:30	534	118	47	12	6	10	0	727	750.8
AM	09:45	10:45	271	61	21	3	3	2	0	361	368.4
PM	16:00	17:00	1390	283	46	10	7	23	0	1759	1796
PM	16:15	17:15	1425	263	46	7	6	27	0	1774	1812
PM	16:30	17:30	1477	248	43	5	5	24	0	1802	1835
PM	16:45	17:45	1524	219	34	4	6	22	0	1809	1841
PM	17:00	18:00	1491	214	34	2	5	20	0	1766	1794
PM	17:15	18:15	1433	192	29	2	5	15	0	1676	1699
PM	17:30	18:30	1342	163	29	2	4	16	0	1556	1578
PM	17:45	18:45	1273	134	27	3	4	13	0	1454	1474
PM	18:00	19:00	1193	105	23	4	3	13	0	1341	1360
PM	18:15	19:15	873	72	16	4	2	10	0	977	991.6
PM	18:30	19:30	557	45	11	3	2	4	0	622	630.1
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

				from:	to:	
07:15	08:15	AM Peak Hour	AM	07:00	10:00	AM Peak PCU 1819
N/A	N/A	MID Peak Hour	MID	10:00	16:00	MID Peak PCU 0
16:45	17:45	PM Peak Hour	PM	16:00	19:00	PM Peak PCU 1841
16:45	17:45	TOT Peak Hour				TOT Peak PCU 1841

13366 / BEXHILL
OCTOBER 2022
QUEUE LENGTH SURVEY

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	0	0	0	17:30	0	0	0	0	0
17:35	0	0	0	0	0	17:35	0	0	0	0	0	17:35	0	0	0	0	0
17:40	0	0	0	0	0	17:40	0	0	0	0	0	17:40	0	0	0	0	0
17:45	0	0	0	0	0	17:45	0	0	0	0	0	17:45	1	1	0	0	0
17:50	0	0	0	0	0	17:50	0	0	0	0	0	17:50	0	0	0	0	0
17:55	0	0	0	0	0	17:55	0	0	0	0	0	17:55	0	0	0	0	0
18:00	0	0	0	0	0	18:00	0	0	0	0	0	18:00	0	0	0	0	0
18:05	1	1	0	0	0	18:05	0	0	0	0	0	18:05	0	0	0	0	0
18:10	0	0	0	0	0	18:10	0	0	0	0	0	18:10	0	0	0	0	0
18:15	0	0	0	0	0	18:15	0	0	0	0	0	18:15	0	0	0	0	0
18:20	1	1	0	0	0	18:20	0	0	0	0	0	18:20	0	0	0	0	0
18:25	1	1	0	0	0	18:25	0	0	0	0	0	18:25	0	0	0	0	0
18:30	0	0	0	0	0	18:30	0	0	0	0	0	18:30	0	0	0	0	0
18:35	0	0	0	0	0	18:35	0	0	0	0	0	18:35	0	0	0	0	0
18:40	0	0	0	0	0	18:40	0	0	0	0	0	18:40	0	0	0	0	0

13366 / BEXHILL
OCTOBER 2022
QUEUE LENGTH SURVEY

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)

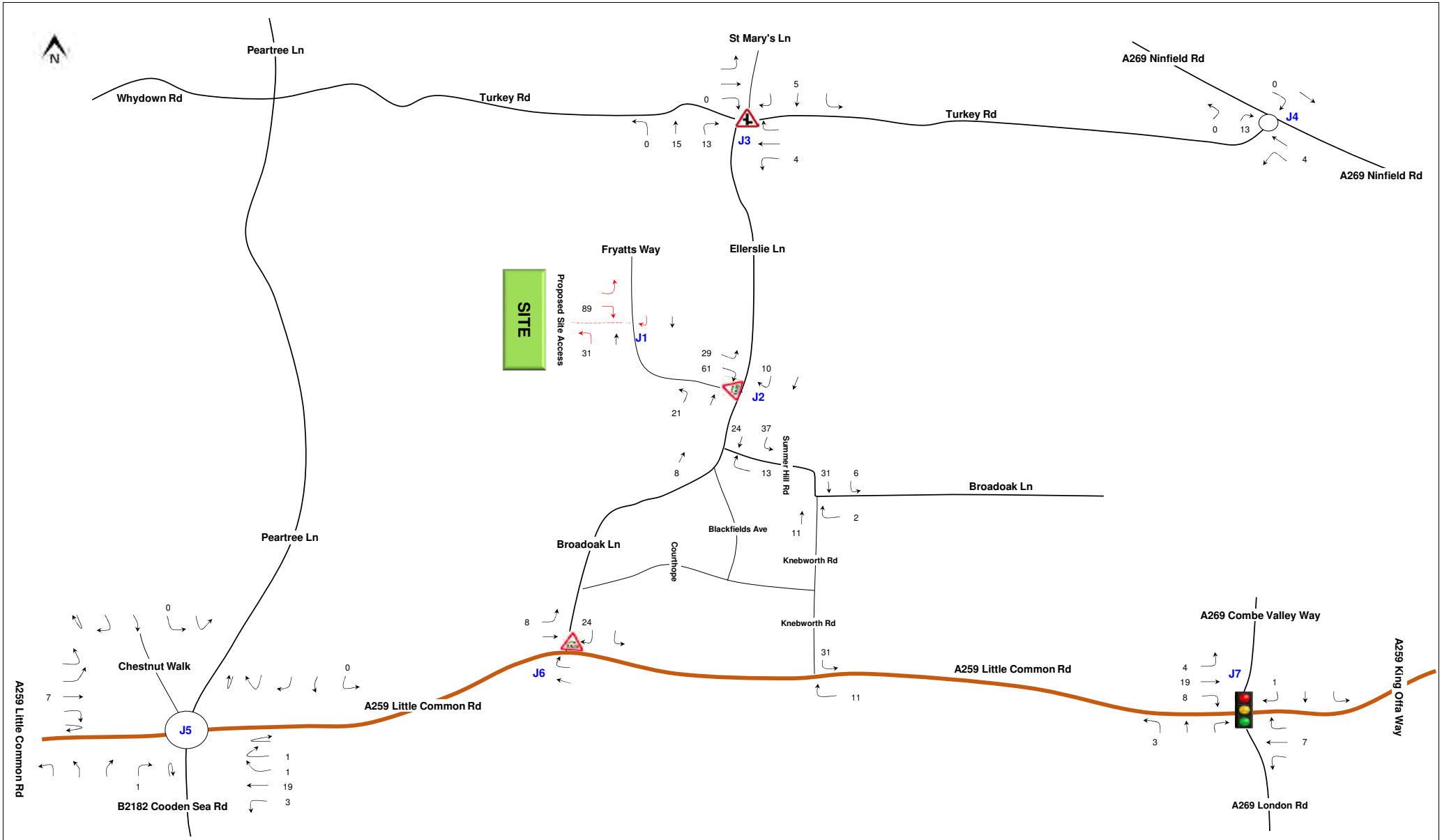


Fig 4: AM Peak Trip Generation - Proposed Residential Development

Job no. A115791 Bexhill, Fryatts Way

TETRA TECH

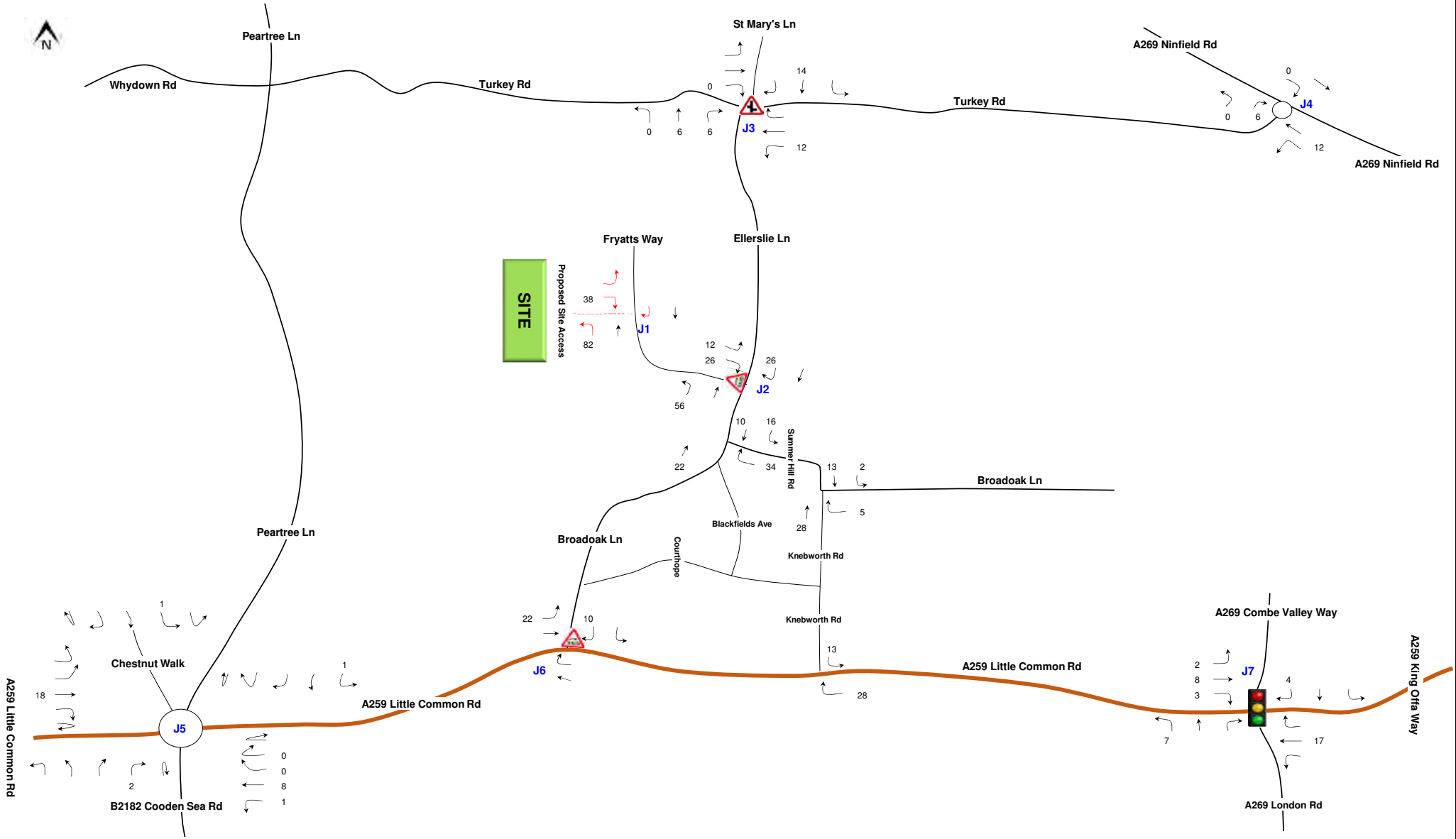
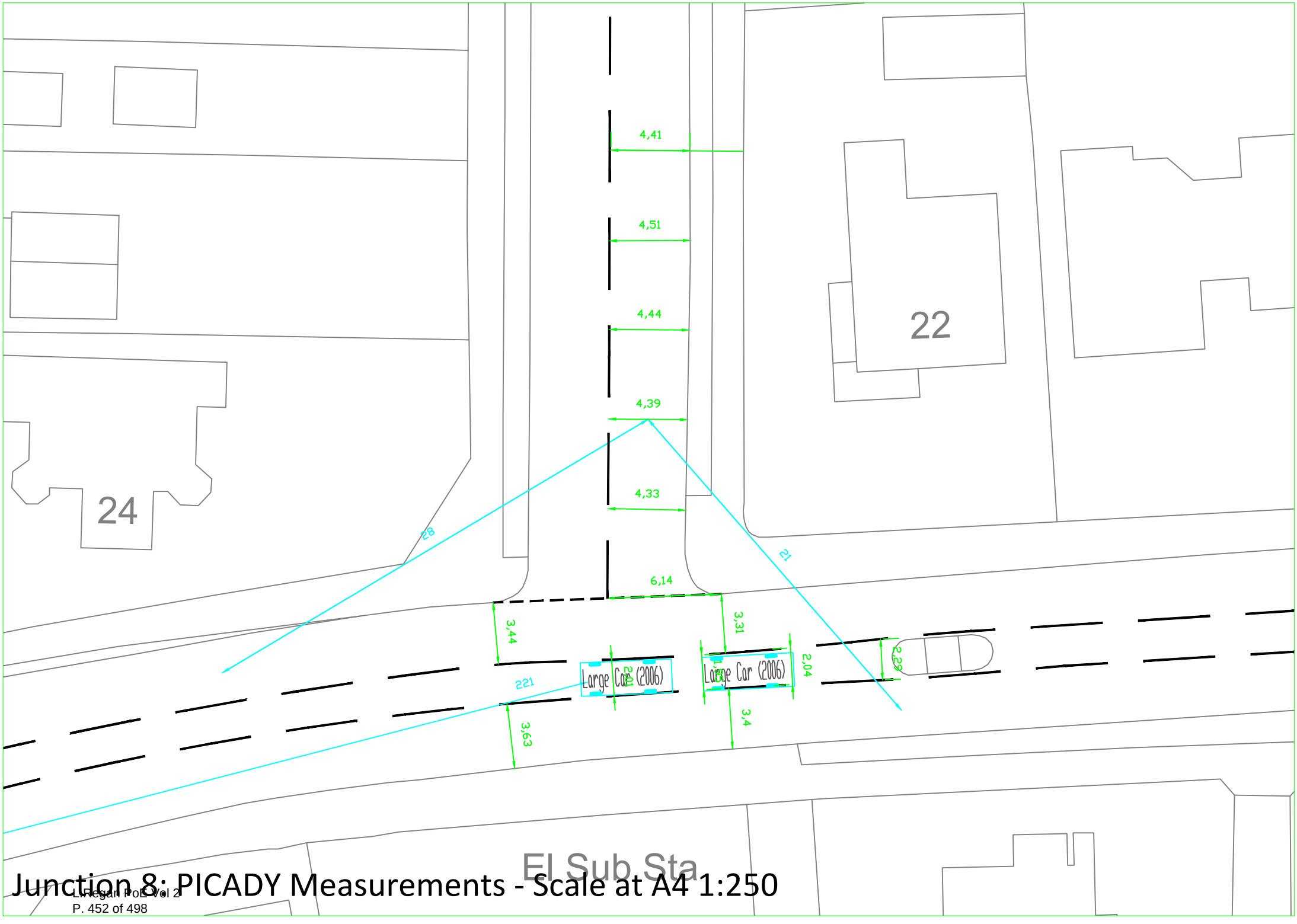


Fig 5: PM Peak Trip Generation - Proposed Residential Development

Job no. A115791 Bexhill, Fryatts Way

TETRA TECH

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



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

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

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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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	TT\PATRICK.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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.25	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.12	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.26	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.30	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.18	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.34	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.19	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.38	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.22	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.36	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.20	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.40	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		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	0.23	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			