

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 4. Barnham Road / Lake Lane



Arm Description

Arm	Inbound	Outbound	Description
A-Node	B-Node	A-Node	B-Node
A	70032	50028	70032
B	70033	50028	50028
C	70029	50028	70029
D			
E			
F			
G			

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS									
MODELLED To Arm									
All Vehicle	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	44	18				62	
	B	117	9	468				595	
	C	54	283	0				307	
	D								
	E								
	F								
	G								
TOTAL	171	297	487					954	

By Vehicle Type: MODELLED To Arm									
Car	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	27	15				42	
	B	104	0	413				517	
	C	35	218	0				253	
	D								
	E								
	F								
	G								
TOTAL	143	245	428					816	

MODELLED To Arm									
LGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	5	3				8	
	B	11	0	48				59	
	C	10	31	0				42	
	D								
	E								
	F								
	G								
TOTAL	21	36	51					109	

MODELLED To Arm									
HGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	12	1				13	
	B	2	0	7				9	
	C	5	3	0				9	
	D								
	E								
	F								
	G								
TOTAL	7	15	8					30	

MODELLED To Arm									
Fixed	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS									
MODELLED To Arm									
All Vehicle	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	116	11				127	
	B	102	9	305				497	
	C	9	465	0				504	
	D								
	E								
	F								
	G								
TOTAL	111	612	426					1128	

By Vehicle Type: MODELLED To Arm									
Car	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	52	10				62	
	B	85	0	320				405	
	C	7	429	0				436	
	D								
	E								
	F								
	G								
TOTAL	94	521	330					945	

MODELLED To Arm									
LGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	20	1				21	
	B	12	0	35				48	
	C	1	48	0				49	
	D								
	E								
	F								
	G								
TOTAL	14	67	36					117	

MODELLED To Arm									
HGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	5	0				5	
	B	3	0	9				12	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	3	10	9					22	

MODELLED To Arm									
Fixed	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

All Vehicle	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	116	11				127	
	B	102	9	305				497	
	C	9	465	0				504	
	D								
	E								
	F								
	G								
TOTAL	111	612	426					1128	

Car	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	52	10				62	
	B	85	0	320				405	
	C	7	429	0				436	
	D								
	E								
	F								
	G								
TOTAL	94	521	330					945	

LGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	20	1				21	
	B	12	0	35				48	
	C	1	48	0				49	
	D								
	E								
	F								
	G								
TOTAL	14	67	36					117	

HGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	5	0				5	
	B	3	0	9				12	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	3	10	9					22	

Fixed	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

All Vehicle	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	116	11				127	
	B	102	9	305				497	
	C	9	465	0				504	
	D								
	E								
	F								
	G								
TOTAL	111	612	426					1128	

Car	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	52	10				62	
	B	85	0	320				405	
	C	7	429	0				436	
	D								
	E								
	F								
	G								
TOTAL	94	521	330					945	

LGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	20	1				21	
	B	12	0	35				48	
	C	1	48	0				49	
	D								
	E								
	F								
	G								
TOTAL	14	67	36					117	

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 6. Nylon Road / Westgate Street



Arm Description

Arm	Inbound	Outbound	Description
A	70060	50093	70060
B	50103	50093	50103
C	70047	50093	70047
D			
E			
F			
G			

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS									
All Vehicle	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
From Arm	A	0	255	69				324	
	B	440	0	600				1040	
	C	219	727	0				946	
	D								
	E								
	F								
	G								
TOTAL	659	992	669					2310	

By Vehicle Type									
Car	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
From Arm	A	0	234	56				290	
	B	401	0	519				917	
	C	194	644	0				837	
	D								
	E								
	F								
	G								
TOTAL	595	977	575					2033	

LGV									
From Arm	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
	A	0	14	0				14	
	B	31	0	62				93	
	C	28	96	0				124	
	D								
	E								
	F								
	G								
TOTAL	59	71	72					202	

HGV									
From Arm	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	1				1	
	B	0	0	23				23	
	C	7	26	0				33	
	D								
	E								
	F								
	G								
TOTAL	17	26	24					67	

Fixed									
From Arm	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS									
All Vehicle	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
From Arm	A	0	367	133				500	
	B	152	0	100				252	
	C	161	571	0				732	
	D								
	E								
	F								
	G								
TOTAL	313	939	633					2124	

By Vehicle Type									
Car	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
From Arm	A	0	324	103				427	
	B	159	0	622				781	
	C	158	523	0				681	
	D								
	E								
	F								
	G								
TOTAL	297	879	725					1901	

LGV									
From Arm	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
	A	0	13	26				39	
	B	24	0	62				86	
	C	21	36	0				57	
	D								
	E								
	F								
	G								
TOTAL	44	47	91					182	

HGV									
From Arm	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	1				1	
	B	0	0	16				16	
	C	2	12	0				14	
	D								
	E								
	F								
	G								
TOTAL	11	12	17					40	

Fixed									
From Arm	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

All Vehicle	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
From Arm	A	0	367	133				500	
	B	152	0	100				252	
	C	161	571	0				732	
	D								
	E								
	F								
	G								
TOTAL	313	939	633					2124	

Car	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
From Arm	A	0	324	103				427	
	B	159	0	622				781	
	C	158	523	0				681	
	D								
	E								
	F								
	G								
TOTAL	297	879	725					1901	

LGV	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
From Arm	A	0	13	26				39	
	B	24	0	62				86	
	C	21	36	0				57	
	D								
	E								
	F								
	G								
TOTAL	44	47	91					182	

HGV	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
From Arm	A	0	0	1				1	
	B	0	0	16				16	
	C	2	12	0				14	
	D								
	E								
	F								
	G								
TOTAL	11	12	17					40	

Fixed	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
From Arm	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

All Vehicle	MODELLED							TOTAL	
	A	B	C	D	E	F	G		
From Arm	A	0	367	133				500	
	B	152	0	100				252	
	C	161	571	0				732	
	D								
	E								
	F								
	G								
TOTAL	313	939	633					2124	

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 6. Nylon Road / Oving Road



Arm Description

Arm	Inbound	Outbound	Description
A	70061	50092	70091
B	70060	50092	70090
C	50091	50092	50091
D			
E			
F			
G			

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS									
All Vehicle	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	155	169				265	439
	B	163	0	70				233	358
	C	81	156	0				237	314
	D								
	E								
	F								
	G								
TOTAL	734	311	179					1224	

By Vehicle Type									
Car	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	142	91				233	385
	B	996	0	63				1059	1617
	C	71	144	0				215	282
	D								
	E								
	F								
	G								
TOTAL	667	286	154					1107	

LGV									
All Vehicle	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	13	12				25	39
	B	50	0	4				54	83
	C	8	8	0				16	24
	D								
	E								
	F								
	G								
TOTAL	58	20	16					94	

HGV									
All Vehicle	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	1	7				8	12
	B	8	0	2				10	15
	C	2	4	0				6	9
	D								
	E								
	F								
	G								
TOTAL	10	5	9					24	

Fixed									
All Vehicle	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	0
	B	0	0	0				0	0
	C	0	0	0				0	0
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS									
All Vehicle	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	244	196				440	680
	B	255	0	99				354	543
	C	83	251	0				334	507
	D								
	E								
	F								
	G								
TOTAL	342	474	295					1111	

By Vehicle Type									
Car	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	221	165				386	587
	B	223	0	94				317	481
	C	73	219	0				292	436
	D								
	E								
	F								
	G								
TOTAL	296	440	259					995	

LGV									
All Vehicle	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	21	26				47	70
	B	31	0	4				35	52
	C	6	6	0				12	18
	D								
	E								
	F								
	G								
TOTAL	37	27	30					94	

HGV									
All Vehicle	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	2	3				5	7
	B	6	0	1				7	10
	C	4	2	0				6	9
	D								
	E								
	F								
	G								
TOTAL	9	4	4					17	

Fixed									
All Vehicle	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	0
	B	0	0	0				0	0
	C	0	0	0				0	0
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

All Vehicle	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	244	196				440	680
	B	255	0	99				354	543
	C	83	251	0				334	507
	D								
	E								
	F								
	G								
TOTAL	342	474	295					1111	

Car	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	221	165				386	587
	B	223	0	94				317	481
	C	73	219	0				292	436
	D								
	E								
	F								
	G								
TOTAL	296	440	259					995	

LGV	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	21	26				47	70
	B	31	0	4				35	52
	C	6	6	0				12	18
	D								
	E								
	F								
	G								
TOTAL	37	27	30					94	

HGV	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	2	3				5	7
	B	6	0	1				7	10
	C	4	2	0				6	9
	D								
	E								
	F								
	G								
TOTAL	9	4	4					17	

Fixed	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	0
	B	0	0	0				0	0
	C	0	0	0				0	0
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

All Vehicle	MODELLED To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	244	196					
B		0	244	196					
C			0	244	196				
D				0	244	196			
E					0	244	196		
F						0	244	196	
G							0	244	196
H								0	244
I									0
J									
K									
L									
M									
N									
O									
P									
Q									
R									
S									
T									
U									
V									
W									
X									
Y									
Z									
AA									
AB									
AC									
AD									
AE									
AF									
AG									
AH									
AI									
AJ									
AK									
AL									
AM									
AN									
AO									
AP									
AQ									
AR									
AS									
AT									
AU									
AV									
AW									
AX									
AY									
AZ									
BA									
BB									
BC									
BD									
BE									
BF									
BG									
BH									
BI									
BJ									
BK									
BL									
BM									
BN									
BO									
BP									
BQ									
BR									
BS									
BT									
BU									
BV									
BW									
BX									
BY									
BZ									
CA									
CB									
CC									
CD									
CE									
CF									
CG									
CH									
CI									
CJ									
CK									
CL									
CM									
CN									
CO									
CP									
CQ									
CR									
CS									
CT									
CU									
CV									
CW									
CX									
CY									
CZ									
DA									
DB									
DC									
DD									
DE									
DF									
DG									
DH									
DI									
DJ									
DK									
DL									
DM									
DN									
DO									
DP									
DQ									
DR									
DS									
DT									
DU									
DV									
DW									
DX									
DY									
DZ									
EA									
EB									
EC									
ED									
EE									
EF									
EG									
EH									
EI									
EJ									
EK									
EL									
EM									
EN									
EO									
EP									
EQ									
ER									
ES									
ET									
EU									
EV									
EW									
EX									
EY									
EZ									
FA									
FB									
FC									
FD									
FE									
FF									
FG									
FH									
FI									
FJ									
FK									
FL									
FM									
FN									
FO									
FP									
FQ									
FR									
FS									
FT									
FU									
FV									
FW									
FX									
FY									
FZ									
GA									
GB									
GC									
GD									
GE									
GF									
GG									
GH									
GI									
GJ									
GK									
GL									
GM									
GN									
GO									
GP									
GQ									
GR									
GS									
GT									
GU									
GV									
GW									
GX									
GY									
GZ									
HA									
HB									
HC									
HD									
HE									
HF									
HG									
HH									
HI									
HJ									
HK									
HL									
HM									
HN									
HO									
HP									
HQ									
HR									
HS									
HT									
HU									
HV									
HW									
HX									
HY									
HZ									
IA									
IB									
IC									
ID									
IE									
IF									
IG									
IH									
II									
IJ									
IK									
IL									
IM									
IN									
IO									
IP									
IQ									
IR									
IS									
IT									
IU									
IV									
IW									
IX									
IY									
IZ									
JA									
JB									
JC									
JD									
JE									
JF									

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 7, Westergate Street / Hook Lane



Arm Description

Arm	Inbound	Outbound	Description
A	70073	50090	70073
B	50245	50090	50245
C	70063	50090	70063
D			
E			
F			
G			

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS

		MODELLED							
		To Arm							
From Arm	All Vehicle	A	B	C	D	E	F	G	TOTAL
	A	0	620	33					654
	B	717	0	71					787
	C	66	62	0					128
	D								
	E								
	F								
	G								
TOTAL		783	682	104					1570

By Vehicle Type:

		MODELLED							
		To Arm							
From Arm	Car	A	B	C	D	E	F	G	TOTAL
	A	0	520	28					548
	B	609	0	63					672
	C	61	54	0					114
	D								
	E								
	F								
	G								
TOTAL		670	574	91					1334

		MODELLED							
		To Arm							
From Arm	LGV	A	B	C	D	E	F	G	TOTAL
	A	0	71	0					71
	B	87	0	0					87
	C	4	0	0					4
	D								
	E								
	F								
	G								
TOTAL		91	71	0					162

		MODELLED							
		To Arm							
From Arm	HGV	A	B	C	D	E	F	G	TOTAL
	A	0	0	1					1
	B	21	0	2					23
	C	2	0	0					2
	D								
	E								
	F								
	G								
TOTAL		23	0	3					26

		MODELLED							
		To Arm							
From Arm	Fixed	A	B	C	D	E	F	G	TOTAL
	A	0	0	0					0
	B	0	0	0					0
	C	0	0	0					0
	D								
	E								
	F								
	G								
TOTAL		0	0	0					0

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS

		MODELLED							
		To Arm							
From Arm	All Vehicle	A	B	C	D	E	F	G	TOTAL
	A	0	664	20					684
	B	555	0	75					630
	C	97	104	0					201
	D								
	E								
	F								
	G								
TOTAL		652	768	95					1515

By Vehicle Type:

		MODELLED							
		To Arm							
From Arm	Car	A	B	C	D	E	F	G	TOTAL
	A	0	564	17					581
	B	485	0	63					548
	C	83	81	0					164
	D								
	E								
	F								
	G								
TOTAL		568	645	81					1294

		MODELLED							
		To Arm							
From Arm	LGV	A	B	C	D	E	F	G	TOTAL
	A	0	70	2					72
	B	50	0	0					50
	C	13	12	0					25
	D								
	E								
	F								
	G								
TOTAL		63	82	12					157

		MODELLED							
		To Arm							
From Arm	HGV	A	B	C	D	E	F	G	TOTAL
	A	0	13	1					14
	B	12	0	3					15
	C	1	1	0					2
	D								
	E								
	F								
	G								
TOTAL		13	14	4					31

		MODELLED							
		To Arm							
From Arm	Fixed	A	B	C	D	E	F	G	TOTAL
	A	0	0	0					0
	B	0	0	0					0
	C	0	0	0					0
	D								
	E								
	F								
	G								
TOTAL		0	0	0					0

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 8. Shipway Road / Charles Purley Way



Arm Description

Arm	Inbound	Outbound	Description
A	A.Node	B.Node	
A	50101	50109	50101
B	70006	50109	70006
C	70076	50109	70076
D	50085	50109	50085
E			
F			
G			

Model_1_2031_BEW_DS_Out_WithoutEW_AM_Comp.UFS									
MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	112	60	589	0	0	759	
	B	148	8	10	617	0	0	861	
	C	35	26	0	244	0	0	305	
	D	989	442	295	0	0	0	1526	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	871	580	414	1487					3351

By Vehicle Type:

MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	101	52	497	0	0	650	
	B	134	0	50	529	0	0	712	
	C	35	26	0	244	0	0	265	
	D	987	345	292	0	0	0	1163	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	121	459	354	1241					2794

MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	8	5	60	0	0	73	
	B	10	0	8	91	0	0	108	
	C	0	0	0	22	0	0	22	
	D	95	34	31	0	0	0	159	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	112	74	45	129					405

MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	2	2	27	0	0	31	
	B	2	0	1	37	0	0	41	
	C	0	0	0	0	0	0	0	
	D	23	33	11	0	0	0	66	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	25	35	14	72					151

MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0	0	0	0	0	
	B	0	0	0	0	0	0	0	
	C	0	0	0	0	0	0	0	
	D	0	0	0	0	0	0	0	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0					0

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model_2_2031_BEW_DS_Out_WithoutEW_PM_Comp.UFS									
MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	126	66	748	0	0	940	
	B	62	0	14	502	0	0	658	
	C	49	89	0	390	0	0	527	
	D	967	428	314	0	0	0	1509	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	878	863	423	1641					3605

By Vehicle Type:

MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	114	58	674	0	0	846	
	B	57	0	39	445	0	0	541	
	C	43	89	0	390	0	0	492	
	D	914	399	257	0	0	0	1371	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	615	709	355	1480					3248

MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	11	7	63	0	0	81	
	B	4	0	4	46	0	0	54	
	C	4	0	0	24	0	0	31	
	D	44	37	43	0	0	0	124	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	52	50	54	133					289

MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	1	12	0	0	13	
	B	1	0	0	8	0	0	9	
	C	1	0	0	8	0	0	10	
	D	9	13	14	0	0	0	35	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	11	13	15	28					68

MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0	0	0	0	0	
	B	0	0	0	0	0	0	0	
	C	0	0	0	0	0	0	0	
	D	0	0	0	0	0	0	0	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0					0

From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0	0	0	0	0	
	B	0	0	0	0	0	0	0	
	C	0	0	0	0	0	0	0	
	D	0	0	0	0	0	0	0	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0					0

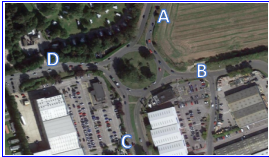
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0	0	0	0	0	
	B	0	0	0	0	0	0	0	
	C	0	0	0	0	0	0	0	
	D	0	0	0	0	0	0	0	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0					0

From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0	0	0	0	0	
	B	0	0	0	0	0	0	0	
	C	0	0	0	0	0	0	0	
	D	0	0	0	0	0	0	0	
	E	0	0	0	0	0	0	0	
	F	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0					0

	To Arm							TOTAL	
	A	B	C	D	E	F	G	H	I
From Arm	A								
	B								
	C								
	D								
	E								
F									
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JG									
JH						</			

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 1. Shipway Road/ Rowan Way



Arm Description

Arm	Inbound	Outbound	Description
A	50169	50085	50169
B	70077	50085	70077
C	70075	50085	70075
D	50084	50085	50084
E			
F			
G			

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS

All Vehicle	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	111	652	774				1488
B	66	8	11	69				166
C	662	130	0	228				1061
D	678	146	81	0				905
E								
F								
G								
TOTAL	1420	408	734	1071				3640

By Vehicle Type:

Car	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	65	114	662				1241
B	31	0	29	43				103
C	282	89	0	168				539
D	271	121	83	0				755
E								
F								
G								
TOTAL	1163	313	607	880				2963

LGV	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	22	60	93				175
B	24	0	18	23				65
C	31	84	0	29				144
D	78	19	16	0				113
E								
F								
G								
TOTAL	134	125	94	145				498

HGV	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	5	29	39				73
B	11	0	4	4				19
C	25	0	0	0				25
D	0	0	0	0				0
E								
F								
G								
TOTAL	36	15	33	43				127

Fixed	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	0	0	0				0
B	0	0	0	0				0
C	0	0	0	0				0
D	0	0	0	0				0
E								
F								
G								
TOTAL	0	0	0	0				0

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS

All Vehicle	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	63	698	890				1651
B	102	0	118	175				394
C	659	86	0	210				955
D	710	110	160	0				1040
E								
F								
G								
TOTAL	1571	264	986	1280				4101

By Vehicle Type:

Car	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	40	523	800				1363
B	97	0	103	158				358
C	597	1	0	200				800
D	577	81	136	0				894
E								
F								
G								
TOTAL	1271	122	662	1158				3213

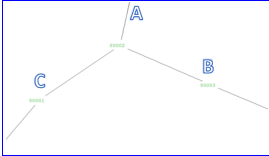
LGV	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	18	31	68				117
B	3	0	13	14				30
C	31	24	0	11				66
D	68	23	23	0				114
E								
F								
G								
TOTAL	102	45	67	93				307

HGV	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	1	13	14				28
B	1	0	3	3				7
C	10	0	0	2				12
D	24	0	0	0				24
E								
F								
G								
TOTAL	35	1	16	19				71

Fixed	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	0	0	0				0
B	0	0	0	0				0
C	0	0	0	0				0
D	0	0	0	0				0
E								
F								
G								
TOTAL	0	0	0	0				0

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 16. Forewell Avenue / A23 realignment



Arm Description

Arm	Inbound	Outbound	Description
A	A-Node	B-Node	
A	80002	80003	80001
B	80003	80002	80001
C	80001	80002	80003
D			
E			
F			
G			

Model_1_2031_BEW_DS_Out_WithoutEW_AM_Comp.UFS									
MODELLED									
All Vehicle		To Arm							TOTAL
		A	B	C	D	E	F	G	
From Arm	A	0	237	418					655
	B	479	0	50					528
	C	660	29	0					709
	D								
	E								
	F								
	G								
	TOTAL	1159	266	468					1893

By Vehicle Type									
Car		MODELLED							
		A	B	C	To Arm				
From Arm	A	0	210	358					568
	B	470	0	50					519
	C	603	29	0					632
	D								
	E								
	F								
	G								
	TOTAL	1073	239	408					1720

LGV		MODELLED						
		To Arm						
From Arm	A	B	C	D	E	F	G	TOTAL
	A	0	22	50				72
	B	0	0	0				0
	C	62	0	0				62
	D							
	E							
	F							
	G							
	TOTAL	70	22	50				

HGV		MODELLED							
		To Arm							
From Arm	A	0	4	10					14
	B	1	0	0					1
	C	15	0	0					15
	D								
	E								
	F								
	G								
	TOTAL	16	4	10					30

MODELLED									
Fixed		To Arm							
From Arm	A	B	C	D	E	F	G	TOTAL	
	0	0	0					0	
	0	0	0					0	
	0	0	0					0	
	TOTAL	0	0	0					0

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS										
MODELLED										
All Vehicle		To Arm								
From Arm	A	B	C	D	E	F	G	TOTAL		
	A	0	444	636					1079	
	B	228	0	25					253	
	C	450	51	0					451	
	D									
	E									
	F									
	G									
	TOTAL	628	494	661					1783	

By Vehicle Type:										
Car		MODELLED								
		A	B	C	To Arm	D	E	F	G	TOTAL
From Arm	A	0	418	559						977
	B	217	0	25						242
	C	356	51	0						417
	D									
	E									
	F									
	G									
	TOTAL	584	468	584						1636

LGV		MODELLED							To Arm
		A	B	C	D	E	F	G	
From Arm	A	0	25	63					89
	B	10	0	0					10
	C	25	0	0					25
	D								
	E								
	F								
	G								
	TOTAL	34	25	63					123

HGV		MODELLED							
		To Arm							TOTAL
From Arm	A	0	1	13					
	B	1	0	0					1
	C	9	0	0					9
	D								
	E								
	F								
	G								
	TOTAL	10	1	13					24

Fixed		MODELLED							TOTAL
		A	B	C	D	E	F	G	
From Arm	A	0	0	0					0
	B	0	0	0					0
	C	0	0	0					0
	D								
	E								
	F								
	G								
		0	0	0					0

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS									
All Vehicle	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	237	418				655	
	B	479	0	0				479	
	C	660	29	0				709	
	D								
	E								
	F								
	G								
TOTAL	1159	206	468					1893	

By Vehicle Type									
Car	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	210	356				566	
	B	479	0	0				479	
	C	660	29	0				709	
	D								
	E								
	F								
	G								
TOTAL	1159	206	468					1893	

LGV									
All Vehicle	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	22	50				72	
	B	0	0	0				0	
	C	62	0	0				62	
	D								
	E								
	F								
	G								
TOTAL	72	22	50					142	

HGV									
All Vehicle	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	4	15				19	
	B	1	0	0				1	
	C	15	0	0				15	
	D								
	E								
	F								
	G								
TOTAL	16	4	15					35	

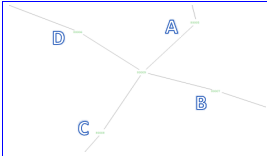
Fixed									
All Vehicle	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS									
All Vehicle	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	444	636				1079	
	B	225	0	25				253	
	C	820	51	0				871	
	D								
	E								
	F								
	G								
TOTAL	1045	494	691					1783	

By Vehicle Type									
Car	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	0	0	0	0	0	0	0
Bus	A	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0
Truck	A	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 11, Barnham Road / A23 realignment



Arm Description

Arm	Inbound	Outbound	Description
A	80005	80009	80009
B	80007	80009	80009
C	80008	80009	80008
D	80006	80009	80006
E			
F			
G			

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS

All Vehicle	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
From Arm	A	0	196	72	0			229
	B	138	0	0	163			301
	C	251	27	0	163			441
	D	0	225	0	0			225
	E							
	F							
	G							
TOTAL	389	508	191	557				1645

By Vehicle Type:

Car	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
From Arm	A	0	131	70	0			201
	B	131	0	58	328			516
	C	249	28	0	162			437
	D	0	250	39	0			339
	E							
	F							
	G							
TOTAL	380	437	188	490				1495

LGV	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
From Arm	A	0	21	1	0			22
	B	0	0	1	48			56
	C	0	0	0	0			0
	D	0	28	1	0			29
	E							
	F							
	G							
TOTAL	0	49	3	50				110

HGV	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
From Arm	A	0	4	0	0			4
	B	1	0	0	17			19
	C	0	0	0	0			0
	D	0	18	1	0			19
	E							
	F							
	G							
TOTAL	1	22	2	18				42

Fixed	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
From Arm	A	0	0	0	0			0
	B	0	0	0	0			0
	C	0	0	0	0			0
	D	0	0	0	0			0
	E							
	F							
	G							
TOTAL	0	0	0	0				0

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS

All Vehicle	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
From Arm	A	0	233	152	0			385
	B	148	0	137	343			628
	C	72	63	0	79			214
	D	0	408	112	0			520
	E							
	F							
	G							
TOTAL	221	704	402	419				1745

By Vehicle Type:

Car	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
From Arm	A	0	227	152	0			389
	B	138	0	137	263			538
	C	72	0	6	79			212
	D	0	376	112	0			488
	E							
	F							
	G							
TOTAL	210	640	451	362				1818

LGV	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
From Arm	A	0	20	0	0			20
	B	0	0	0	48			57
	C	0	0	0	0			0
	D	0	28	0	0			28
	E							
	F							
	G							
TOTAL	10	56	0	48				112

HGV	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
From Arm	A	0	0	0	0			0
	B	1	0	0	9			10
	C	0	0	0	0			0
	D	0	0	0	0			0
	E							
	F							
	G							
TOTAL	1	0	0	0	0			15

Fixed	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
From Arm	A	0	0	0	0			0
	B	0	0	0	0			0
	C	0	0	0	0			0
	D	0	0	0	0			0
	E							
	F							
	G							
TOTAL	0	0	0	0				0

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 12, Lidey Road A29 realignment

JUNCTION NOT MODELLED

Arm Description

Arm	Inbound A-Node	B-Node	Outbound A-Node	B-Node	Description
A					
B					
C					
D					
E					
F					
G					

MODELLLED									
All Vehicle		To Arm							
From Arm	A	A	B	C	D	E	F	G	TOTAL
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
Car		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
LGV		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
HGV		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
Fixed		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

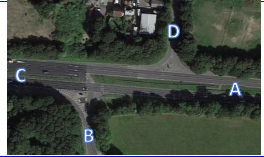
MODELLLED									
All Vehicle		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
Car		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
LGV		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
HGV		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
Fixed		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
All Vehicle		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
Car		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
LGV		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
HGV		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
Fixed		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
All Vehicle		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
Car		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
LGV		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
HGV		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
Fixed		To Arm							
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 13, Nylon Road / A27



Arm Description

Arm	Inbound	Outbound	Description
A-Node	B-Node	A-Node	B-Node
A	70062	50124	60181
B	70061	50124	70061
C	10006	50122	50131
D	6805	50133	50133
E			
F			
G			

Model 1 2031_BEW_DS_Out_WithoutEW_AM_Comp.UFS									
MODELLED									
M Vehicle		To Arm							TOTAL
		A	B	C	D	E	F	G	
From Arm	A	0	0	2181	0				2181
	B	0	0	729	0				729
	C	1364	138	0	0				1492
	D	0	0	0	0				0
	E								
	F								
	G								
	TOTAL	1364	138	2910	0				4402
	By Vehicle Type:								
MODELLED									
Car		To Arm							TOTAL
		A	B	C	D	E	F	G	
From Arm	A	0	0	1713	0				1713
	B	0	0	660	0				660
	C	947	122	0	0				1069
	D	0	0	0	0				0
	E								
	F								
	G								
	TOTAL	947	122	2373	0				3439
	MODELLED								
LEV		To Arm							TOTAL
		A	B	C	D	E	F	G	
From Arm	A	0	0	310	0				310
	B	0	0	58	0				58
	C	279	13	0	0				293
	D	0	0	0	0				0
	E								
	F								
	G								
	TOTAL	279	13	368	0				661
	MODELLED								
MGV		To Arm							TOTAL
		A	B	C	D	E	F	G	
From Arm	A	0	0	161	0				161
	B	0	0	11	0				11
	C	137	0	0	0				137
	D	0	0	0	0				0
	E								
	F								
	G								
	TOTAL	137	0	172	0				312
	MODELLED								
Passd		To Arm							TOTAL
		A	B	C	D	E	F	G	
From Arm	A								0
	B								0
	C								0
	D								0
	E								0
	F								0
	G								0
	TOTAL								0

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

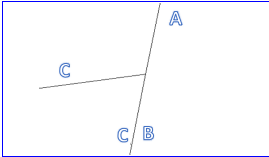
Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS									
From Arm	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	0	1703	0			1703	
	B	0	0	305	0			305	
	C	2451	276	0	0			2727	
	D	0	0	0	0			0	
	E								
	F								
	G								
	TOTAL	2451	276	2008	0			4735	
By Vehicle Type:									
From Arm	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	0	1363	0			1363	
	B	0	0	306	0			306	
	C	969	240	0	0			2209	
	D	0	0	0	0			0	
	E								
	F								
	G								
	TOTAL	969	240	1610	0			3819	
From Arm	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	0	238	0			238	
	B	0	0	39	0			39	
	C	309	32	0	0			341	
	D	0	0	0	0			0	
	E								
	F								
	G								
	TOTAL	309	32	277	0			618	
From Arm	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A	0	0	161	0			161	
	B	0	0	10	0			10	
	C	173	0	0	0			173	
	D	0	0	0	0			0	
	E								
	F								
	G								
	TOTAL	173	0	171	0			348	
From Arm	MODELLED To Arm								TOTAL
	A	B	C	D	E	F	G		
	A							0	
	B							0	
	C							0	
	D							0	
	E							0	
	F							0	
	G							0	
	TOTAL	0	0	0	0			0	

									TOTAL
	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
A									
B									
C									
D									
E									
F									
G									
TOTAL									
	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
A									
B									
C									
D									
E									
F									
G									
TOTAL									

									TOTAL
	A	B	C	D	E	F	G		
									TOTAL
	A	B	C	D	E	F	G		
									TOTAL
	A	B	C	D	E	F	G		
									TOTAL
	A	B	C	D	E	F	G		

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 14, Westgate Street / Northern access road



Arm Description

Arm	Inbound A-Node	Inbound B-Node	Outbound A-Node	Outbound B-Node	Description
A	70048	70050	70050	70048	
B	70058	70050	70050	70058	
C	70049	70050	70050	70049	
D					
E					
F					
G					

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS

All Vehicle	MODELLED To Arm						
	A	B	C	D	E	F	G
From Arm							
A	0	896	33				639
B	170	0	28				769
C	69	28	0				97
D							
E							
F							
G							
TOTAL	839	934	62				1535

By Vehicle Type:

Car	MODELLED To Arm						
	A	B	C	D	E	F	G
From Arm							
A	0	811	25				541
B	866	0	22				887
C	61	23	0				84
D							
E							
F							
G							
TOTAL	127	834	47				1312

LGV	MODELLED To Arm						
	A	B	C	D	E	F	G
From Arm							
A	0	67	3				70
B	80	0	7				87
C	5	4	0				9
D							
E							
F							
G							
TOTAL	85	71	10				166

HGV	MODELLED To Arm						
	A	B	C	D	E	F	G
From Arm							
A	0	28	1				29
B	24	0	0				24
C	4	1	0				5
D							
E							
F							
G							
TOTAL	28	29	1				57

Fixed	MODELLED To Arm						
	A	B	C	D	E	F	G
From Arm							
A	0	0	0				0
B	0	0	0				0
C	0	0	0				0
D							
E							
F							
G							
TOTAL	0	0	0				0

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS

All Vehicle	MODELLED To Arm						
	A	B	C	D	E	F	G
From Arm							
A	0	675	49				726
B	554	0	37				591
C	70	11	0				81
D							
E							
F							
G							
TOTAL	624	686	86				1428

By Vehicle Type:

Car	MODELLED To Arm						
	A	B	C	D	E	F	G
From Arm							
A	0	624	40				664
B	524	0	29				553
C	54	0	0				54
D							
E							
F							
G							
TOTAL	588	624	70				1281

LGV	MODELLED To Arm						
	A	B	C	D	E	F	G
From Arm							
A	0	72	6				78
B	48	0	7				55
C	5	2	0				7
D							
E							
F							
G							
TOTAL	52	74	13				139

HGV	MODELLED To Arm						
	A	B	C	D	E	F	G
From Arm							
A	0	13	2				15
B	12	0	1				13
C	1	0	0				1
D							
E							
F							
G							
TOTAL	13	13	3				29

Fixed	MODELLED To Arm						
	A	B	C	D	E	F	G
From Arm							
A	0	0	0				0
B	0	0	0				0
C	0	0	0				0
D							
E							
F							
G							
TOTAL	0	0	0				0

MODELLED To Arm							
From Arm							
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED To Arm							
From Arm							
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED To Arm							
From Arm							
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED To Arm							
From Arm							
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED To Arm							
From Arm							
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED To Arm							
From Arm							
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED To Arm							
From Arm							
A							
B							
C							
D							
E							
F							
G							
TOTAL							

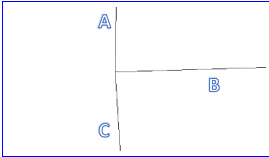
MODELLED To Arm							
From Arm							
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED To Arm							
From Arm							
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED To Arm							
From Arm							
A							
B							
C							
D							
E							
F							
G							
TOTAL							

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 16 Lidsey Road / Southern access road



Arm Description

Arm	Inbound A-Node	Inbound B-Node	Outbound A-Node	Outbound B-Node	Description
A	70054	50274	50274	70054	
B	50275	50274	50274	50275	
C	70072	50274	50274	70072	
D					
E					
F					
G					

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS

All Vehicle	MODELLED							
	To Arm							TOTAL
From Arm	A	B	C	D	E	F	G	
A	0	19	690					709
B	81	8	48					127
C	669	22	0					708
D								
E								
F								
G								
TOTAL	769	40	736					1544

By Vehicle Type:

Car	MODELLED							
	To Arm							TOTAL
From Arm	A	B	C	D	E	F	G	
A	0	17	543					560
B	80	0	44					124
C	572	20	0					592
D								
E								
F								
G								
TOTAL	652	37	627					1316

LGV	MODELLED							
	To Arm							TOTAL
From Arm	A	B	C	D	E	F	G	
A	0	1	75					76
B	1	0	1					2
C	92	1	0					93
D								
E								
F								
G								
TOTAL	93	2	76					171

HGV	MODELLED							
	To Arm							TOTAL
From Arm	A	B	C	D	E	F	G	
A	0	0	32					32
B	0	0	0					0
C	23	0	0					23
D								
E								
F								
G								
TOTAL	23	1	32					56

Fixed	MODELLED							
	To Arm							TOTAL
From Arm	A	B	C	D	E	F	G	
A	0	0	0					0
B	0	0	0					0
C	0	0	0					0
D								
E								
F								
G								
TOTAL	0	0	0					0

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS

All Vehicle	MODELLED							
	To Arm							TOTAL
From Arm	A	B	C	D	E	F	G	
A	0	55	724					779
B	25	0	38					63
C	816	44	0					860
D								
E								
F								
G								
TOTAL	841	99	762					1602

By Vehicle Type:

Car	MODELLED							
	To Arm							TOTAL
From Arm	A	B	C	D	E	F	G	
A	0	51	640					691
B	23	0	36					59
C	550	41	0					591
D								
E								
F								
G								
TOTAL	574	92	676					1343

LGV	MODELLED							
	To Arm							TOTAL
From Arm	A	B	C	D	E	F	G	
A	0	4	74					78
B	3	0	0					4
C	51	0	0					53
D								
E								
F								
G								
TOTAL	54	4	74					134

HGV	MODELLED							
	To Arm							TOTAL
From Arm	A	B	C	D	E	F	G	
A	0	0	11					11
B	1	0	0					1
C	12	0	0					12
D								
E								
F								
G								
TOTAL	14	0	11					25

Fixed	MODELLED							
	To Arm							TOTAL
From Arm	A	B	C	D	E	F	G	
A	0	0	0					0
B	0	0	0					0
C	0	0	0					0
D								
E								
F								
G								
TOTAL	0	0	0					0

MODELLED							
To Arm							TOTAL
From Arm	A	B	C	D	E	F	
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED							
To Arm							TOTAL
From Arm	A	B	C	D	E	F	
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED							
To Arm							TOTAL
From Arm	A	B	C	D	E	F	
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED							
To Arm							TOTAL
From Arm	A	B	C	D	E	F	
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED							
To Arm							TOTAL
From Arm	A	B	C	D	E	F	
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED							
To Arm							TOTAL
From Arm	A	B	C	D	E	F	
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED							
To Arm							TOTAL
From Arm	A	B	C	D	E	F	
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED							
To Arm							TOTAL
From Arm	A	B	C	D	E	F	
A							
B							
C							
D							
E							
F							
G							
TOTAL							

MODELLED							
To Arm							TOTAL
From Arm	A	B	C	D	E	F	
A							
B							
C							
D							
E							
F							
G							
TOTAL							

Junction: 16. Whyke A27 / B2145 (Whyke Roundabout)



Model 1_2031_BEW_DS_Out_WithoutEW_AM_Comp.CFS									
AI Vehicle		MODELLED							
		To Arm						TOTAL	
Extra-Arm	A	B	C	D	E	F	G		
	B	0	25	186	134				314
	C	102	0	191	1203				1596
	D	218	261	0	662				1138
	E	252	1060	208	0				1519
	F								
	G								
TOTAL	628	1345	565	2028				4567	

Car		MODELLER							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	25	122	89				235
	B	90	0	136	673				1198
	C	224	223	0	521				968
	D	201	773	166	0				1139
	E								
	F								
	G								
	TOTAL	515	1020	423	1582				3541

LGV		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0	27	26				53
	B	9	0	39	189				237
	C	35	30	0	62				127
	D	38	156	33	0				227
	E								
	F								
	G								
	TOTAL	82	186	100	276				644

Form	Arm	HGV	To Arm						
			A	B	C	D	E	F	G
Form A/m	A	0	0	0	0				18
	B	3	0	16	142				161
	C	8	8	0	19				35
	D	13	131	9	0				153
	E								
	F								
	G								
	TOTAL	24	139	34	170				367

Fixed		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0	8	0				8
	B	0	0	0	0				0
	C	8	0	0	0				8
	D	0	0	0	0				0
	E								
	F								
	G								
	TOTAL	8	0	8	0				16

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

		MODELLED							
		To Arm						TOTAL	
All Vehicle		A	B	C	D	E	F		G
From Arm	A	0	0	463	80				544
	B	73	0	150	1080				1302
	C	203	78	0	311				592
	D	143	1220	588	0				1948
	E								
	F								
	G								
	TOTAL	419	1298	1199	1471				4387

Car		MODELLED							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0	406	68				475
	B	62	0	111	822				994
	C	171	2	0	273				446
	D	122	937	528	0				1587
	E								
	F								
	G								
	TOTAL	354	940	1045	1163				3502

LGV		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	9	0	43	10				62
	B	11	0	27	142				181
	C	20	57	0	30				107
	D	17	155	50	0				222
	E								
	F								
	G								
	TOTAL	48	212	119	182				562

	HGV	To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0	7	2				
	B	0	0	12	115				128
	C	5	18	0	8				31
	D	4	128	8	0				140
	E								
	F								
	G								
	TOTAL	9	146	27	125				307

Fixed		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0	0	0				0
	B	0	0	0	0				0
	C	0	0	0	0				0
	D	0	0	0	0				0
	E								
	F								
	G								
		7.905	0	7.855	0				15.76

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Junction: 17. A27 / A259 (Bognor Road Roundabout)

Model_1_2031_BEW_DS_Out_WithoutEW_AM_Comp.UFS

By Vehicle Type:

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Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model_2_2031_BEW_DS_Out_WithoutEW_PM_Comp.UFS

By Vehicle Type:

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Junction: 18. A27 / A29 (Fontwell Eastern Roundabout)



Arm	bound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	50136	50029	50029	50136	
B	50063	50029	50029	50063	
C	75012	50029	50029	75012	
D					
E					
F					
G					

By Vehicle Type:		MODELED								
Car		To Arm								
	A	B	C	D	E	F	G	TOTAL		
From Arm	A	0	0	455					455	
	B	196	148	1205					1549	
	C	455	719	0					1201	
	D									
	E									
	F									
	G									
	TOTAL	681	864	1659					3204	

		MODELLED							
LGV		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0	155					155
	B	21	22	181					225
	C	99	194	0					293
	D								
	E								
	F								
	G								
	TOTAL	120	216	337					673

		MODELLED							
		HGV		To Arm					TOTAL
From Arm	A	0	0	63					
	B	7	8	104					119
	C	47	99	0					147
	D								
	E								
	F								
	G								
	TOTAL	54	108	167					329

		MODELLED									
Fixed		A	B	C	To Arm		D	E	F	G	TOTAL
From Arm	A	0	0	0							0
	B	0	0	0							0
	C	0	0	0							0
	D										
	E										
	F										
	G										
TOTAL		0	0	0							0

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

By Vehicle Type:		MODELLED								
Car		A	B	C	D	To Arm	E	F	G	TOTAL
From Arm	A	0	0	623						623
	B	13	44	769						826
	C	307	1267	0						1664
	D									
	E									
	F									
	G									
	TOTAL	411	1311	1392						3114

		MODELLED							
LGV		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0	130					130
	B	7	8	154					169
	C	160	130	0					290
	D								
	E								
	F								
	G								
	TOTAL	168	137	284					590

		MODELLED							
		To Arm						TOTAL	
HGV		A	B	C	D	E	F		G
From Arm	A	0	0	62					62
	B	2	2	110					114
	C	84	86	0					171
	D								
	E								
	F								
	G								
	TOTAL	88	88	172					346

		MODELLED							
Fixed		To Arm							
From Arm	A	0	0	0					0
	B	0	0	0					0
	C	0	0	0					0
	D								
	E								
	F								
	G								
			0	0	0				

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Junction: 19. A27 / A284 Ford Road, Arundel



Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	50185	50108	50108	50185	
B	50188	50108	50108	50188	
C	50192	50108	50108	50192	
D	50234	50108	50108	50234	
E	50278	50108	50108	50278	
F					
G					

By Vehicle Type:

114

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114

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

By Vehicle Type:

114

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Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 28, A27 / The Causeway (Roundel)



Arm Description

Arm	Inbound	Outbound	Description
	A-Node	B-Node	
A	50190	50192	50190
B	50193	50192	50192
C	50108	50192	50108
D			
E			
F			
G			

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS										
MODELLED										
From Arm	AI Vehicle		To Arm							
	A	B	C	D	E	F	G	TOTAL		
	A	0	104	0				104		
	B	154	0	1387				1541		
	C	0	1228	0				1228		
	D									
	E									
	F									
	G									
	TOTAL	154	1332	1387					2853	
By Vehicle Type:										
MODELLED										
From Arm	Car		To Arm							TOTAL
	A	B	C	D	E	F	G			
	A	0	76	0				76		
	B	116	0	1083				1199		
	C	0	927	0				927		
	D									
	E									
	F									
	G									
	TOTAL	116	1083	1083					2202	
MODELLED										
From Arm	LEV		To Arm							TOTAL
	A	B	C	D	E	F	G			
	A	0	19	0				19		
	B	15	0	191				207		
	C	0	204	0				204		
	D									
	E									
	F									
	G									
	TOTAL	15	223	191					430	
MODELLED										
From Arm	HGV		To Arm							TOTAL
	A	B	C	D	E	F	G			
	A	0	9	0				9		
	B	23	0	93				115		
	C	0	97	0				97		
	D									
	E									
	F									
	G									
	TOTAL	23	106	93					221	
MODELLED										
From Arm	Fwd		To Arm							TOTAL
	A	B	C	D	E	F	G			
	A	0	0	0				0		
	B	0	0	0				0		
	C	0	0	0				0		
	D									
	E									
	F									
	G									
	TOTAL	0	0	0					0	

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS									
MODELLED									
All Vehicle		To Arm							
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	391	18				410	
	B	91	0	1182				1273	
	C	0	1262	0				1262	
	D								
	E								
	F								
	G								
	TOTAL	91	1653	1180					2925
	By Vehicle Type:								
MODELLED									
Car		To Arm							
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	205	15				210	
	B	78	0	937				1015	
	C	0	1059	0				1059	
	D								
	E								
	F								
	G								
	TOTAL	78	1384	952					2394
	MODELLED								
LTV		To Arm							
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	14	3				17	
	B	6	0	127				132	
	C	0	125	0				125	
	D								
	E								
	F								
	G								
	TOTAL	6	199	130					334
	MODELLED								
HGV		To Arm							
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	23	0				23	
	B	8	0	98				106	
	C	0	88	0				88	
	D								
	E								
	F								
	G								
	TOTAL	8	91	98					197
	MODELLED								
Fixed		To Arm							
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
	TOTAL	0	0	0					0

From Arm									TOTAL
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
	TOTAL	0	0	0					0

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: A259/B2157 Littlehampton West - Tesco Roundabout Improvement



Arm Description

Arm	Inbound	Outbound	Description
A	A-Node	B-Node	
A	50202	50204	50204
B	50276	50204	50276
C	50109	50204	50109
D			
E			
F			
G			

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS									
MODELLED									
All Vehicle	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	788				788	
	B	0	0	587				587	
	C	834	516	0				1350	
	D								
	E								
	F								
	G								
TOTAL	834	516	1376					2724	
By Vehicle Type:									
MODELLED									
Car	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	651				651	
	B	0	0	446				446	
	C	581	256	0				1037	
	D								
	E								
	F								
	G								
TOTAL	681	256	1037					2174	
MODELLED									
LGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	111				111	
	B	0	0	91				91	
	C	109	82	0				191	
	D								
	E								
	F								
	G								
TOTAL	109	82	202					393	
MODELLED									
HGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	27				27	
	B	0	0	47				47	
	C	48	27	0				75	
	D								
	E								
	F								
	G								
TOTAL	48	27	75					150	
MODELLED									
Fixed	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	0				0	
	B	0	0	3				3	
	C	0	3	0				3	
	D								
	E								
	F								
	G								
TOTAL	0	3	3					6	

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS									
MODELLED									
All Vehicle	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	1072				1072	
	B	0	0	519				519	
	C	925	613	0				1538	
	D								
	E								
	F								
	G								
TOTAL	925	613	1590					3128	
By Vehicle Type:									
MODELLED									
Car	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	910				910	
	B	0	0	426				426	
	C	741	489	0				1230	
	D								
	E								
	F								
	G								
TOTAL	741	489	1336					2571	
MODELLED									
LGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	141				141	
	B	0	0	70				70	
	C	132	82	0				214	
	D								
	E								
	F								
	G								
TOTAL	132	82	211					425	
MODELLED									
HGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	20				20	
	B	0	0	20				20	
	C	47	20	0				67	
	D								
	E								
	F								
	G								
TOTAL	47	20	40					107	
MODELLED									
Fixed	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	0				0	
	B	0	0	3				3	
	C	0	3	0				3	
	D								
	E								
	F								
	G								
TOTAL	0	3	3					6	

Model 3 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS									
MODELLED									
All Vehicle	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	788				788	
	B	0	0	587				587	
	C	834	516	0				1350	
	D								
	E								
	F								
	G								
TOTAL	834	516	1376					2724	
By Vehicle Type:									
MODELLED									
Car	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	651				651	
	B	0	0	446				446	
	C	581	256	0				1037	
	D								
	E								
	F								
	G								
TOTAL	681	256	1037					2174	
MODELLED									
LGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	111				111	
	B	0	0	91				91	
	C	109	82	0				191	
	D								
	E								
	F								
	G								
TOTAL	109	82	202					393	
MODELLED									
HGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	27				27	
	B	0	0	47				47	
	C	48	27	0				75	
	D								
	E								
	F								
	G								
TOTAL	48	27	75					150	
MODELLED									
Fixed	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	0				0	
	B	0	0	3				3	
	C	0	3	0				3	
	D								
	E								
	F								
	G								
TOTAL	0	3	3					6	

Model 4 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS									
MODELLED									
All Vehicle	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	1072				1072	
	B	0	0	519				519	
	C	925	613	0				1538	
	D								
	E								
	F								
	G								
TOTAL	925	613	1590					3128	
By Vehicle Type:									
MODELLED									
Car	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	910				910	
	B	0	0	426				426	
	C	741	489	0				1230	
	D								
	E								
	F								
	G								
TOTAL	741	489	1336					2571	
MODELLED									
LGV	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	
MODELLED									
Truck	A	B	C	D	E	F	G	TOTAL	
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
	G								
TOTAL	0	0	0					0	

Junction: 22. A259 Oystercatcher Junction



Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	50163	50110	50110	50163	
B	50270	50110	50110	50270	
C	50021	50110	50110	50021	
D					
E					
F					
G					

		MODELLED									
Fixed		A	B	C	To Arm		D	E	F	G	TOTAL
From Arm	A	0	3	0							3
	B	3	0	0							3
	C	0	0	0							0
	D										
	E										
	F										
	G										
TOTAL		3	3	0							6

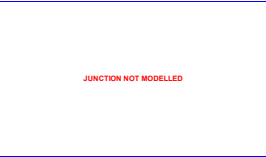
Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

		MODELLED									
Fixed		A	B	C	To Arm		D	E	F	G	TOTAL
From Arm	A	0	3	0							3
	B	3	0	0							3
	C	0	0	0							0
	D										
	E										
	F										
	G										
		2.775	2.92	0							5.695

[illegible][illegible]

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 33. Lidsay Road / BEW development (to B3 dwellings)



Arm Description

Arm	Inbound A-Node	B-Node	Outbound A-Node	B-Node	Description
A					
B					
C					
D					
E					
F					
G					

MODELLLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

By Vehicle Type: MODELLLED									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

MODELLLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

By Vehicle Type: MODELLLED									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

By Vehicle Type: MODELLLED									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

By Vehicle Type: MODELLLED									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
HGV		To Arm							
From Arm	A	A	B	C	D	E	F	G	TOTAL
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: [Lidsey Road / BERN development \(Access Rd with 365 dwelling\)](#)

JUNCTION NOT MODELLED

Arm Description

Arm	Inbound A-Node	B-Node	Outbound A-Node	B-Node	Description
A					
B					
C					
D					
E					
F					
G					

MODELLLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

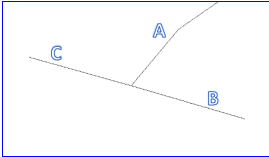
MODELLLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 25. Realigned A29 / East-west link roundabout



Arm Description

Arm	Inbound	Outbound	Description
A-Node	B-Node	A-Node	B-Node
A	80014	80010	80014
B	80011	80010	80011
C	80064	80010	80064
D			
E			
F			
G			

Model 1 2031 BEW_DS_Out_WithoutEW_AM_Comp.UFS									
MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	95	69				164	
	B	150	0	0				150	
	C	180	0	0				180	
	D								
	E								
	F								
G									
TOTAL	370	95	69					534	
By Vehicle Type:									
MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	90	60				150	
	B	180	0	0				180	
	C	180	0	0				180	
	D								
	E								
	F								
G									
TOTAL	360	90	60					510	
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	3	0				3	
	B	3	0	0				3	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	3	3	0					6	
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	2	0				2	
	B	1	0	0				1	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	1	2	0					3	
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	0	0	0					0	

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

Model 2 2031 BEW_DS_Out_WithoutEW_PM_Comp.UFS									
MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	160	173				333	
	B	85	0	0				85	
	C	90	0	0				90	
	D								
	E								
	F								
G									
TOTAL	175	160	173					511	
By Vehicle Type:									
MODELLED									
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	155	173				328	
	B	87	0	0				87	
	C	90	0	0				90	
	D								
	E								
	F								
G									
TOTAL	177	155	173					510	
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	1	0	0				1	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	1	0	0					1	
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	0	0	0					0	
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	0	0	0					0	

From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	0	0	0					0	
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	0	0	0					0	
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	0	0	0					0	

From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	0	0	0					0	
From Arm	To Arm							TOTAL	
	A	B	C	D	E	F	G		
	A	0	0	0				0	
	B	0	0	0				0	
	C	0	0	0				0	
	D								
	E								
	F								
G									
TOTAL	0	0	0					0	

Junction Turning Flows, Units: Vehicles Demand Flows
Junction: [26, Realigned A29 / link through to Woodgate Road roundabout]

JUNCTION NOT MODELLED

Arm Description

Arm	Inbound A-Node	B-Node	Outbound A-Node	B-Node	Description
A					
B					
C					
D					
E					
F					
G					

MODELLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

MODELLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
By Vehicle Type:									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

Junction Turning Flows, Units: Vehicles Demand Flows

Junction: 27. Realigned A29 / link through to Liskey Road

JUNCTION NOT MODELLED

Arm Description

Arm	Inbound A-Node	B-Node	Outbound A-Node	B-Node	Description
A					
B					
C					
D					
E					
F					
G					

MODELLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

By Vehicle Type: MODELLED									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

Arm	In OK?	Out OK?	Both	Overall
A				
B				
C				
D				
E				
F				
G				

MODELLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

By Vehicle Type: MODELLED									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

By Vehicle Type: MODELLED									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	HGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	Fixed	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	All Vehicle	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

By Vehicle Type: MODELLED									
From Arm	Car	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
From Arm	LGV	To Arm							TOTAL
	A	A	B	C	D	E	F	G	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

MODELLED									
HGV		To Arm							
From Arm	A	A	B	C	D	E	F	G	TOTAL
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

Appendix E Correspondence with WSCC and HE

Pell Frischmann		Project No. A13394
		Version No. Final
SCOPING NOTE	Project Barnham Eastergate Westergate (BEW)	Date May 2020
Subject Traffic modelling scoping note		By S. Moody P. Smith

INTRODUCTION

1. This note has been prepared to set out the proposed scope of traffic modelling for the Barnham Eastergate Westergate (BEW) development. The proposed traffic modelling will inform the transport assessment which will support the planning application for both the site and the realigned A29.
2. WSCC previously provided comments on the scope of the modelling on 31st July 2019 and these are reflected in this traffic modelling scoping note. The proposed modelling will build upon the technical work that has been undertaken to date both by Pell Frischmann and WSP on behalf of WSCC, and this scoping note seeks to agree the extent of the junction modelling that is required to support the planning applications.
3. The content of this note includes:
 - **Development background and planning application approach:** This will provide a summary of the development proposals, and the scope of the planning applications for the development north of the railway and the A29 realignment scheme.
 - **Modelling undertaken to date:** The A29 business case required the preparation of an updated Chichester Area Traffic Model (CATM) and this was used to inform previous trigger point analysis. A summary of the work undertaken is provided.
 - **Modelling protocol:** To set out understanding of the modelling protocol and proposed use.
 - **Strategic modelling approach:** This will cover the model to be used, the scenarios to be assessed, the base strategic models for the work, the modelling assumptions to be agreed, model inputs required, and model outputs requested.
 - **Junction assessment approach:** The junction modelling approach needs to be agreed at the outset as this will inform the methodology used to develop the base models.
 - **Level crossing assessment:** The proposed assessment of the level crossing methodology will be set out for agreement.

DEVELOPMENT BACKGROUND AND PLANNING APPLICATION APPROACH

4. The strategic site at Barnham, Eastergate and Westergate is allocated within the adopted Arun District Council Local Plan. The proposed realignment of the A29 and the provision of an east-west link forms part of this allocation. It is understood that funding has been secured for the initial section of the A29 realignment between Fontwell Avenue and the junction between the A29 and Barnham Road.
5. The approach to the proposed planning application is for a hybrid application to be submitted. These are:
 - Outline planning application for residential led development on land north of the railway, including the east-west link between Westergate Street and the realigned A29.
 - Full detailed planning application for the southern extent of the A29 realignment between the junction between the northern section of the A29 and Barnham Road and the junction with the existing A29 at Lidsey Road.

MODELLING UNDERTAKEN TO DATE

7. Initial traffic modelling was undertaken in 2016 as part of the site promotion within the local plan; the assessment was undertaken using traffic flows derived from the Arun Transport Study (ATS) commissioned by Arun District Council (ADC) and undertaken by Systra. Subsequently the BEW site was allocated within the ADC Local Plan, which also sets out the proposed realignment of the A29 which passes through the BEW development.
8. To inform the phasing of the BEW development and associated infrastructure, a Trigger Point Modelling assessment was undertaken by WSP on behalf of WSCC using the updated 2017 Chichester Area Transport Model (CATM). The CATM is a SATURN model and was recently updated to inform the business case for the A29 realignment scheme which was completed in February 2019. This included a refined zone system and road network to cover the BEW development.
9. The base year model network was calibrated and adjusted where appropriate. Once the calibration was complete the model flows and journey times were compared with observed data to validate the model. The results of this fulfilled the DfT WebTAG model validation criteria. Full details of this are available in the A29 Local Model Validation Report (October 2018).
10. Forecast year models were developed for forecast years of 2023 and 2038 to represent the year of the A29 opening and design year respectively. Further information on the forecast models is available in the A29 Realignment Traffic Forecasting Report (January 2019).
11. The trigger point modelling considered six development and infrastructure scenarios and assessed the performance of the junctions using the strategic model outputs. These were:
 - **Scenario 1:** Cala development site via a road connection to the existing A29, and 350 dwellings.
 - **Scenario 2:** Cala development site plus development on sites within both the northern and southern consortium land ownership. Road connections onto the existing A29 (Cala) and south (Builtform) of the level crossing and at Barnham Road (both northern and southern consortium parcels). 1,250 dwellings included for the BEW development.
 - **Scenario 3:** Cala development site plus development on sites within both the northern and southern consortium land ownership. Road connections into the existing A29 and Barnham Road plus the northern section of the new link road between the A29 and Barnham Road. 1,250 dwellings included for the BEW development.
 - **Scenario 4:** Cala development site plus development on sites within both the northern and southern consortium land ownership. Road connections into the existing A29 and Barnham Road plus the northern section of the new link road between the A29 and Barnham Road, and Barnham Road through a road link into the Cala site. 1,875 dwellings included for the BEW development.
 - **Scenario 5:** Cala development site plus development on sites within both the northern and southern consortium land ownership. Road connections into the existing A29 and Barnham Road plus the northern section of the new link road between the A29 and Barnham Road, Barnham Road through a road link into the Cala site, and plus the section across the railway and connecting through sites R11 and R12. 2,330 dwellings included for the BEW development.
 - **Scenario 6:** Full build out of the development and completion of the north-south link road, and east-west connections. 4,180 dwellings included for the BEW development.
12. The trigger point modelling showed that the majority of the assessed highway network would operate within capacity, but also identified the junctions that would be most impacted by the development. The conclusions of the study outlined that further strategic and junction modelling will be required as part of the planning application. The transport assessment for the applications will use turning flows extracted from the model to undertake local junction capacity testing.

MODELLING PROTOCOL

13. WSCC has a modelling protocol which needs to be agreed between all parties. Confirmation/agreement is sought on the following:

- That the A29 CATM model updated for the trigger point analysis can be used as the basis for the assessment.
- That WSP (as modelling services provider) has the capacity to provide a quotation, undertake the strategic modelling, and provide outputs from the work in a timely manner, without undue delay.
- A programme for the strategic modelling can be provided by WSCC/ WSP
- The access charge to be model (royalty charge) to be agreed, and method of payment to be defined.
- The timing for providing the A29 Local Model Validation Report (October 2018) and A29 Realignment Traffic Forecasting Report (January 2019)

STRATEGIC MODELLING APPROACH

Strategic model to be used

14. It is assumed that the A29 CATM model updated for the trigger point analysis can be used as the basis for the assessment.

Do-minimum modelling

15. The trigger point analysis and the business case work should mean that the 2038 do-minimum model already includes all the appropriate developments and wider transport infrastructure changes in addition to those associated with the BEW development. It is understood that forecasting report will include a summary of the developments included.
16. Clarification is sought from WSCC on whether additional committed developments and infrastructure changes will need to be included in the do-minimum model. Unless advised otherwise it is assumed that no changes to the do minimum model will be required as part of the transport assessments.
17. In addition, the assessment of an interim model year is considered appropriate for the analysis of the scenario which considers the application for land north of the railway. This is because the build out of this phase of the site allocation would likely be completed by 2031 and therefore the level of background traffic growth that needs to be included in the do minimum model is likely to be less.
18. WSCC has confirmed that the development of an interim year is acceptable and the creation of a new reference year forecast that is consistent with the existing forecast years and any updated to the uncertainty log regarding committed developments and network changes.

Development trip generation and distribution

19. It is assumed that the trip generation and trip distribution included in the model will be shared so that these can be agreed prior to undertaking the next stage of strategic modelling. It is considered that the following information needs to be shared by/ agreed with WSCC:
 - The trip rates/ methodology for determining the trip generation for the land uses in the BEW development.
 - The trip distribution the model is assuming for the BEW development.
 - The level of trip internalisation as some vehicle trips will not leave the boundary of the BEW development.
 - The location of the development zone connectors for the BEW development.
20. It is understood that the trip generation rates should be as used in the A29 business case. Once the development mix and scale of known, this will be shared with WSCC.

Development infrastructure

21. The design speeds and road network configuration will be provided to WSP as part of the development of the forecast year models. The information required should be clarified by WSP.

Do-something modelling

22. The model scenarios needed for each assessment scenario are as follows. The modelling will need to consider both the AM (8am to 9am) and PM (5pm to 6pm) peak hours.
 - **Outline planning application for development north of the railway:**

- Do something future year: (using trigger point scenario 4 as the basis) background growth + committed developments + wider infrastructure changes + other local plan developments and associated infrastructure + BEW development + BEW infrastructure
 - **Outline planning application for development north of the railway (without Cala development and east-west link open):**
 - Do something future year: (using trigger point scenario 4 as the basis) background growth + committed developments (not including Cala site) + wider infrastructure changes (east-west link not connected to existing A29) + other local plan developments and associated infrastructure + BEW development + BEW infrastructure
 - **Detailed planning application for the A29 realignment:**
 - Do something future year: (using trigger point scenario 6 as the basis) background growth + committed developments + wider infrastructure changes + other local plan developments and associated infrastructure + BEW development + BEW infrastructure
23. The scale of residential development for the outline planning application will be defined prior to the strategic modelling being undertaken. It is considered that the road infrastructure included in scenario 4 of the trigger point assessment modelling will be appropriate, but for avoidance of doubt the changes made to the road network in this scenario be clarified by WSCC.
24. The strategic modelling of the A29 realignment (which is a committed scheme) will need to include the proposed A29 road and junctions, and the full build out of the BEW development loaded to the network at appropriate locations. The scale of residential development will be defined prior to the strategic modelling being undertaken.
25. The assessment years for the modelling of the scenarios will need to be agreed. It is understood that the forecast year of the current strategic model is 2038 and therefore it is suggested that the modelling for both the detailed planning application uses this forecast year to represent background and committed development traffic growth. As mentioned previously, the likely build out rate of the development for the phases included in the outline application would mean construction was completed by 2031. It is therefore considered appropriate that an interim year of around 2031 be considered in the strategic modelling for the planning application for land north of the railway line.

STRATEGIC MODEL OUTPUTS

26. The transport assessments will require outputs from the strategic model to inform the junction assessments. The following outputs are requested, and clarification is sought on whether the junction modelling should use demand or actual flows from the model:
- Classified turning counts for the AM and PM peak hours for the junctions included in the capacity assessments (discussed in the next section).
 - Link flow plots showing the two-way traffic volumes on the roads, and the changes between the do minimum and do something scenarios.
 - Select link plots for the development zone connectors so the traffic route choices in the model can be understood.
27. The air and noise assessment will require traffic data from the strategic model. Clarification on the extent of the study area for these is sought. Base year traffic flows and traffic speeds would be determined from automatic traffic counts, and the forecast year traffic flows (actual) and speeds would be extracted from the CATM. Air and noise assessments are based on daily flows.
28. It is understood from previous discussions that to calculate these accurately from hourly modelled flows will require use of the model inter-peak period, which represents an average hour between 10am and 4pm, in addition to use of the AM and PM peak hour models. It is requested that WSCC provide the daily traffic flows suitable for the air and noise assessments, and WSP provide supporting data and text on the methodology used.

JUNCTION ASSESSMENT APPROACH

29. The junctions that would be considered in the standalone junction assessments are those shown in Figure 1. The modelling will need to consider both the AM (08:00 to 09:00) and PM (17:00 to 18:00) peak hours. Where the junction currently exists, it is proposed that a manual classified count including queue lengths and saturation flows be undertaken to allow a calibrated base model to be built. The methodology proposed is:
- Create base junction models using the 2019 traffic surveys undertaken on Wednesday 13th November 2019 (BEW) using the following methodology:
 - AM and PM peak hours to be 8am to 9am and 5pm to 6pm respectively to match the peak hours in the strategic model.
 - Use the DIRECT data input to insert flows in 15 minute increments.
 - If necessary adjust the slope and intercept values to calibrate the base models against observed queue lengths.
30. WSCC has confirmed that this approach is acceptable but stated in their response, dated 1st May 2020, that where base junction models need to be calibrated these are agreed by exception.
31. The modelling of the future junction performance will be based on flows extracted from the CATM. The model outputs provided by WSCC will show the turning movements at each junction being considered in the standalone junction assessments. WSCC has previously confirmed that the SATURN model networks to be provided, currently held by WSP for the County Council, include the forecast turning movements at major nodes. It is understood that the junctions to be assessed are within the model validation area for the A29 model.
32. The CATM provides hourly traffic data and therefore it is proposed that the 15 minute traffic profile observed in the 2019 surveys for each turning movement at each junction is applied to the forecast hourly traffic data extracted from the strategic traffic model. These will be input to the 2019 calibrated junction model.

Table 1: Junctions to be assessed

Junction number	Junction name
1	A27/ Fontwell Avenue
2	Fontwell Avenue/ Eastergate Lane
3	Fontwell Avenue/ Barnham Road
4	Barnham Road/ Lake Lane
5	Nyton Road/ Westergate Street
6	Nyton Road/ Oving Road
7	Westergate Street/ Hook Lane
8	Shripney Road/ Charles Purley Way
9	Shripney Road/ Rowan Way
10	Fontwell Avenue/ A29 realignment
11	Barnham Road/ A29 realignment
12	Lidsey Road/ A29 realignment
13	Nyton Road/ A27
14	Westergate Street/ Northern access road
15	Lidsey Road/ Southern access road

Note: junctions 10, 11, 12, 14 and 15 will only be considered in the forecast year do something scenarios as these relate to new roads being built as part of the development proposals

Figure 1: Junctions to be assessed



LEVEL CROSSING ASSESSMENT

33. The Woodgate Level Crossing has been assessed previously using a first principles assessment which examined vehicle arrival rates and the impact this would have on the number of vehicles queuing at the level crossing.
34. It is understood that the A29 realignment is a committed scheme, with the funding for the initial element between Fontwell Avenue and Barnham Road in place to ensure that this is delivered and this is likely to be in advance of housing development being built south of the railway.
35. Whilst the strategic modelling of the land north of the railway would consider a scenario without the entire A29 realignment, it is assumed that in reality the A29 connection will come forward and therefore alleviate the existing traffic congestion at the Woodgate Level Crossing.
36. Therefore, for the purposes of the transport assessment for the outline application, it is proposed that a first principles assessment using the change in link traffic flows and average arrival rate is acceptable.

Appendix A: WSCC response dated 1st May 2020

Stephen Moody

From: Guy Parfect [REDACTED]
Sent: 04 May 2020 17:28
To: Stephen Moody; Tim Townsend
Cc: Paul Smith; Phil Weatherhead
Subject: RE: BEW and West Bersted Developments - Junction modelling approach

Hi Stephen

Thank you for your response. The existing A29 model does not have a 2031 forecast scenario. I am happy for the proposed modelling work for BEW to include the creation of a 2031 reference case forecast, consistent with the existing forecast years and any updates to the uncertainty log regarding committed developments and network changes.

Kind regards

Guy

[Guy Parfect](#) | Senior Planner, Planning Services, Economy Planning and Place Directorate, [West Sussex County Council](#)
Location: Ground Floor, Northleigh, County Hall, West Street, Chichester, PO19 1RH
[REDACTED]

From: Stephen Moody [REDACTED]
Sent: 04 May 2020 16:44
To: Guy Parfect [REDACTED] Tim Townsend [REDACTED] >
Cc: Paul Smith [REDACTED] Phil Weatherhead [REDACTED]
Subject: RE: BEW and West Bersted Developments - Junction modelling approach

Hi Guy,

Thanks for sending this through. I am in the process of bringing together the scoping discussions into one document so that there is a record of what has been agreed, with all other supporting correspondence appended. We will send this through asap.

I note from the attached that the A29 CATM model has forecast years of 2023 and 2038, presumably developed for the business case testing of year of road opening and 15 years beyond year of road opening.

As you are aware the development scenarios we need modelling include one for the land to the north of the railway only, and one with the full build of the development both north and south of the railway.

Using a forecast year of 2038 for the scenario which considers the new A29 road and the full build of the development both north and south of the railway is considered to be appropriate. However, an interim scenario is considered to be more appropriate for the modelling of the development only on land north of the railway only. This is because the potential development build out rate would mean the homes could be built by around 2031, and background traffic growth by this year would likely be lower than that considered in the 2038 forecast year model.

Could you please advise on whether there is already an interim model that considers a year of around 2031 that can be modified, or whether your preferred approach would be to adapt the 2038 or 2023 model to create a new 2031 assessment year model?

Kind regards

Stephen

Stephen Moody
Associate Transport Planner

5 Manchester Square
London
W1U 3PD

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From: Guy Parfect [REDACTED]
Sent: 01 May 2020 13:10
To: Stephen Moody [REDACTED]; Tim Townsend [REDACTED]
Cc: Phil Weatherhead [REDACTED]; Paul Smith [REDACTED]
Subject: RE: BEW and West Bersted Developments - Junction modelling approach

Hello Stephen

Tim and I have been discussing the questions in your emails and have agreed the attached note on modelling approach. I'm sorry that this has taken a few weeks prior to getting back to you in detail. Paul Goodenough at WSP has confirmed availability to undertake modelling tests on this project.

Please take a look through and come back to me if you have questions on the contents of the note. Otherwise I will await a model access request letter, so that we can put arrangements in place for paying the access fee and agreeing a concise scope document for the SATURN tests which WSP can use for a price proposal for their modelling fees.

Kind regards

Guy

[Guy Parfect](#) | Senior Planner, Planning Services, Economy Planning and Place Directorate, [West Sussex County Council](#)
Location: Ground Floor, Northleigh, County Hall, West Street, Chichester, PO19 1RH
[REDACTED]

From: Stephen Moody [REDACTED]
Sent: 08 April 2020 13:46
To: Tim Townsend [REDACTED]; Guy Parfect [REDACTED]
Cc: Phil Weatherhead [REDACTED]; Paul Smith [REDACTED]
Subject: BEW and West Bersted Developments - Junction modelling approach

Hi Tim/ Guy,

We are starting to progress work on the transport assessments for the BEW and West Bersted developments. Traffic surveys were undertaken and these provide information to allow us to build base junction models. Given that forecast year traffic flows will be obtained from the strategic traffic model, which contains hourly traffic flows for the AM and PM peak hours, the following approach is proposed for the junction modelling. I am seeking agreement on this prior to getting into the detail of the strategic modelling as this will allow us to use the time available now usefully to make progress building the base junction models.

- Create base junction models using the 2019 traffic surveys undertaken on Wednesday 6th November 2019 (West Bersted) and Wednesday 13th November 2019 (BEW) using the following methodology:
 - AM and PM peak hours to be 8am to 9am and 5pm to 6pm respectively to match the peak hours in the strategic model
 - Use the DIRECT data input to insert flows in 15 minute increments
 - If necessary adjust the slope and intercept values to calibrate the base models against observed queue lengths
- Create forecast year models using the following approach:
 - Obtain hourly traffic flows from the strategic traffic model
 - Insert these to the calibrated junction models, which will have geometries and, if necessary, adjusted slope and intercept values

It is considered that the data entry method for the forecast year junction models could be either FLAT or DIRECT. The rationale for using FLAT is that as the network gets busier travel behaviour would likely change to more efficiently utilise the spare capacity in the highway network and flatten the profile of traffic across the hour. The alternative would be to take the 15 minute traffic profile observed in the 2019 surveys for each movement at each junction and apply this to forecast hourly traffic data extracted from the strategic traffic model. It is considered reasonable to utilise the 2019 profile/ DIRECT entry approach, however we would appreciate your thoughts on this prior to us undertaking the work.

Kind regards

Stephen

Stephen Moody

Associate Transport Planner

5 Manchester Square

London

W1U 3PD

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Barnham Eastergate Westergate Development – Southern Consortium Site including A29 Realignment from Barnham Road to south.

Use of Strategic Model and Modelling Approach to inform Transport Assessment

All use of the A29 Realignment Model is subject to prior written agreement to the terms and conditions detailed in the model's Access and Charging Protocol.

To update from the WSCC scoping note of 31 July 2019, the current position is.

Process and Availability

In principle the A29 Realignment Model is available for use for this TA using the attached Access and Charging Protocol, the wording of which has not been changed from the Word document sent last summer. Please provide a signed letter covering the bulleted points at section 10 of the protocol document and confirming the period of access sought.

Paul Goodenough at WSP has confirmed that they have resources available to work on this project and can start once the scope is confirmed and they have produced a priced proposal based on the scope for your acceptance. Before WSP could start modelling work, you will need to provide the access request letter to WSCC. I would then start to raise an invoice for the access fee and would inform WSP that they are free to start.

Scenarios

I understand that the scenarios which are intended to test on the strategic model are for the existing forecast years of 2023 and 2038 based on the Trigger Point assessment scenarios 4 and 6 with updated, more detailed development assumptions.

Scenario 4 includes:

Cala development site plus development on sites within both the northern and southern consortium land ownership. Road connections into the existing A29 and Barnham Road plus the northern section of the new link road between the A29 and Barnham Road, and Barnham Road through a road link into the Cala site; development quantum 1875 dwellings

Scenario 6 includes:

Full build out of the development and completion of the north – south link road, and east – west connections; development quantum 4180 dwellings

The detail definition of these scenarios, changes to scenarios or any additional scenarios should be agreed with the County Council before modelling work starts.

Study Area

The transport assessment will need to assess all of the junctions included in the trigger point assessment work, plus the A27/B2233 Nyton Road junction. The scenario 4 assessment will need to include a capacity assessment of the Woodgate level crossing, as the highway layout would not yet include the proposed bridge over the rail line. The transport modelling will therefore need to report outputs including turning flows for all of these locations, including link flows on joining road links. In particular, we already know from the trigger point work that capacity impacts are anticipated at both of the A259/A29 Shripney Road roundabouts.

Time Periods

For highway capacity assessment purposes other than the new through road links, AM and PM modelled periods should be used. For assessment of daily flows for the new A29 links and for changes to daily flows for assessment of noise and air quality then it will also be important for the model runs to provide flow outputs for the inter-peak (IP) period.

Forecasting Assumptions

The TA and modelling should also include an update on the committed development assumptions within the model study area, to take into account new consents. On 26 March this year Arun District Council refused a hybrid application for the Cala homes site; this decision will need to be taken into account in the assessment of uncertainty and the scenario planning. This is likely to justify running an additional scenario where the east-west link is not open in full and the Cala homes site not occupied with the development in scenario 4.

Trip Generation for new development

It is proposed to use trip generation rates as per those used in the A29 transport business case. Any trip rates for additional land use types as part of mixed development or for discounting of internalisation will require justification based on the internal facilities and level of use to be expected. Note that some internal vehicle trips within the complete development will use access junctions on the new A29 to either side of the railway bridge. These trips would need to be included in turning flows for the relevant new junction designs.

Other Considerations

The scenario 4 test with the through east-west link should demonstrate that this does not result in excessive through traffic on that link. This means that the

model scope should include options for follow up tests or analysis, to establish how much delay would need to be added to the link to avoid this outcome, or if a restriction to through traffic should be placed until the full A29 opens.

Where daily flows are required, the modelling scope should include for WSP to calculate these from the three modelled periods and to report their methodology.

Use of Junction Models:

- Use of November 2019 surveys is agreed as most appropriate base. Comparison with nearest WSCC permanent site on A29 (north of A259) shows that 13th November is typical day for 2019 weekday traffic.
- Use of the peak hours matching those in the strategic model is agreed.
- Use of Direct input data is appropriate. Note that observations on the WSCC permanent ATC site show that peak flows are effectively constant for the two-hour periods 07:00 – 09:00 and 16:00-18:00 therefore the Direct input option will represent the peak profile including the shoulders much more realistically than a synthetic peaked profile would.
- Calibration of models for slope and intercept where necessary. It will need to be agreed by exception for which junction entries this is required. As observed queue lengths are subject to considerable day to day variation, it is important that observations for a single day should not be over-interpreted, leading to potentially unnecessary adjustments.
- The County Council agrees that it is considered reasonable to utilise the 2019 profile/ DIRECT entry approach for forecasted flows.

Further Advice

For additional pre-application advice on the transport assessment, please go through the County Council's pre-application policy procedure:

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport/>

West Sussex County Council

01 May 2020

Final Issue

A29 REALIGNMENT MODEL

STATEMENT OF INTELLECTUAL PROPERTY RIGHTS AND (3rd PARTY) ACCESS & CHARGING PROTOCOL

1. Intellectual Property

- The A29 Realignment Model is a local transport planning asset which has been developed from a previous model for the A27 Chichester Bypass in addition to updated surveys and strategic model information.
- The A29 Realignment Model has been developed by an external consultant WSP (the 'modelling services provider') commissioned by WSCC.
- The intellectual property rights (IPR) for the model asset rest with the County Council, however the modelling services provider will also have full access to model files and new data collected for the A29 model. The model is based on the Highways England CATM model. The IPR for the travel data, used to construct the CATM model, is retained by Highways England.
- WSCC will determine at which point in the future the model will require updating in order to retain fitness for purpose and what form the updating should take.
- WSCC may choose to seek the advice of the modelling services provider in the timing and nature of the updates to take place, but is not obliged to follow the modelling services provider's recommendation.
- These provisions apply to any subsequent model updates, further into the future as they do to the first update.
- The modelling services provider is only permitted to make changes to the model, including the base year model and the forecast "do minimum" model upon obtaining the full written agreement of WSCC to the proposed changes
- Requests for 3rd Party Access to **the A29 Realignment Model** shall be considered by the County Council according to this protocol.