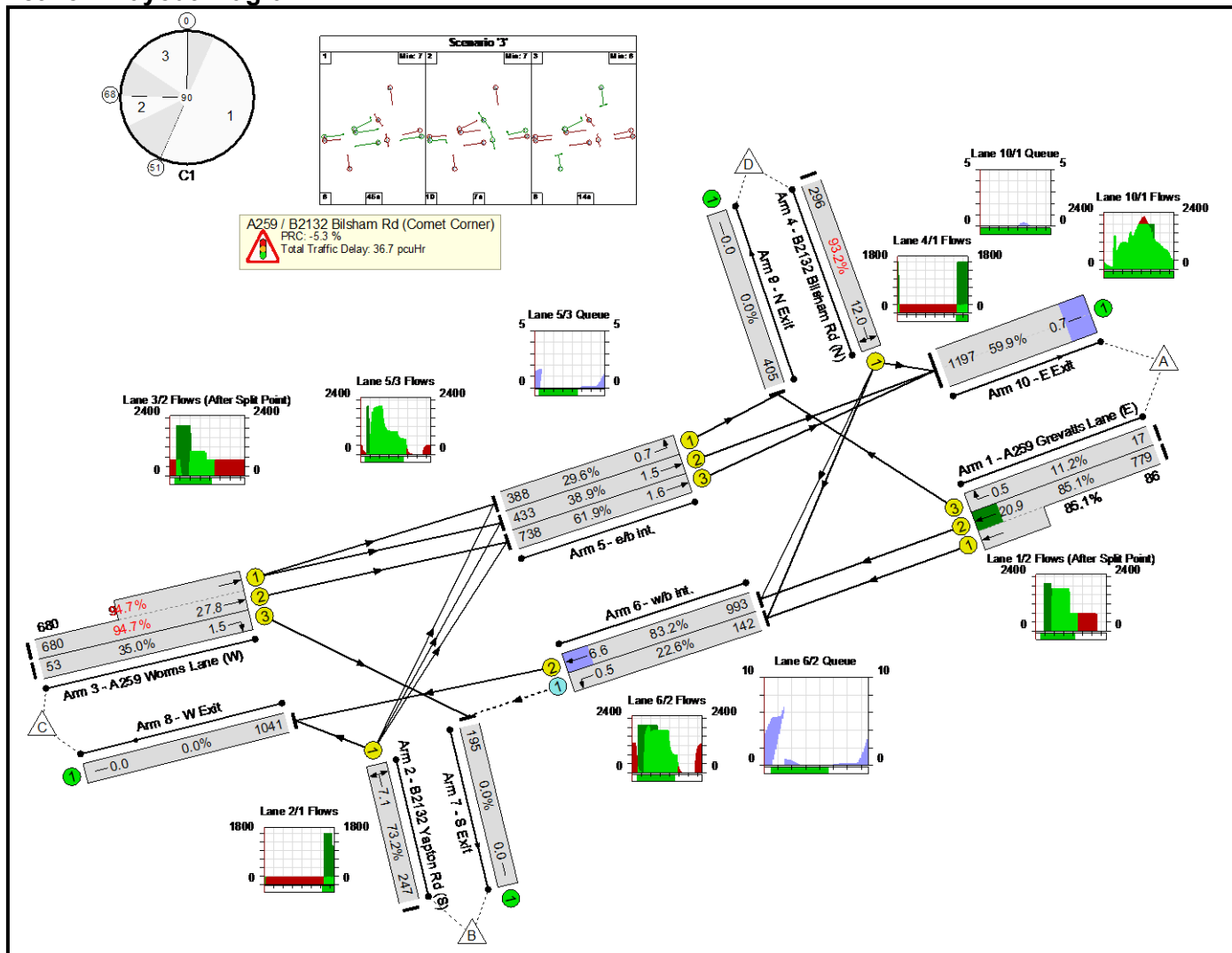


# Full Input Data And Results

**Scenario 3: '3'** (FG3: '2031 AM With Dev', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Full Input Data And Results

## Network Results

| Item                                                                    | Lane Description                | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  |
|-------------------------------------------------------------------------|---------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network: A259 / B2132 Bilsham Rd (Comet Corner) proposed signals</b> | -                               | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 94.7%        |
| <b>A259 / B2132 Bilsham Rd (Comet Corner)</b>                           | -                               | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 94.7%        |
| 1/2+1/1                                                                 | A259 Grevatts Lane (E) Ahead    | U         | N/A               | N/A                        | D          |             | 1          | 45              | -               | 865               | 2105:1965         | 915+101        | 85.1 : 85.1% |
| 1/3                                                                     | A259 Grevatts Lane (E) Right    | U         | N/A               | N/A                        | I          |             | 1          | 7               | -               | 17                | 1702              | 151            | 11.2%        |
| 2/1                                                                     | B2132 Yapton Rd (S) Right Left  | U         | N/A               | N/A                        | F          |             | 1          | 16              | -               | 247               | 1786              | 337            | 73.2%        |
| 3/2+3/1                                                                 | A259 Worms Lane (W) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 45              | -               | 1360              | 2105:1965         | 718+718        | 94.7 : 94.7% |
| 3/3                                                                     | A259 Worms Lane (W) Right       | U         | N/A               | N/A                        | H          |             | 1          | 7               | -               | 53                | 1702              | 151            | 35.0%        |
| 4/1                                                                     | B2132 Bilsham Rd (N) Right Left | U         | N/A               | N/A                        | G          |             | 1          | 15              | -               | 296               | 1786              | 318            | 93.2%        |
| 5/1                                                                     | e/b int. Left                   | U         | N/A               | N/A                        | C          |             | 1          | 65              | -               | 388               | 1786              | 1310           | 29.6%        |
| 5/2                                                                     | e/b int. Ahead                  | U         | N/A               | N/A                        | B          |             | 1          | 50              | -               | 433               | 1965              | 1113           | 38.9%        |
| 5/3                                                                     | e/b int. Ahead                  | U         | N/A               | N/A                        | B          |             | 1          | 50              | -               | 738               | 2105              | 1193           | 61.9%        |
| 6/1                                                                     | w/b int. Left                   | O         | N/A               | N/A                        | -          |             | -          | -               | -               | 142               | 1900              | 627            | 22.6%        |
| 6/2                                                                     | w/b int. Ahead                  | U         | N/A               | N/A                        | E          |             | 1          | 50              | -               | 993               | 2105              | 1193           | 83.2%        |
| 7/1                                                                     | S Exit                          | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 195               | Inf               | Inf            | 0.0%         |
| 8/1                                                                     | W Exit                          | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 1041              | Inf               | Inf            | 0.0%         |
| 9/1                                                                     | N Exit                          | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 405               | Inf               | Inf            | 0.0%         |
| 10/1                                                                    | E Exit                          | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 1197              | 2000              | 2000           | 59.9%        |

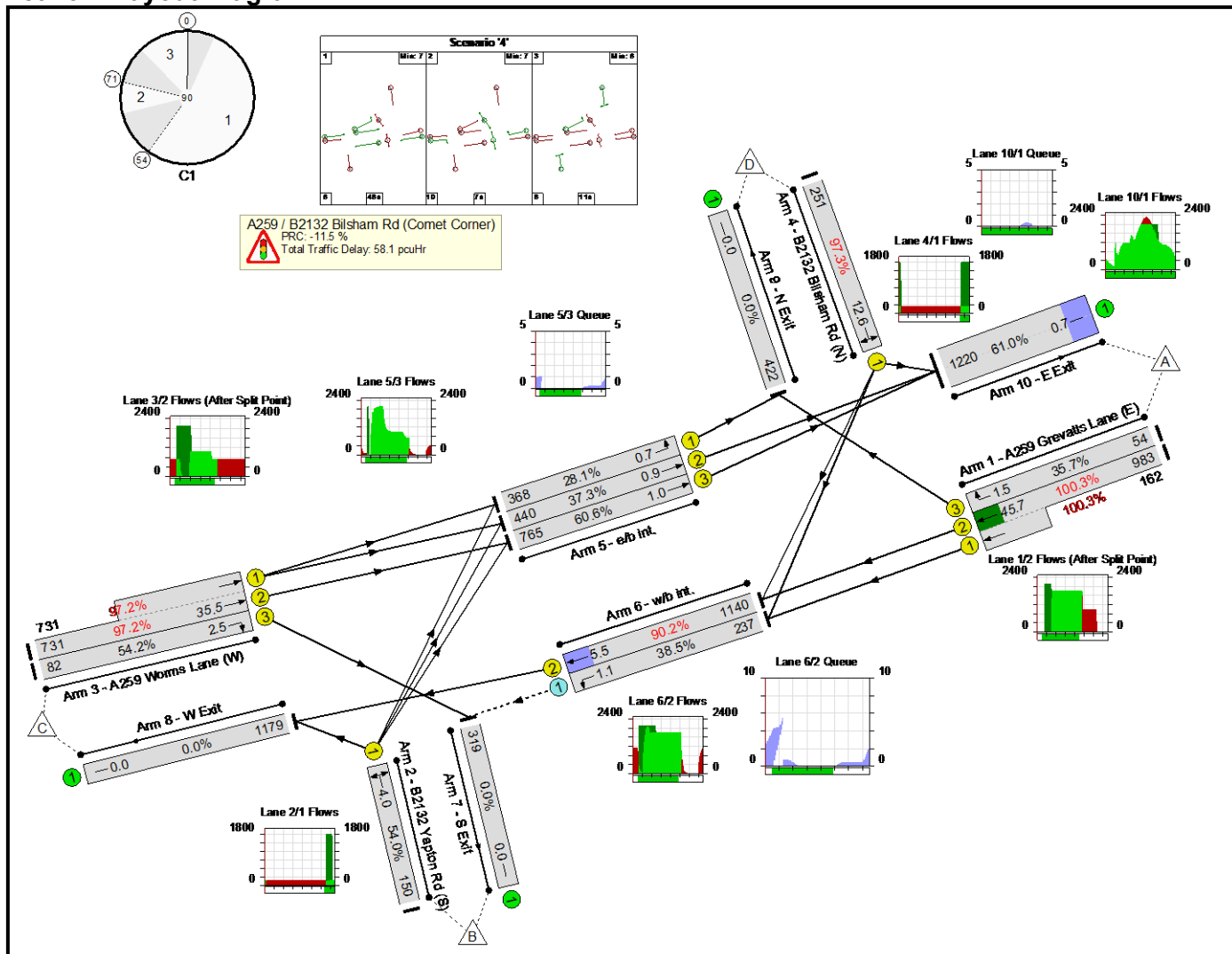
# Full Input Data And Results

| Item                                                                                                                                                                                                                                                        | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: A259 / B2132 Bilsham Rd (Comet Corner) proposed signals</b>                                                                                                                                                                                     | -              | -             | 0                     | 142                          | 0                           | 18.9                  | 17.8                         | 0.0                                | 36.7                | -                         | -                                | -                          | -                    |
| <b>A259 / B2132 Bilsham Rd (Comet Corner)</b>                                                                                                                                                                                                               | -              | -             | 0                     | 142                          | 0                           | 18.9                  | 17.8                         | 0.0                                | 36.7                | -                         | -                                | -                          | -                    |
| 1/2+1/1                                                                                                                                                                                                                                                     | 865            | 865           | -                     | -                            | -                           | 4.8                   | 2.8                          | -                                  | 7.6<br>(6.9+0.7)    | 31.6<br>(31.8:30.0)       | 18.2                             | 2.8                        | 20.9                 |
| 1/3                                                                                                                                                                                                                                                         | 17             | 17            | -                     | -                            | -                           | 0.2                   | 0.1                          | -                                  | 0.2                 | 51.2                      | 0.4                              | 0.1                        | 0.5                  |
| 2/1                                                                                                                                                                                                                                                         | 247            | 247           | -                     | -                            | -                           | 2.4                   | 1.3                          | -                                  | 3.7                 | 53.7                      | 5.8                              | 1.3                        | 7.1                  |
| 3/2+3/1                                                                                                                                                                                                                                                     | 1360           | 1360          | -                     | -                            | -                           | 6.4                   | 7.5                          | -                                  | 13.9<br>(6.9+7.0)   | 36.7<br>(36.4:36.9)       | 20.3                             | 7.5                        | 27.8                 |
| 3/3                                                                                                                                                                                                                                                         | 53             | 53            | -                     | -                            | -                           | 0.6                   | 0.3                          | -                                  | 0.8                 | 56.8                      | 1.2                              | 0.3                        | 1.5                  |
| 4/1                                                                                                                                                                                                                                                         | 296            | 296           | -                     | -                            | -                           | 3.0                   | 4.8                          | -                                  | 7.8                 | 94.5                      | 7.2                              | 4.8                        | 12.0                 |
| 5/1                                                                                                                                                                                                                                                         | 388            | 388           | -                     | -                            | -                           | 0.1                   | 0.2                          | -                                  | 0.3                 | 3.0                       | 0.5                              | 0.2                        | 0.7                  |
| 5/2                                                                                                                                                                                                                                                         | 433            | 433           | -                     | -                            | -                           | 0.2                   | 0.0                          | -                                  | 0.2                 | 1.8                       | 1.5                              | 0.0                        | 1.5                  |
| 5/3                                                                                                                                                                                                                                                         | 738            | 738           | -                     | -                            | -                           | 0.3                   | 0.0                          | -                                  | 0.3                 | 1.2                       | 1.6                              | 0.0                        | 1.6                  |
| 6/1                                                                                                                                                                                                                                                         | 142            | 142           | 0                     | 142                          | 0                           | 0.0                   | 0.1                          | -                                  | 0.1                 | 3.7                       | 0.4                              | 0.1                        | 0.5                  |
| 6/2                                                                                                                                                                                                                                                         | 993            | 993           | -                     | -                            | -                           | 0.9                   | 0.0                          | -                                  | 0.9                 | 3.4                       | 6.6                              | 0.0                        | 6.6                  |
| 7/1                                                                                                                                                                                                                                                         | 195            | 195           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                                                                         | 1041           | 1041          | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 9/1                                                                                                                                                                                                                                                         | 405            | 405           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 10/1                                                                                                                                                                                                                                                        | 1197           | 1197          | -                     | -                            | -                           | 0.1                   | 0.7                          | -                                  | 0.8                 | 2.5                       | 0.3                              | 0.4                        | 0.7                  |
| <div> <div>C1</div> <div>PRC for Signalled Lanes (%): -5.3</div> <div>PRC Over All Lanes (%): -5.3</div> <div>Total Delay for Signalled Lanes (pcuHr): 35.71</div> <div>Total Delay Over All Lanes(pcuHr): 36.68</div> <div>Cycle Time (s): 90</div> </div> |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

# Full Input Data And Results

**Scenario 4: '4'** (FG4: '2031 PM With Dev', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



# Full Input Data And Results

## Network Results

| Item                                                                    | Lane Description                | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)    |
|-------------------------------------------------------------------------|---------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|----------------|
| <b>Network: A259 / B2132 Bilsham Rd (Comet Corner) proposed signals</b> | -                               | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 100.3%         |
| <b>A259 / B2132 Bilsham Rd (Comet Corner)</b>                           | -                               | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 100.3%         |
| 1/2+1/1                                                                 | A259 Grevatts Lane (E) Ahead    | U         | N/A               | N/A                        | D          |             | 1          | 48              | -               | 1145              | 2105:1965         | 980+161        | 100.3 : 100.3% |
| 1/3                                                                     | A259 Grevatts Lane (E) Right    | U         | N/A               | N/A                        | I          |             | 1          | 7               | -               | 54                | 1702              | 151            | 35.7%          |
| 2/1                                                                     | B2132 Yapton Rd (S) Right Left  | U         | N/A               | N/A                        | F          |             | 1          | 13              | -               | 150               | 1786              | 278            | 54.0%          |
| 3/2+3/1                                                                 | A259 Worms Lane (W) Ahead       | U         | N/A               | N/A                        | A          |             | 1          | 48              | -               | 1462              | 2105:1965         | 752+752        | 97.2 : 97.2%   |
| 3/3                                                                     | A259 Worms Lane (W) Right       | U         | N/A               | N/A                        | H          |             | 1          | 7               | -               | 82                | 1702              | 151            | 54.2%          |
| 4/1                                                                     | B2132 Bilsham Rd (N) Right Left | U         | N/A               | N/A                        | G          |             | 1          | 12              | -               | 251               | 1786              | 258            | 97.3%          |
| 5/1                                                                     | e/b int. Left                   | U         | N/A               | N/A                        | C          |             | 1          | 65              | -               | 368               | 1786              | 1310           | 28.1%          |
| 5/2                                                                     | e/b int. Ahead                  | U         | N/A               | N/A                        | B          |             | 1          | 53              | -               | 440               | 1965              | 1179           | 37.3%          |
| 5/3                                                                     | e/b int. Ahead                  | U         | N/A               | N/A                        | B          |             | 1          | 53              | -               | 765               | 2105              | 1263           | 60.6%          |
| 6/1                                                                     | w/b int. Left                   | O         | N/A               | N/A                        | -          |             | -          | -               | -               | 238               | 1900              | 617            | 38.5%          |
| 6/2                                                                     | w/b int. Ahead                  | U         | N/A               | N/A                        | E          |             | 1          | 53              | -               | 1143              | 2105              | 1263           | 90.2%          |
| 7/1                                                                     | S Exit                          | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 320               | Inf               | Inf            | 0.0%           |
| 8/1                                                                     | W Exit                          | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 1182              | Inf               | Inf            | 0.0%           |
| 9/1                                                                     | N Exit                          | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 422               | Inf               | Inf            | 0.0%           |
| 10/1                                                                    | E Exit                          | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 1220              | 2000              | 2000           | 61.0%          |

# Full Input Data And Results

| Item                                                                                                                                                                                                                                                                                    | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: A259 / B2132 Bilsham Rd (Comet Corner) proposed signals</b>                                                                                                                                                                                                                 | -              | -             | 0                     | 237                          | 0                           | 19.8                  | 38.4                         | 0.0                                | 58.1                | -                         | -                                | -                          | -                    |
| <b>A259 / B2132 Bilsham Rd (Comet Corner)</b>                                                                                                                                                                                                                                           | -              | -             | 0                     | 237                          | 0                           | 19.8                  | 38.4                         | 0.0                                | 58.1                | -                         | -                                | -                          | -                    |
| 1/2+1/1                                                                                                                                                                                                                                                                                 | 1145           | 1141          | -                     | -                            | -                           | 6.6                   | 17.9                         | -                                  | 24.5<br>(21.1+3.4)  | 77.0<br>(77.1:76.2)       | 27.9                             | 17.9                       | 45.7                 |
| 1/3                                                                                                                                                                                                                                                                                     | 54             | 54            | -                     | -                            | -                           | 0.6                   | 0.3                          | -                                  | 0.9                 | 57.0                      | 1.3                              | 0.3                        | 1.5                  |
| 2/1                                                                                                                                                                                                                                                                                     | 150            | 150           | -                     | -                            | -                           | 1.5                   | 0.6                          | -                                  | 2.0                 | 49.0                      | 3.4                              | 0.6                        | 4.0                  |
| 3/2+3/1                                                                                                                                                                                                                                                                                 | 1462           | 1462          | -                     | -                            | -                           | 6.3                   | 11.4                         | -                                  | 17.7<br>(8.8+8.9)   | 43.6<br>(43.4:43.8)       | 24.2                             | 11.4                       | 35.5                 |
| 3/3                                                                                                                                                                                                                                                                                     | 82             | 82            | -                     | -                            | -                           | 0.9                   | 0.6                          | -                                  | 1.5                 | 64.8                      | 2.0                              | 0.6                        | 2.5                  |
| 4/1                                                                                                                                                                                                                                                                                     | 251            | 251           | -                     | -                            | -                           | 2.7                   | 6.4                          | -                                  | 9.0                 | 129.7                     | 6.2                              | 6.4                        | 12.6                 |
| 5/1                                                                                                                                                                                                                                                                                     | 368            | 368           | -                     | -                            | -                           | 0.1                   | 0.2                          | -                                  | 0.3                 | 3.1                       | 0.5                              | 0.2                        | 0.7                  |
| 5/2                                                                                                                                                                                                                                                                                     | 440            | 440           | -                     | -                            | -                           | 0.1                   | 0.0                          | -                                  | 0.1                 | 1.1                       | 0.9                              | 0.0                        | 0.9                  |
| 5/3                                                                                                                                                                                                                                                                                     | 765            | 765           | -                     | -                            | -                           | 0.2                   | 0.0                          | -                                  | 0.2                 | 0.8                       | 1.0                              | 0.0                        | 1.0                  |
| 6/1                                                                                                                                                                                                                                                                                     | 237            | 237           | 0                     | 237                          | 0                           | 0.0                   | 0.3                          | -                                  | 0.3                 | 4.8                       | 0.7                              | 0.3                        | 1.1                  |
| 6/2                                                                                                                                                                                                                                                                                     | 1140           | 1140          | -                     | -                            | -                           | 0.7                   | 0.0                          | -                                  | 0.7                 | 2.2                       | 5.5                              | 0.0                        | 5.5                  |
| 7/1                                                                                                                                                                                                                                                                                     | 319            | 319           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                                                                                                                                                                                                                                                                     | 1179           | 1179          | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 9/1                                                                                                                                                                                                                                                                                     | 422            | 422           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 10/1                                                                                                                                                                                                                                                                                    | 1220           | 1220          | -                     | -                            | -                           | 0.1                   | 0.8                          | -                                  | 0.9                 | 2.6                       | 0.3                              | 0.4                        | 0.7                  |
| <div> <div>C1</div> <div> <div>PRC for Signalled Lanes (%): -11.5</div> <div>PRC Over All Lanes (%): -11.5</div> </div> <div> <div>Total Delay for Signalled Lanes (pcuHr): 56.94</div> <div>Total Delay Over All Lanes(pcuHr): 58.13</div> </div> <div>Cycle Time (s): 90</div> </div> |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

| <b>Junctions 9</b>                                                                                                                                                      |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>PICADY 9 - Priority Intersection Module</b>                                                                                                                          |  |
| Version: 9.5.0.6896<br>© Copyright TRL Limited, 2018                                                                                                                    |  |
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| <b>The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution</b> |  |

**Filename:** North End Road - Ford Lane - Maypole Lane Mitigation.j9

**Path:** T:\Projects\13000 Series\13091\ITB Ford Airfield\Tech\Junction Assessments\Picady\North End Road - Ford Lane - Maypole Lane Mitigation

**Report generation date:** 30/04/2019 16:21:19

- 
- »2018, AM
  - »2018, PM
  - »2021 Base, AM
  - »2021 Base, PM
  - »2021 with Development, AM
  - »2021 with Development, PM
  - »2031 Base, AM
  - »2031 Base, PM
  - »2031 with Development, AM
  - »2031 with Development, PM

## Summary of junction performance

|                       | AM          |           |      |     | PM          |           |      |     |
|-----------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                       | Queue (Veh) | Delay (s) | RFC  | LOS | Queue (Veh) | Delay (s) | RFC  | LOS |
| 2018                  |             |           |      |     |             |           |      |     |
| Stream B-CD           | 0.1         | 9.66      | 0.06 | A   | 0.2         | 8.88      | 0.14 | A   |
| Stream B-AD           | 1.6         | 23.38     | 0.62 | C   | 0.5         | 13.47     | 0.34 | B   |
| Stream A-BCD          | 0.0         | 5.32      | 0.01 | A   | 0.0         | 4.17      | 0.01 | A   |
| Stream D-ABC          | 0.0         | 8.99      | 0.02 | A   | 0.0         | 11.85     | 0.05 | B   |
| Stream C-ABD          | 0.3         | 5.98      | 0.19 | A   | 0.1         | 6.85      | 0.07 | A   |
| 2021 Base             |             |           |      |     |             |           |      |     |
| Stream B-CD           | 0.1         | 12.56     | 0.12 | B   | 0.2         | 9.55      | 0.17 | A   |
| Stream B-AD           | 2.5         | 34.02     | 0.73 | D   | 0.7         | 15.79     | 0.40 | C   |
| Stream A-BCD          | 0.0         | 5.27      | 0.01 | A   | 0.0         | 4.06      | 0.01 | A   |
| Stream D-ABC          | 0.0         | 9.47      | 0.02 | A   | 0.0         | 12.42     | 0.05 | B   |
| Stream C-ABD          | 0.4         | 5.76      | 0.21 | A   | 0.2         | 6.82      | 0.11 | A   |
| 2021 with Development |             |           |      |     |             |           |      |     |
| Stream B-CD           | 0.6         | 18.20     | 0.38 | C   | 0.4         | 11.31     | 0.29 | B   |
| Stream B-AD           | 3.4         | 43.32     | 0.79 | E   | 0.9         | 20.66     | 0.49 | C   |
| Stream A-BCD          | 0.0         | 5.31      | 0.01 | A   | 0.0         | 4.07      | 0.01 | A   |
| Stream D-ABC          | 0.0         | 9.76      | 0.02 | A   | 0.1         | 13.37     | 0.05 | B   |
| Stream C-ABD          | 0.7         | 6.58      | 0.32 | A   | 0.5         | 8.58      | 0.30 | A   |
| 2031 Base             |             |           |      |     |             |           |      |     |
| Stream B-CD           | 0.1         | 13.24     | 0.13 | B   | 0.2         | 9.66      | 0.17 | A   |
| Stream B-AD           | 2.7         | 35.91     | 0.74 | E   | 0.7         | 16.09     | 0.41 | C   |
| Stream A-BCD          | 0.0         | 5.26      | 0.01 | A   | 0.0         | 4.04      | 0.01 | A   |
| Stream D-ABC          | 0.0         | 9.51      | 0.02 | A   | 0.0         | 12.47     | 0.05 | B   |
| Stream C-ABD          | 0.4         | 5.77      | 0.22 | A   | 0.2         | 6.85      | 0.11 | A   |
| 2031 with Development |             |           |      |     |             |           |      |     |
| Stream B-CD           | 0.7         | 19.97     | 0.41 | C   | 0.4         | 11.51     | 0.30 | B   |
| Stream B-AD           | 3.7         | 46.44     | 0.81 | E   | 1.0         | 21.17     | 0.50 | C   |
| Stream A-BCD          | 0.0         | 5.31      | 0.01 | A   | 0.0         | 4.05      | 0.01 | A   |
| Stream D-ABC          | 0.0         | 9.81      | 0.02 | A   | 0.1         | 13.43     | 0.05 | B   |
| Stream C-ABD          | 0.7         | 6.60      | 0.32 | A   | 0.6         | 8.65      | 0.31 | A   |

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

## File summary

### File Description

|             |                     |
|-------------|---------------------|
| Title       | (untitled)          |
| Location    |                     |
| Site number |                     |
| Date        | 12/07/2018          |
| Version     |                     |
| Status      | (new file)          |
| Identifier  |                     |
| Client      |                     |
| Jobnumber   |                     |
| Enumerator  | I-TRANSPORT\Hotdesk |
| Description |                     |

## Units

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

## Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75               |                             |                                   |                             | 0.85          | 36.00                       | 20.00                 |

## Demand Set Summary

| ID  | Scenario name            | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|--------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D1  | 2018                     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D2  | 2018                     | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D5  | 2024 Base                | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D6  | 2024 Base                | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D7  | 2021 Base                | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D8  | 2021 Base                | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D9  | 2024 Base ST             | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D10 | 2024 Base ST             | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D11 | Development              | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D12 | Development              | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D15 | 2024 with Development    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   | Simple            | D5 + D11     |
| D16 | 2024 with Development    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   | Simple            | D6 + D12     |
| D17 | 2021 with Development    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D7+ D11      |
| D18 | 2021 with Development    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D8 + D12     |
| D19 | 2024 with Development ST | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   | Simple            | D9+ D11      |
| D20 | 2024 with Development ST | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   | Simple            | D10 + D12    |
| D21 | 2031 Base                | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D22 | 2031 Base                | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D23 | 2031 with Development    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D21 + D11    |
| D24 | 2031 with Development    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D22 + D12    |

## Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓                 | 100.000                         | 100.000                             |

# 2018, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                                      | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | North End Road / Ford Lane / Maypole Lane | Crossroads    | Two-way              |                       | 7.96               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name             | Description | Arm type |
|-----|------------------|-------------|----------|
| A   | North End Road N |             | Major    |
| B   | Ford Lane        |             | Minor    |
| C   | North End Road S |             | Major    |
| D   | Maypole Lane     |             | Minor    |

### Major Arm Geometry

| Arm                  | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|----------------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| A - North End Road N | 7.45                     |                            |                    | 100.0                         | ✓       | 0.00                 |
| C - North End Road S | 7.45                     |                            |                    | 150.0                         | ✓       | 0.00                 |

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

### Minor Arm Geometry

| Arm              | Minor arm type      | Lane width (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|------------------|---------------------|----------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B - Ford Lane    | One lane plus flare |                | 10.00                 | 5.00            | 4.00             | 3.80             | 2.20             |                       | 2.00               | 29                     | 30                      |
| D - Maypole Lane | One lane            | 2.52           |                       |                 |                  |                  |                  |                       |                    | 24                     | 19                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Junction | Stream             | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|----------|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1        | A-D                | 632                | -             | -             | -             | -             | -             | -             | 0.229         | 0.328         | 0.229         | -             | -             | -             |
| 1        | B-A                | 548                | 0.093         | 0.236         | 0.236         | -             | -             | -             | 0.149         | 0.337         | -             | 0.236         | 0.236         | 0.118         |
| 1        | B-C                | 625                | 0.090         | 0.227         | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| 1        | B-D, nearside lane | 487                | 0.083         | 0.210         | 0.210         | -             | -             | -             | 0.132         | 0.300         | 0.132         | -             | -             | -             |
| 1        | B-D, offside lane  | 548                | 0.093         | 0.236         | 0.236         | -             | -             | -             | 0.149         | 0.337         | 0.149         | -             | -             | -             |
| 1        | C-B                | 661                | 0.240         | 0.240         | 0.343         | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| 1        | D-A                | 605                | -             | -             | -             | -             | -             | -             | 0.220         | -             | 0.087         | -             | -             | -             |
| 1        | D-B, nearside lane | 471                | 0.128         | 0.128         | 0.290         | -             | -             | -             | 0.203         | 0.203         | 0.080         | -             | -             | -             |
| 1        | D-B, offside lane  | 471                | 0.128         | 0.128         | 0.290         | -             | -             | -             | 0.203         | 0.203         | 0.080         | -             | -             | -             |
| 1        | D-C                | 471                | -             | 0.128         | 0.290         | 0.102         | 0.203         | 0.203         | 0.203         | 0.203         | 0.080         | -             | -             | -             |

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

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2018          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                  | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - North End Road N |            | ONE HOUR     | ✓            | 235                     | 100.000            |
| B - Ford Lane        |            | ONE HOUR     | ✓            | 248                     | 100.000            |
| C - North End Road S |            | ONE HOUR     | ✓            | 311                     | 100.000            |
| D - Maypole Lane     |            | ONE HOUR     | ✓            | 6                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                   |                      |               |                      |                  |
|------|----------------------|----------------------|---------------|----------------------|------------------|
| From |                      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
|      | A - North End Road N | 0                    | 148           | 82                   | 5                |
|      | B - Ford Lane        | 226                  | 0             | 22                   | 0                |
|      | C - North End Road S | 227                  | 82            | 0                    | 2                |
|      | D - Maypole Lane     | 4                    | 1             | 1                    | 0                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                   |                      |               |                      |                  |
|------|----------------------|----------------------|---------------|----------------------|------------------|
| From |                      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
|      | A - North End Road N | 0                    | 6             | 10                   | 0                |
|      | B - Ford Lane        | 8                    | 0             | 5                    | 0                |
|      | C - North End Road S | 4                    | 4             | 0                    | 0                |
|      | D - Maypole Lane     | 25                   | 0             | 0                    | 0                |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD   | 0.06    | 9.66          | 0.1             | A       | 20                      | 30                            |
| B-AD   | 0.62    | 23.38         | 1.6             | C       | 207                     | 311                           |
| A-BCD  | 0.01    | 5.32          | 0.0             | A       | 7                       | 10                            |
| A-B    |         |               |                 |         | 134                     | 202                           |
| A-C    |         |               |                 |         | 75                      | 112                           |
| D-ABC  | 0.02    | 8.99          | 0.0             | A       | 6                       | 8                             |
| C-ABD  | 0.19    | 5.98          | 0.3             | A       | 108                     | 161                           |
| C-D    |         |               |                 |         | 2                       | 2                             |
| C-A    |         |               |                 |         | 176                     | 264                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 17                    | 4                       | 502               | 0.033 | 16                  | 0.0               | 0.0             | 7.406     | A                             |
| B-AD   | 170                   | 43                      | 436               | 0.391 | 168                 | 0.0               | 0.6             | 13.318    | B                             |
| A-BCD  | 5                     | 1                       | 684               | 0.007 | 5                   | 0.0               | 0.0             | 5.301     | A                             |
| A-B    | 111                   | 28                      |                   |       | 111                 |                   |                 |           |                               |
| A-C    | 61                    | 15                      |                   |       | 61                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 431               | 0.010 | 4                   | 0.0               | 0.0             | 8.441     | A                             |
| C-ABD  | 82                    | 20                      | 705               | 0.116 | 81                  | 0.0               | 0.2             | 5.768     | A                             |
| C-D    | 1                     | 0.33                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 151                   | 38                      |                   |       | 151                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 20                    | 5                       | 469               | 0.042 | 20                  | 0.0               | 0.0             | 8.021     | A                             |
| B-AD   | 203                   | 51                      | 421               | 0.482 | 202                 | 0.6               | 0.9             | 16.320    | C                             |
| A-BCD  | 6                     | 2                       | 695               | 0.009 | 6                   | 0.0               | 0.0             | 5.217     | A                             |
| A-B    | 132                   | 33                      |                   |       | 132                 |                   |                 |           |                               |
| A-C    | 73                    | 18                      |                   |       | 73                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 421               | 0.013 | 5                   | 0.0               | 0.0             | 8.660     | A                             |
| C-ABD  | 103                   | 26                      | 719               | 0.144 | 103                 | 0.2               | 0.2             | 5.847     | A                             |
| C-D    | 2                     | 0.38                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 175                   | 44                      |                   |       | 175                 |                   |                 |           |                               |

**08:15 - 08:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 24                    | 6                       | 401               | 0.060 | 24                  | 0.0               | 0.1             | 9.558     | A                             |
| B-AD   | 249                   | 62                      | 402               | 0.619 | 246                 | 0.9               | 1.5             | 22.713    | C                             |
| A-BCD  | 9                     | 2                       | 712               | 0.012 | 9                   | 0.0               | 0.0             | 5.106     | A                             |
| A-B    | 161                   | 40                      |                   |       | 161                 |                   |                 |           |                               |
| A-C    | 89                    | 22                      |                   |       | 89                  |                   |                 |           |                               |
| D-ABC  | 7                     | 2                       | 407               | 0.016 | 7                   | 0.0               | 0.0             | 8.985     | A                             |
| C-ABD  | 137                   | 34                      | 740               | 0.186 | 137                 | 0.2               | 0.3             | 5.974     | A                             |
| C-D    | 2                     | 0.45                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 203                   | 51                      |                   |       | 203                 |                   |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 24                    | 6                       | 397               | 0.061 | 24                  | 0.1               | 0.1             | 9.655     | A                             |
| B-AD   | 249                   | 62                      | 402               | 0.619 | 249                 | 1.5               | 1.6             | 23.378    | C                             |
| A-BCD  | 9                     | 2                       | 712               | 0.012 | 9                   | 0.0               | 0.0             | 5.118     | A                             |
| A-B    | 161                   | 40                      |                   |       | 161                 |                   |                 |           |                               |
| A-C    | 89                    | 22                      |                   |       | 89                  |                   |                 |           |                               |
| D-ABC  | 7                     | 2                       | 407               | 0.016 | 7                   | 0.0               | 0.0             | 8.988     | A                             |
| C-ABD  | 137                   | 34                      | 740               | 0.186 | 137                 | 0.3               | 0.3             | 5.979     | A                             |
| C-D    | 2                     | 0.45                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 203                   | 51                      |                   |       | 203                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 20                    | 5                       | 465               | 0.043 | 20                  | 0.1               | 0.0             | 8.086     | A                             |
| B-AD   | 203                   | 51                      | 421               | 0.482 | 206                 | 1.6               | 1.0             | 16.869    | C                             |
| A-BCD  | 6                     | 2                       | 695               | 0.009 | 6                   | 0.0               | 0.0             | 5.239     | A                             |
| A-B    | 132                   | 33                      |                   |       | 132                 |                   |                 |           |                               |
| A-C    | 73                    | 18                      |                   |       | 73                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 421               | 0.013 | 5                   | 0.0               | 0.0             | 8.666     | A                             |
| C-ABD  | 104                   | 26                      | 720               | 0.144 | 104                 | 0.3               | 0.2             | 5.858     | A                             |
| C-D    | 2                     | 0.38                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 174                   | 44                      |                   |       | 174                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 17                    | 4                       | 500               | 0.033 | 17                  | 0.0               | 0.0             | 7.449     | A                             |
| B-AD   | 170                   | 43                      | 435               | 0.391 | 171                 | 1.0               | 0.7             | 13.700    | B                             |
| A-BCD  | 5                     | 1                       | 684               | 0.007 | 5                   | 0.0               | 0.0             | 5.316     | A                             |
| A-B    | 111                   | 28                      |                   |       | 111                 |                   |                 |           |                               |
| A-C    | 61                    | 15                      |                   |       | 61                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 431               | 0.010 | 5                   | 0.0               | 0.0             | 8.445     | A                             |
| C-ABD  | 82                    | 20                      | 705               | 0.116 | 82                  | 0.2               | 0.2             | 5.787     | A                             |
| C-D    | 1                     | 0.33                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 151                   | 38                      |                   |       | 151                 |                   |                 |           |                               |

# 2018, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                                      | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | North End Road / Ford Lane / Maypole Lane | Crossroads    | Two-way              |                       | 3.00               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2018          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                  | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - North End Road N |            | ONE HOUR     | ✓            | 541                     | 100.000            |
| B - Ford Lane        |            | ONE HOUR     | ✓            | 186                     | 100.000            |
| C - North End Road S |            | ONE HOUR     | ✓            | 140                     | 100.000            |
| D - Maypole Lane     |            | ONE HOUR     | ✓            | 13                      | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                   |                      |               |                      |                  |
|------|----------------------|----------------------|---------------|----------------------|------------------|
|      |                      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From | A - North End Road N | 0                    | 213           | 326                  | 2                |
|      | B - Ford Lane        | 124                  | 0             | 61                   | 1                |
|      | C - North End Road S | 105                  | 29            | 0                    | 6                |
|      | D - Maypole Lane     | 4                    | 2             | 7                    | 0                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                   |                      |               |                      |                  |
|------|----------------------|----------------------|---------------|----------------------|------------------|
|      |                      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From | A - North End Road N | 0                    | 7             | 3                    | 0                |
|      | B - Ford Lane        | 2                    | 0             | 5                    | 0                |
|      | C - North End Road S | 3                    | 7             | 0                    | 0                |
|      | D - Maypole Lane     | 50                   | 0             | 29                   | 0                |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD   | 0.14    | 8.88          | 0.2             | A       | 57                      | 85                            |
| B-AD   | 0.34    | 13.47         | 0.5             | B       | 114                     | 171                           |
| ABCD   | 0.01    | 4.17          | 0.0             | A       | 4                       | 6                             |
| A-B    |         |               |                 |         | 195                     | 292                           |
| A-C    |         |               |                 |         | 298                     | 447                           |
| D-ABC  | 0.05    | 11.85         | 0.0             | B       | 12                      | 18                            |
| C-ABD  | 0.07    | 6.85          | 0.1             | A       | 33                      | 49                            |
| C-D    |         |               |                 |         | 5                       | 8                             |
| C-A    |         |               |                 |         | 91                      | 136                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 46                    | 12                      | 528               | 0.088 | 46                  | 0.0               | 0.1             | 7.453     | A                             |
| B-AD   | 94                    | 23                      | 450               | 0.208 | 93                  | 0.0               | 0.3             | 10.042    | B                             |
| ABCD   | 3                     | 0.71                    | 868               | 0.003 | 3                   | 0.0               | 0.0             | 4.161     | A                             |
| A-B    | 160                   | 40                      |                   |       | 160                 |                   |                 |           |                               |
| A-C    | 245                   | 61                      |                   |       | 245                 |                   |                 |           |                               |
| D-ABC  | 10                    | 2                       | 342               | 0.029 | 10                  | 0.0               | 0.0             | 10.840    | B                             |
| C-ABD  | 26                    | 6                       | 581               | 0.044 | 25                  | 0.0               | 0.1             | 6.481     | A                             |
| C-D    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 55                    | 14                      | 506               | 0.109 | 55                  | 0.1               | 0.1             | 7.985     | A                             |
| B-AD   | 112                   | 28                      | 431               | 0.260 | 111                 | 0.3               | 0.3             | 11.259    | B                             |
| ABCD   | 4                     | 0.96                    | 915               | 0.004 | 4                   | 0.0               | 0.0             | 3.946     | A                             |
| A-B    | 191                   | 48                      |                   |       | 191                 |                   |                 |           |                               |
| A-C    | 292                   | 73                      |                   |       | 292                 |                   |                 |           |                               |
| D-ABC  | 12                    | 3                       | 332               | 0.035 | 12                  | 0.0               | 0.0             | 11.245    | B                             |
| C-ABD  | 32                    | 8                       | 575               | 0.055 | 32                  | 0.1               | 0.1             | 6.633     | A                             |
| C-D    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| C-A    | 89                    | 22                      |                   |       | 89                  |                   |                 |           |                               |

**17:15 - 17:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 68                    | 17                      | 474               | 0.143 | 68                  | 0.1               | 0.2             | 8.867     | A                             |
| B-AD   | 137                   | 34                      | 404               | 0.339 | 136                 | 0.3               | 0.5             | 13.406    | B                             |
| A-BCD  | 6                     | 1                       | 981               | 0.006 | 6                   | 0.0               | 0.0             | 3.684     | A                             |
| A-B    | 233                   | 58                      |                   |       | 233                 |                   |                 |           |                               |
| A-C    | 357                   | 89                      |                   |       | 357                 |                   |                 |           |                               |
| D-ABC  | 14                    | 4                       | 318               | 0.045 | 14                  | 0.0               | 0.0             | 11.847    | B                             |
| C-ABD  | 41                    | 10                      | 567               | 0.072 | 41                  | 0.1               | 0.1             | 6.850     | A                             |
| C-D    | 6                     | 2                       |                   |       | 6                   |                   |                 |           |                               |
| C-A    | 107                   | 27                      |                   |       | 107                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 68                    | 17                      | 473               | 0.143 | 68                  | 0.2               | 0.2             | 8.881     | A                             |
| B-AD   | 137                   | 34                      | 404               | 0.339 | 137                 | 0.5               | 0.5             | 13.467    | B                             |
| A-BCD  | 6                     | 1                       | 981               | 0.006 | 6                   | 0.0               | 0.0             | 3.692     | A                             |
| A-B    | 233                   | 58                      |                   |       | 233                 |                   |                 |           |                               |
| A-C    | 357                   | 89                      |                   |       | 357                 |                   |                 |           |                               |
| D-ABC  | 14                    | 4                       | 318               | 0.045 | 14                  | 0.0               | 0.0             | 11.852    | B                             |
| C-ABD  | 41                    | 10                      | 567               | 0.072 | 41                  | 0.1               | 0.1             | 6.847     | A                             |
| C-D    | 6                     | 2                       |                   |       | 6                   |                   |                 |           |                               |
| C-A    | 107                   | 27                      |                   |       | 107                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 55                    | 14                      | 506               | 0.110 | 56                  | 0.2               | 0.1             | 8.004     | A                             |
| B-AD   | 112                   | 28                      | 431               | 0.260 | 112                 | 0.5               | 0.4             | 11.326    | B                             |
| A-BCD  | 4                     | 0.96                    | 915               | 0.004 | 4                   | 0.0               | 0.0             | 3.960     | A                             |
| A-B    | 191                   | 48                      |                   |       | 191                 |                   |                 |           |                               |
| A-C    | 292                   | 73                      |                   |       | 292                 |                   |                 |           |                               |
| D-ABC  | 12                    | 3                       | 332               | 0.035 | 12                  | 0.0               | 0.0             | 11.251    | B                             |
| C-ABD  | 32                    | 8                       | 575               | 0.055 | 32                  | 0.1               | 0.1             | 6.627     | A                             |
| C-D    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| C-A    | 89                    | 22                      |                   |       | 89                  |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 46                    | 12                      | 528               | 0.088 | 46                  | 0.1               | 0.1             | 7.482     | A                             |
| B-AD   | 94                    | 23                      | 450               | 0.208 | 94                  | 0.4               | 0.3             | 10.123    | B                             |
| A-BCD  | 3                     | 0.71                    | 868               | 0.003 | 3                   | 0.0               | 0.0             | 4.170     | A                             |
| A-B    | 160                   | 40                      |                   |       | 160                 |                   |                 |           |                               |
| A-C    | 245                   | 61                      |                   |       | 245                 |                   |                 |           |                               |
| D-ABC  | 10                    | 2                       | 341               | 0.029 | 10                  | 0.0               | 0.0             | 10.854    | B                             |
| C-ABD  | 26                    | 6                       | 581               | 0.044 | 26                  | 0.1               | 0.1             | 6.485     | A                             |
| C-D    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |

# 2021 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                                      | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | North End Road / Ford Lane / Maypole Lane | Crossroads    | Two-way              |                       | 10.52              | B            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D7 | 2021 Base     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                  | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - North End Road N |            | ONE HOUR     | ✓            | 273                     | 100.000            |
| B - Ford Lane        |            | ONE HOUR     | ✓            | 289                     | 100.000            |
| C - North End Road S |            | ONE HOUR     | ✓            | 395                     | 100.000            |
| D - Maypole Lane     |            | ONE HOUR     | ✓            | 6                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                   |                      |               |                      |                  |
|------|----------------------|----------------------|---------------|----------------------|------------------|
| From |                      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
|      | A - North End Road N | 0                    | 161           | 107                  | 5                |
|      | B - Ford Lane        | 254                  | 0             | 35                   | 0                |
|      | C - North End Road S | 305                  | 88            | 0                    | 2                |
|      | D - Maypole Lane     | 4                    | 1             | 1                    | 0                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                   |                      |               |                      |                  |
|------|----------------------|----------------------|---------------|----------------------|------------------|
| From |                      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
|      | A - North End Road N | 0                    | 6             | 7                    | 0                |
|      | B - Ford Lane        | 7                    | 0             | 3                    | 0                |
|      | C - North End Road S | 3                    | 3             | 0                    | 0                |
|      | D - Maypole Lane     | 25                   | 0             | 0                    | 0                |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD   | 0.12    | 12.56         | 0.1             | B       | 32                      | 48                            |
| B-AD   | 0.73    | 34.02         | 2.5             | D       | 233                     | 350                           |
| ABCD   | 0.01    | 5.27          | 0.0             | A       | 7                       | 11                            |
| A-B    |         |               |                 |         | 146                     | 219                           |
| A-C    |         |               |                 |         | 97                      | 146                           |
| D-ABC  | 0.02    | 9.47          | 0.0             | A       | 6                       | 8                             |
| C-ABD  | 0.21    | 5.76          | 0.4             | A       | 130                     | 195                           |
| C-D    |         |               |                 |         | 2                       | 2                             |
| C-A    |         |               |                 |         | 231                     | 347                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 26                    | 7                       | 495               | 0.053 | 26                  | 0.0               | 0.1             | 7.668     | A                             |
| B-AD   | 191                   | 48                      | 424               | 0.451 | 188                 | 0.0               | 0.8             | 15.062    | C                             |
| ABCD   | 5                     | 1                       | 691               | 0.008 | 5                   | 0.0               | 0.0             | 5.253     | A                             |
| A-B    | 120                   | 30                      |                   |       | 120                 |                   |                 |           |                               |
| A-C    | 80                    | 20                      |                   |       | 80                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 418               | 0.011 | 4                   | 0.0               | 0.0             | 8.714     | A                             |
| C-ABD  | 96                    | 24                      | 743               | 0.129 | 95                  | 0.0               | 0.2             | 5.552     | A                             |
| C-D    | 1                     | 0.33                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 200                   | 50                      |                   |       | 200                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 31                    | 8                       | 445               | 0.071 | 31                  | 0.1               | 0.1             | 8.694     | A                             |
| B-AD   | 228                   | 57                      | 407               | 0.561 | 227                 | 0.8               | 1.2             | 19.759    | C                             |
| ABCD   | 7                     | 2                       | 704               | 0.010 | 7                   | 0.0               | 0.0             | 5.157     | A                             |
| A-B    | 143                   | 36                      |                   |       | 143                 |                   |                 |           |                               |
| A-C    | 95                    | 24                      |                   |       | 95                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 405               | 0.013 | 5                   | 0.0               | 0.0             | 9.013     | A                             |
| C-ABD  | 124                   | 31                      | 765               | 0.162 | 124                 | 0.2               | 0.3             | 5.618     | A                             |
| C-D    | 2                     | 0.38                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 229                   | 57                      |                   |       | 229                 |                   |                 |           |                               |

**08:15 - 08:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 39                    | 10                      | 335               | 0.115 | 38                  | 0.1               | 0.1             | 12.120    | B                             |
| B-AD   | 280                   | 70                      | 384               | 0.729 | 275                 | 1.2               | 2.4             | 31.755    | D                             |
| A-BCD  | 9                     | 2                       | 724               | 0.013 | 9                   | 0.0               | 0.0             | 5.031     | A                             |
| AB     | 175                   | 44                      |                   |       | 175                 |                   |                 |           |                               |
| AC     | 116                   | 29                      |                   |       | 116                 |                   |                 |           |                               |
| D-ABC  | 7                     | 2                       | 387               | 0.017 | 7                   | 0.0               | 0.0             | 9.464     | A                             |
| C-ABD  | 169                   | 42                      | 795               | 0.213 | 169                 | 0.3               | 0.4             | 5.751     | A                             |
| C-D    | 2                     | 0.43                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 264                   | 66                      |                   |       | 264                 |                   |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 39                    | 10                      | 325               | 0.119 | 39                  | 0.1               | 0.1             | 12.559    | B                             |
| B-AD   | 280                   | 70                      | 384               | 0.729 | 279                 | 2.4               | 2.5             | 34.025    | D                             |
| A-BCD  | 9                     | 2                       | 723               | 0.013 | 9                   | 0.0               | 0.0             | 5.041     | A                             |
| AB     | 175                   | 44                      |                   |       | 175                 |                   |                 |           |                               |
| AC     | 116                   | 29                      |                   |       | 116                 |                   |                 |           |                               |
| D-ABC  | 7                     | 2                       | 387               | 0.017 | 7                   | 0.0               | 0.0             | 9.469     | A                             |
| C-ABD  | 169                   | 42                      | 796               | 0.213 | 169                 | 0.4               | 0.4             | 5.760     | A                             |
| C-D    | 2                     | 0.43                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 264                   | 66                      |                   |       | 264                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 31                    | 8                       | 437               | 0.072 | 32                  | 0.1               | 0.1             | 8.885     | A                             |
| B-AD   | 228                   | 57                      | 407               | 0.561 | 233                 | 2.5               | 1.3             | 21.230    | C                             |
| A-BCD  | 7                     | 2                       | 703               | 0.010 | 7                   | 0.0               | 0.0             | 5.181     | A                             |
| AB     | 143                   | 36                      |                   |       | 143                 |                   |                 |           |                               |
| AC     | 95                    | 24                      |                   |       | 95                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 404               | 0.013 | 5                   | 0.0               | 0.0             | 9.022     | A                             |
| C-ABD  | 124                   | 31                      | 765               | 0.163 | 125                 | 0.4               | 0.3             | 5.634     | A                             |
| C-D    | 2                     | 0.38                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 229                   | 57                      |                   |       | 229                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 26                    | 7                       | 491               | 0.054 | 26                  | 0.1               | 0.1             | 7.750     | A                             |
| B-AD   | 191                   | 48                      | 424               | 0.451 | 193                 | 1.3               | 0.8             | 15.742    | C                             |
| A-BCD  | 5                     | 1                       | 690               | 0.008 | 5                   | 0.0               | 0.0             | 5.268     | A                             |
| AB     | 120                   | 30                      |                   |       | 120                 |                   |                 |           |                               |
| AC     | 80                    | 20                      |                   |       | 80                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 417               | 0.011 | 5                   | 0.0               | 0.0             | 8.724     | A                             |
| C-ABD  | 96                    | 24                      | 744               | 0.130 | 97                  | 0.3               | 0.2             | 5.571     | A                             |
| C-D    | 1                     | 0.33                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 200                   | 50                      |                   |       | 200                 |                   |                 |           |                               |

# 2021 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                                      | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | North End Road / Ford Lane / Maypole Lane | Crossroads    | Two-way              |                       | 3.39               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D8 | 2021 Base     | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                  | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - North End Road N |            | ONE HOUR     | ✓            | 601                     | 100.000            |
| B - Ford Lane        |            | ONE HOUR     | ✓            | 210                     | 100.000            |
| C - North End Road S |            | ONE HOUR     | ✓            | 189                     | 100.000            |
| D - Maypole Lane     |            | ONE HOUR     | ✓            | 13                      | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                   |                      |               |                      |                  |
|------|----------------------|----------------------|---------------|----------------------|------------------|
|      |                      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From | A - North End Road N | 0                    | 242           | 357                  | 2                |
|      | B - Ford Lane        | 140                  | 0             | 69                   | 1                |
|      | C - North End Road S | 142                  | 41            | 0                    | 6                |
|      | D - Maypole Lane     | 4                    | 2             | 7                    | 0                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                   |                      |               |                      |                  |
|------|----------------------|----------------------|---------------|----------------------|------------------|
|      |                      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From | A - North End Road N | 0                    | 6             | 3                    | 0                |
|      | B - Ford Lane        | 2                    | 0             | 4                    | 0                |
|      | C - North End Road S | 2                    | 5             | 0                    | 0                |
|      | D - Maypole Lane     | 50                   | 0             | 29                   | 0                |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD   | 0.17    | 9.55          | 0.2             | A       | 64                      | 96                            |
| B-AD   | 0.40    | 15.79         | 0.7             | C       | 129                     | 193                           |
| ABCD   | 0.01    | 4.06          | 0.0             | A       | 5                       | 7                             |
| A-B    |         |               |                 |         | 221                     | 331                           |
| A-C    |         |               |                 |         | 326                     | 489                           |
| D-ABC  | 0.05    | 12.42         | 0.0             | B       | 12                      | 18                            |
| C-ABD  | 0.11    | 6.82          | 0.2             | A       | 49                      | 74                            |
| C-D    |         |               |                 |         | 5                       | 8                             |
| C-A    |         |               |                 |         | 119                     | 179                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 52                    | 13                      | 520               | 0.101 | 52                  | 0.0               | 0.1             | 7.677     | A                             |
| B-AD   | 106                   | 26                      | 435               | 0.243 | 104                 | 0.0               | 0.3             | 10.838    | B                             |
| ABCD   | 3                     | 0.76                    | 891               | 0.003 | 3                   | 0.0               | 0.0             | 4.055     | A                             |
| A-B    | 182                   | 45                      |                   |       | 182                 |                   |                 |           |                               |
| A-C    | 268                   | 67                      |                   |       | 268                 |                   |                 |           |                               |
| D-ABC  | 10                    | 2                       | 332               | 0.029 | 10                  | 0.0               | 0.0             | 11.148    | B                             |
| C-ABD  | 38                    | 9                       | 600               | 0.063 | 38                  | 0.0               | 0.1             | 6.398     | A                             |
| C-D    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 100                   | 25                      |                   |       | 100                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 63                    | 16                      | 494               | 0.127 | 62                  | 0.1               | 0.1             | 8.334     | A                             |
| B-AD   | 126                   | 32                      | 413               | 0.305 | 126                 | 0.3               | 0.4             | 12.505    | B                             |
| ABCD   | 4                     | 1                       | 943               | 0.004 | 4                   | 0.0               | 0.0             | 3.828     | A                             |
| A-B    | 217                   | 54                      |                   |       | 217                 |                   |                 |           |                               |
| A-C    | 320                   | 80                      |                   |       | 320                 |                   |                 |           |                               |
| D-ABC  | 12                    | 3                       | 321               | 0.036 | 12                  | 0.0               | 0.0             | 11.647    | B                             |
| C-ABD  | 48                    | 12                      | 596               | 0.080 | 47                  | 0.1               | 0.1             | 6.569     | A                             |
| C-D    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| C-A    | 117                   | 29                      |                   |       | 117                 |                   |                 |           |                               |

**17:15 - 17:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 77                    | 19                      | 454               | 0.169 | 77                  | 0.1               | 0.2             | 9.521     | A                             |
| B-AD   | 154                   | 39                      | 382               | 0.404 | 154                 | 0.4               | 0.7             | 15.673    | C                             |
| A-BCD  | 6                     | 2                       | 1017              | 0.006 | 6                   | 0.0               | 0.0             | 3.556     | A                             |
| AB     | 265                   | 66                      |                   |       | 265                 |                   |                 |           |                               |
| AC     | 391                   | 98                      |                   |       | 391                 |                   |                 |           |                               |
| D-ABC  | 14                    | 4                       | 304               | 0.047 | 14                  | 0.0               | 0.0             | 12.413    | B                             |
| C-ABD  | 62                    | 16                      | 591               | 0.106 | 62                  | 0.1               | 0.2             | 6.813     | A                             |
| C-D    | 6                     | 1                       |                   |       | 6                   |                   |                 |           |                               |
| C-A    | 140                   | 35                      |                   |       | 140                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 77                    | 19                      | 454               | 0.169 | 77                  | 0.2               | 0.2             | 9.548     | A                             |
| B-AD   | 154                   | 39                      | 382               | 0.404 | 154                 | 0.7               | 0.7             | 15.794    | C                             |
| A-BCD  | 6                     | 2                       | 1017              | 0.006 | 6                   | 0.0               | 0.0             | 3.564     | A                             |
| AB     | 265                   | 66                      |                   |       | 265                 |                   |                 |           |                               |
| AC     | 391                   | 98                      |                   |       | 391                 |                   |                 |           |                               |
| D-ABC  | 14                    | 4                       | 304               | 0.047 | 14                  | 0.0               | 0.0             | 12.420    | B                             |
| C-ABD  | 63                    | 16                      | 591               | 0.106 | 63                  | 0.2               | 0.2             | 6.815     | A                             |
| C-D    | 6                     | 1                       |                   |       | 6                   |                   |                 |           |                               |
| C-A    | 140                   | 35                      |                   |       | 140                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 63                    | 16                      | 494               | 0.127 | 63                  | 0.2               | 0.1             | 8.362     | A                             |
| B-AD   | 126                   | 32                      | 413               | 0.305 | 127                 | 0.7               | 0.4             | 12.624    | B                             |
| A-BCD  | 4                     | 1                       | 943               | 0.004 | 4                   | 0.0               | 0.0             | 3.843     | A                             |
| AB     | 217                   | 54                      |                   |       | 217                 |                   |                 |           |                               |
| AC     | 320                   | 80                      |                   |       | 320                 |                   |                 |           |                               |
| D-ABC  | 12                    | 3                       | 321               | 0.036 | 12                  | 0.0               | 0.0             | 11.659    | B                             |
| C-ABD  | 48                    | 12                      | 596               | 0.080 | 48                  | 0.2               | 0.1             | 6.564     | A                             |
| C-D    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| C-A    | 117                   | 29                      |                   |       | 117                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 52                    | 13                      | 520               | 0.101 | 53                  | 0.1               | 0.1             | 7.709     | A                             |
| B-AD   | 106                   | 26                      | 435               | 0.243 | 106                 | 0.4               | 0.3             | 10.954    | B                             |
| A-BCD  | 3                     | 0.76                    | 891               | 0.003 | 3                   | 0.0               | 0.0             | 4.062     | A                             |
| AB     | 182                   | 45                      |                   |       | 182                 |                   |                 |           |                               |
| AC     | 268                   | 67                      |                   |       | 268                 |                   |                 |           |                               |
| D-ABC  | 10                    | 2                       | 332               | 0.029 | 10                  | 0.0               | 0.0             | 11.165    | B                             |
| C-ABD  | 38                    | 9                       | 600               | 0.063 | 38                  | 0.1               | 0.1             | 6.406     | A                             |
| C-D    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 100                   | 25                      |                   |       | 100                 |                   |                 |           |                               |

# 2021 with Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                                      | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | North End Road / Ford Lane / Maypole Lane | Crossroads    | Two-way              |                       | 13.84              | B            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D17 | 2021 with Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D7+ D11      |

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

### Demand overview (Traffic)

| Arm                  | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - North End Road N |            | ONE HOUR     | ✓            | 282                     | 100.000            |
| B - Ford Lane        |            | ONE HOUR     | ✓            | 383                     | 100.000            |
| C - North End Road S |            | ONE HOUR     | ✓            | 444                     | 100.000            |
| D - Maypole Lane     |            | ONE HOUR     | ✓            | 6                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|                           | To                   |               |                      |                  |
|---------------------------|----------------------|---------------|----------------------|------------------|
|                           | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From A - North End Road N | 0                    | 168           | 109                  | 5                |
| From B - Ford Lane        | 271                  | 0             | 112                  | 0                |
| From C - North End Road S | 311                  | 131           | 0                    | 2                |
| From D - Maypole Lane     | 4                    | 1             | 1                    | 0                |

## Vehicle Mix

### Heavy Vehicle Percentages

|                           | To                   |               |                      |                  |
|---------------------------|----------------------|---------------|----------------------|------------------|
|                           | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From A - North End Road N | 0                    | 6             | 7                    | 0                |
| From B - Ford Lane        | 7                    | 0             | 1                    | 0                |
| From C - North End Road S | 3                    | 2             | 0                    | 0                |
| From D - Maypole Lane     | 25                   | 0             | 0                    | 0                |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD   | 0.38    | 18.20         | 0.6             | C       | 103                     | 154                           |
| B-AD   | 0.79    | 43.32         | 3.4             | E       | 249                     | 373                           |
| A-BCD  | 0.01    | 5.31          | 0.0             | A       | 7                       | 11                            |
| A-B    |         |               |                 |         | 152                     | 229                           |
| A-C    |         |               |                 |         | 99                      | 148                           |
| D-ABC  | 0.02    | 9.76          | 0.0             | A       | 6                       | 8                             |
| C-ABD  | 0.32    | 6.58          | 0.7             | A       | 195                     | 292                           |
| C-D    |         |               |                 |         | 1                       | 2                             |
| C-A    |         |               |                 |         | 211                     | 317                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 84                    | 21                      | 523               | 0.161 | 84                  | 0.0               | 0.2             | 8.188     | A                             |
| B-AD   | 204                   | 51                      | 429               | 0.475 | 201                 | 0.0               | 0.9             | 15.510    | C                             |
| A-BCD  | 5                     | 1                       | 685               | 0.008 | 5                   | 0.0               | 0.0             | 5.296     | A                             |
| A-B    | 125                   | 31                      |                   |       | 125                 |                   |                 |           |                               |
| A-C    | 81                    | 20                      |                   |       | 81                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 411               | 0.011 | 4                   | 0.0               | 0.0             | 8.858     | A                             |
| C-ABD  | 144                   | 36                      | 750               | 0.192 | 143                 | 0.0               | 0.3             | 5.921     | A                             |
| C-D    | 1                     | 0.30                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 189                   | 47                      |                   |       | 189                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 101                   | 25                      | 466               | 0.216 | 100                 | 0.2               | 0.3             | 9.834     | A                             |
| B-AD   | 244                   | 61                      | 408               | 0.596 | 242                 | 0.9               | 1.4             | 21.286    | C                             |
| A-BCD  | 7                     | 2                       | 697               | 0.010 | 7                   | 0.0               | 0.0             | 5.206     | A                             |
| A-B    | 150                   | 37                      |                   |       | 150                 |                   |                 |           |                               |
| A-C    | 97                    | 24                      |                   |       | 97                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 396               | 0.014 | 5                   | 0.0               | 0.0             | 9.209     | A                             |
| C-ABD  | 186                   | 46                      | 772               | 0.241 | 185                 | 0.3               | 0.4             | 6.143     | A                             |
| C-D    | 1                     | 0.34                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 212                   | 53                      |                   |       | 212                 |                   |                 |           |                               |

**08:15 - 08:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 123                   | 31                      | 336               | 0.367 | 122                 | 0.3               | 0.6             | 16.712    | C                             |
| B-AD   | 298                   | 75                      | 378               | 0.789 | 291                 | 1.4               | 3.1             | 38.603    | E                             |
| A-BCD  | 10                    | 2                       | 716               | 0.013 | 10                  | 0.0               | 0.0             | 5.083     | A                             |
| A-B    | 182                   | 46                      |                   |       | 182                 |                   |                 |           |                               |
| A-C    | 118                   | 30                      |                   |       | 118                 |                   |                 |           |                               |
| D-ABC  | 7                     | 2                       | 376               | 0.018 | 7                   | 0.0               | 0.0             | 9.752     | A                             |
| C-ABD  | 254                   | 63                      | 803               | 0.316 | 253                 | 0.4               | 0.7             | 6.557     | A                             |
| C-D    | 2                     | 0.38                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 234                   | 58                      |                   |       | 234                 |                   |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 123                   | 31                      | 321               | 0.385 | 123                 | 0.6               | 0.6             | 18.204    | C                             |
| B-AD   | 298                   | 75                      | 378               | 0.789 | 297                 | 3.1               | 3.4             | 43.321    | E                             |
| A-BCD  | 10                    | 2                       | 716               | 0.013 | 10                  | 0.0               | 0.0             | 5.094     | A                             |
| A-B    | 182                   | 46                      |                   |       | 182                 |                   |                 |           |                               |
| A-C    | 118                   | 30                      |                   |       | 118                 |                   |                 |           |                               |
| D-ABC  | 7                     | 2                       | 375               | 0.018 | 7                   | 0.0               | 0.0             | 9.764     | A                             |
| C-ABD  | 254                   | 64                      | 803               | 0.317 | 254                 | 0.7               | 0.7             | 6.580     | A                             |
| C-D    | 1                     | 0.37                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 233                   | 58                      |                   |       | 233                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 101                   | 25                      | 453               | 0.222 | 102                 | 0.6               | 0.3             | 10.285    | B                             |
| B-AD   | 244                   | 61                      | 408               | 0.597 | 251                 | 3.4               | 1.6             | 23.800    | C                             |
| A-BCD  | 7                     | 2                       | 697               | 0.010 | 7                   | 0.0               | 0.0             | 5.231     | A                             |
| A-B    | 150                   | 37                      |                   |       | 150                 |                   |                 |           |                               |
| A-C    | 97                    | 24                      |                   |       | 97                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 396               | 0.014 | 5                   | 0.0               | 0.0             | 9.224     | A                             |
| C-ABD  | 186                   | 47                      | 772               | 0.241 | 187                 | 0.7               | 0.5             | 6.179     | A                             |
| C-D    | 1                     | 0.34                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 211                   | 53                      |                   |       | 211                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 84                    | 21                      | 517               | 0.163 | 85                  | 0.3               | 0.2             | 8.333     | A                             |
| B-AD   | 204                   | 51                      | 429               | 0.475 | 207                 | 1.6               | 0.9             | 16.351    | C                             |
| A-BCD  | 5                     | 1                       | 684               | 0.008 | 5                   | 0.0               | 0.0             | 5.311     | A                             |
| A-B    | 125                   | 31                      |                   |       | 125                 |                   |                 |           |                               |
| A-C    | 81                    | 20                      |                   |       | 81                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 410               | 0.011 | 5                   | 0.0               | 0.0             | 8.870     | A                             |
| C-ABD  | 144                   | 36                      | 750               | 0.192 | 145                 | 0.5               | 0.3             | 5.961     | A                             |
| C-D    | 1                     | 0.30                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 189                   | 47                      |                   |       | 189                 |                   |                 |           |                               |

# 2021 with Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                                      | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | North End Road / Ford Lane / Maypole Lane | Crossroads    | Two-way              |                       | 5.05               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D18 | 2021 with Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D8 + D12     |

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

### Demand overview (Traffic)

| Arm                  | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - North End Road N |            | ONE HOUR     | ✓            | 625                     | 100.000            |
| B - Ford Lane        |            | ONE HOUR     | ✓            | 269                     | 100.000            |
| C - North End Road S |            | ONE HOUR     | ✓            | 270                     | 100.000            |
| D - Maypole Lane     |            | ONE HOUR     | ✓            | 13                      | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|                           | To                   |               |                      |                  |
|---------------------------|----------------------|---------------|----------------------|------------------|
|                           | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From A - North End Road N | 0                    | 259           | 364                  | 2                |
| From B - Ford Lane        | 149                  | 0             | 119                  | 1                |
| From C - North End Road S | 145                  | 119           | 0                    | 6                |
| From D - Maypole Lane     | 4                    | 2             | 7                    | 0                |

## Vehicle Mix

### Heavy Vehicle Percentages

|                           | To                   |               |                      |                  |
|---------------------------|----------------------|---------------|----------------------|------------------|
|                           | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From A - North End Road N | 0                    | 6             | 3                    | 0                |
| From B - Ford Lane        | 2                    | 0             | 2                    | 0                |
| From C - North End Road S | 2                    | 2             | 0                    | 0                |
| From D - Maypole Lane     | 50                   | 0             | 29                   | 0                |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD   | 0.29    | 11.31         | 0.4             | B       | 110                     | 165                           |
| B-AD   | 0.49    | 20.66         | 0.9             | C       | 137                     | 206                           |
| A-BCD  | 0.01    | 4.07          | 0.0             | A       | 5                       | 7                             |
| A-B    |         |               |                 |         | 236                     | 355                           |
| A-C    |         |               |                 |         | 332                     | 498                           |
| D-ABC  | 0.05    | 13.37         | 0.1             | B       | 12                      | 18                            |
| C-ABD  | 0.30    | 8.58          | 0.5             | A       | 143                     | 215                           |
| C-D    |         |               |                 |         | 4                       | 6                             |
| C-A    |         |               |                 |         | 100                     | 151                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 90                    | 23                      | 535               | 0.168 | 89                  | 0.0               | 0.2             | 8.062     | A                             |
| B-AD   | 112                   | 28                      | 403               | 0.279 | 111                 | 0.0               | 0.4             | 12.275    | B                             |
| A-BCD  | 3                     | 0.80                    | 888               | 0.004 | 3                   | 0.0               | 0.0             | 4.066     | A                             |
| A-B    | 194                   | 49                      |                   |       | 194                 |                   |                 |           |                               |
| A-C    | 273                   | 68                      |                   |       | 273                 |                   |                 |           |                               |
| D-ABC  | 10                    | 2                       | 319               | 0.031 | 10                  | 0.0               | 0.0             | 11.615    | B                             |
| C-ABD  | 110                   | 27                      | 613               | 0.179 | 109                 | 0.0               | 0.3             | 7.128     | A                             |
| C-D    | 4                     | 0.93                    |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 90                    | 22                      |                   |       | 90                  |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 108                   | 27                      | 504               | 0.214 | 107                 | 0.2               | 0.3             | 9.079     | A                             |
| B-AD   | 134                   | 34                      | 376               | 0.357 | 134                 | 0.4               | 0.5             | 14.797    | B                             |
| A-BCD  | 4                     | 1                       | 942               | 0.005 | 4                   | 0.0               | 0.0             | 3.836     | A                             |
| A-B    | 232                   | 58                      |                   |       | 232                 |                   |                 |           |                               |
| A-C    | 326                   | 81                      |                   |       | 326                 |                   |                 |           |                               |
| D-ABC  | 12                    | 3                       | 305               | 0.038 | 12                  | 0.0               | 0.0             | 12.291    | B                             |
| C-ABD  | 138                   | 34                      | 608               | 0.227 | 138                 | 0.3               | 0.4             | 7.652     | A                             |
| C-D    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 101                   | 25                      |                   |       | 101                 |                   |                 |           |                               |

**17:15 - 17:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 132                   | 33                      | 451               | 0.292 | 131                 | 0.3               | 0.4             | 11.225    | B                             |
| B-AD   | 164                   | 41                      | 339               | 0.485 | 163                 | 0.5               | 0.9             | 20.323    | C                             |
| A-BCD  | 7                     | 2                       | 1017              | 0.007 | 7                   | 0.0               | 0.0             | 3.557     | A                             |
| AB     | 283                   | 71                      |                   |       | 283                 |                   |                 |           |                               |
| AC     | 398                   | 100                     |                   |       | 398                 |                   |                 |           |                               |
| D-ABC  | 14                    | 4                       | 284               | 0.050 | 14                  | 0.0               | 0.1             | 13.353    | B                             |
| C-ABD  | 181                   | 45                      | 602               | 0.302 | 181                 | 0.4               | 0.5             | 8.553     | A                             |
| C-D    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| C-A    | 111                   | 28                      |                   |       | 111                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 132                   | 33                      | 450               | 0.293 | 132                 | 0.4               | 0.4             | 11.310    | B                             |
| B-AD   | 164                   | 41                      | 338               | 0.486 | 164                 | 0.9               | 0.9             | 20.656    | C                             |
| A-BCD  | 7                     | 2                       | 1017              | 0.007 | 7                   | 0.0               | 0.0             | 3.565     | A                             |
| AB     | 283                   | 71                      |                   |       | 283                 |                   |                 |           |                               |
| AC     | 398                   | 100                     |                   |       | 398                 |                   |                 |           |                               |
| D-ABC  | 14                    | 4                       | 283               | 0.050 | 14                  | 0.1               | 0.1             | 13.373    | B                             |
| C-ABD  | 182                   | 45                      | 602               | 0.302 | 182                 | 0.5               | 0.5             | 8.581     | A                             |
| C-D    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| C-A    | 111                   | 28                      |                   |       | 111                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 108                   | 27                      | 502               | 0.214 | 108                 | 0.4               | 0.3             | 9.152     | A                             |
| B-AD   | 134                   | 34                      | 376               | 0.357 | 136                 | 0.9               | 0.6             | 15.070    | C                             |
| A-BCD  | 4                     | 1                       | 941               | 0.005 | 4                   | 0.0               | 0.0             | 3.851     | A                             |
| AB     | 232                   | 58                      |                   |       | 232                 |                   |                 |           |                               |
| AC     | 326                   | 81                      |                   |       | 326                 |                   |                 |           |                               |
| D-ABC  | 12                    | 3                       | 304               | 0.038 | 12                  | 0.1               | 0.0             | 12.314    | B                             |
| C-ABD  | 138                   | 35                      | 608               | 0.227 | 139                 | 0.5               | 0.4             | 7.689     | A                             |
| C-D    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 100                   | 25                      |                   |       | 100                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 90                    | 23                      | 534               | 0.169 | 90                  | 0.3               | 0.2             | 8.125     | A                             |
| B-AD   | 112                   | 28                      | 402               | 0.279 | 113                 | 0.6               | 0.4             | 12.477    | B                             |
| A-BCD  | 3                     | 0.80                    | 888               | 0.004 | 3                   | 0.0               | 0.0             | 4.074     | A                             |
| AB     | 194                   | 49                      |                   |       | 194                 |                   |                 |           |                               |
| AC     | 273                   | 68                      |                   |       | 273                 |                   |                 |           |                               |
| D-ABC  | 10                    | 2                       | 319               | 0.031 | 10                  | 0.0               | 0.0             | 11.648    | B                             |
| C-ABD  | 110                   | 28                      | 614               | 0.180 | 111                 | 0.4               | 0.3             | 7.168     | A                             |
| C-D    | 4                     | 0.92                    |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 89                    | 22                      |                   |       | 89                  |                   |                 |           |                               |

# 2031 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                                      | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | North End Road / Ford Lane / Maypole Lane | Crossroads    | Two-way              |                       | 11.07              | B            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D21 | 2031 Base     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                  | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - North End Road N |            | ONE HOUR     | ✓            | 276                     | 100.000            |
| B - Ford Lane        |            | ONE HOUR     | ✓            | 295                     | 100.000            |
| C - North End Road S |            | ONE HOUR     | ✓            | 401                     | 100.000            |
| D - Maypole Lane     |            | ONE HOUR     | ✓            | 6                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                   |                      |               |                      |                  |
|------|----------------------|----------------------|---------------|----------------------|------------------|
| From |                      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
|      | A - North End Road N | 0                    | 163           | 108                  | 5                |
|      | B - Ford Lane        | 259                  | 0             | 36                   | 0                |
|      | C - North End Road S | 310                  | 89            | 0                    | 2                |
|      | D - Maypole Lane     | 4                    | 1             | 1                    | 0                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                   |                      |               |                      |                  |
|------|----------------------|----------------------|---------------|----------------------|------------------|
| From |                      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
|      | A - North End Road N | 0                    | 6             | 8                    | 0                |
|      | B - Ford Lane        | 7                    | 0             | 3                    | 0                |
|      | C - North End Road S | 3                    | 3             | 0                    | 0                |
|      | D - Maypole Lane     | 25                   | 0             | 0                    | 0                |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD   | 0.13    | 13.24         | 0.1             | B       | 33                      | 50                            |
| B-AD   | 0.74    | 35.91         | 2.7             | E       | 238                     | 356                           |
| ABCD   | 0.01    | 5.26          | 0.0             | A       | 7                       | 11                            |
| A-B    |         |               |                 |         | 148                     | 222                           |
| A-C    |         |               |                 |         | 98                      | 147                           |
| D-ABC  | 0.02    | 9.51          | 0.0             | A       | 6                       | 8                             |
| C-ABD  | 0.22    | 5.77          | 0.4             | A       | 132                     | 199                           |
| C-D    |         |               |                 |         | 2                       | 2                             |
| C-A    |         |               |                 |         | 234                     | 351                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 27                    | 7                       | 493               | 0.055 | 27                  | 0.0               | 0.1             | 7.727     | A                             |
| B-AD   | 195                   | 49                      | 424               | 0.459 | 192                 | 0.0               | 0.8             | 15.262    | C                             |
| ABCD   | 5                     | 1                       | 691               | 0.008 | 5                   | 0.0               | 0.0             | 5.250     | A                             |
| A-B    | 122                   | 30                      |                   |       | 122                 |                   |                 |           |                               |
| A-C    | 81                    | 20                      |                   |       | 81                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 417               | 0.011 | 4                   | 0.0               | 0.0             | 8.735     | A                             |
| C-ABD  | 98                    | 24                      | 745               | 0.131 | 97                  | 0.0               | 0.2             | 5.550     | A                             |
| C-D    | 1                     | 0.33                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 203                   | 51                      |                   |       | 203                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 32                    | 8                       | 440               | 0.074 | 32                  | 0.1               | 0.1             | 8.826     | A                             |
| B-AD   | 233                   | 58                      | 407               | 0.572 | 231                 | 0.8               | 1.3             | 20.220    | C                             |
| ABCD   | 7                     | 2                       | 704               | 0.010 | 7                   | 0.0               | 0.0             | 5.154     | A                             |
| A-B    | 145                   | 36                      |                   |       | 145                 |                   |                 |           |                               |
| A-C    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 404               | 0.013 | 5                   | 0.0               | 0.0             | 9.040     | A                             |
| C-ABD  | 126                   | 32                      | 767               | 0.165 | 126                 | 0.2               | 0.3             | 5.621     | A                             |
| C-D    | 2                     | 0.38                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 233                   | 58                      |                   |       | 233                 |                   |                 |           |                               |

**08:15 - 08:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 40                    | 10                      | 323               | 0.123 | 39                  | 0.1               | 0.1             | 12.694    | B                             |
| B-AD   | 285                   | 71                      | 383               | 0.744 | 280                 | 1.3               | 2.6             | 33.225    | D                             |
| A-BCD  | 9                     | 2                       | 724               | 0.013 | 9                   | 0.0               | 0.0             | 5.026     | A                             |
| AB     | 177                   | 44                      |                   |       | 177                 |                   |                 |           |                               |
| AC     | 117                   | 29                      |                   |       | 117                 |                   |                 |           |                               |
| D-ABC  | 7                     | 2                       | 385               | 0.017 | 7                   | 0.0               | 0.0             | 9.502     | A                             |
| C-ABD  | 173                   | 43                      | 798               | 0.216 | 172                 | 0.3               | 0.4             | 5.756     | A                             |
| C-D    | 2                     | 0.43                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 267                   | 67                      |                   |       | 267                 |                   |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 40                    | 10                      | 311               | 0.127 | 40                  | 0.1               | 0.1             | 13.244    | B                             |
| B-AD   | 285                   | 71                      | 383               | 0.744 | 285                 | 2.6               | 2.7             | 35.905    | E                             |
| A-BCD  | 9                     | 2                       | 724               | 0.013 | 9                   | 0.0               | 0.0             | 5.036     | A                             |
| AB     | 177                   | 44                      |                   |       | 177                 |                   |                 |           |                               |
| AC     | 117                   | 29                      |                   |       | 117                 |                   |                 |           |                               |
| D-ABC  | 7                     | 2                       | 385               | 0.017 | 7                   | 0.0               | 0.0             | 9.508     | A                             |
| C-ABD  | 173                   | 43                      | 799               | 0.216 | 173                 | 0.4               | 0.4             | 5.766     | A                             |
| C-D    | 2                     | 0.43                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 267                   | 67                      |                   |       | 267                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 32                    | 8                       | 431               | 0.075 | 33                  | 0.1               | 0.1             | 9.053     | A                             |
| B-AD   | 233                   | 58                      | 407               | 0.572 | 238                 | 2.7               | 1.4             | 21.906    | C                             |
| A-BCD  | 7                     | 2                       | 704               | 0.010 | 7                   | 0.0               | 0.0             | 5.176     | A                             |
| AB     | 145                   | 36                      |                   |       | 145                 |                   |                 |           |                               |
| AC     | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 403               | 0.013 | 5                   | 0.0               | 0.0             | 9.048     | A                             |
| C-ABD  | 127                   | 32                      | 768               | 0.165 | 127                 | 0.4               | 0.3             | 5.632     | A                             |
| C-D    | 1                     | 0.37                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 232                   | 58                      |                   |       | 232                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 27                    | 7                       | 488               | 0.056 | 27                  | 0.1               | 0.1             | 7.818     | A                             |
| B-AD   | 195                   | 49                      | 424               | 0.460 | 197                 | 1.4               | 0.9             | 15.995    | C                             |
| A-BCD  | 5                     | 1                       | 690               | 0.008 | 5                   | 0.0               | 0.0             | 5.263     | A                             |
| AB     | 122                   | 30                      |                   |       | 122                 |                   |                 |           |                               |
| AC     | 81                    | 20                      |                   |       | 81                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 416               | 0.011 | 5                   | 0.0               | 0.0             | 8.743     | A                             |
| C-ABD  | 98                    | 25                      | 746               | 0.132 | 99                  | 0.3               | 0.2             | 5.569     | A                             |
| C-D    | 1                     | 0.33                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 202                   | 51                      |                   |       | 202                 |                   |                 |           |                               |

# 2031 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                                      | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | North End Road / Ford Lane / Maypole Lane | Crossroads    | Two-way              |                       | 3.44               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D22 | 2031 Base     | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                  | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - North End Road N |            | ONE HOUR     | ✓            | 610                     | 100.000            |
| B - Ford Lane        |            | ONE HOUR     | ✓            | 213                     | 100.000            |
| C - North End Road S |            | ONE HOUR     | ✓            | 191                     | 100.000            |
| D - Maypole Lane     |            | ONE HOUR     | ✓            | 13                      | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|                           | To                   |               |                      |                  |
|---------------------------|----------------------|---------------|----------------------|------------------|
|                           | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From A - North End Road N | 0                    | 245           | 363                  | 2                |
| From B - Ford Lane        | 142                  | 0             | 70                   | 1                |
| From C - North End Road S | 143                  | 42            | 0                    | 6                |
| From D - Maypole Lane     | 4                    | 2             | 7                    | 0                |

## Vehicle Mix

### Heavy Vehicle Percentages

|                           | To                   |               |                      |                  |
|---------------------------|----------------------|---------------|----------------------|------------------|
|                           | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From A - North End Road N | 0                    | 6             | 3                    | 0                |
| From B - Ford Lane        | 2                    | 0             | 4                    | 0                |
| From C - North End Road S | 2                    | 5             | 0                    | 0                |
| From D - Maypole Lane     | 50                   | 0             | 29                   | 0                |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD   | 0.17    | 9.66          | 0.2             | A       | 65                      | 97                            |
| B-AD   | 0.41    | 16.09         | 0.7             | C       | 131                     | 196                           |
| ABCD   | 0.01    | 4.04          | 0.0             | A       | 5                       | 7                             |
| A-B    |         |               |                 |         | 224                     | 336                           |
| A-C    |         |               |                 |         | 331                     | 497                           |
| D-ABC  | 0.05    | 12.47         | 0.0             | B       | 12                      | 18                            |
| C-ABD  | 0.11    | 6.85          | 0.2             | A       | 51                      | 76                            |
| C-D    |         |               |                 |         | 5                       | 8                             |
| C-A    |         |               |                 |         | 120                     | 179                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 53                    | 13                      | 519               | 0.103 | 53                  | 0.0               | 0.1             | 7.718     | A                             |
| B-AD   | 107                   | 27                      | 434               | 0.247 | 106                 | 0.0               | 0.3             | 10.924    | B                             |
| ABCD   | 3                     | 0.77                    | 895               | 0.003 | 3                   | 0.0               | 0.0             | 4.035     | A                             |
| A-B    | 184                   | 46                      |                   |       | 184                 |                   |                 |           |                               |
| A-C    | 272                   | 68                      |                   |       | 272                 |                   |                 |           |                               |
| D-ABC  | 10                    | 2                       | 332               | 0.030 | 10                  | 0.0               | 0.0             | 11.175    | B                             |
| C-ABD  | 39                    | 10                      | 599               | 0.065 | 39                  | 0.0               | 0.1             | 6.418     | A                             |
| C-D    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 101                   | 25                      |                   |       | 101                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 64                    | 16                      | 492               | 0.129 | 63                  | 0.1               | 0.1             | 8.395     | A                             |
| B-AD   | 128                   | 32                      | 412               | 0.311 | 127                 | 0.3               | 0.4             | 12.648    | B                             |
| ABCD   | 4                     | 1                       | 948               | 0.004 | 4                   | 0.0               | 0.0             | 3.807     | A                             |
| A-B    | 219                   | 55                      |                   |       | 219                 |                   |                 |           |                               |
| A-C    | 325                   | 81                      |                   |       | 325                 |                   |                 |           |                               |
| D-ABC  | 12                    | 3                       | 320               | 0.037 | 12                  | 0.0               | 0.0             | 11.683    | B                             |
| C-ABD  | 49                    | 12                      | 595               | 0.082 | 49                  | 0.1               | 0.1             | 6.593     | A                             |
| C-D    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| C-A    | 118                   | 29                      |                   |       | 118                 |                   |                 |           |                               |

**17:15 - 17:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 78                    | 19                      | 451               | 0.173 | 78                  | 0.1               | 0.2             | 9.634     | A                             |
| B-AD   | 157                   | 39                      | 380               | 0.412 | 156                 | 0.4               | 0.7             | 15.960    | C                             |
| A-BCD  | 6                     | 2                       | 1023              | 0.006 | 6                   | 0.0               | 0.0             | 3.534     | A                             |
| AB     | 268                   | 67                      |                   |       | 268                 |                   |                 |           |                               |
| AC     | 397                   | 99                      |                   |       | 397                 |                   |                 |           |                               |
| D-ABC  | 14                    | 4                       | 303               | 0.047 | 14                  | 0.0               | 0.0             | 12.464    | B                             |
| C-ABD  | 64                    | 16                      | 590               | 0.109 | 64                  | 0.1               | 0.2             | 6.849     | A                             |
| C-D    | 6                     | 1                       |                   |       | 6                   |                   |                 |           |                               |
| C-A    | 140                   | 35                      |                   |       | 140                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 78                    | 19                      | 450               | 0.173 | 78                  | 0.2               | 0.2             | 9.662     | A                             |
| B-AD   | 157                   | 39                      | 380               | 0.412 | 157                 | 0.7               | 0.7             | 16.091    | C                             |
| A-BCD  | 6                     | 2                       | 1023              | 0.006 | 6                   | 0.0               | 0.0             | 3.538     | A                             |
| AB     | 268                   | 67                      |                   |       | 268                 |                   |                 |           |                               |
| AC     | 397                   | 99                      |                   |       | 397                 |                   |                 |           |                               |
| D-ABC  | 14                    | 4                       | 303               | 0.047 | 14                  | 0.0               | 0.0             | 12.471    | B                             |
| C-ABD  | 64                    | 16                      | 590               | 0.109 | 64                  | 0.2               | 0.2             | 6.851     | A                             |
| C-D    | 6                     | 1                       |                   |       | 6                   |                   |                 |           |                               |
| C-A    | 140                   | 35                      |                   |       | 140                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 64                    | 16                      | 491               | 0.129 | 64                  | 0.2               | 0.2             | 8.425     | A                             |
| B-AD   | 128                   | 32                      | 412               | 0.311 | 129                 | 0.7               | 0.5             | 12.773    | B                             |
| A-BCD  | 4                     | 1                       | 948               | 0.004 | 4                   | 0.0               | 0.0             | 3.819     | A                             |
| AB     | 219                   | 55                      |                   |       | 219                 |                   |                 |           |                               |
| AC     | 325                   | 81                      |                   |       | 325                 |                   |                 |           |                               |
| D-ABC  | 12                    | 3                       | 320               | 0.037 | 12                  | 0.0               | 0.0             | 11.695    | B                             |
| C-ABD  | 49                    | 12                      | 595               | 0.082 | 49                  | 0.2               | 0.1             | 6.590     | A                             |
| C-D    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| C-A    | 118                   | 29                      |                   |       | 118                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 53                    | 13                      | 518               | 0.103 | 53                  | 0.2               | 0.1             | 7.751     | A                             |
| B-AD   | 107                   | 27                      | 434               | 0.247 | 108                 | 0.5               | 0.3             | 11.047    | B                             |
| A-BCD  | 3                     | 0.77                    | 895               | 0.003 | 3                   | 0.0               | 0.0             | 4.043     | A                             |
| AB     | 184                   | 46                      |                   |       | 184                 |                   |                 |           |                               |
| AC     | 272                   | 68                      |                   |       | 272                 |                   |                 |           |                               |
| D-ABC  | 10                    | 2                       | 331               | 0.030 | 10                  | 0.0               | 0.0             | 11.194    | B                             |
| C-ABD  | 39                    | 10                      | 599               | 0.065 | 39                  | 0.1               | 0.1             | 6.426     | A                             |
| C-D    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 101                   | 25                      |                   |       | 101                 |                   |                 |           |                               |

# 2031 with Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                                      | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | North End Road / Ford Lane / Maypole Lane | Crossroads    | Two-way              |                       | 14.81              | B            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D23 | 2031 with Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D21 + D11    |

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

### Demand overview (Traffic)

| Arm                  | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - North End Road N |            | ONE HOUR     | ✓            | 285                     | 100.000            |
| B - Ford Lane        |            | ONE HOUR     | ✓            | 389                     | 100.000            |
| C - North End Road S |            | ONE HOUR     | ✓            | 450                     | 100.000            |
| D - Maypole Lane     |            | ONE HOUR     | ✓            | 6                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                   |               |                      |                  |
|------|----------------------|---------------|----------------------|------------------|
|      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From | A - North End Road N | 0             | 170                  | 110              |
|      | B - Ford Lane        | 276           | 0                    | 113              |
|      | C - North End Road S | 316           | 132                  | 0                |
|      | D - Maypole Lane     | 4             | 1                    | 1                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                   |               |                      |                  |
|------|----------------------|---------------|----------------------|------------------|
|      | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From | A - North End Road N | 0             | 6                    | 8                |
|      | B - Ford Lane        | 6             | 0                    | 1                |
|      | C - North End Road S | 3             | 2                    | 0                |
|      | D - Maypole Lane     | 25            | 0                    | 0                |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD   | 0.41    | 19.97         | 0.7             | C       | 104                     | 156                           |
| B-AD   | 0.81    | 46.44         | 3.7             | E       | 253                     | 380                           |
| ABCD   | 0.01    | 5.31          | 0.0             | A       | 7                       | 11                            |
| AB     |         |               |                 |         | 154                     | 231                           |
| AC     |         |               |                 |         | 100                     | 150                           |
| D-ABC  | 0.02    | 9.81          | 0.0             | A       | 6                       | 8                             |
| C-ABD  | 0.32    | 6.60          | 0.7             | A       | 198                     | 297                           |
| C-D    |         |               |                 |         | 1                       | 2                             |
| C-A    |         |               |                 |         | 214                     | 321                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 85                    | 21                      | 519               | 0.164 | 84                  | 0.0               | 0.2             | 8.264     | A                             |
| B-AD   | 208                   | 52                      | 430               | 0.484 | 204                 | 0.0               | 0.9             | 15.723    | C                             |
| ABCD   | 5                     | 1                       | 685               | 0.008 | 5                   | 0.0               | 0.0             | 5.294     | A                             |
| AB     | 127                   | 32                      |                   |       | 127                 |                   |                 |           |                               |
| AC     | 82                    | 21                      |                   |       | 82                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 410               | 0.011 | 4                   | 0.0               | 0.0             | 8.880     | A                             |
| C-ABD  | 146                   | 36                      | 752               | 0.194 | 144                 | 0.0               | 0.3             | 5.931     | A                             |
| C-D    | 1                     | 0.30                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 192                   | 48                      |                   |       | 192                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 102                   | 25                      | 460               | 0.221 | 101                 | 0.2               | 0.3             | 10.028    | B                             |
| B-AD   | 248                   | 62                      | 408               | 0.607 | 246                 | 0.9               | 1.5             | 21.826    | C                             |
| ABCD   | 7                     | 2                       | 698               | 0.010 | 7                   | 0.0               | 0.0             | 5.202     | A                             |
| AB     | 151                   | 38                      |                   |       | 151                 |                   |                 |           |                               |
| AC     | 98                    | 24                      |                   |       | 98                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 395               | 0.014 | 5                   | 0.0               | 0.0             | 9.239     | A                             |
| C-ABD  | 189                   | 47                      | 774               | 0.244 | 188                 | 0.3               | 0.5             | 6.151     | A                             |
| C-D    | 1                     | 0.34                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 214                   | 54                      |                   |       | 214                 |                   |                 |           |                               |

**08:15 - 08:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 124                   | 31                      | 322               | 0.386 | 123                 | 0.3               | 0.6             | 17.958    | C                             |
| B-AD   | 304                   | 76                      | 378               | 0.804 | 296                 | 1.5               | 3.4             | 40.743    | E                             |
| A-BCD  | 10                    | 2                       | 717               | 0.013 | 10                  | 0.0               | 0.0             | 5.078     | A                             |
| A-B    | 185                   | 46                      |                   |       | 185                 |                   |                 |           |                               |
| A-C    | 119                   | 30                      |                   |       | 119                 |                   |                 |           |                               |
| D-ABC  | 7                     | 2                       | 374               | 0.018 | 7                   | 0.0               | 0.0             | 9.795     | A                             |
| C-ABD  | 258                   | 65                      | 805               | 0.320 | 257                 | 0.5               | 0.7             | 6.574     | A                             |
| C-D    | 1                     | 0.37                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 236                   | 59                      |                   |       | 236                 |                   |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 124                   | 31                      | 304               | 0.409 | 124                 | 0.6               | 0.7             | 19.969    | C                             |
| B-AD   | 304                   | 76                      | 377               | 0.805 | 303                 | 3.4               | 3.7             | 46.445    | E                             |
| A-BCD  | 10                    | 2                       | 717               | 0.014 | 10                  | 0.0               | 0.0             | 5.089     | A                             |
| A-B    | 185                   | 46                      |                   |       | 185                 |                   |                 |           |                               |
| A-C    | 119                   | 30                      |                   |       | 119                 |                   |                 |           |                               |
| D-ABC  | 7                     | 2                       | 374               | 0.018 | 7                   | 0.0               | 0.0             | 9.807     | A                             |
| C-ABD  | 259                   | 65                      | 806               | 0.321 | 258                 | 0.7               | 0.7             | 6.600     | A                             |
| C-D    | 1                     | 0.37                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 235                   | 59                      |                   |       | 235                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 102                   | 25                      | 445               | 0.228 | 103                 | 0.7               | 0.3             | 10.566    | B                             |
| B-AD   | 248                   | 62                      | 408               | 0.608 | 256                 | 3.7               | 1.6             | 24.779    | C                             |
| A-BCD  | 7                     | 2                       | 698               | 0.010 | 7                   | 0.0               | 0.0             | 5.228     | A                             |
| A-B    | 151                   | 38                      |                   |       | 151                 |                   |                 |           |                               |
| A-C    | 98                    | 24                      |                   |       | 98                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 394               | 0.014 | 5                   | 0.0               | 0.0             | 9.256     | A                             |
| C-ABD  | 189                   | 47                      | 775               | 0.244 | 190                 | 0.7               | 0.5             | 6.182     | A                             |
| C-D    | 1                     | 0.34                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 214                   | 54                      |                   |       | 214                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 85                    | 21                      | 513               | 0.166 | 85                  | 0.3               | 0.2             | 8.423     | A                             |
| B-AD   | 208                   | 52                      | 429               | 0.484 | 210                 | 1.6               | 1.0             | 16.633    | C                             |
| A-BCD  | 5                     | 1                       | 685               | 0.008 | 5                   | 0.0               | 0.0             | 5.308     | A                             |
| A-B    | 127                   | 32                      |                   |       | 127                 |                   |                 |           |                               |
| A-C    | 82                    | 21                      |                   |       | 82                  |                   |                 |           |                               |
| D-ABC  | 5                     | 1                       | 409               | 0.011 | 5                   | 0.0               | 0.0             | 8.894     | A                             |
| C-ABD  | 146                   | 37                      | 752               | 0.195 | 147                 | 0.5               | 0.3             | 5.962     | A                             |
| C-D    | 1                     | 0.30                    |                   |       | 1                   |                   |                 |           |                               |
| C-A    | 191                   | 48                      |                   |       | 191                 |                   |                 |           |                               |

# 2031 with Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                                      | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | North End Road / Ford Lane / Maypole Lane | Crossroads    | Two-way              |                       | 5.14               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D24 | 2031 with Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D22 + D12    |

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

### Demand overview (Traffic)

| Arm                  | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - North End Road N |            | ONE HOUR     | ✓            | 634                     | 100.000            |
| B - Ford Lane        |            | ONE HOUR     | ✓            | 272                     | 100.000            |
| C - North End Road S |            | ONE HOUR     | ✓            | 272                     | 100.000            |
| D - Maypole Lane     |            | ONE HOUR     | ✓            | 13                      | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|                           | To                   |               |                      |                  |
|---------------------------|----------------------|---------------|----------------------|------------------|
|                           | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From A - North End Road N | 0                    | 262           | 370                  | 2                |
| From B - Ford Lane        | 151                  | 0             | 120                  | 1                |
| From C - North End Road S | 146                  | 120           | 0                    | 6                |
| From D - Maypole Lane     | 4                    | 2             | 7                    | 0                |

## Vehicle Mix

### Heavy Vehicle Percentages

|                           | To                   |               |                      |                  |
|---------------------------|----------------------|---------------|----------------------|------------------|
|                           | A - North End Road N | B - Ford Lane | C - North End Road S | D - Maypole Lane |
| From A - North End Road N | 0                    | 5             | 3                    | 0                |
| From B - Ford Lane        | 2                    | 0             | 2                    | 0                |
| From C - North End Road S | 2                    | 2             | 0                    | 0                |
| From D - Maypole Lane     | 50                   | 0             | 29                   | 0                |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-CD   | 0.30    | 11.51         | 0.4             | B       | 111                     | 166                           |
| B-AD   | 0.50    | 21.17         | 1.0             | C       | 139                     | 208                           |
| ABCD   | 0.01    | 4.05          | 0.0             | A       | 5                       | 7                             |
| AB     |         |               |                 |         | 239                     | 359                           |
| AC     |         |               |                 |         | 338                     | 507                           |
| D-ABC  | 0.05    | 13.43         | 0.1             | B       | 12                      | 18                            |
| C-ABD  | 0.31    | 8.65          | 0.6             | A       | 145                     | 217                           |
| C-D    |         |               |                 |         | 4                       | 6                             |
| C-A    |         |               |                 |         | 101                     | 151                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 91                    | 23                      | 533               | 0.170 | 90                  | 0.0               | 0.2             | 8.115     | A                             |
| B-AD   | 114                   | 28                      | 402               | 0.284 | 112                 | 0.0               | 0.4             | 12.383    | B                             |
| ABCD   | 3                     | 0.81                    | 893               | 0.004 | 3                   | 0.0               | 0.0             | 4.045     | A                             |
| AB     | 197                   | 49                      |                   |       | 197                 |                   |                 |           |                               |
| AC     | 278                   | 69                      |                   |       | 278                 |                   |                 |           |                               |
| D-ABC  | 10                    | 2                       | 319               | 0.031 | 10                  | 0.0               | 0.0             | 11.645    | B                             |
| C-ABD  | 111                   | 28                      | 612               | 0.181 | 110                 | 0.0               | 0.3             | 7.157     | A                             |
| C-D    | 4                     | 0.92                    |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 90                    | 22                      |                   |       | 90                  |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 108                   | 27                      | 501               | 0.217 | 108                 | 0.2               | 0.3             | 9.165     | A                             |
| B-AD   | 136                   | 34                      | 375               | 0.363 | 135                 | 0.4               | 0.6             | 15.001    | C                             |
| ABCD   | 5                     | 1                       | 947               | 0.005 | 4                   | 0.0               | 0.0             | 3.814     | A                             |
| AB     | 234                   | 59                      |                   |       | 234                 |                   |                 |           |                               |
| AC     | 331                   | 83                      |                   |       | 331                 |                   |                 |           |                               |
| D-ABC  | 12                    | 3                       | 304               | 0.039 | 12                  | 0.0               | 0.0             | 12.332    | B                             |
| C-ABD  | 139                   | 35                      | 607               | 0.230 | 139                 | 0.3               | 0.4             | 7.694     | A                             |
| C-D    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 101                   | 25                      |                   |       | 101                 |                   |                 |           |                               |

**17:15 - 17:30**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 133                   | 33                      | 447               | 0.297 | 132                 | 0.3               | 0.4             | 11.420    | B                             |
| B-AD   | 167                   | 42                      | 336               | 0.495 | 165                 | 0.6               | 0.9             | 20.803    | C                             |
| A-BCD  | 7                     | 2                       | 1024              | 0.007 | 7                   | 0.0               | 0.0             | 3.534     | A                             |
| AB     | 287                   | 72                      |                   |       | 287                 |                   |                 |           |                               |
| AC     | 405                   | 101                     |                   |       | 405                 |                   |                 |           |                               |
| D-ABC  | 14                    | 4                       | 283               | 0.051 | 14                  | 0.0               | 0.1             | 13.414    | B                             |
| C-ABD  | 184                   | 46                      | 601               | 0.306 | 183                 | 0.4               | 0.6             | 8.620     | A                             |
| C-D    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| C-A    | 111                   | 28                      |                   |       | 111                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 133                   | 33                      | 446               | 0.298 | 133                 | 0.4               | 0.4             | 11.514    | B                             |
| B-AD   | 167                   | 42                      | 336               | 0.495 | 166                 | 0.9               | 1.0             | 21.169    | C                             |
| A-BCD  | 7                     | 2                       | 1024              | 0.007 | 7                   | 0.0               | 0.0             | 3.541     | A                             |
| AB     | 287                   | 72                      |                   |       | 287                 |                   |                 |           |                               |
| AC     | 405                   | 101                     |                   |       | 405                 |                   |                 |           |                               |
| D-ABC  | 14                    | 4                       | 282               | 0.051 | 14                  | 0.1               | 0.1             | 13.435    | B                             |
| C-ABD  | 184                   | 46                      | 601               | 0.306 | 184                 | 0.6               | 0.6             | 8.650     | A                             |
| C-D    | 5                     | 1                       |                   |       | 5                   |                   |                 |           |                               |
| C-A    | 111                   | 28                      |                   |       | 111                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 108                   | 27                      | 499               | 0.217 | 109                 | 0.4               | 0.3             | 9.243     | A                             |
| B-AD   | 136                   | 34                      | 374               | 0.363 | 138                 | 1.0               | 0.6             | 15.292    | C                             |
| A-BCD  | 5                     | 1                       | 947               | 0.005 | 5                   | 0.0               | 0.0             | 3.826     | A                             |
| AB     | 234                   | 59                      |                   |       | 234                 |                   |                 |           |                               |
| AC     | 331                   | 83                      |                   |       | 331                 |                   |                 |           |                               |
| D-ABC  | 12                    | 3                       | 303               | 0.039 | 12                  | 0.1               | 0.0             | 12.358    | B                             |
| C-ABD  | 140                   | 35                      | 607               | 0.230 | 140                 | 0.6               | 0.4             | 7.731     | A                             |
| C-D    | 4                     | 1                       |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 101                   | 25                      |                   |       | 101                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-CD   | 91                    | 23                      | 531               | 0.171 | 91                  | 0.3               | 0.2             | 8.180     | A                             |
| B-AD   | 114                   | 28                      | 401               | 0.284 | 115                 | 0.6               | 0.4             | 12.593    | B                             |
| A-BCD  | 3                     | 0.81                    | 893               | 0.004 | 3                   | 0.0               | 0.0             | 4.053     | A                             |
| AB     | 197                   | 49                      |                   |       | 197                 |                   |                 |           |                               |
| AC     | 278                   | 69                      |                   |       | 278                 |                   |                 |           |                               |
| D-ABC  | 10                    | 2                       | 318               | 0.031 | 10                  | 0.0               | 0.0             | 11.680    | B                             |
| C-ABD  | 111                   | 28                      | 613               | 0.182 | 112                 | 0.4               | 0.3             | 7.201     | A                             |
| C-D    | 4                     | 0.92                    |                   |       | 4                   |                   |                 |           |                               |
| C-A    | 90                    | 22                      |                   |       | 90                  |                   |                 |           |                               |

| Junctions 9                                                                                                                                                      |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| ARCADY 9 - Roundabout Module                                                                                                                                     |  |  |  |
| Version: 9.5.0.6896<br>© Copyright TRL Limited, 2018                                                                                                             |  |  |  |
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Filename: North End Road Mini - Mitigation.j9

Path: T:\Projects\13000 Series\13091\ITB Ford Airfield\Tech\Junction Assessments\Arcady\North End Road Mini Roundabout

Report generation date: 30/04/2019 17:00:28

- »2018, AM
- »2018, PM
- »2021 Base, AM
- »2021 Base, PM
- »2021 with Development , AM
- »2021 with Development, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 with Development, AM
- »2031 with Development, PM

#### Summary of junction performance

|                       | AM          |           |      |     | PM          |           |      |     |
|-----------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                       | Queue (Veh) | Delay (s) | RFC  | LOS | Queue (Veh) | Delay (s) | RFC  | LOS |
| 2018                  |             |           |      |     |             |           |      |     |
| 1 - North End Road    | 0.1         | 2.88      | 0.10 | A   | 0.5         | 3.73      | 0.31 | A   |
| 2 - B2233 East        | 2.1         | 8.22      | 0.68 | A   | 0.5         | 3.88      | 0.32 | A   |
| 3 - B2233 West        | 0.5         | 5.20      | 0.33 | A   | 0.5         | 4.44      | 0.34 | A   |
| 2021 Base             |             |           |      |     |             |           |      |     |
| 1 - North End Road    | 0.2         | 2.99      | 0.14 | A   | 0.5         | 3.96      | 0.35 | A   |
| 2 - B2233 East        | 2.5         | 9.59      | 0.72 | A   | 0.6         | 4.26      | 0.37 | A   |
| 3 - B2233 West        | 0.8         | 6.12      | 0.43 | A   | 0.6         | 4.85      | 0.39 | A   |
| 2021 with Development |             |           |      |     |             |           |      |     |
| 1 - North End Road    | 0.3         | 3.20      | 0.21 | A   | 0.7         | 4.48      | 0.41 | A   |
| 2 - B2233 East        | 4.0         | 13.94     | 0.81 | B   | 0.8         | 4.81      | 0.43 | A   |
| 3 - B2233 West        | 0.9         | 6.82      | 0.48 | A   | 0.9         | 5.90      | 0.48 | A   |
| 2031 Base             |             |           |      |     |             |           |      |     |
| 1 - North End Road    | 0.2         | 3.01      | 0.15 | A   | 0.6         | 3.99      | 0.36 | A   |
| 2 - B2233 East        | 2.7         | 10.03     | 0.73 | B   | 0.6         | 4.29      | 0.37 | A   |
| 3 - B2233 West        | 0.8         | 6.22      | 0.44 | A   | 0.6         | 4.89      | 0.39 | A   |
| 2031 with Development |             |           |      |     |             |           |      |     |
| 1 - North End Road    | 0.3         | 3.22      | 0.21 | A   | 0.7         | 4.52      | 0.42 | A   |
| 2 - B2233 East        | 4.3         | 14.88     | 0.82 | B   | 0.8         | 4.85      | 0.44 | A   |
| 3 - B2233 West        | 0.9         | 6.94      | 0.49 | A   | 1.0         | 5.97      | 0.49 | A   |

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

## File summary

### File Description

|                    |                     |
|--------------------|---------------------|
| <b>Title</b>       | (untitled)          |
| <b>Location</b>    |                     |
| <b>Site number</b> |                     |
| <b>Date</b>        | 03/08/2018          |
| <b>Version</b>     |                     |
| <b>Status</b>      | (new file)          |
| <b>Identifier</b>  |                     |
| <b>Client</b>      |                     |
| <b>Jobnumber</b>   |                     |
| <b>Enumerator</b>  | I-TRANSPORT\Hotdesk |
| <b>Description</b> |                     |

## Units

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

## Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75               |                             |                                   |                             | 0.85          | 36.00                       | 20.00                 |

## Demand Set Summary

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D1  | 2018                  | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D2  | 2018                  | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D5  | 2024 Base             | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D6  | 2024 Base             | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D7  | 2021 Base             | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D8  | 2021 Base             | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D9  | 2024 Base ST          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D10 | 2024 Base ST          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D11 | Development           | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D12 | Development           | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D15 | 2024 + Development    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   | Simple            | D5 + D11     |
| D16 | 2024 + Development    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   | Simple            | D6 + D12     |
| D17 | 2021 with Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D7 + D11     |
| D18 | 2021 with Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D8 + D12     |
| D19 | 2024 + Development ST | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   | Simple            | D9 + D11     |
| D20 | 2024 + Development ST | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   | Simple            | D10 + D12    |
| D21 | 2031 Base             | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D22 | 2031 Base             | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D23 | 2031 with Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D21 + D11    |
| D24 | 2031 with Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D22 + D12    |

## Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓                 | 100.000                         | 100.000                             |

# 2018, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 6.93               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name           | Description |
|-----|----------------|-------------|
| 1   | North End Road |             |
| 2   | B2233 East     |             |
| 3   | B2233 West     |             |

### Roundabout Geometry

| Arm                | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only |
|--------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| 1 - North End Road | 4.46                             | 5.59                | 15.8                            | 41.0                 | 20.0                              | 20.0                               |           |
| 2 - B2233 East     | 3.38                             | 4.60                | 11.9                            | 15.0                 | 20.0                              | 0.0                                |           |
| 3 - B2233 West     | 3.27                             | 4.80                | 6.4                             | 27.0                 | 20.0                              | 13.0                               |           |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm                | Final slope | Final intercept (PCU/hr) |
|--------------------|-------------|--------------------------|
| 1 - North End Road | 0.689       | 1727                     |
| 2 - B2233 East     | 0.633       | 1417                     |
| 3 - B2233 West     | 0.613       | 1343                     |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2018          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

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

## Demand overview (Traffic)

| Arm                | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - North End Road |            | ONE HOUR     | ✓            | 123                     | 100.000            |
| 2 - B2233 East     |            | ONE HOUR     | ✓            | 841                     | 100.000            |
| 3 - B2233 West     |            | ONE HOUR     | ✓            | 315                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 89             | 34             |
|      | 2 - B2233 East     | 380                | 0              | 461            |
|      | 3 - B2233 West     | 40                 | 275            | 0              |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 7              | 15             |
|      | 2 - B2233 East     | 3                  | 0              | 1              |
|      | 3 - B2233 West     | 3                  | 4              | 0              |

## Results

### Results Summary for whole modelled period

| Arm                | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - North End Road | 0.10    | 2.88          | 0.1             | A       | 113                     | 169                           |
| 2 - B2233 East     | 0.68    | 8.22          | 2.1             | A       | 772                     | 1158                          |
| 3 - B2233 West     | 0.33    | 5.20          | 0.5             | A       | 289                     | 434                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 93                    | 23                      | 206                       | 1447              | 0.064 | 92                  | 315                             | 0.0               | 0.1             | 2.658     | A                             |
| 2 - B2233 East     | 633                   | 158                     | 26                        | 1372              | 0.461 | 630                 | 273                             | 0.0               | 0.8             | 4.827     | A                             |
| 3 - B2233 West     | 237                   | 59                      | 285                       | 1120              | 0.212 | 236                 | 371                             | 0.0               | 0.3             | 4.066     | A                             |

#### 08:00 - 08:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 111                   | 28                      | 247                       | 1420              | 0.078 | 111                 | 377                             | 0.1               | 0.1             | 2.749     | A                             |
| 2 - B2233 East     | 756                   | 189                     | 31                        | 1369              | 0.552 | 755                 | 327                             | 0.8               | 1.2             | 5.849     | A                             |
| 3 - B2233 West     | 283                   | 71                      | 341                       | 1086              | 0.261 | 283                 | 444                             | 0.3               | 0.4             | 4.480     | A                             |

**08:15 - 08:30**

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 135                   | 34                      | 302                       | 1383              | 0.098 | 135                 | 461                             | 0.1               | 0.1             | 2.884     | A                             |
| 2 - B2233 East     | 926                   | 231                     | 37                        | 1364              | 0.679 | 923                 | 400                             | 1.2               | 2.1             | 8.099     | A                             |
| 3 - B2233 West     | 347                   | 87                      | 417                       | 1040              | 0.334 | 346                 | 543                             | 0.4               | 0.5             | 5.186     | A                             |

**08:30 - 08:45**

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 135                   | 34                      | 303                       | 1383              | 0.098 | 135                 | 462                             | 0.1               | 0.1             | 2.884     | A                             |
| 2 - B2233 East     | 926                   | 231                     | 37                        | 1364              | 0.679 | 926                 | 401                             | 2.1               | 2.1             | 8.218     | A                             |
| 3 - B2233 West     | 347                   | 87                      | 418                       | 1039              | 0.334 | 347                 | 545                             | 0.5               | 0.5             | 5.201     | A                             |

**08:45 - 09:00**

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 111                   | 28                      | 248                       | 1419              | 0.078 | 111                 | 379                             | 0.1               | 0.1             | 2.752     | A                             |
| 2 - B2233 East     | 756                   | 189                     | 31                        | 1369              | 0.552 | 759                 | 328                             | 2.1               | 1.3             | 5.941     | A                             |
| 3 - B2233 West     | 283                   | 71                      | 343                       | 1085              | 0.261 | 284                 | 447                             | 0.5               | 0.4             | 4.498     | A                             |

**09:00 - 09:15**

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 93                    | 23                      | 207                       | 1446              | 0.064 | 93                  | 317                             | 0.1               | 0.1             | 2.660     | A                             |
| 2 - B2233 East     | 633                   | 158                     | 26                        | 1372              | 0.461 | 635                 | 274                             | 1.3               | 0.9             | 4.893     | A                             |
| 3 - B2233 West     | 237                   | 59                      | 287                       | 1119              | 0.212 | 237                 | 374                             | 0.4               | 0.3             | 4.087     | A                             |

# 2018, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 4.01               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2018          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - North End Road |            | ONE HOUR     | ✓            | 397                     | 100.000            |
| 2 - B2233 East     |            | ONE HOUR     | ✓            | 388                     | 100.000            |
| 3 - B2233 West     |            | ONE HOUR     | ✓            | 373                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 359            | 38             |
|      | 2 - B2233 East     | 124                | 0              | 264            |
|      | 3 - B2233 West     | 25                 | 348            | 0              |
|      |                    |                    |                |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 4              | 3              |
|      | 2 - B2233 East     | 4                  | 0              | 2              |
|      | 3 - B2233 West     | 0                  | 3              | 0              |
|      |                    |                    |                |                |

## Results

### Results Summary for whole modelled period

| Arm                | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - North End Road | 0.31    | 3.73          | 0.5             | A       | 364                     | 546                           |
| 2 - B2233 East     | 0.32    | 3.88          | 0.5             | A       | 356                     | 534                           |
| 3 - B2233 West     | 0.34    | 4.44          | 0.5             | A       | 342                     | 513                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 299                   | 75                      | 261                       | 1484              | 0.201 | 298                 | 112                             | 0.0               | 0.3             | 3.031     | A                             |
| 2 - B2233 East     | 292                   | 73                      | 29                        | 1362              | 0.214 | 291                 | 530                             | 0.0               | 0.3             | 3.357     | A                             |
| 3 - B2233 West     | 281                   | 70                      | 93                        | 1249              | 0.225 | 280                 | 227                             | 0.0               | 0.3             | 3.708     | A                             |

#### 17:00 - 17:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 357                   | 89                      | 313                       | 1449              | 0.246 | 357                 | 134                             | 0.3               | 0.3             | 3.295     | A                             |
| 2 - B2233 East     | 349                   | 87                      | 34                        | 1359              | 0.257 | 349                 | 635                             | 0.3               | 0.3             | 3.563     | A                             |
| 3 - B2233 West     | 335                   | 84                      | 111                       | 1238              | 0.271 | 335                 | 271                             | 0.3               | 0.4             | 3.987     | A                             |

#### 17:15 - 17:30

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 437                   | 109                     | 383                       | 1401              | 0.312 | 437                 | 164                             | 0.3               | 0.5             | 3.730     | A                             |
| 2 - B2233 East     | 427                   | 107                     | 42                        | 1354              | 0.316 | 427                 | 777                             | 0.3               | 0.5             | 3.881     | A                             |
| 3 - B2233 West     | 411                   | 103                     | 136                       | 1222              | 0.336 | 410                 | 332                             | 0.4               | 0.5             | 4.430     | A                             |

#### 17:30 - 17:45

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 437                   | 109                     | 383                       | 1401              | 0.312 | 437                 | 164                             | 0.5               | 0.5             | 3.734     | A                             |
| 2 - B2233 East     | 427                   | 107                     | 42                        | 1354              | 0.316 | 427                 | 778                             | 0.5               | 0.5             | 3.884     | A                             |
| 3 - B2233 West     | 411                   | 103                     | 137                       | 1222              | 0.336 | 411                 | 333                             | 0.5               | 0.5             | 4.436     | A                             |

#### 17:45 - 18:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 357                   | 89                      | 313                       | 1449              | 0.246 | 357                 | 134                             | 0.5               | 0.3             | 3.302     | A                             |
| 2 - B2233 East     | 349                   | 87                      | 34                        | 1359              | 0.257 | 349                 | 637                             | 0.5               | 0.3             | 3.569     | A                             |
| 3 - B2233 West     | 335                   | 84                      | 112                       | 1237              | 0.271 | 336                 | 272                             | 0.5               | 0.4             | 3.994     | A                             |

**18:00 - 18:15**

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 299                   | 75                      | 262                       | 1483              | 0.201 | 299                 | 112                             | 0.3               | 0.3             | 3.042     | A                             |
| 2 - B2233 East     | 292                   | 73                      | 29                        | 1362              | 0.214 | 292                 | 533                             | 0.3               | 0.3             | 3.365     | A                             |
| 3 - B2233 West     | 281                   | 70                      | 93                        | 1249              | 0.225 | 281                 | 228                             | 0.4               | 0.3             | 3.720     | A                             |

# 2021 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 7.78               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D7 | 2021 Base     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - North End Road |            | ONE HOUR     | ✓            | 184                     | 100.000            |
| 2 - B2233 East     |            | ONE HOUR     | ✓            | 881                     | 100.000            |
| 3 - B2233 West     |            | ONE HOUR     | ✓            | 405                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 122            | 62             |
|      | 2 - B2233 East     | 397                | 0              | 484            |
|      | 3 - B2233 West     | 103                | 302            | 0              |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 5              | 8              |
|      | 2 - B2233 East     | 3                  | 0              | 1              |
|      | 3 - B2233 West     | 1                  | 4              | 0              |

## Results

### Results Summary for whole modelled period

| Arm                | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - North End Road | 0.14    | 2.99          | 0.2             | A       | 169                     | 253                           |
| 2 - B2233 East     | 0.72    | 9.59          | 2.5             | A       | 808                     | 1213                          |
| 3 - B2233 West     | 0.43    | 6.12          | 0.8             | A       | 372                     | 557                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 139                   | 35                      | 226                       | 1477              | 0.094 | 138                 | 374                             | 0.0               | 0.1             | 2.689     | A                             |
| 2 - B2233 East     | 663                   | 166                     | 47                        | 1359              | 0.488 | 659                 | 318                             | 0.0               | 0.9             | 5.118     | A                             |
| 3 - B2233 West     | 305                   | 76                      | 297                       | 1119              | 0.272 | 303                 | 409                             | 0.0               | 0.4             | 4.404     | A                             |

#### 08:00 - 08:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 165                   | 41                      | 271                       | 1446              | 0.114 | 165                 | 449                             | 0.1               | 0.1             | 2.810     | A                             |
| 2 - B2233 East     | 792                   | 198                     | 56                        | 1353              | 0.585 | 790                 | 381                             | 0.9               | 1.4             | 6.376     | A                             |
| 3 - B2233 West     | 364                   | 91                      | 356                       | 1083              | 0.336 | 364                 | 490                             | 0.4               | 0.5             | 4.998     | A                             |

#### 08:15 - 08:30

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 203                   | 51                      | 332                       | 1405              | 0.144 | 202                 | 548                             | 0.1               | 0.2             | 2.992     | A                             |
| 2 - B2233 East     | 970                   | 243                     | 68                        | 1345              | 0.721 | 966                 | 466                             | 1.4               | 2.5             | 9.386     | A                             |
| 3 - B2233 West     | 446                   | 111                     | 435                       | 1035              | 0.431 | 445                 | 599                             | 0.5               | 0.7             | 6.091     | A                             |

#### 08:30 - 08:45

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 203                   | 51                      | 332                       | 1405              | 0.144 | 203                 | 550                             | 0.2               | 0.2             | 2.993     | A                             |
| 2 - B2233 East     | 970                   | 243                     | 68                        | 1345              | 0.721 | 970                 | 467                             | 2.5               | 2.5             | 9.593     | A                             |
| 3 - B2233 West     | 446                   | 111                     | 437                       | 1034              | 0.431 | 446                 | 601                             | 0.7               | 0.8             | 6.122     | A                             |

#### 08:45 - 09:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 165                   | 41                      | 272                       | 1445              | 0.114 | 166                 | 452                             | 0.2               | 0.1             | 2.812     | A                             |
| 2 - B2233 East     | 792                   | 198                     | 56                        | 1353              | 0.585 | 796                 | 382                             | 2.5               | 1.4             | 6.518     | A                             |
| 3 - B2233 West     | 364                   | 91                      | 359                       | 1082              | 0.337 | 365                 | 493                             | 0.8               | 0.5             | 5.032     | A                             |

## 09:00 - 09:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 139                   | 35                      | 228                       | 1476              | 0.094 | 139                 | 377                             | 0.1               | 0.1             | 2.694     | A                             |
| 2 - B2233 East     | 663                   | 166                     | 47                        | 1359              | 0.488 | 665                 | 320                             | 1.4               | 1.0             | 5.201     | A                             |
| 3 - B2233 West     | 305                   | 76                      | 300                       | 1118              | 0.273 | 305                 | 412                             | 0.5               | 0.4             | 4.435     | A                             |

# 2021 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 4.35               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D8 | 2021 Base     | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - North End Road |            | ONE HOUR     | ✓            | 451                     | 100.000            |
| 2 - B2233 East     |            | ONE HOUR     | ✓            | 443                     | 100.000            |
| 3 - B2233 West     |            | ONE HOUR     | ✓            | 429                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 377            | 74             |
|      | 2 - B2233 East     | 155                | 0              | 288            |
|      | 3 - B2233 West     | 61                 | 368            | 0              |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 3              | 1              |
|      | 2 - B2233 East     | 3                  | 0              | 2              |
|      | 3 - B2233 West     | 0                  | 2              | 0              |

## Results

### Results Summary for whole modelled period

| Arm                | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - North End Road | 0.35    | 3.96          | 0.5             | A       | 414                     | 621                           |
| 2 - B2233 East     | 0.37    | 4.26          | 0.6             | A       | 407                     | 610                           |
| 3 - B2233 West     | 0.39    | 4.85          | 0.6             | A       | 394                     | 590                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 340                   | 85                      | 276                       | 1494              | 0.227 | 338                 | 162                             | 0.0               | 0.3             | 3.113     | A                             |
| 2 - B2233 East     | 334                   | 83                      | 56                        | 1350              | 0.247 | 332                 | 559                             | 0.0               | 0.3             | 3.533     | A                             |
| 3 - B2233 West     | 323                   | 81                      | 116                       | 1248              | 0.259 | 322                 | 271                             | 0.0               | 0.3             | 3.878     | A                             |

#### 17:00 - 17:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 405                   | 101                     | 330                       | 1456              | 0.278 | 405                 | 194                             | 0.3               | 0.4             | 3.424     | A                             |
| 2 - B2233 East     | 398                   | 100                     | 66                        | 1343              | 0.297 | 398                 | 669                             | 0.3               | 0.4             | 3.807     | A                             |
| 3 - B2233 West     | 386                   | 96                      | 139                       | 1234              | 0.312 | 385                 | 325                             | 0.3               | 0.5             | 4.238     | A                             |

#### 17:15 - 17:30

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 497                   | 124                     | 405                       | 1406              | 0.353 | 496                 | 238                             | 0.4               | 0.5             | 3.955     | A                             |
| 2 - B2233 East     | 488                   | 122                     | 81                        | 1333              | 0.366 | 487                 | 819                             | 0.4               | 0.6             | 4.251     | A                             |
| 3 - B2233 West     | 472                   | 118                     | 170                       | 1215              | 0.389 | 472                 | 398                             | 0.5               | 0.6             | 4.840     | A                             |

#### 17:30 - 17:45

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 497                   | 124                     | 405                       | 1405              | 0.353 | 497                 | 238                             | 0.5               | 0.5             | 3.961     | A                             |
| 2 - B2233 East     | 488                   | 122                     | 81                        | 1333              | 0.366 | 488                 | 820                             | 0.6               | 0.6             | 4.256     | A                             |
| 3 - B2233 West     | 472                   | 118                     | 171                       | 1215              | 0.389 | 472                 | 399                             | 0.6               | 0.6             | 4.849     | A                             |

#### 17:45 - 18:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 405                   | 101                     | 331                       | 1456              | 0.279 | 406                 | 194                             | 0.5               | 0.4             | 3.433     | A                             |
| 2 - B2233 East     | 398                   | 100                     | 67                        | 1343              | 0.297 | 399                 | 671                             | 0.6               | 0.4             | 3.818     | A                             |
| 3 - B2233 West     | 386                   | 96                      | 140                       | 1234              | 0.313 | 386                 | 326                             | 0.6               | 0.5             | 4.252     | A                             |

**18:00 - 18:15**

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 340                   | 85                      | 277                       | 1493              | 0.227 | 340                 | 163                             | 0.4               | 0.3             | 3.123     | A                             |
| 2 - B2233 East     | 334                   | 83                      | 56                        | 1349              | 0.247 | 334                 | 562                             | 0.4               | 0.3             | 3.545     | A                             |
| 3 - B2233 West     | 323                   | 81                      | 117                       | 1248              | 0.259 | 323                 | 273                             | 0.5               | 0.4             | 3.894     | A                             |

# 2021 with Development , AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 10.33              | B            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D17 | 2021 with Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D7 + D11     |

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

### Demand overview (Traffic)

| Arm                | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - North End Road |            | ONE HOUR     | ✓            | 264                     | 100.000            |
| 2 - B2233 East     |            | ONE HOUR     | ✓            | 972                     | 100.000            |
| 3 - B2233 West     |            | ONE HOUR     | ✓            | 445                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 172            | 92             |
|      | 2 - B2233 East     | 426                | 0              | 546            |
|      | 3 - B2233 West     | 124                | 321            | 0              |
|      |                    |                    |                |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 4              | 5              |
|      | 2 - B2233 East     | 3                  | 0              | 1              |
|      | 3 - B2233 West     | 1                  | 4              | 0              |
|      |                    |                    |                |                |

## Results

### Results Summary for whole modelled period

| Arm                | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - North End Road | 0.21    | 3.20          | 0.3             | A       | 242                     | 363                           |
| 2 - B2233 East     | 0.81    | 13.94         | 4.0             | B       | 892                     | 1338                          |
| 3 - B2233 West     | 0.48    | 6.82          | 0.9             | A       | 408                     | 613                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 199                   | 50                      | 240                       | 1493              | 0.133 | 198                 | 412                             | 0.0               | 0.2             | 2.778     | A                             |
| 2 - B2233 East     | 732                   | 183                     | 69                        | 1348              | 0.543 | 727                 | 370                             | 0.0               | 1.2             | 5.761     | A                             |
| 3 - B2233 West     | 335                   | 84                      | 319                       | 1110              | 0.302 | 333                 | 477                             | 0.0               | 0.4             | 4.626     | A                             |

#### 08:00 - 08:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 237                   | 59                      | 288                       | 1460              | 0.163 | 237                 | 493                             | 0.2               | 0.2             | 2.943     | A                             |
| 2 - B2233 East     | 874                   | 218                     | 83                        | 1339              | 0.653 | 871                 | 443                             | 1.2               | 1.8             | 7.657     | A                             |
| 3 - B2233 West     | 400                   | 100                     | 382                       | 1071              | 0.373 | 399                 | 572                             | 0.4               | 0.6             | 5.355     | A                             |

#### 08:15 - 08:30

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 291                   | 73                      | 353                       | 1416              | 0.205 | 290                 | 602                             | 0.2               | 0.3             | 3.197     | A                             |
| 2 - B2233 East     | 1070                  | 268                     | 101                       | 1326              | 0.807 | 1062                | 542                             | 1.8               | 3.9             | 13.212    | B                             |
| 3 - B2233 West     | 490                   | 122                     | 465                       | 1020              | 0.480 | 489                 | 698                             | 0.6               | 0.9             | 6.760     | A                             |

#### 08:30 - 08:45

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 291                   | 73                      | 353                       | 1416              | 0.205 | 291                 | 605                             | 0.3               | 0.3             | 3.199     | A                             |
| 2 - B2233 East     | 1070                  | 268                     | 101                       | 1326              | 0.807 | 1070                | 543                             | 3.9               | 4.0             | 13.945    | B                             |
| 3 - B2233 West     | 490                   | 122                     | 469                       | 1018              | 0.481 | 490                 | 702                             | 0.9               | 0.9             | 6.819     | A                             |

#### 08:45 - 09:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 237                   | 59                      | 289                       | 1459              | 0.163 | 238                 | 498                             | 0.3               | 0.2             | 2.946     | A                             |
| 2 - B2233 East     | 874                   | 218                     | 83                        | 1339              | 0.653 | 882                 | 444                             | 4.0               | 1.9             | 8.028     | A                             |
| 3 - B2233 West     | 400                   | 100                     | 387                       | 1068              | 0.375 | 401                 | 578                             | 0.9               | 0.6             | 5.408     | A                             |

## 09:00 - 09:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 199                   | 50                      | 242                       | 1492              | 0.133 | 199                 | 416                             | 0.2               | 0.2             | 2.786     | A                             |
| 2 - B2233 East     | 732                   | 183                     | 69                        | 1347              | 0.543 | 735                 | 372                             | 1.9               | 1.2             | 5.904     | A                             |
| 3 - B2233 West     | 335                   | 84                      | 322                       | 1108              | 0.302 | 336                 | 482                             | 0.6               | 0.4             | 4.666     | A                             |

# 2021 with Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 5.07               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D18 | 2021 with Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D8 + D12     |

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

### Demand overview (Traffic)

| Arm                | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - North End Road |            | ONE HOUR     | ✓            | 508                     | 100.000            |
| 2 - B2233 East     |            | ONE HOUR     | ✓            | 521                     | 100.000            |
| 3 - B2233 West     |            | ONE HOUR     | ✓            | 521                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 411            | 97             |
|      | 2 - B2233 East     | 207                | 0              | 314            |
|      | 3 - B2233 West     | 90                 | 431            | 0              |
|      |                    |                    |                |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 3              | 1              |
|      | 2 - B2233 East     | 2                  | 0              | 2              |
|      | 3 - B2233 West     | 0                  | 2              | 0              |
|      |                    |                    |                |                |

## Results

### Results Summary for whole modelled period

| Arm                | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - North End Road | 0.41    | 4.48          | 0.7             | A       | 466                     | 699                           |
| 2 - B2233 East     | 0.43    | 4.81          | 0.8             | A       | 478                     | 717                           |
| 3 - B2233 West     | 0.48    | 5.90          | 0.9             | A       | 478                     | 717                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 382                   | 96                      | 323                       | 1466              | 0.261 | 381                 | 223                             | 0.0               | 0.4             | 3.312     | A                             |
| 2 - B2233 East     | 392                   | 98                      | 73                        | 1344              | 0.292 | 391                 | 631                             | 0.0               | 0.4             | 3.771     | A                             |
| 3 - B2233 West     | 392                   | 98                      | 155                       | 1229              | 0.319 | 390                 | 308                             | 0.0               | 0.5             | 4.285     | A                             |

#### 17:00 - 17:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 457                   | 114                     | 387                       | 1423              | 0.321 | 456                 | 267                             | 0.4               | 0.5             | 3.723     | A                             |
| 2 - B2233 East     | 468                   | 117                     | 87                        | 1335              | 0.351 | 468                 | 756                             | 0.4               | 0.5             | 4.150     | A                             |
| 3 - B2233 West     | 468                   | 117                     | 186                       | 1210              | 0.387 | 468                 | 369                             | 0.5               | 0.6             | 4.848     | A                             |

#### 17:15 - 17:30

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 559                   | 140                     | 474                       | 1363              | 0.410 | 558                 | 326                             | 0.5               | 0.7             | 4.468     | A                             |
| 2 - B2233 East     | 574                   | 143                     | 107                       | 1322              | 0.434 | 573                 | 925                             | 0.5               | 0.8             | 4.796     | A                             |
| 3 - B2233 West     | 574                   | 143                     | 228                       | 1184              | 0.485 | 572                 | 452                             | 0.6               | 0.9             | 5.875     | A                             |

#### 17:30 - 17:45

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 559                   | 140                     | 475                       | 1363              | 0.410 | 559                 | 327                             | 0.7               | 0.7             | 4.481     | A                             |
| 2 - B2233 East     | 574                   | 143                     | 107                       | 1322              | 0.434 | 574                 | 927                             | 0.8               | 0.8             | 4.808     | A                             |
| 3 - B2233 West     | 574                   | 143                     | 228                       | 1184              | 0.485 | 574                 | 453                             | 0.9               | 0.9             | 5.900     | A                             |

#### 17:45 - 18:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 457                   | 114                     | 388                       | 1422              | 0.321 | 458                 | 268                             | 0.7               | 0.5             | 3.736     | A                             |
| 2 - B2233 East     | 468                   | 117                     | 87                        | 1334              | 0.351 | 469                 | 759                             | 0.8               | 0.5             | 4.166     | A                             |
| 3 - B2233 West     | 468                   | 117                     | 186                       | 1209              | 0.387 | 470                 | 370                             | 0.9               | 0.6             | 4.873     | A                             |

**18:00 - 18:15**

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 382                   | 96                      | 325                       | 1465              | 0.261 | 383                 | 224                             | 0.5               | 0.4             | 3.330     | A                             |
| 2 - B2233 East     | 392                   | 98                      | 73                        | 1343              | 0.292 | 393                 | 635                             | 0.5               | 0.4             | 3.788     | A                             |
| 3 - B2233 West     | 392                   | 98                      | 156                       | 1228              | 0.319 | 393                 | 310                             | 0.6               | 0.5             | 4.315     | A                             |

# 2031 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 8.07               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D21 | 2031 Base     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - North End Road |            | ONE HOUR     | ✓            | 187                     | 100.000            |
| 2 - B2233 East     |            | ONE HOUR     | ✓            | 897                     | 100.000            |
| 3 - B2233 West     |            | ONE HOUR     | ✓            | 411                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 124            | 63             |
|      | 2 - B2233 East     | 404                | 0              | 493            |
|      | 3 - B2233 West     | 104                | 307            | 0              |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 5              | 8              |
|      | 2 - B2233 East     | 3                  | 0              | 1              |
|      | 3 - B2233 West     | 1                  | 4              | 0              |

## Results

### Results Summary for whole modelled period

| Arm                | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - North End Road | 0.15    | 3.01          | 0.2             | A       | 172                     | 257                           |
| 2 - B2233 East     | 0.73    | 10.03         | 2.7             | B       | 823                     | 1235                          |
| 3 - B2233 West     | 0.44    | 6.22          | 0.8             | A       | 377                     | 566                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 141                   | 35                      | 230                       | 1474              | 0.095 | 140                 | 380                             | 0.0               | 0.1             | 2.698     | A                             |
| 2 - B2233 East     | 675                   | 169                     | 47                        | 1361              | 0.496 | 671                 | 323                             | 0.0               | 1.0             | 5.194     | A                             |
| 3 - B2233 West     | 309                   | 77                      | 302                       | 1119              | 0.277 | 308                 | 416                             | 0.0               | 0.4             | 4.432     | A                             |

#### 08:00 - 08:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 168                   | 42                      | 276                       | 1444              | 0.116 | 168                 | 456                             | 0.1               | 0.1             | 2.821     | A                             |
| 2 - B2233 East     | 806                   | 202                     | 57                        | 1354              | 0.595 | 804                 | 387                             | 1.0               | 1.4             | 6.524     | A                             |
| 3 - B2233 West     | 369                   | 92                      | 362                       | 1082              | 0.341 | 369                 | 499                             | 0.4               | 0.5             | 5.046     | A                             |

#### 08:15 - 08:30

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 206                   | 51                      | 337                       | 1402              | 0.147 | 206                 | 557                             | 0.1               | 0.2             | 3.008     | A                             |
| 2 - B2233 East     | 988                   | 247                     | 69                        | 1346              | 0.734 | 983                 | 474                             | 1.4               | 2.7             | 9.785     | A                             |
| 3 - B2233 West     | 453                   | 113                     | 443                       | 1033              | 0.438 | 451                 | 609                             | 0.5               | 0.8             | 6.180     | A                             |

#### 08:30 - 08:45

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 206                   | 51                      | 338                       | 1402              | 0.147 | 206                 | 559                             | 0.2               | 0.2             | 3.010     | A                             |
| 2 - B2233 East     | 988                   | 247                     | 69                        | 1346              | 0.734 | 987                 | 475                             | 2.7               | 2.7             | 10.027    | B                             |
| 3 - B2233 West     | 453                   | 113                     | 445                       | 1032              | 0.439 | 452                 | 612                             | 0.8               | 0.8             | 6.216     | A                             |

#### 08:45 - 09:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 168                   | 42                      | 277                       | 1443              | 0.117 | 168                 | 459                             | 0.2               | 0.1             | 2.826     | A                             |
| 2 - B2233 East     | 806                   | 202                     | 57                        | 1354              | 0.595 | 811                 | 388                             | 2.7               | 1.5             | 6.684     | A                             |
| 3 - B2233 West     | 369                   | 92                      | 365                       | 1080              | 0.342 | 370                 | 503                             | 0.8               | 0.5             | 5.079     | A                             |

## 09:00 - 09:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 141                   | 35                      | 232                       | 1473              | 0.096 | 141                 | 383                             | 0.1               | 0.1             | 2.703     | A                             |
| 2 - B2233 East     | 675                   | 169                     | 47                        | 1361              | 0.496 | 677                 | 325                             | 1.5               | 1.0             | 5.286     | A                             |
| 3 - B2233 West     | 309                   | 77                      | 305                       | 1117              | 0.277 | 310                 | 420                             | 0.5               | 0.4             | 4.463     | A                             |

# 2031 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 4.38               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D22 | 2031 Base     | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm                | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - North End Road |            | ONE HOUR     | ✓            | 457                     | 100.000            |
| 2 - B2233 East     |            | ONE HOUR     | ✓            | 449                     | 100.000            |
| 3 - B2233 West     |            | ONE HOUR     | ✓            | 436                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 382            | 75             |
|      | 2 - B2233 East     | 157                | 0              | 292            |
|      | 3 - B2233 West     | 62                 | 374            | 0              |
|      |                    |                    |                |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 3              | 1              |
|      | 2 - B2233 East     | 3                  | 0              | 2              |
|      | 3 - B2233 West     | 0                  | 2              | 0              |
|      |                    |                    |                |                |

## Results

### Results Summary for whole modelled period

| Arm                | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - North End Road | 0.36    | 3.99          | 0.6             | A       | 419                     | 629                           |
| 2 - B2233 East     | 0.37    | 4.29          | 0.6             | A       | 412                     | 618                           |
| 3 - B2233 West     | 0.39    | 4.89          | 0.6             | A       | 400                     | 600                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 344                   | 86                      | 280                       | 1494              | 0.230 | 343                 | 164                             | 0.0               | 0.3             | 3.123     | A                             |
| 2 - B2233 East     | 338                   | 85                      | 56                        | 1351              | 0.250 | 337                 | 567                             | 0.0               | 0.3             | 3.546     | A                             |
| 3 - B2233 West     | 328                   | 82                      | 118                       | 1251              | 0.262 | 327                 | 275                             | 0.0               | 0.4             | 3.892     | A                             |

#### 17:00 - 17:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 411                   | 103                     | 336                       | 1456              | 0.282 | 410                 | 197                             | 0.3               | 0.4             | 3.441     | A                             |
| 2 - B2233 East     | 404                   | 101                     | 67                        | 1344              | 0.300 | 403                 | 679                             | 0.3               | 0.4             | 3.825     | A                             |
| 3 - B2233 West     | 392                   | 98                      | 141                       | 1236              | 0.317 | 392                 | 330                             | 0.4               | 0.5             | 4.261     | A                             |

#### 17:15 - 17:30

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 503                   | 126                     | 411                       | 1405              | 0.358 | 503                 | 241                             | 0.4               | 0.6             | 3.986     | A                             |
| 2 - B2233 East     | 494                   | 124                     | 82                        | 1334              | 0.371 | 494                 | 831                             | 0.4               | 0.6             | 4.280     | A                             |
| 3 - B2233 West     | 480                   | 120                     | 173                       | 1216              | 0.395 | 479                 | 404                             | 0.5               | 0.6             | 4.878     | A                             |

#### 17:30 - 17:45

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 503                   | 126                     | 412                       | 1405              | 0.358 | 503                 | 241                             | 0.6               | 0.6             | 3.993     | A                             |
| 2 - B2233 East     | 494                   | 124                     | 83                        | 1334              | 0.371 | 494                 | 832                             | 0.6               | 0.6             | 4.286     | A                             |
| 3 - B2233 West     | 480                   | 120                     | 173                       | 1216              | 0.395 | 480                 | 404                             | 0.6               | 0.6             | 4.889     | A                             |

#### 17:45 - 18:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 411                   | 103                     | 337                       | 1456              | 0.282 | 411                 | 197                             | 0.6               | 0.4             | 3.451     | A                             |
| 2 - B2233 East     | 404                   | 101                     | 68                        | 1344              | 0.300 | 404                 | 681                             | 0.6               | 0.4             | 3.837     | A                             |
| 3 - B2233 West     | 392                   | 98                      | 141                       | 1236              | 0.317 | 393                 | 330                             | 0.6               | 0.5             | 4.272     | A                             |

**18:00 - 18:15**

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 344                   | 86                      | 282                       | 1493              | 0.230 | 344                 | 165                             | 0.4               | 0.3             | 3.133     | A                             |
| 2 - B2233 East     | 338                   | 85                      | 57                        | 1350              | 0.250 | 338                 | 570                             | 0.4               | 0.3             | 3.557     | A                             |
| 3 - B2233 West     | 328                   | 82                      | 118                       | 1250              | 0.263 | 329                 | 277                             | 0.5               | 0.4             | 3.909     | A                             |

# 2031 with Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 10.91              | B            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D23 | 2031 with Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D21 + D11    |

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

### Demand overview (Traffic)

| Arm                | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - North End Road |            | ONE HOUR     | ✓            | 267                     | 100.000            |
| 2 - B2233 East     |            | ONE HOUR     | ✓            | 988                     | 100.000            |
| 3 - B2233 West     |            | ONE HOUR     | ✓            | 451                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 174            | 93             |
|      | 2 - B2233 East     | 433                | 0              | 555            |
|      | 3 - B2233 West     | 125                | 326            | 0              |
|      |                    |                    |                |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 4              | 5              |
|      | 2 - B2233 East     | 3                  | 0              | 1              |
|      | 3 - B2233 West     | 1                  | 4              | 0              |
|      |                    |                    |                |                |

## Results

### Results Summary for whole modelled period

| Arm                | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - North End Road | 0.21    | 3.22          | 0.3             | A       | 245                     | 368                           |
| 2 - B2233 East     | 0.82    | 14.88         | 4.3             | B       | 907                     | 1360                          |
| 3 - B2233 West     | 0.49    | 6.94          | 0.9             | A       | 414                     | 621                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 201                   | 50                      | 244                       | 1490              | 0.135 | 200                 | 417                             | 0.0               | 0.2             | 2.789     | A                             |
| 2 - B2233 East     | 744                   | 186                     | 70                        | 1349              | 0.551 | 739                 | 375                             | 0.0               | 1.2             | 5.859     | A                             |
| 3 - B2233 West     | 340                   | 85                      | 324                       | 1109              | 0.306 | 338                 | 485                             | 0.0               | 0.4             | 4.659     | A                             |

#### 08:00 - 08:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 240                   | 60                      | 293                       | 1457              | 0.165 | 240                 | 500                             | 0.2               | 0.2             | 2.956     | A                             |
| 2 - B2233 East     | 888                   | 222                     | 84                        | 1340              | 0.663 | 885                 | 449                             | 1.2               | 1.9             | 7.872     | A                             |
| 3 - B2233 West     | 405                   | 101                     | 388                       | 1070              | 0.379 | 405                 | 581                             | 0.4               | 0.6             | 5.409     | A                             |

#### 08:15 - 08:30

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 294                   | 73                      | 358                       | 1413              | 0.208 | 294                 | 610                             | 0.2               | 0.3             | 3.217     | A                             |
| 2 - B2233 East     | 1088                  | 272                     | 102                       | 1327              | 0.819 | 1079                | 549                             | 1.9               | 4.2             | 13.981    | B                             |
| 3 - B2233 West     | 497                   | 124                     | 473                       | 1018              | 0.488 | 495                 | 708                             | 0.6               | 0.9             | 6.872     | A                             |

#### 08:30 - 08:45

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 294                   | 73                      | 359                       | 1412              | 0.208 | 294                 | 614                             | 0.3               | 0.3             | 3.219     | A                             |
| 2 - B2233 East     | 1088                  | 272                     | 102                       | 1327              | 0.820 | 1087                | 550                             | 4.2               | 4.3             | 14.879    | B                             |
| 3 - B2233 West     | 497                   | 124                     | 476                       | 1015              | 0.489 | 497                 | 713                             | 0.9               | 0.9             | 6.938     | A                             |

#### 08:45 - 09:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 240                   | 60                      | 294                       | 1456              | 0.165 | 240                 | 506                             | 0.3               | 0.2             | 2.962     | A                             |
| 2 - B2233 East     | 888                   | 222                     | 84                        | 1340              | 0.663 | 898                 | 451                             | 4.3               | 2.0             | 8.306     | A                             |
| 3 - B2233 West     | 405                   | 101                     | 393                       | 1066              | 0.380 | 407                 | 588                             | 0.9               | 0.6             | 5.471     | A                             |

## 09:00 - 09:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 201                   | 50                      | 246                       | 1489              | 0.135 | 201                 | 422                             | 0.2               | 0.2             | 2.796     | A                             |
| 2 - B2233 East     | 744                   | 186                     | 70                        | 1349              | 0.552 | 747                 | 377                             | 2.0               | 1.2             | 6.012     | A                             |
| 3 - B2233 West     | 340                   | 85                      | 327                       | 1107              | 0.307 | 340                 | 490                             | 0.6               | 0.4             | 4.700     | A                             |

# 2031 with Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 5.12               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D24 | 2031 with Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D22 + D12    |

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

### Demand overview (Traffic)

| Arm                | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - North End Road |            | ONE HOUR     | ✓            | 514                     | 100.000            |
| 2 - B2233 East     |            | ONE HOUR     | ✓            | 527                     | 100.000            |
| 3 - B2233 West     |            | ONE HOUR     | ✓            | 528                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 416            | 98             |
|      | 2 - B2233 East     | 209                | 0              | 318            |
|      | 3 - B2233 West     | 91                 | 437            | 0              |
|      |                    |                    |                |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                 |                    |                |                |
|------|--------------------|--------------------|----------------|----------------|
|      |                    | 1 - North End Road | 2 - B2233 East | 3 - B2233 West |
| From | 1 - North End Road | 0                  | 3              | 1              |
|      | 2 - B2233 East     | 2                  | 0              | 2              |
|      | 3 - B2233 West     | 0                  | 1              | 0              |
|      |                    |                    |                |                |

## Results

### Results Summary for whole modelled period

| Arm                | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - North End Road | 0.42    | 4.52          | 0.7             | A       | 472                     | 707                           |
| 2 - B2233 East     | 0.44    | 4.85          | 0.8             | A       | 484                     | 725                           |
| 3 - B2233 West     | 0.49    | 5.97          | 1.0             | A       | 485                     | 727                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 387                   | 97                      | 327                       | 1467              | 0.264 | 386                 | 225                             | 0.0               | 0.4             | 3.325     | A                             |
| 2 - B2233 East     | 397                   | 99                      | 74                        | 1344              | 0.295 | 395                 | 639                             | 0.0               | 0.4             | 3.786     | A                             |
| 3 - B2233 West     | 398                   | 99                      | 157                       | 1230              | 0.323 | 396                 | 312                             | 0.0               | 0.5             | 4.304     | A                             |

#### 17:00 - 17:15

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 462                   | 116                     | 392                       | 1422              | 0.325 | 462                 | 269                             | 0.4               | 0.5             | 3.745     | A                             |
| 2 - B2233 East     | 474                   | 118                     | 88                        | 1335              | 0.355 | 473                 | 766                             | 0.4               | 0.5             | 4.173     | A                             |
| 3 - B2233 West     | 475                   | 119                     | 188                       | 1211              | 0.392 | 474                 | 374                             | 0.5               | 0.6             | 4.881     | A                             |

#### 17:15 - 17:30

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 566                   | 141                     | 480                       | 1362              | 0.415 | 565                 | 330                             | 0.5               | 0.7             | 4.511     | A                             |
| 2 - B2233 East     | 580                   | 145                     | 108                       | 1323              | 0.439 | 579                 | 937                             | 0.5               | 0.8             | 4.835     | A                             |
| 3 - B2233 West     | 581                   | 145                     | 230                       | 1185              | 0.491 | 580                 | 457                             | 0.6               | 1.0             | 5.940     | A                             |

#### 17:30 - 17:45

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 566                   | 141                     | 481                       | 1362              | 0.416 | 566                 | 330                             | 0.7               | 0.7             | 4.524     | A                             |
| 2 - B2233 East     | 580                   | 145                     | 108                       | 1323              | 0.439 | 580                 | 939                             | 0.8               | 0.8             | 4.847     | A                             |
| 3 - B2233 West     | 581                   | 145                     | 230                       | 1185              | 0.491 | 581                 | 458                             | 1.0               | 1.0             | 5.966     | A                             |

#### 17:45 - 18:00

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 462                   | 116                     | 394                       | 1421              | 0.325 | 463                 | 270                             | 0.7               | 0.5             | 3.762     | A                             |
| 2 - B2233 East     | 474                   | 118                     | 88                        | 1335              | 0.355 | 475                 | 769                             | 0.8               | 0.6             | 4.188     | A                             |
| 3 - B2233 West     | 475                   | 119                     | 188                       | 1211              | 0.392 | 476                 | 375                             | 1.0               | 0.7             | 4.909     | A                             |

**18:00 - 18:15**

| Arm                | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - North End Road | 387                   | 97                      | 330                       | 1465              | 0.264 | 387                 | 226                             | 0.5               | 0.4             | 3.341     | A                             |
| 2 - B2233 East     | 397                   | 99                      | 74                        | 1344              | 0.295 | 397                 | 643                             | 0.6               | 0.4             | 3.803     | A                             |
| 3 - B2233 West     | 398                   | 99                      | 158                       | 1230              | 0.323 | 398                 | 314                             | 0.7               | 0.5             | 4.333     | A                             |

| Junctions 9                                                                                                                                                      |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|
| ARCADY 9 - Roundabout Module                                                                                                                                     |  |  |  |  |  |  |  |
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Filename: Bilsham Road Mini - Mitigation.j9

Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Arcady\Bilsham Road Mini Roundabout

Report generation date: 30/04/2019 16:56:59

- »2018, AM
- »2018, PM
- »2021 Base, AM
- »2021 Base, PM
- »2021 with Development, AM
- »2021 with Development, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 with Development, AM
- »2031 with Development, PM

### Summary of junction performance

|                       | AM          |           |      |     | PM          |           |      |     |
|-----------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                       | Queue (Veh) | Delay (s) | RFC  | LOS | Queue (Veh) | Delay (s) | RFC  | LOS |
| 2018                  |             |           |      |     |             |           |      |     |
| 1 - B2233 East        | 0.8         | 5.62      | 0.44 | A   | 0.5         | 5.03      | 0.33 | A   |
| 2 - Bilsham Road      | 0.9         | 5.53      | 0.47 | A   | 0.3         | 3.48      | 0.21 | A   |
| 3 - B2233 West        | 0.6         | 4.75      | 0.36 | A   | 1.7         | 7.81      | 0.63 | A   |
| 2021 Base             |             |           |      |     |             |           |      |     |
| 1 - B2233 East        | 1.0         | 6.22      | 0.49 | A   | 0.6         | 5.45      | 0.38 | A   |
| 2 - Bilsham Road      | 1.0         | 6.13      | 0.51 | A   | 0.3         | 3.70      | 0.24 | A   |
| 3 - B2233 West        | 0.7         | 5.13      | 0.41 | A   | 2.1         | 9.07      | 0.68 | A   |
| 2021 with Development |             |           |      |     |             |           |      |     |
| 1 - B2233 East        | 1.3         | 7.31      | 0.56 | A   | 0.7         | 5.78      | 0.41 | A   |
| 2 - Bilsham Road      | 1.2         | 6.83      | 0.54 | A   | 0.4         | 3.87      | 0.26 | A   |
| 3 - B2233 West        | 0.8         | 5.51      | 0.46 | A   | 2.9         | 11.72     | 0.75 | B   |
| 2031 Base             |             |           |      |     |             |           |      |     |
| 1 - B2233 East        | 1.0         | 6.28      | 0.50 | A   | 0.6         | 5.51      | 0.39 | A   |
| 2 - Bilsham Road      | 1.1         | 6.30      | 0.52 | A   | 0.3         | 3.71      | 0.24 | A   |
| 3 - B2233 West        | 0.7         | 5.19      | 0.42 | A   | 2.1         | 9.32      | 0.69 | A   |
| 2031 with Development |             |           |      |     |             |           |      |     |
| 1 - B2233 East        | 1.3         | 7.40      | 0.57 | A   | 0.7         | 5.86      | 0.42 | A   |
| 2 - Bilsham Road      | 1.2         | 7.03      | 0.56 | A   | 0.4         | 3.89      | 0.27 | A   |
| 3 - B2233 West        | 0.9         | 5.57      | 0.46 | A   | 3.1         | 12.15     | 0.76 | B   |

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

## File summary

### File Description

|             |                     |
|-------------|---------------------|
| Title       | (untitled)          |
| Location    |                     |
| Site number |                     |
| Date        | 03/08/2018          |
| Version     |                     |
| Status      | (new file)          |
| Identifier  |                     |
| Client      |                     |
| Jobnumber   |                     |
| Enumerator  | I-TRANSPORT\Hotdesk |
| Description |                     |

## Units

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

## Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75               |                             |                                   |                             | 0.85          | 36.00                       | 20.00                 |

## Demand Set Summary

| ID  | Scenario name            | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|--------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D1  | 2018                     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D2  | 2018                     | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D5  | 2024 Base                | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D6  | 2024 Base                | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D7  | 2021 Base                | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D8  | 2021 Base                | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D9  | 2024 Base ST             | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D10 | 2024 Base ST             | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D11 | Development              | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D12 | Development              | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D15 | 2024 with Development    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   | Simple            | D5 + D11     |
| D16 | 2024 with Development    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   | Simple            | D6 + D12     |
| D17 | 2021 with Development    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D7 + D11     |
| D18 | 2021 with Development    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D8 + D12     |
| D19 | 2024 with Development ST | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   | Simple            | D9 + D11     |
| D20 | 2024 with Development ST | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   | Simple            | D10 + D12    |
| D21 | 2031 Base                | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D22 | 2031 Base                | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D23 | 2031 with Development    | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D21 + D11    |
| D24 | 2031 with Development    | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D22 + D12    |

## Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓                 | 100.000                         | 100.000                             |

# 2018, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 5.34               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name         | Description |
|-----|--------------|-------------|
| 1   | B2233 East   |             |
| 2   | Bilsham Road |             |
| 3   | B2233 West   |             |

### Roundabout Geometry

| Arm              | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only |
|------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| 1 - B2233 East   | 3.40                             | 4.60                | 10.9                            | 9.0                  | 20.0                              | 22.0                               |           |
| 2 - Bilsham Road | 3.70                             | 5.60                | 13.5                            | 15.0                 | 20.0                              | 21.5                               |           |
| 3 - B2233 West   | 3.30                             | 4.50                | 8.1                             | 16.0                 | 20.0                              | 10.3                               |           |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm              | Final slope | Final intercept (PCU/hr) |
|------------------|-------------|--------------------------|
| 1 - B2233 East   | 0.563       | 1258                     |
| 2 - Bilsham Road | 0.635       | 1538                     |
| 3 - B2233 West   | 0.603       | 1316                     |

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2018          | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

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

## Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - B2233 East   |            | ONE HOUR     | ✓            | 461                     | 100.000            |
| 2 - Bilsham Road |            | ONE HOUR     | ✓            | 532                     | 100.000            |
| 3 - B2233 West   |            | ONE HOUR     | ✓            | 391                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

| From             | To |                |                  |                |
|------------------|----|----------------|------------------|----------------|
|                  |    | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| 1 - B2233 East   |    | 0              | 76               | 385            |
| 2 - Bilsham Road |    | 123            | 0                | 409            |
| 3 - B2233 West   |    | 277            | 114              | 0              |

## Vehicle Mix

### Heavy Vehicle Percentages

| From             | To |                |                  |                |
|------------------|----|----------------|------------------|----------------|
|                  |    | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| 1 - B2233 East   |    | 0              | 4                | 3              |
| 2 - Bilsham Road |    | 2              | 0                | 2              |
| 3 - B2233 West   |    | 4              | 3                | 0              |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - B2233 East   | 0.44    | 5.62          | 0.8             | A       | 423                     | 635                           |
| 2 - Bilsham Road | 0.47    | 5.53          | 0.9             | A       | 488                     | 732                           |
| 3 - B2233 West   | 0.36    | 4.75          | 0.6             | A       | 359                     | 538                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 347                   | 87                      | 85                        | 1171              | 0.296 | 345                 | 300                             | 0.0               | 0.4             | 4.351     | A                             |
| 2 - Bilsham Road | 401                   | 100                     | 288                       | 1323              | 0.303 | 399                 | 142                             | 0.0               | 0.4             | 3.888     | A                             |
| 3 - B2233 West   | 294                   | 74                      | 92                        | 1215              | 0.242 | 293                 | 595                             | 0.0               | 0.3             | 3.901     | A                             |

#### 08:00 - 08:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 414                   | 104                     | 102                       | 1161              | 0.357 | 414                 | 359                             | 0.4               | 0.6             | 4.812     | A                             |
| 2 - Bilsham Road | 478                   | 120                     | 346                       | 1286              | 0.372 | 478                 | 171                             | 0.4               | 0.6             | 4.452     | A                             |
| 3 - B2233 West   | 352                   | 88                      | 110                       | 1204              | 0.292 | 351                 | 713                             | 0.3               | 0.4             | 4.220     | A                             |

### 08:15 - 08:30

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 508                   | 127                     | 125                       | 1149              | 0.442 | 507                 | 440                             | 0.6               | 0.8             | 5.600     | A                             |
| 2 - Bilsham Road | 586                   | 146                     | 423                       | 1237              | 0.474 | 585                 | 209                             | 0.6               | 0.9             | 5.511     | A                             |
| 3 - B2233 West   | 431                   | 108                     | 135                       | 1189              | 0.362 | 430                 | 873                             | 0.4               | 0.6             | 4.737     | A                             |

### 08:30 - 08:45

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 508                   | 127                     | 126                       | 1148              | 0.442 | 508                 | 440                             | 0.8               | 0.8             | 5.616     | A                             |
| 2 - Bilsham Road | 586                   | 146                     | 424                       | 1236              | 0.474 | 586                 | 209                             | 0.9               | 0.9             | 5.535     | A                             |
| 3 - B2233 West   | 431                   | 108                     | 135                       | 1189              | 0.362 | 430                 | 874                             | 0.6               | 0.6             | 4.745     | A                             |

### 08:45 - 09:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 414                   | 104                     | 103                       | 1161              | 0.357 | 415                 | 360                             | 0.8               | 0.6             | 4.833     | A                             |
| 2 - Bilsham Road | 478                   | 120                     | 347                       | 1285              | 0.372 | 479                 | 171                             | 0.9               | 0.6             | 4.474     | A                             |
| 3 - B2233 West   | 352                   | 88                      | 111                       | 1204              | 0.292 | 352                 | 715                             | 0.6               | 0.4             | 4.232     | A                             |

### 09:00 - 09:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 347                   | 87                      | 86                        | 1171              | 0.296 | 348                 | 302                             | 0.6               | 0.4             | 4.377     | A                             |
| 2 - Bilsham Road | 401                   | 100                     | 290                       | 1322              | 0.303 | 401                 | 143                             | 0.6               | 0.4             | 3.914     | A                             |
| 3 - B2233 West   | 294                   | 74                      | 93                        | 1214              | 0.242 | 295                 | 599                             | 0.4               | 0.3             | 3.917     | A                             |

# 2018, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 6.25               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2018          | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - B2233 East   |            | ONE HOUR     | ✓            | 322                     | 100.000            |
| 2 - Bilsham Road |            | ONE HOUR     | ✓            | 248                     | 100.000            |
| 3 - B2233 West   |            | ONE HOUR     | ✓            | 699                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 66               | 256            |
|      | 2 - Bilsham Road | 77             | 0                | 171            |
|      | 3 - B2233 West   | 456            | 243              | 0              |
|      |                  |                |                  |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 8                | 2              |
|      | 2 - Bilsham Road | 5              | 0                | 3              |
|      | 3 - B2233 West   | 3              | 2                | 0              |
|      |                  |                |                  |                |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - B2233 East   | 0.33    | 5.03          | 0.5             | A       | 295                     | 443                           |
| 2 - Bilsham Road | 0.21    | 3.48          | 0.3             | A       | 228                     | 341                           |
| 3 - B2233 West   | 0.63    | 7.81          | 1.7             | A       | 641                     | 962                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 242                   | 61                      | 182                       | 1117              | 0.217 | 241                 | 399                             | 0.0               | 0.3             | 4.106     | A                             |
| 2 - Bilsham Road | 187                   | 47                      | 192                       | 1364              | 0.137 | 186                 | 231                             | 0.0               | 0.2             | 3.053     | A                             |
| 3 - B2233 West   | 526                   | 132                     | 58                        | 1247              | 0.422 | 523                 | 320                             | 0.0               | 0.7             | 4.957     | A                             |

#### 17:00 - 17:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 289                   | 72                      | 218                       | 1097              | 0.264 | 289                 | 478                             | 0.3               | 0.4             | 4.454     | A                             |
| 2 - Bilsham Road | 223                   | 56                      | 230                       | 1341              | 0.166 | 223                 | 277                             | 0.2               | 0.2             | 3.220     | A                             |
| 3 - B2233 West   | 628                   | 157                     | 69                        | 1240              | 0.507 | 627                 | 383                             | 0.7               | 1.0             | 5.867     | A                             |

#### 17:15 - 17:30

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 355                   | 89                      | 267                       | 1070              | 0.331 | 354                 | 585                             | 0.4               | 0.5             | 5.025     | A                             |
| 2 - Bilsham Road | 273                   | 68                      | 281                       | 1308              | 0.209 | 273                 | 339                             | 0.2               | 0.3             | 3.476     | A                             |
| 3 - B2233 West   | 770                   | 192                     | 85                        | 1230              | 0.626 | 767                 | 470                             | 1.0               | 1.6             | 7.733     | A                             |

#### 17:30 - 17:45

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 355                   | 89                      | 268                       | 1069              | 0.332 | 355                 | 587                             | 0.5               | 0.5             | 5.035     | A                             |
| 2 - Bilsham Road | 273                   | 68                      | 282                       | 1308              | 0.209 | 273                 | 340                             | 0.3               | 0.3             | 3.477     | A                             |
| 3 - B2233 West   | 770                   | 192                     | 85                        | 1230              | 0.626 | 770                 | 470                             | 1.6               | 1.7             | 7.813     | A                             |

#### 17:45 - 18:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 289                   | 72                      | 219                       | 1096              | 0.264 | 290                 | 481                             | 0.5               | 0.4             | 4.467     | A                             |
| 2 - Bilsham Road | 223                   | 56                      | 231                       | 1340              | 0.166 | 223                 | 279                             | 0.3               | 0.2             | 3.225     | A                             |
| 3 - B2233 West   | 628                   | 157                     | 69                        | 1240              | 0.507 | 631                 | 384                             | 1.7               | 1.0             | 5.938     | A                             |

**18:00 - 18:15**

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 242                   | 61                      | 183                       | 1116              | 0.217 | 243                 | 402                             | 0.4               | 0.3             | 4.124     | A                             |
| 2 - Bilsham Road | 187                   | 47                      | 193                       | 1364              | 0.137 | 187                 | 233                             | 0.2               | 0.2             | 3.058     | A                             |
| 3 - B2233 West   | 526                   | 132                     | 58                        | 1247              | 0.422 | 527                 | 322                             | 1.0               | 0.7             | 5.016     | A                             |

# 2021 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 5.86               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D7 | 2021 Base     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - B2233 East   |            | ONE HOUR     | ✓            | 512                     | 100.000            |
| 2 - Bilsham Road |            | ONE HOUR     | ✓            | 558                     | 100.000            |
| 3 - B2233 West   |            | ONE HOUR     | ✓            | 451                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 78               | 434            |
|      | 2 - Bilsham Road | 127            | 0                | 431            |
|      | 3 - B2233 West   | 326            | 125              | 0              |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 4                | 3              |
|      | 2 - Bilsham Road | 2              | 0                | 2              |
|      | 3 - B2233 West   | 3              | 2                | 0              |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - B2233 East   | 0.49    | 6.22          | 1.0             | A       | 470                     | 705                           |
| 2 - Bilsham Road | 0.51    | 6.13          | 1.0             | A       | 512                     | 768                           |
| 3 - B2233 West   | 0.41    | 5.13          | 0.7             | A       | 414                     | 621                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 385                   | 96                      | 94                        | 1167              | 0.330 | 384                 | 340                             | 0.0               | 0.5             | 4.584     | A                             |
| 2 - Bilsham Road | 420                   | 105                     | 325                       | 1299              | 0.323 | 418                 | 152                             | 0.0               | 0.5             | 4.077     | A                             |
| 3 - B2233 West   | 340                   | 85                      | 95                        | 1224              | 0.277 | 338                 | 648                             | 0.0               | 0.4             | 4.055     | A                             |

#### 08:00 - 08:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 460                   | 115                     | 112                       | 1157              | 0.398 | 460                 | 407                             | 0.5               | 0.7             | 5.160     | A                             |
| 2 - Bilsham Road | 502                   | 125                     | 390                       | 1258              | 0.399 | 501                 | 182                             | 0.5               | 0.7             | 4.749     | A                             |
| 3 - B2233 West   | 405                   | 101                     | 114                       | 1213              | 0.334 | 405                 | 776                             | 0.4               | 0.5             | 4.451     | A                             |

#### 08:15 - 08:30

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 564                   | 141                     | 137                       | 1143              | 0.493 | 562                 | 498                             | 0.7               | 1.0             | 6.192     | A                             |
| 2 - Bilsham Road | 614                   | 154                     | 477                       | 1202              | 0.511 | 613                 | 223                             | 0.7               | 1.0             | 6.093     | A                             |
| 3 - B2233 West   | 497                   | 124                     | 139                       | 1198              | 0.415 | 496                 | 950                             | 0.5               | 0.7             | 5.123     | A                             |

#### 08:30 - 08:45

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 564                   | 141                     | 138                       | 1143              | 0.493 | 564                 | 499                             | 1.0               | 1.0             | 6.218     | A                             |
| 2 - Bilsham Road | 614                   | 154                     | 478                       | 1201              | 0.511 | 614                 | 224                             | 1.0               | 1.0             | 6.131     | A                             |
| 3 - B2233 West   | 497                   | 124                     | 140                       | 1198              | 0.415 | 497                 | 952                             | 0.7               | 0.7             | 5.133     | A                             |

#### 08:45 - 09:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 460                   | 115                     | 113                       | 1157              | 0.398 | 461                 | 408                             | 1.0               | 0.7             | 5.190     | A                             |
| 2 - Bilsham Road | 502                   | 125                     | 391                       | 1257              | 0.399 | 503                 | 183                             | 1.0               | 0.7             | 4.783     | A                             |
| 3 - B2233 West   | 405                   | 101                     | 115                       | 1213              | 0.334 | 406                 | 780                             | 0.7               | 0.5             | 4.468     | A                             |

## 09:00 - 09:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 385                   | 96                      | 94                        | 1167              | 0.330 | 386                 | 342                             | 0.7               | 0.5             | 4.615     | A                             |
| 2 - Bilsham Road | 420                   | 105                     | 327                       | 1298              | 0.324 | 421                 | 153                             | 0.7               | 0.5             | 4.107     | A                             |
| 3 - B2233 West   | 340                   | 85                      | 96                        | 1224              | 0.277 | 340                 | 652                             | 0.5               | 0.4             | 4.073     | A                             |

# 2021 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 7.05               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D8 | 2021 Base     | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - B2233 East   |            | ONE HOUR     | ✓            | 371                     | 100.000            |
| 2 - Bilsham Road |            | ONE HOUR     | ✓            | 275                     | 100.000            |
| 3 - B2233 West   |            | ONE HOUR     | ✓            | 752                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 68               | 303            |
|      | 2 - Bilsham Road | 85             | 0                | 190            |
|      | 3 - B2233 West   | 503            | 249              | 0              |
|      |                  |                |                  |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 7                | 2              |
|      | 2 - Bilsham Road | 5              | 0                | 3              |
|      | 3 - B2233 West   | 3              | 2                | 0              |
|      |                  |                |                  |                |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - B2233 East   | 0.38    | 5.45          | 0.6             | A       | 340                     | 511                           |
| 2 - Bilsham Road | 0.24    | 3.70          | 0.3             | A       | 252                     | 379                           |
| 3 - B2233 West   | 0.68    | 9.07          | 2.1             | A       | 690                     | 1035                          |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 279                   | 70                      | 186                       | 1118              | 0.250 | 278                 | 440                             | 0.0               | 0.3             | 4.272     | A                             |
| 2 - Bilsham Road | 207                   | 52                      | 227                       | 1342              | 0.154 | 206                 | 237                             | 0.0               | 0.2             | 3.167     | A                             |
| 3 - B2233 West   | 566                   | 142                     | 64                        | 1243              | 0.456 | 563                 | 370                             | 0.0               | 0.8             | 5.269     | A                             |

#### 17:00 - 17:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 334                   | 83                      | 223                       | 1097              | 0.304 | 333                 | 528                             | 0.3               | 0.4             | 4.709     | A                             |
| 2 - Bilsham Road | 247                   | 62                      | 272                       | 1314              | 0.188 | 247                 | 284                             | 0.2               | 0.2             | 3.372     | A                             |
| 3 - B2233 West   | 676                   | 169                     | 76                        | 1235              | 0.547 | 675                 | 443                             | 0.8               | 1.2             | 6.406     | A                             |

#### 17:15 - 17:30

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 408                   | 102                     | 273                       | 1070              | 0.382 | 408                 | 645                             | 0.4               | 0.6             | 5.433     | A                             |
| 2 - Bilsham Road | 303                   | 76                      | 333                       | 1276              | 0.237 | 302                 | 348                             | 0.2               | 0.3             | 3.697     | A                             |
| 3 - B2233 West   | 828                   | 207                     | 93                        | 1224              | 0.676 | 825                 | 542                             | 1.2               | 2.0             | 8.927     | A                             |

#### 17:30 - 17:45

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 408                   | 102                     | 274                       | 1069              | 0.382 | 408                 | 647                             | 0.6               | 0.6             | 5.449     | A                             |
| 2 - Bilsham Road | 303                   | 76                      | 334                       | 1276              | 0.237 | 303                 | 349                             | 0.3               | 0.3             | 3.698     | A                             |
| 3 - B2233 West   | 828                   | 207                     | 94                        | 1224              | 0.676 | 828                 | 543                             | 2.0               | 2.1             | 9.071     | A                             |

#### 17:45 - 18:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 334                   | 83                      | 225                       | 1096              | 0.304 | 334                 | 531                             | 0.6               | 0.4             | 4.728     | A                             |
| 2 - Bilsham Road | 247                   | 62                      | 273                       | 1314              | 0.188 | 248                 | 286                             | 0.3               | 0.2             | 3.376     | A                             |
| 3 - B2233 West   | 676                   | 169                     | 77                        | 1235              | 0.547 | 679                 | 444                             | 2.1               | 1.2             | 6.516     | A                             |

**18:00 - 18:15**

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 279                   | 70                      | 188                       | 1117              | 0.250 | 280                 | 444                             | 0.4               | 0.3             | 4.302     | A                             |
| 2 - Bilsham Road | 207                   | 52                      | 228                       | 1342              | 0.154 | 207                 | 239                             | 0.2               | 0.2             | 3.176     | A                             |
| 3 - B2233 West   | 566                   | 142                     | 64                        | 1243              | 0.456 | 568                 | 372                             | 1.2               | 0.8             | 5.347     | A                             |

# 2021 with Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 6.60               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D17 | 2021 with Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D7 + D11     |

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

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - B2233 East   |            | ONE HOUR     | ✓            | 581                     | 100.000            |
| 2 - Bilsham Road |            | ONE HOUR     | ✓            | 570                     | 100.000            |
| 3 - B2233 West   |            | ONE HOUR     | ✓            | 497                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 78               | 503            |
|      | 2 - Bilsham Road | 127            | 0                | 443            |
|      | 3 - B2233 West   | 348            | 149              | 0              |
|      |                  |                |                  |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 4                | 3              |
|      | 2 - Bilsham Road | 2              | 0                | 2              |
|      | 3 - B2233 West   | 3              | 2                | 0              |
|      |                  |                |                  |                |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - B2233 East   | 0.56    | 7.31          | 1.3             | A       | 533                     | 800                           |
| 2 - Bilsham Road | 0.54    | 6.83          | 1.2             | A       | 523                     | 785                           |
| 3 - B2233 West   | 0.46    | 5.51          | 0.8             | A       | 456                     | 684                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 437                   | 109                     | 112                       | 1161              | 0.377 | 435                 | 356                             | 0.0               | 0.6             | 4.940     | A                             |
| 2 - Bilsham Road | 429                   | 107                     | 377                       | 1268              | 0.338 | 427                 | 170                             | 0.0               | 0.5             | 4.271     | A                             |
| 3 - B2233 West   | 374                   | 94                      | 95                        | 1227              | 0.305 | 372                 | 709                             | 0.0               | 0.4             | 4.201     | A                             |

#### 08:00 - 08:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 522                   | 131                     | 134                       | 1149              | 0.455 | 521                 | 426                             | 0.6               | 0.8             | 5.727     | A                             |
| 2 - Bilsham Road | 512                   | 128                     | 451                       | 1220              | 0.420 | 512                 | 204                             | 0.5               | 0.7             | 5.074     | A                             |
| 3 - B2233 West   | 447                   | 112                     | 114                       | 1216              | 0.367 | 446                 | 849                             | 0.4               | 0.6             | 4.673     | A                             |

#### 08:15 - 08:30

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 640                   | 160                     | 164                       | 1132              | 0.565 | 638                 | 522                             | 0.8               | 1.3             | 7.253     | A                             |
| 2 - Bilsham Road | 628                   | 157                     | 552                       | 1156              | 0.543 | 626                 | 249                             | 0.7               | 1.2             | 6.771     | A                             |
| 3 - B2233 West   | 547                   | 137                     | 139                       | 1201              | 0.456 | 546                 | 1039                            | 0.6               | 0.8             | 5.498     | A                             |

#### 08:30 - 08:45

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 640                   | 160                     | 164                       | 1132              | 0.565 | 640                 | 523                             | 1.3               | 1.3             | 7.307     | A                             |
| 2 - Bilsham Road | 628                   | 157                     | 554                       | 1155              | 0.544 | 628                 | 250                             | 1.2               | 1.2             | 6.829     | A                             |
| 3 - B2233 West   | 547                   | 137                     | 140                       | 1201              | 0.456 | 547                 | 1041                            | 0.8               | 0.8             | 5.508     | A                             |

#### 08:45 - 09:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 522                   | 131                     | 134                       | 1149              | 0.455 | 524                 | 428                             | 1.3               | 0.8             | 5.777     | A                             |
| 2 - Bilsham Road | 512                   | 128                     | 454                       | 1219              | 0.421 | 514                 | 205                             | 1.2               | 0.7             | 5.125     | A                             |
| 3 - B2233 West   | 447                   | 112                     | 115                       | 1216              | 0.367 | 448                 | 853                             | 0.8               | 0.6             | 4.692     | A                             |

## 09:00 - 09:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 437                   | 109                     | 112                       | 1161              | 0.377 | 438                 | 358                             | 0.8               | 0.6             | 4.987     | A                             |
| 2 - Bilsham Road | 429                   | 107                     | 379                       | 1266              | 0.339 | 430                 | 171                             | 0.7               | 0.5             | 4.310     | A                             |
| 3 - B2233 West   | 374                   | 94                      | 96                        | 1227              | 0.305 | 375                 | 714                             | 0.6               | 0.4             | 4.227     | A                             |

# 2021 with Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 8.63               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D18 | 2021 with Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D8 + D12     |

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

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - B2233 East   |            | ONE HOUR     | ✓            | 400                     | 100.000            |
| 2 - Bilsham Road |            | ONE HOUR     | ✓            | 300                     | 100.000            |
| 3 - B2233 West   |            | ONE HOUR     | ✓            | 837                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 68               | 332            |
|      | 2 - Bilsham Road | 85             | 0                | 215            |
|      | 3 - B2233 West   | 574            | 263              | 0              |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 7                | 2              |
|      | 2 - Bilsham Road | 5              | 0                | 3              |
|      | 3 - B2233 West   | 3              | 2                | 0              |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - B2233 East   | 0.41    | 5.78          | 0.7             | A       | 367                     | 551                           |
| 2 - Bilsham Road | 0.26    | 3.87          | 0.4             | A       | 275                     | 413                           |
| 3 - B2233 West   | 0.75    | 11.72         | 2.9             | B       | 768                     | 1152                          |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 301                   | 75                      | 197                       | 1115              | 0.270 | 300                 | 493                             | 0.0               | 0.4             | 4.409     | A                             |
| 2 - Bilsham Road | 226                   | 56                      | 249                       | 1333              | 0.169 | 225                 | 248                             | 0.0               | 0.2             | 3.248     | A                             |
| 3 - B2233 West   | 630                   | 158                     | 64                        | 1246              | 0.506 | 626                 | 410                             | 0.0               | 1.0             | 5.770     | A                             |

#### 17:00 - 17:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 360                   | 90                      | 236                       | 1093              | 0.329 | 359                 | 591                             | 0.4               | 0.5             | 4.903     | A                             |
| 2 - Bilsham Road | 270                   | 67                      | 298                       | 1302              | 0.207 | 269                 | 297                             | 0.2               | 0.3             | 3.486     | A                             |
| 3 - B2233 West   | 752                   | 188                     | 76                        | 1238              | 0.608 | 750                 | 491                             | 1.0               | 1.5             | 7.347     | A                             |

#### 17:15 - 17:30

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 440                   | 110                     | 288                       | 1064              | 0.414 | 440                 | 722                             | 0.5               | 0.7             | 5.759     | A                             |
| 2 - Bilsham Road | 330                   | 83                      | 365                       | 1260              | 0.262 | 330                 | 363                             | 0.3               | 0.4             | 3.867     | A                             |
| 3 - B2233 West   | 922                   | 230                     | 93                        | 1228              | 0.751 | 916                 | 601                             | 1.5               | 2.9             | 11.355    | B                             |

#### 17:30 - 17:45

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 440                   | 110                     | 289                       | 1063              | 0.414 | 440                 | 725                             | 0.7               | 0.7             | 5.783     | A                             |
| 2 - Bilsham Road | 330                   | 83                      | 366                       | 1260              | 0.262 | 330                 | 364                             | 0.4               | 0.4             | 3.872     | A                             |
| 3 - B2233 West   | 922                   | 230                     | 94                        | 1228              | 0.751 | 921                 | 602                             | 2.9               | 2.9             | 11.720    | B                             |

#### 17:45 - 18:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 360                   | 90                      | 238                       | 1091              | 0.329 | 360                 | 596                             | 0.7               | 0.5             | 4.931     | A                             |
| 2 - Bilsham Road | 270                   | 67                      | 299                       | 1301              | 0.207 | 270                 | 299                             | 0.4               | 0.3             | 3.490     | A                             |
| 3 - B2233 West   | 752                   | 188                     | 77                        | 1238              | 0.608 | 758                 | 493                             | 2.9               | 1.6             | 7.575     | A                             |

**18:00 - 18:15**

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 301                   | 75                      | 199                       | 1114              | 0.270 | 302                 | 498                             | 0.5               | 0.4             | 4.436     | A                             |
| 2 - Bilsham Road | 226                   | 56                      | 250                       | 1332              | 0.170 | 226                 | 250                             | 0.3               | 0.2             | 3.255     | A                             |
| 3 - B2233 West   | 630                   | 158                     | 64                        | 1246              | 0.506 | 632                 | 412                             | 1.6               | 1.0             | 5.887     | A                             |

# 2031 Base, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 5.96               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D21 | 2031 Base     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - B2233 East   |            | ONE HOUR     | ✓            | 520                     | 100.000            |
| 2 - Bilsham Road |            | ONE HOUR     | ✓            | 569                     | 100.000            |
| 3 - B2233 West   |            | ONE HOUR     | ✓            | 458                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 79               | 441            |
|      | 2 - Bilsham Road | 130            | 0                | 439            |
|      | 3 - B2233 West   | 331            | 127              | 0              |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 4                | 3              |
|      | 2 - Bilsham Road | 2              | 0                | 2              |
|      | 3 - B2233 West   | 3              | 2                | 0              |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - B2233 East   | 0.50    | 6.28          | 1.0             | A       | 477                     | 716                           |
| 2 - Bilsham Road | 0.52    | 6.30          | 1.1             | A       | 522                     | 783                           |
| 3 - B2233 West   | 0.42    | 5.19          | 0.7             | A       | 420                     | 630                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 391                   | 98                      | 95                        | 1170              | 0.335 | 389                 | 345                             | 0.0               | 0.5             | 4.600     | A                             |
| 2 - Bilsham Road | 428                   | 107                     | 330                       | 1297              | 0.330 | 426                 | 154                             | 0.0               | 0.5             | 4.124     | A                             |
| 3 - B2233 West   | 345                   | 86                      | 97                        | 1226              | 0.281 | 343                 | 659                             | 0.0               | 0.4             | 4.073     | A                             |

#### 08:00 - 08:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 467                   | 117                     | 114                       | 1160              | 0.403 | 467                 | 414                             | 0.5               | 0.7             | 5.189     | A                             |
| 2 - Bilsham Road | 512                   | 128                     | 396                       | 1256              | 0.407 | 511                 | 185                             | 0.5               | 0.7             | 4.828     | A                             |
| 3 - B2233 West   | 412                   | 103                     | 117                       | 1214              | 0.339 | 411                 | 790                             | 0.4               | 0.5             | 4.480     | A                             |

#### 08:15 - 08:30

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 573                   | 143                     | 140                       | 1146              | 0.500 | 571                 | 507                             | 0.7               | 1.0             | 6.254     | A                             |
| 2 - Bilsham Road | 626                   | 157                     | 484                       | 1199              | 0.523 | 625                 | 226                             | 0.7               | 1.1             | 6.253     | A                             |
| 3 - B2233 West   | 504                   | 126                     | 143                       | 1199              | 0.421 | 503                 | 967                             | 0.5               | 0.7             | 5.172     | A                             |

#### 08:30 - 08:45

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 573                   | 143                     | 140                       | 1145              | 0.500 | 573                 | 508                             | 1.0               | 1.0             | 6.283     | A                             |
| 2 - Bilsham Road | 626                   | 157                     | 486                       | 1198              | 0.523 | 626                 | 227                             | 1.1               | 1.1             | 6.295     | A                             |
| 3 - B2233 West   | 504                   | 126                     | 143                       | 1198              | 0.421 | 504                 | 969                             | 0.7               | 0.7             | 5.185     | A                             |

#### 08:45 - 09:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 467                   | 117                     | 114                       | 1160              | 0.403 | 469                 | 415                             | 1.0               | 0.7             | 5.219     | A                             |
| 2 - Bilsham Road | 512                   | 128                     | 398                       | 1254              | 0.408 | 513                 | 186                             | 1.1               | 0.7             | 4.867     | A                             |
| 3 - B2233 West   | 412                   | 103                     | 117                       | 1214              | 0.339 | 413                 | 793                             | 0.7               | 0.5             | 4.496     | A                             |

## 09:00 - 09:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 391                   | 98                      | 96                        | 1170              | 0.335 | 392                 | 348                             | 0.7               | 0.5             | 4.634     | A                             |
| 2 - Bilsham Road | 428                   | 107                     | 333                       | 1296              | 0.331 | 429                 | 155                             | 0.7               | 0.5             | 4.156     | A                             |
| 3 - B2233 West   | 345                   | 86                      | 98                        | 1225              | 0.281 | 345                 | 664                             | 0.5               | 0.4             | 4.092     | A                             |

# 2031 Base, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 7.20               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D22 | 2031 Base     | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

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

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - B2233 East   |            | ONE HOUR     | ✓            | 377                     | 100.000            |
| 2 - Bilsham Road |            | ONE HOUR     | ✓            | 279                     | 100.000            |
| 3 - B2233 West   |            | ONE HOUR     | ✓            | 764                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 70               | 307            |
|      | 2 - Bilsham Road | 86             | 0                | 193            |
|      | 3 - B2233 West   | 511            | 253              | 0              |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 7                | 2              |
|      | 2 - Bilsham Road | 5              | 0                | 3              |
|      | 3 - B2233 West   | 3              | 2                | 0              |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - B2233 East   | 0.39    | 5.51          | 0.6             | A       | 346                     | 519                           |
| 2 - Bilsham Road | 0.24    | 3.71          | 0.3             | A       | 256                     | 384                           |
| 3 - B2233 West   | 0.69    | 9.32          | 2.1             | A       | 701                     | 1052                          |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 284                   | 71                      | 189                       | 1118              | 0.254 | 282                 | 447                             | 0.0               | 0.3             | 4.302     | A                             |
| 2 - Bilsham Road | 210                   | 53                      | 230                       | 1344              | 0.156 | 209                 | 242                             | 0.0               | 0.2             | 3.171     | A                             |
| 3 - B2233 West   | 575                   | 144                     | 65                        | 1246              | 0.462 | 572                 | 375                             | 0.0               | 0.8             | 5.315     | A                             |

#### 17:00 - 17:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 339                   | 85                      | 227                       | 1097              | 0.309 | 338                 | 536                             | 0.3               | 0.4             | 4.745     | A                             |
| 2 - Bilsham Road | 251                   | 63                      | 276                       | 1315              | 0.191 | 251                 | 290                             | 0.2               | 0.2             | 3.380     | A                             |
| 3 - B2233 West   | 687                   | 172                     | 77                        | 1238              | 0.555 | 685                 | 449                             | 0.8               | 1.2             | 6.496     | A                             |

#### 17:15 - 17:30

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 415                   | 104                     | 277                       | 1069              | 0.388 | 414                 | 655                             | 0.4               | 0.6             | 5.496     | A                             |
| 2 - Bilsham Road | 307                   | 77                      | 337                       | 1277              | 0.241 | 307                 | 354                             | 0.2               | 0.3             | 3.712     | A                             |
| 3 - B2233 West   | 841                   | 210                     | 95                        | 1227              | 0.685 | 838                 | 550                             | 1.2               | 2.1             | 9.157     | A                             |

#### 17:30 - 17:45

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 415                   | 104                     | 279                       | 1068              | 0.389 | 415                 | 657                             | 0.6               | 0.6             | 5.512     | A                             |
| 2 - Bilsham Road | 307                   | 77                      | 338                       | 1276              | 0.241 | 307                 | 356                             | 0.3               | 0.3             | 3.713     | A                             |
| 3 - B2233 West   | 841                   | 210                     | 95                        | 1227              | 0.686 | 841                 | 550                             | 2.1               | 2.1             | 9.317     | A                             |

#### 17:45 - 18:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 339                   | 85                      | 229                       | 1096              | 0.309 | 340                 | 539                             | 0.6               | 0.5             | 4.764     | A                             |
| 2 - Bilsham Road | 251                   | 63                      | 277                       | 1315              | 0.191 | 251                 | 292                             | 0.3               | 0.2             | 3.384     | A                             |
| 3 - B2233 West   | 687                   | 172                     | 77                        | 1238              | 0.555 | 690                 | 450                             | 2.1               | 1.3             | 6.616     | A                             |

**18:00 - 18:15**

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 284                   | 71                      | 191                       | 1117              | 0.254 | 284                 | 451                             | 0.5               | 0.3             | 4.325     | A                             |
| 2 - Bilsham Road | 210                   | 53                      | 231                       | 1343              | 0.156 | 210                 | 244                             | 0.2               | 0.2             | 3.177     | A                             |
| 3 - B2233 West   | 575                   | 144                     | 65                        | 1246              | 0.462 | 577                 | 377                             | 1.3               | 0.9             | 5.395     | A                             |

# 2031 with Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 6.72               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D23 | 2031 with Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D21 + D11    |

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

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - B2233 East   |            | ONE HOUR     | ✓            | 589                     | 100.000            |
| 2 - Bilsham Road |            | ONE HOUR     | ✓            | 581                     | 100.000            |
| 3 - B2233 West   |            | ONE HOUR     | ✓            | 504                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 79               | 510            |
|      | 2 - Bilsham Road | 130            | 0                | 451            |
|      | 3 - B2233 West   | 353            | 151              | 0              |
|      |                  |                |                  |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 4                | 2              |
|      | 2 - Bilsham Road | 2              | 0                | 2              |
|      | 3 - B2233 West   | 3              | 1                | 0              |
|      |                  |                |                  |                |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - B2233 East   | 0.57    | 7.40          | 1.3             | A       | 540                     | 811                           |
| 2 - Bilsham Road | 0.56    | 7.03          | 1.2             | A       | 533                     | 800                           |
| 3 - B2233 West   | 0.46    | 5.57          | 0.9             | A       | 462                     | 694                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 443                   | 111                     | 113                       | 1164              | 0.381 | 441                 | 362                             | 0.0               | 0.6             | 4.961     | A                             |
| 2 - Bilsham Road | 437                   | 109                     | 382                       | 1266              | 0.346 | 435                 | 172                             | 0.0               | 0.5             | 4.324     | A                             |
| 3 - B2233 West   | 379                   | 95                      | 97                        | 1229              | 0.309 | 378                 | 720                             | 0.0               | 0.4             | 4.222     | A                             |

#### 08:00 - 08:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 529                   | 132                     | 136                       | 1152              | 0.460 | 529                 | 434                             | 0.6               | 0.8             | 5.769     | A                             |
| 2 - Bilsham Road | 522                   | 131                     | 458                       | 1218              | 0.429 | 521                 | 206                             | 0.5               | 0.7             | 5.165     | A                             |
| 3 - B2233 West   | 453                   | 113                     | 117                       | 1217              | 0.372 | 453                 | 862                             | 0.4               | 0.6             | 4.706     | A                             |

#### 08:15 - 08:30

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 648                   | 162                     | 166                       | 1135              | 0.571 | 647                 | 531                             | 0.8               | 1.3             | 7.347     | A                             |
| 2 - Bilsham Road | 640                   | 160                     | 560                       | 1152              | 0.555 | 638                 | 253                             | 0.7               | 1.2             | 6.968     | A                             |
| 3 - B2233 West   | 555                   | 139                     | 143                       | 1201              | 0.462 | 554                 | 1055                            | 0.6               | 0.8             | 5.551     | A                             |

#### 08:30 - 08:45

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 648                   | 162                     | 166                       | 1135              | 0.572 | 648                 | 532                             | 1.3               | 1.3             | 7.402     | A                             |
| 2 - Bilsham Road | 640                   | 160                     | 561                       | 1151              | 0.556 | 640                 | 253                             | 1.2               | 1.2             | 7.034     | A                             |
| 3 - B2233 West   | 555                   | 139                     | 143                       | 1201              | 0.462 | 555                 | 1058                            | 0.8               | 0.9             | 5.570     | A                             |

#### 08:45 - 09:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 529                   | 132                     | 136                       | 1151              | 0.460 | 531                 | 435                             | 1.3               | 0.9             | 5.824     | A                             |
| 2 - Bilsham Road | 522                   | 131                     | 460                       | 1216              | 0.430 | 524                 | 207                             | 1.2               | 0.8             | 5.219     | A                             |
| 3 - B2233 West   | 453                   | 113                     | 117                       | 1217              | 0.372 | 454                 | 867                             | 0.9               | 0.6             | 4.729     | A                             |

## 09:00 - 09:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 443                   | 111                     | 114                       | 1164              | 0.381 | 444                 | 364                             | 0.9               | 0.6             | 5.012     | A                             |
| 2 - Bilsham Road | 437                   | 109                     | 385                       | 1264              | 0.346 | 438                 | 173                             | 0.8               | 0.5             | 4.366     | A                             |
| 3 - B2233 West   | 379                   | 95                      | 98                        | 1228              | 0.309 | 380                 | 725                             | 0.6               | 0.5             | 4.249     | A                             |

# 2031 with Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 8.89               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID  | Scenario name         | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D24 | 2031 with Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D22 + D12    |

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

### Demand overview (Traffic)

| Arm              | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - B2233 East   |            | ONE HOUR     | ✓            | 406                     | 100.000            |
| 2 - Bilsham Road |            | ONE HOUR     | ✓            | 304                     | 100.000            |
| 3 - B2233 West   |            | ONE HOUR     | ✓            | 849                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 70               | 336            |
|      | 2 - Bilsham Road | 86             | 0                | 218            |
|      | 3 - B2233 West   | 582            | 267              | 0              |
|      |                  |                |                  |                |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To               |                |                  |                |
|------|------------------|----------------|------------------|----------------|
|      |                  | 1 - B2233 East | 2 - Bilsham Road | 3 - B2233 West |
| From | 1 - B2233 East   | 0              | 7                | 2              |
|      | 2 - Bilsham Road | 5              | 0                | 2              |
|      | 3 - B2233 West   | 2              | 2                | 0              |
|      |                  |                |                  |                |

## Results

### Results Summary for whole modelled period

| Arm              | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - B2233 East   | 0.42    | 5.86          | 0.7             | A       | 373                     | 559                           |
| 2 - Bilsham Road | 0.27    | 3.89          | 0.4             | A       | 279                     | 418                           |
| 3 - B2233 West   | 0.76    | 12.15         | 3.1             | B       | 779                     | 1169                          |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 306                   | 76                      | 200                       | 1114              | 0.274 | 304                 | 500                             | 0.0               | 0.4             | 4.435     | A                             |
| 2 - Bilsham Road | 229                   | 57                      | 252                       | 1334              | 0.172 | 228                 | 252                             | 0.0               | 0.2             | 3.253     | A                             |
| 3 - B2233 West   | 639                   | 160                     | 65                        | 1249              | 0.512 | 635                 | 415                             | 0.0               | 1.0             | 5.829     | A                             |

#### 17:00 - 17:15

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 365                   | 91                      | 239                       | 1092              | 0.334 | 364                 | 599                             | 0.4               | 0.5             | 4.944     | A                             |
| 2 - Bilsham Road | 273                   | 68                      | 302                       | 1303              | 0.210 | 273                 | 302                             | 0.2               | 0.3             | 3.495     | A                             |
| 3 - B2233 West   | 763                   | 191                     | 77                        | 1241              | 0.615 | 761                 | 497                             | 1.0               | 1.6             | 7.472     | A                             |

#### 17:15 - 17:30

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 447                   | 112                     | 292                       | 1063              | 0.421 | 446                 | 731                             | 0.5               | 0.7             | 5.830     | A                             |
| 2 - Bilsham Road | 335                   | 84                      | 369                       | 1261              | 0.266 | 334                 | 369                             | 0.3               | 0.4             | 3.884     | A                             |
| 3 - B2233 West   | 935                   | 234                     | 95                        | 1230              | 0.760 | 929                 | 609                             | 1.6               | 3.0             | 11.734    | B                             |

#### 17:30 - 17:45

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 447                   | 112                     | 294                       | 1062              | 0.421 | 447                 | 735                             | 0.7               | 0.7             | 5.855     | A                             |
| 2 - Bilsham Road | 335                   | 84                      | 370                       | 1260              | 0.266 | 335                 | 371                             | 0.4               | 0.4             | 3.889     | A                             |
| 3 - B2233 West   | 935                   | 234                     | 95                        | 1230              | 0.760 | 934                 | 610                             | 3.0               | 3.1             | 12.149    | B                             |

#### 17:45 - 18:00

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 365                   | 91                      | 242                       | 1091              | 0.335 | 366                 | 605                             | 0.7               | 0.5             | 4.971     | A                             |
| 2 - Bilsham Road | 273                   | 68                      | 303                       | 1302              | 0.210 | 274                 | 305                             | 0.4               | 0.3             | 3.500     | A                             |
| 3 - B2233 West   | 763                   | 191                     | 77                        | 1241              | 0.615 | 769                 | 499                             | 3.1               | 1.6             | 7.723     | A                             |

**18:00 - 18:15**

| Arm              | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - B2233 East   | 306                   | 76                      | 202                       | 1113              | 0.275 | 306                 | 505                             | 0.5               | 0.4             | 4.464     | A                             |
| 2 - Bilsham Road | 229                   | 57                      | 253                       | 1333              | 0.172 | 229                 | 255                             | 0.3               | 0.2             | 3.263     | A                             |
| 3 - B2233 West   | 639                   | 160                     | 65                        | 1248              | 0.512 | 641                 | 418                             | 1.6               | 1.1             | 5.954     | A                             |

## **APPENDIX K.** Highways England Correspondence

## Dominic Smith

---

**From:** Franklin, Richard <Richard.Franklin@highwaysengland.co.uk>  
**Sent:** 08 April 2019 16:30  
**To:** Dominic Smith  
**Cc:** Planning SE; Cleaver, Elizabeth; Bowie, David  
**Subject:** RE: #7139 Ford Airfield Development, Ford

Dear Dominic,

Thank you for your email and update below. Having examined the information provided, we have the following observations:

- We note that Ford Airfield is not one of the strategic employment sites in the Arun local Plan, and it does not appear that Systra's Arun Transport Study includes any employment floorspace for the site
- We are content that the employment trip generation is robust as it is based on the rates used in the Arun Transport Study.
- We are content with the principle of using Census data for the employment trip distribution, but having undertaken our own assessment, we would expect more employment trips than shown to use the A27 junctions.
- We do not understand how the AM peak hour trips have been calculated in the spreadsheet provided as it should total 104 two-way trips by our calculation.
- The spreadsheet provided shows trips using the A284 at the A27 Arundel roundabout but there is no information provided regarding how this has been calculated.
- Having undertaken our own assessment whereby all employment trips expected to route westbound along the A27 use the Yapton Lane (or another individual) junction, and all employment trips expected to route eastbound along the A27 and northbound along the A284 use the A27 Arundel roundabout, based on the reduced employment floor area of 18,000m<sup>2</sup>, we calculate that there would be a maximum of 22 trips using the A27 Arundel roundabout in the AM peak hour

Therefore, based on the reduced employment floorspace, and having undertaken our own assessment, we agree that this level of employment trips would not have a material impact on the SRN, and as such, we are content that no further assessment is required with regard to the employment trips.

Should you have any queries regarding this response, please contact us at [PlanningSE@highwaysengland.co.uk](mailto:PlanningSE@highwaysengland.co.uk).

Regards,

**Sent on behalf of Elizabeth Cleaver, Assistant Spatial Planning Manager**

**Richard Franklin**

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Web: [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk)

---

**From:** Dominic Smith [mailto:dominic.smith@i-transport.co.uk]  
**Sent:** 18 March 2019 15:32  
**To:** Franklin, Richard <Richard.Franklin@highwaysengland.co.uk>

**Cc:** Planning SE <planningse@highwaysengland.co.uk>

**Subject:** #7139 Ford Airfield Development, Ford

Good afternoon Richard,

We spoke last year regarding the Local Plan development at Ford Airfield, and David Easton (Arun DC) has kindly sent on your response to the EIA Scoping (copy attached for reference). I just wanted to pick up on the matter of the employment floorspace with you.

Since the submission of the EIA, the employment has been reduced to 18,000 sqm from the 37,000sqm stated in the EIA scoping; the revision will be reflected in the application. Policy SD8 of the Arun Local Plan cites that the Ford allocation includes employment floorspace in addition to a minimum of 1,500 new homes. I've reviewed the Systra Stage 3 Transport Study but it's unclear as to how much employment has been allowed for.

Notwithstanding, we've engaged WSCC to agree trip rates, distribution and assignment of development traffic and I've attached the relevant scoping documents. The employment floorspace is to be provided very much in keeping with the existing uses in the area, providing employment opportunity which serves the local area. We've used Census data to establish existing travel patterns and have taken into account that HGVs are directed to turn right out of the access onto Ford Road since the north section of Ford Road is not suitable for use by HGVs. On this basis, I've broken out the movements associated with the employment use that route towards the A27/Yapton Lane and the A27/Ford Road junctions and attached a summary. As the built up area around Ford is located to the south, east and west linked by the A259 and B2233, there are very few employment trips that route to and from the A27 and not a volume that would have a material impact upon its operation.

Kind regards,

Dominic



**Dominic Smith**

Associate  
for i-Transport LLP

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## **APPENDIX L.** Level Crossing Assessment

| Ford     | AM           |              |              | PM           |              |              |
|----------|--------------|--------------|--------------|--------------|--------------|--------------|
|          | Northern Arm | Southern Arm | Closure Time | Northern Arm | Southern Arm | Closure Time |
| Sat Flow | 1700         | 1623         | 1475         | 1720         | 1595         | 2256         |
| Capacity | 1003         | 958          |              | 642          | 595          |              |

| Yapton   | AM           |              |              | PM           |              |              |
|----------|--------------|--------------|--------------|--------------|--------------|--------------|
|          | Northern Arm | Southern Arm | Closure Time | Northern Arm | Southern Arm | Closure Time |
| Sat Flow | 1521         | 1590         | 818          | 1672         | 1772         | 489          |
| Capacity | 1175         | 1229         |              | 1445         | 1531         |              |

Ford

|                           |      |
|---------------------------|------|
| Two Way Flows (AM and PM) | 1144 |
| Headway                   | 3.1  |

Yapton

|                           |      |
|---------------------------|------|
| Two Way Flows (AM and PM) | 1516 |
| Headway                   | 2.4  |

Queue Length Survey Analysis

Q Factor (m) 6

Arm A - Northern Approach

| Closure Time | Openina Time | Down Time | Subsequent Up Time | 2018  |          |                    | 2021 + CD |          |                    | 2024 + CD |          |                    | 2031 + CD |          |                    | 2021 + CD ST |          |                    | 2024 + CD ST |          |                    | 2031 + CD ST |          |                    | 2021 + CD + D |          |                    | 2024 + CD + D |          |                    | 2031 + CD + D |          |                    | 2021 + CD |          |                    |
|--------------|--------------|-----------|--------------------|-------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|--------------|----------|--------------------|--------------|----------|--------------------|--------------|----------|--------------------|---------------|----------|--------------------|---------------|----------|--------------------|---------------|----------|--------------------|-----------|----------|--------------------|
|              |              |           |                    | Q PCU | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) |
| 7:58:53      | 8:01:59      | 00:03:06  | 00:05:19           | 21    | 126      | 44.2               | 21.7      | 130      | 45.7               | 22.0      | 132      | 46.3               | 22.1      | 133      | 46.6               | 22.1         | 132      | 46.4               | 22.3         | 134      | 47.0               | 22.5         | 135      | 47.3               | 24.6          | 148      | 51.8               | 24.9          | 149      | 52.4               | 25.0          | 150      | 52.6               | 24.9      |          |                    |
| 8:07:18      | 8:08:59      | 00:01:41  | 00:01:05           | 8     | 48       | 16.8               | 8.3       | 50       | 17.4               | 8.4       | 50       | 17.6               | 8.4       | 51       | 17.7               | 8.4          | 50       | 17.7               | 8.5          | 51       | 17.9               | 8.6          | 51       | 18.0               | 9.4           | 56       | 19.7               | 9.5           | 57       | 19.9               | 9.5           | 57       | 20.0               | 9.5       |          |                    |
| 8:10:04      | 8:14:41      | 00:04:37  | 00:02:01           | 12    | 72       | 25.3               | 12.4      | 74       | 26.1               | 12.6      | 75       | 26.5               | 12.6      | 76       | 26.6               | 12.6         | 76       | 26.5               | 12.8         | 77       | 26.9               | 12.8         | 77       | 27.0               | 14.1          | 84       | 29.6               | 14.2          | 85       | 29.9               | 14.3          | 86       | 30.1               | 14.2      |          |                    |
| 8:16:42      | 8:22:10      | 00:05:28  | 00:02:02           | 19    | 114      | 40.0               | 19.7      | 118      | 41.4               | 19.9      | 119      | 41.9               | 20.0      | 120      | 42.1               | 20.0         | 120      | 42.0               | 20.2         | 121      | 42.5               | 20.3         | 122      | 42.8               | 22.2          | 133      | 46.8               | 22.5          | 135      | 47.4               | 22.6          | 136      | 47.6               | 22.6      |          |                    |
| 8:24:12      | 8:25:50      | 00:01:38  | 00:00:49           | 4.5   | 27       | 9.5                | 4.7       | 28       | 9.8                | 4.7       | 28       | 9.9                | 4.7       | 28       | 10.0               | 4.7          | 28       | 10.0               | 4.8          | 29       | 10.1               | 4.8          | 29       | 10.1               | 5.3           | 32       | 11.1               | 5.3           | 32       | 11.2               | 5.4           | 32       | 11.3               | 5.3       |          |                    |
| 8:26:39      | 8:29:46      | 00:03:07  | 00:23:06           | 13    | 78       | 27.4               | 13.4      | 81       | 28.3               | 13.6      | 82       | 28.7               | 13.7      | 82       | 28.8               | 13.7         | 82       | 28.7               | 13.8         | 83       | 29.1               | 13.9         | 83       | 29.3               | 15.0          | 90       | 31.6               | 15.2          | 91       | 31.9               | 15.2          | 91       | 32.1               | 15.4      |          |                    |
| 8:52:52      | 8:57:50      | 00:04:58  | 00:04:26           | 39.3  | 236      | 82.7               | 40.7      | 244      | 85.6               | 41.2      | 247      | 86.7               | 41.4      | 248      | 87.2               | 41.3         | 248      | 86.9               | 41.8         | 251      | 88.0               | 42.0         | 252      | 88.5               | 45.3          | 272      | 95.4               | 45.9          | 275      | 96.6               | 46.1          | 277      | 97.0               | 46.6      |          |                    |
| 17:01:18     | 17:03:55     | 00:02:37  | 00:00:33           | 33.5  | 201      | 70.5               | 34.8      | 209      | 73.2               | 35.2      | 211      | 74.0               | 35.3      | 212      | 74.3               | 35.7         | 214      | 75.1               | 36.1         | 217      | 76.0               | 36.2         | 217      | 76.3               | 38.8          | 233      | 81.6               | 39.2          | 235      | 82.5               | 39.3          | 236      | 82.8               | 39.7      |          |                    |
| 17:04:28     | 17:07:05     | 00:02:37  | 00:05:51           | 47    | 282      | 98.9               | 48.8      | 293      | 102.7              | 49.3      | 296      | 103.9              | 49.5      | 297      | 104.3              | 50.1         | 300      | 105.4              | 50.6         | 304      | 106.6              | 50.8         | 305      | 107.0              | 54.4          | 326      | 114.5              | 55.0          | 330      | 115.7              | 55.2          | 331      | 116.1              | 55.7      |          |                    |
| 17:12:58     | 17:18:51     | 00:05:55  | 00:01:08           | 35    | 210      | 73.7               | 36.3      | 218      | 76.7               | 36.7      | 220      | 77.4               | 36.9      | 221      | 77.7               | 37.3         | 224      | 78.5               | 37.7         | 226      | 79.4               | 37.9         | 227      | 79.7               | 40.5          | 243      | 85.3               | 40.9          | 246      | 86.2               | 41.1          | 246      | 86.5               | 41.5      |          |                    |
| 17:19:59     | 17:27:00     | 00:07:01  | 00:00:59           | 57    | 342      | 120.0              | 59.2      | 355      | 124.5              | 59.8      | 359      | 126.0              | 60.1      | 360      | 126.5              | 60.7         | 364      | 127.8              | 61.4         | 368      | 129.3              | 61.7         | 370      | 129.8              | 66.0          | 396      | 138.9              | 66.7          | 400      | 140.3              | 66.9          | 401      | 140.8              | 67.5      |          |                    |
| 17:27:59     | 17:30:06     | 00:02:07  | 00:03:36           | 68    | 408      | 143.2              | 70.6      | 423      | 148.6              | 71.4      | 428      | 150.3              | 71.7      | 430      | 150.9              | 72.4         | 435      | 152.5              | 73.3         | 440      | 154.2              | 73.5         | 441      | 154.8              | 78.7          | 472      | 165.7              | 79.5          | 477      | 167.4              | 79.8          | 479      | 168.0              | 80.6      |          |                    |
| 17:33:42     | 17:38:01     | 00:04:19  | 00:10:25           | 20    | 120      | 42.1               | 20.8      | 125      | 43.7               | 21.0      | 126      | 44.2               | 21.1      | 126      | 44.4               | 21.3         | 128      | 44.9               | 21.5         | 129      | 45.4               | 21.6         | 130      | 45.5               | 23.1          | 139      | 48.7               | 23.4          | 140      | 49.2               | 23.5          | 141      | 49.4               | 23.7      |          |                    |
| 17:48:26     | 17:52:39     | 00:04:13  | 00:03:34           | 19    | 114      | 40.0               | 19.7      | 118      | 41.5               | 19.9      | 120      | 42.0               | 20.0      | 120      | 42.2               | 20.2         | 121      | 42.6               | 20.5         | 123      | 43.1               | 20.6         | 123      | 43.3               | 22.0          | 132      | 46.3               | 22.2          | 133      | 46.8               | 22.3          | 134      | 46.9               | 22.5      |          |                    |
| 17:56:13     | 18:05:00     | 00:08:47  | 00:03:18           | 34.5  | 207      | 72.6               | 35.8      | 215      | 75.4               | 36.2      | 217      | 76.2               | 36.4      | 218      | 76.6               | 36.8         | 221      | 77.4               | 37.2         | 223      | 78.3               | 37.3         | 224      | 78.6               | 39.9          | 240      | 84.1               | 40.3          | 242      | 84.9               | 40.5          | 243      | 85.2               | 40.9      |          |                    |
| AM Mean      |              | 00:03:31  | 00:05:33           |       |          |                    |           |          |                    |           |          |                    |           |          |                    |              |          |                    |              |          |                    |              |          |                    |               |          |                    |               |          |                    |               |          |                    |           |          |                    |
| PM Mean      |              | 00:04:42  | 00:03:41           |       |          |                    |           |          |                    |           |          |                    |           |          |                    |              |          |                    |              |          |                    |              |          |                    |               |          |                    |               |          |                    |               |          |                    |           |          |                    |

|    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |
|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|
| AM | Average | 17 | AM | Average | 17 | AM | Average | 17 | AM | Average | 18 | AM | Average | 18 | AM | Average | 18 | AM | Average | 18 | AM | Average | 19 | AM | Average | 20 | AM | Average | 20 | AM | Average | 20 | AM | Average | 20 | AM | Average | 20 |
|    | Max     | 39 |    | Max     | 41 |    | Max     | 41 |    | Max     | 41 |    | Max     | 41 |    | Max     | 42 |    | Max     | 42 |    | Max     | 45 |    | Max     | 46 |    | Max     | 46 |    | Max     | 46 |    | Max     | 46 |    | Max     | 46 |
| PM | Average | 39 | PM | Average | 41 | PM | Average | 41 | PM | Average | 41 | PM | Average | 42 | PM | Average | 42 | PM | Average | 42 | PM | Average | 45 | PM | Average | 46 | PM | Average | 46 | PM | Average | 46 | PM | Average | 46 | PM | Average | 46 |
|    | Max     | 68 |    | Max     | 71 |    | Max     | 71 |    | Max     | 72 |    | Max     | 72 |    | Max     | 73 |    | Max     | 74 |    | Max     | 79 |    | Max     | 80 |    | Max     | 80 |    | Max     | 80 |    | Max     | 80 |    | Max     | 80 |

Queue Length Survey Analysis

Q Factor (m) 6

Arm B - Southern Approach

| Closure Time | Opening Time | Down Time | Subsequent Up Time | 2018  |          |                    | 2021 + CD |          |                    | 2024 + CD |          |                    | 2031 + CD |          |                    | 2021 + CD ST |          |                    | 2024 + CD ST |          |                    | 2031 + CD ST |          |                    | 2021 + CD + D |          |                    | 2024 + CD + D |          |                    | 2031 + CD + D |          |                    | 2021 + CD |          |                    |
|--------------|--------------|-----------|--------------------|-------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|--------------|----------|--------------------|--------------|----------|--------------------|--------------|----------|--------------------|---------------|----------|--------------------|---------------|----------|--------------------|---------------|----------|--------------------|-----------|----------|--------------------|
|              |              |           |                    | Q PCU | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) |
| 7:58:53      | 8:01:59      | 00:03:06  | 00:05:19           | 37.5  | 225      | 83.9               | 39.3      | 236      | 88.0               | 39.8      | 239      | 89.1               | 40.0      | 240      | 89.6               | 39.3         | 236      | 88.0               | 39.8         | 239      | 89.1               | 40.0         | 240      | 89.6               | 43.2          | 259      | 96.7               | 43.7          | 262      | 97.8               | 43.9          | 263      | 98.2               | 43.2      |          |                    |
| 8:07:18      | 8:08:59      | 00:01:41  | 00:01:05           | 14    | 84       | 31.3               | 14.7      | 88       | 32.8               | 14.9      | 89       | 33.3               | 14.9      | 90       | 33.4               | 14.7         | 88       | 32.8               | 14.9         | 89       | 33.3               | 14.9         | 90       | 33.4               | 16.1          | 97       | 36.1               | 16.3          | 98       | 36.5               | 16.4          | 98       | 36.7               | 16.1      |          |                    |
| 8:10:04      | 8:14:41      | 00:04:37  | 00:02:01           | 20    | 120      | 44.7               | 21.0      | 126      | 46.9               | 21.2      | 127      | 47.5               | 21.3      | 128      | 47.8               | 21.0         | 126      | 46.9               | 21.2         | 127      | 47.5               | 21.3         | 128      | 47.8               | 23.0          | 138      | 51.5               | 23.3          | 140      | 52.1               | 23.4          | 141      | 52.4               | 23.0      |          |                    |
| 8:16:42      | 8:22:10      | 00:05:28  | 00:02:02           | 11.5  | 69       | 25.7               | 12.1      | 72       | 27.0               | 12.2      | 73       | 27.3               | 12.3      | 74       | 27.5               | 12.1         | 72       | 27.0               | 12.2         | 73       | 27.3               | 12.3         | 74       | 27.5               | 13.2          | 79       | 29.6               | 13.4          | 80       | 30.0               | 13.5          | 81       | 30.1               | 13.2      |          |                    |
| 8:24:12      | 8:25:50      | 00:01:38  | 00:00:49           | 9     | 54       | 20.1               | 9.4       | 57       | 21.1               | 9.6       | 57       | 21.4               | 9.6       | 58       | 21.5               | 9.4          | 57       | 21.1               | 9.6          | 57       | 21.4               | 9.6          | 58       | 21.5               | 10.4          | 62       | 23.2               | 10.5          | 63       | 23.5               | 10.5          | 63       | 23.6               | 10.4      |          |                    |
| 8:26:39      | 8:29:46      | 00:03:07  | 00:23:06           | 34.5  | 207      | 77.2               | 36.0      | 216      | 80.5               | 36.4      | 218      | 81.5               | 36.6      | 219      | 81.8               | 36.2         | 217      | 80.9               | 36.6         | 220      | 81.9               | 36.8         | 221      | 82.4               | 41.6          | 250      | 93.1               | 42.0          | 252      | 94.0               | 42.2          | 253      | 94.4               | 39.7      |          |                    |
| 8:52:52      | 8:57:50      | 00:04:58  | 00:04:26           | 33.5  | 201      | 75.0               | 35.0      | 210      | 78.2               | 35.4      | 212      | 79.1               | 35.5      | 213      | 79.4               | 35.1         | 211      | 78.6               | 35.6         | 213      | 79.6               | 35.8         | 215      | 80.0               | 40.4          | 242      | 90.4               | 40.8          | 245      | 91.3               | 41.0          | 246      | 91.6               | 38.6      |          |                    |
| 17:01:18     | 17:03:55     | 00:02:37  | 00:00:33           | 8     | 48       | 17.9               | 8.3       | 50       | 18.7               | 8.4       | 51       | 18.9               | 8.5       | 51       | 19.0               | 8.5          | 51       | 19.1               | 8.6          | 52       | 19.3               | 8.7          | 52       | 19.4               | 9.6           | 58       | 21.6               | 9.7           | 58       | 21.8               | 9.8           | 59       | 21.9               | 9.8       |          |                    |
| 17:04:28     | 17:07:05     | 00:02:37  | 00:05:51           | 20    | 120      | 44.7               | 20.9      | 125      | 46.7               | 21.1      | 127      | 47.2               | 21.2      | 127      | 47.4               | 21.3         | 128      | 47.7               | 21.6         | 129      | 48.2               | 21.6         | 130      | 48.4               | 24.1          | 145      | 54.0               | 24.4          | 146      | 54.5               | 24.4          | 147      | 54.7               | 24.6      |          |                    |
| 17:12:56     | 17:18:51     | 00:05:55  | 00:01:08           | 21    | 126      | 47.0               | 21.9      | 131      | 49.0               | 22.2      | 133      | 49.6               | 22.2      | 133      | 49.8               | 22.4         | 134      | 50.1               | 22.6         | 136      | 50.6               | 22.7         | 136      | 50.8               | 25.3          | 152      | 56.7               | 25.6          | 153      | 57.2               | 25.7          | 154      | 57.4               | 25.8      |          |                    |
| 17:19:59     | 17:27:00     | 00:07:01  | 00:00:59           | 32    | 192      | 71.6               | 33.4      | 200      | 74.7               | 33.8      | 203      | 75.6               | 33.9      | 203      | 75.9               | 34.1         | 205      | 76.3               | 34.5         | 207      | 77.2               | 34.6         | 208      | 77.5               | 38.6          | 232      | 86.4               | 39.0          | 234      | 87.2               | 39.1          | 235      | 87.5               | 39.3      |          |                    |
| 17:27:59     | 17:30:06     | 00:02:07  | 00:03:36           | 22.5  | 135      | 50.3               | 23.5      | 141      | 52.5               | 23.7      | 142      | 53.1               | 23.8      | 143      | 53.3               | 24.0         | 144      | 53.7               | 24.3         | 146      | 54.3               | 24.3         | 146      | 54.5               | 27.1          | 163      | 60.7               | 27.4          | 164      | 61.3               | 27.5          | 165      | 61.5               | 27.6      |          |                    |
| 17:33:42     | 17:38:01     | 00:04:19  | 00:10:25           | 19    | 114      | 42.5               | 19.8      | 119      | 44.4               | 20.1      | 120      | 44.9               | 20.1      | 121      | 45.0               | 20.3         | 122      | 45.3               | 20.5         | 123      | 45.8               | 20.6         | 123      | 46.0               | 22.9          | 138      | 51.3               | 23.1          | 139      | 51.8               | 23.2          | 139      | 52.0               | 23.3      |          |                    |
| 17:48:26     | 17:52:39     | 00:04:13  | 00:03:34           | 23    | 138      | 51.5               | 24.0      | 144      | 53.7               | 24.3      | 146      | 54.3               | 24.4      | 146      | 54.5               | 24.5         | 147      | 54.9               | 24.8         | 149      | 55.5               | 24.9         | 149      | 55.7               | 27.7          | 166      | 62.1               | 28.0          | 168      | 62.7               | 28.1          | 169      | 62.9               | 28.3      |          |                    |
| 17:56:13     | 18:05:00     | 00:08:47  | 00:03:18           | 27    | 162      | 60.4               | 28.2      | 169      | 63.0               | 28.5      | 171      | 63.8               | 28.6      | 172      | 64.0               | 28.8         | 173      | 64.4               | 29.1         | 175      | 65.1               | 29.2         | 175      | 65.4               | 32.6          | 195      | 72.9               | 32.9          | 197      | 73.6               | 33.0          | 198      | 73.8               | 33.2      |          |                    |
| AM Mean      |              | 00:03:31  | 00:05:33           |       |          |                    |           |          |                    |           |          |                    |           |          |                    |              |          |                    |              |          |                    |              |          |                    |               |          |                    |               |          |                    |               |          |                    |           |          |                    |
| PM Mean      |              | 00:04:42  | 00:03:41           |       |          |                    |           |          |                    |           |          |                    |           |          |                    |              |          |                    |              |          |                    |              |          |                    |               |          |                    |               |          |                    |               |          |                    |           |          |                    |

|    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |
|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|
| AM | Average | 23 | AM | Average | 24 | AM | Average | 24 | AM | Average | 24 | AM | Average | 24 | AM | Average | 24 | AM | Average | 24 | AM | Average | 27 | AM | Average | 27 | AM | Average | 27 | AM | Average | 27 | AM | Average | 27 | AM | Average | 27 |
|    | Max     | 38 |    | Max     | 39 |    | Max     | 40 |    | Max     | 40 |    | Max     | 40 |    | Max     | 40 |    | Max     | 40 |    | Max     | 43 |    | Max     | 44 |    | Max     | 44 |    | Max     | 44 |    | Max     | 44 |    | Max     | 44 |
| PM | Average | 22 | PM | Average | 22 | PM | Average | 23 | PM | Average | 23 | PM | Average | 23 | PM | Average | 23 | PM | Average | 23 | PM | Average | 26 | PM | Average | 26 | PM | Average | 26 | PM | Average | 26 | PM | Average | 26 | PM | Average | 26 |
|    | Max     | 32 |    | Max     | 33 |    | Max     | 34 |    | Max     | 34 |    | Max     | 34 |    | Max     | 34 |    | Max     | 34 |    | Max     | 35 |    | Max     | 39 |    | Max     | 39 |    | Max     | 39 |    | Max     | 39 |    | Max     | 39 |

**Key Background information - Level Crossing Traffic Flow Increases**

These have been derived to estimate queue length increases

| Morning Peak                    | Ford Rd Northern Approach | Ford Rd Southern Approach |
|---------------------------------|---------------------------|---------------------------|
|                                 | Vehicles                  | Vehicles                  |
| 2018 vph - ref surveys          | 249                       | 367                       |
| Average Queue (PCU)             |                           |                           |
| 2021 traffic flow               | 252                       | 371                       |
| Committed Development           | 6                         | 14                        |
| Committed Development ST        | 10                        | 14                        |
| 2021 plus committed             | 258                       | 385                       |
| 2021 plus committed ST          | 262                       | 385                       |
| Growth Factor                   | 1.0103                    |                           |
| Development Traffic             | 34                        | 38                        |
| 2021 plus committed plus dev    | 292                       | 423                       |
| 2021 plus committed plus dev ST | 296                       | 423                       |
| 2024 traffic flow               | 255                       | 376                       |
| Committed Development           | 6                         | 14                        |
| Committed Development ST        | 10                        | 14                        |
| 2024 plus committed             | 261                       | 390                       |
| 2024 plus committed ST          | 265                       | 390                       |
| Growth Factor                   | 1.024                     |                           |
| Development Traffic             | 34                        | 38                        |
| 2024 plus committed plus dev    | 295                       | 428                       |
| 2024 plus committed plus dev ST | 299                       | 428                       |
| 2031 traffic flow               | 256                       | 378                       |
| Committed Development           | 6                         | 14                        |
| Committed Development ST        | 10                        | 14                        |
| 2031 plus committed             | 262                       | 392                       |
| 2031 plus committed ST          | 266                       | 392                       |
| Growth Factor                   | 1.029                     |                           |
| Development Traffic             | 34                        | 38                        |
| 2031 plus committed plus dev    | 296                       | 430                       |
| 2031 plus committed plus dev ST | 300                       | 430                       |

| Evening Peak                    | Ford Rd Northern Approach | Ford Rd Southern Approach |
|---------------------------------|---------------------------|---------------------------|
|                                 | Vehicles                  | Vehicles                  |
| 2018 vph - ref surveys          | 326                       | 221                       |
| Average Queue (PCU)             |                           |                           |
| 2021 traffic flow               | 328                       | 223                       |
| Committed Development           | 10                        | 8                         |
| Committed Development ST        | 19                        | 13                        |
| 2021 plus committed             | 338                       | 231                       |
| 2021 plus committed ST          | 347                       | 236                       |
| Growth Factor                   | 1.007                     |                           |
| Development Traffic             | 39                        | 36                        |
| 2021 plus committed plus dev    | 377                       | 267                       |
| 2021 plus committed plus dev ST | 386                       | 272                       |

|                                 |       |     |
|---------------------------------|-------|-----|
| 2024 traffic flow               | 332   | 225 |
| Committed Development           | 10    | 8   |
| Committed Development ST        | 19    | 13  |
| 2024 plus committed             | 342   | 233 |
| 2024 plus committed ST          | 351   | 238 |
| Growth Factor                   | 1.019 |     |
| Development Traffic             | 39    | 36  |
| 2024 plus committed plus dev    | 381   | 269 |
| 2024 plus committed plus dev ST | 390   | 274 |
| 2031 traffic flow               | 334   | 226 |
| Committed Development           | 10    | 8   |
| Committed Development ST        | 19    | 13  |
| 2031 plus committed             | 344   | 234 |
| 2031 plus committed ST          | 353   | 239 |
| Growth Factor                   | 1.023 |     |
| Development Traffic             | 39    | 36  |
| 2031 plus committed plus dev    | 383   | 270 |
| 2031 plus committed plus dev ST | 392   | 275 |

Queue Length Survey Analysis

Q Factor (m) 6

Arm A - Northern Approach

| Closure Time | Opening Time | Down Time | Subsequent Up Time | 2018  |          |                    | 2021 + CD |          |                    | 2024 + CD |          |                    | 2031 + CD |          |                    | 2021 + CD ST |          |                    | 2024 + CD ST |          |                    | 2031 + CD ST |          |                    | 2021 + CD + D |          |                    | 2024 + CD + D |          |                    | 2031 + CD + D |          |                    | 2021 + CD |          |                    |
|--------------|--------------|-----------|--------------------|-------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|--------------|----------|--------------------|--------------|----------|--------------------|--------------|----------|--------------------|---------------|----------|--------------------|---------------|----------|--------------------|---------------|----------|--------------------|-----------|----------|--------------------|
|              |              |           |                    | Q PCU | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) |
| 7:58:53      | 8:01:59      | 00:03:06  | 00:05:19           | 12.8  | 77       | 26.9               | 14.4      | 86       | 30.3               | 14.5      | 87       | 30.6               | 14.6      | 88       | 30.8               | 14.9         | 90       | 31.5               | 15.1         | 91       | 31.8               | 15.2         | 91       | 32.0               | 15.0          | 90       | 31.6               | 15.2          | 91       | 31.9               | 15.2          | 91       | 32.1               | 15.6      |          |                    |
| 8:07:18      | 8:08:59      | 00:01:41  | 00:01:05           | 6.9   | 42       | 14.6               | 7.8       | 47       | 16.4               | 7.9       | 47       | 16.6               | 7.9       | 48       | 16.7               | 8.1          | 49       | 17.1               | 8.2          | 49       | 17.2               | 8.2          | 49       | 17.3               | 8.1           | 49       | 17.1               | 8.2           | 49       | 17.3               | 8.3           | 50       | 17.4               | 8.4       |          |                    |
| 8:10:04      | 8:14:41      | 00:04:37  | 00:02:01           | 19.1  | 114      | 40.1               | 21.4      | 129      | 45.1               | 21.7      | 130      | 45.6               | 21.8      | 131      | 45.9               | 22.3         | 134      | 46.9               | 22.5         | 135      | 47.4               | 22.6         | 136      | 47.7               | 22.3          | 134      | 47.1               | 22.6          | 136      | 47.6               | 22.7          | 136      | 47.8               | 23.2      |          |                    |
| 8:16:42      | 8:22:10      | 00:05:28  | 00:02:02           | 21.2  | 127      | 44.6               | 23.8      | 143      | 50.1               | 24.1      | 145      | 50.7               | 24.2      | 145      | 51.0               | 24.8         | 149      | 52.1               | 25.0         | 150      | 52.7               | 25.2         | 151      | 53.0               | 24.8          | 149      | 52.3               | 25.1          | 151      | 52.9               | 25.2          | 151      | 53.1               | 25.8      |          |                    |
| 8:24:12      | 8:25:50      | 00:01:38  | 00:00:49           | 6.3   | 38       | 13.3               | 7.2       | 43       | 14.9               | 7.2       | 43       | 15.1               | 7.2       | 43       | 15.2               | 7.4          | 44       | 15.5               | 7.5          | 45       | 15.7               | 7.5          | 45       | 15.8               | 7.4           | 44       | 15.6               | 7.5           | 45       | 15.8               | 7.5           | 45       | 15.8               | 7.7       |          |                    |
| 8:26:39      | 8:29:46      | 00:03:07  | 00:23:06           | 12.1  | 73       | 25.4               | 13.6      | 81       | 28.6               | 13.7      | 82       | 28.9               | 13.8      | 83       | 29.1               | 14.1         | 85       | 29.7               | 14.3         | 86       | 30.1               | 14.3         | 86       | 30.2               | 14.2          | 85       | 29.8               | 14.3          | 86       | 30.2               | 14.4          | 86       | 30.3               | 14.7      |          |                    |
| 8:52:52      | 8:57:50      | 00:04:58  | 00:04:26           | 23.3  | 140      | 49.0               | 26.1      | 157      | 55.0               | 26.4      | 159      | 55.7               | 26.6      | 159      | 56.0               | 27.2         | 163      | 57.2               | 27.5         | 165      | 57.9               | 27.6         | 166      | 58.1               | 27.3          | 164      | 57.4               | 27.6          | 165      | 58.0               | 27.7          | 166      | 58.3               | 28.3      |          |                    |
| 17:01:18     | 17:03:55     | 00:02:37  | 00:00:33           | 24.7  | 148      | 52.1               | 26.6      | 159      | 55.9               | 26.9      | 161      | 56.5               | 27.0      | 162      | 56.8               | 28.3         | 170      | 59.6               | 28.6         | 172      | 60.2               | 28.7         | 172      | 60.4               | 27.6          | 166      | 58.2               | 27.9          | 168      | 58.8               | 28.0          | 168      | 59.0               | 29.4      |          |                    |
| 17:04:28     | 17:07:05     | 00:02:37  | 00:05:51           | 24.7  | 148      | 52.1               | 26.6      | 159      | 55.9               | 26.9      | 161      | 56.5               | 27.0      | 162      | 56.8               | 28.3         | 170      | 59.6               | 28.6         | 172      | 60.2               | 28.7         | 172      | 60.4               | 27.6          | 166      | 58.2               | 27.9          | 168      | 58.8               | 28.0          | 168      | 59.0               | 29.4      |          |                    |
| 17:12:58     | 17:18:51     | 00:05:55  | 00:01:08           | 55.9  | 335      | 117.7              | 60.0      | 360      | 126.4              | 60.7      | 364      | 127.8              | 60.9      | 366      | 128.3              | 64.0         | 384      | 134.7              | 64.6         | 388      | 136.1              | 64.9         | 389      | 136.6              | 62.4          | 375      | 131.5              | 63.1          | 379      | 132.9              | 63.4          | 380      | 133.4              | 66.4      |          |                    |
| 17:19:59     | 17:27:00     | 00:07:01  | 00:00:59           | 60.0  | 360      | 126.3              | 64.4      | 387      | 135.7              | 65.2      | 391      | 137.2              | 65.4      | 392      | 137.7              | 68.7         | 412      | 144.6              | 69.4         | 416      | 146.1              | 69.6         | 418      | 146.6              | 67.0          | 402      | 141.1              | 67.8          | 407      | 142.7              | 68.0          | 408      | 143.2              | 71.3      |          |                    |
| 17:27:59     | 17:30:06     | 00:02:07  | 00:03:36           | 18.1  | 109      | 38.1               | 19.5      | 117      | 41.0               | 19.7      | 118      | 41.4               | 19.8      | 119      | 41.6               | 20.7         | 124      | 43.7               | 21.0         | 126      | 44.1               | 21.0         | 126      | 44.3               | 20.2          | 121      | 42.6               | 20.5          | 123      | 43.1               | 20.5          | 123      | 43.2               | 21.5      |          |                    |
| 17:33:42     | 17:38:01     | 00:04:19  | 00:10:25           | 43.9  | 263      | 92.4               | 47.1      | 283      | 99.2               | 47.7      | 286      | 100.3              | 47.9      | 287      | 100.7              | 50.2         | 301      | 105.8              | 50.8         | 305      | 106.9              | 50.9         | 306      | 107.3              | 49.0          | 294      | 103.3              | 49.6          | 297      | 104.4              | 49.8          | 299      | 104.7              | 52.1      |          |                    |
| 17:48:26     | 17:52:39     | 00:04:13  | 00:03:34           | 37.4  | 224      | 78.7               | 40.1      | 241      | 84.5               | 40.6      | 243      | 85.4               | 40.7      | 244      | 85.8               | 42.8         | 257      | 90.0               | 43.2         | 259      | 91.0               | 43.4         | 260      | 91.3               | 41.7          | 250      | 87.9               | 42.2          | 253      | 88.8               | 42.4          | 254      | 89.2               | 44.4      |          |                    |
| 17:56:13     | 18:05:00     | 00:08:47  | 00:03:18           | 77.7  | 466      | 163.6              | 83.5      | 501      | 175.8              | 84.4      | 507      | 177.7              | 84.7      | 508      | 178.4              | 89.0         | 534      | 187.3              | 89.9         | 539      | 189.3              | 90.2         | 541      | 190.0              | 86.9          | 521      | 182.9              | 87.8          | 527      | 184.8              | 88.1          | 529      | 185.5              | 92.3      |          |                    |
| AM Mean      |              | 00:03:31  | 00:05:33           |       |          |                    |           |          |                    |           |          |                    |           |          |                    |              |          |                    |              |          |                    |              |          |                    |               |          |                    |               |          |                    |               |          |                    |           |          |                    |
| PM Mean      |              | 00:04:30  | 00:03:41           |       |          |                    |           |          |                    |           |          |                    |           |          |                    |              |          |                    |              |          |                    |              |          |                    |               |          |                    |               |          |                    |               |          |                    |           |          |                    |

|    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |
|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|
| AM | Average | 15 | AM | Average | 14 | AM | Average | 14 | AM | Average | 15 | AM | Average | 15 | AM | Average | 15 | AM | Average | 15 | AM | Average | 15 | AM | Average | 15 | AM | Average | 15 | AM | Average | 15 | AM | Average | 15 | AM | Average | 15 |
|    | Max     | 23 |    | Max     | 26 |    | Max     | 26 |    | Max     | 27 |    | Max     | 27 |    | Max     | 27 |    | Max     | 27 |    | Max     | 27 |    | Max     | 27 |    | Max     | 27 |    | Max     | 28 |    | Max     | 28 |    | Max     | 28 |
|    | Average | 41 |    | Average | 44 |    | Average | 45 |    | Average | 45 |    | Average | 49 |    | Average | 50 |    | Average | 50 |    | Average | 46 |    | Average | 47 |    | Average | 47 |    | Average | 48 |    | Average | 47 |    | Average | 48 |
| PM | Max     | 78 | PM | Max     | 83 | PM | Max     | 84 | PM | Max     | 85 | PM | Max     | 89 | PM | Max     | 90 | PM | Max     | 90 | PM | Max     | 90 | PM | Max     | 87 | PM | Max     | 88 | PM | Max     | 88 | PM | Max     | 88 | PM | Max     | 88 |
|    | Average | 78 |    | Max     | 83 |    | Max     | 84 |    | Max     | 85 |    | Max     | 89 |    | Max     | 90 |    | Max     | 90 |    | Max     | 90 |    | Max     | 87 |    | Max     | 88 |    | Max     | 88 |    | Max     | 88 |    | Max     | 88 |

## Queue Length Survey Analysis

Q Factor (m) 6

## Arm B - Southern Approach

| Closure Time | Opening Time | Down Time | Subsequent Up Time | 2018  |          |                    | 2021 + CD |          |                    | 2024 + CD |          |                    | 2031 + CD |          |                    | 2021 + CD ST |          |                    | 2024 + CD ST |          |                    | 2031 + CD ST |          |                    | 2021 + CD + D |          |                    | 2024 + CD + D |          |                    | 2031 + CD + D |          |                    | 2021 + CD |          |                    |
|--------------|--------------|-----------|--------------------|-------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|--------------|----------|--------------------|--------------|----------|--------------------|--------------|----------|--------------------|---------------|----------|--------------------|---------------|----------|--------------------|---------------|----------|--------------------|-----------|----------|--------------------|
|              |              |           |                    | Q PCU | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU        | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU         | Q Metres | Dispersal Time (s) | Q PCU     | Q Metres | Dispersal Time (s) |
| 7:58:53      | 8:01:59      | 00:03:06  | 00:05:19           | 32.6  | 195      | 72.8               | 34.8      | 209      | 77.8               | 35.2      | 211      | 78.8               | 35.4      | 212      | 79.2               | 39.0         | 234      | 87.3               | 39.5         | 237      | 88.3               | 39.6         | 238      | 88.7               | 36.2          | 217      | 80.9               | 36.6          | 220      | 81.9               | 36.8          | 221      | 82.3               | 40.4      |          |                    |
| 8:07:18      | 8:08:59      | 00:01:41  | 00:01:05           | 17.6  | 106      | 39.5               | 18.8      | 113      | 42.2               | 19.1      | 114      | 42.7               | 19.2      | 115      | 42.9               | 21.2         | 127      | 47.3               | 21.4         | 128      | 47.8               | 21.5         | 129      | 48.1               | 19.6          | 118      | 43.9               | 19.8          | 119      | 44.4               | 19.9          | 120      | 44.6               | 21.9      |          |                    |
| 8:10:04      | 8:14:41      | 00:04:37  | 00:02:01           | 48.5  | 291      | 108.5              | 51.8      | 311      | 115.9              | 52.5      | 315      | 117.4              | 52.7      | 316      | 118.0              | 58.2         | 349      | 130.1              | 58.8         | 353      | 131.6              | 59.1         | 355      | 132.2              | 53.9          | 323      | 120.6              | 54.5          | 327      | 122.0              | 54.8          | 329      | 122.7              | 60.3      |          |                    |
| 8:16:42      | 8:22:10      | 00:05:28  | 00:02:02           | 56.4  | 338      | 126.1              | 60.2      | 361      | 134.7              | 61.0      | 366      | 136.4              | 61.3      | 368      | 137.1              | 67.6         | 406      | 151.3              | 68.3         | 410      | 152.9              | 68.7         | 412      | 153.6              | 62.6          | 376      | 140.2              | 63.4          | 380      | 141.8              | 63.7          | 382      | 142.6              | 70.0      |          |                    |
| 8:24:12      | 8:25:50      | 00:01:38  | 00:00:49           | 16.8  | 101      | 37.6               | 17.9      | 108      | 40.2               | 18.2      | 109      | 40.6               | 18.3      | 110      | 40.9               | 20.1         | 121      | 45.1               | 20.4         | 122      | 45.6               | 20.5         | 123      | 45.8               | 18.7          | 112      | 41.8               | 18.9          | 113      | 42.3               | 19.0          | 114      | 42.5               | 20.9      |          |                    |
| 8:26:39      | 8:29:46      | 00:03:07  | 00:23:06           | 32.2  | 193      | 71.9               | 34.4      | 206      | 76.9               | 34.8      | 209      | 77.8               | 35.0      | 210      | 78.2               | 38.6         | 231      | 86.3               | 39.0         | 234      | 87.2               | 39.2         | 235      | 87.6               | 35.7          | 214      | 80.0               | 36.2          | 217      | 80.9               | 36.3          | 218      | 81.3               | 39.9      |          |                    |
| 8:52:52      | 8:57:50      | 00:04:58  | 00:04:26           | 34.1  | 204      | 76.2               | 36.4      | 218      | 81.4               | 36.8      | 221      | 82.4               | 37.0      | 222      | 82.9               | 40.8         | 245      | 91.4               | 41.3         | 248      | 92.4               | 41.5         | 249      | 92.8               | 37.8          | 227      | 84.7               | 38.3          | 230      | 85.7               | 38.5          | 231      | 86.1               | 42.3      |          |                    |
| 17:01:18     | 17:03:55     | 00:02:37  | 00:00:33           | 11.1  | 67       | 24.8               | 12.5      | 75       | 27.9               | 12.6      | 76       | 28.2               | 12.7      | 76       | 28.3               | 13.6         | 82       | 30.4               | 13.7         | 82       | 30.7               | 13.8         | 83       | 30.8               | 13.2          | 79       | 29.4               | 13.3          | 80       | 29.7               | 13.3          | 80       | 29.8               | 14.3      |          |                    |
| 17:04:28     | 17:07:05     | 00:02:37  | 00:05:51           | 11.1  | 67       | 24.8               | 12.5      | 75       | 27.9               | 12.6      | 76       | 28.2               | 12.7      | 76       | 28.3               | 13.6         | 82       | 30.4               | 13.7         | 82       | 30.7               | 13.8         | 83       | 30.8               | 13.2          | 79       | 29.4               | 13.3          | 80       | 29.7               | 13.3          | 80       | 29.8               | 14.3      |          |                    |
| 17:12:56     | 17:18:51     | 00:05:55  | 00:01:08           | 25.1  | 150      | 56.1               | 28.2      | 169      | 63.1               | 28.5      | 171      | 63.8               | 28.6      | 172      | 64.0               | 30.7         | 184      | 68.7               | 31.0         | 186      | 69.4               | 31.1         | 187      | 69.6               | 29.7          | 178      | 66.5               | 30.0          | 180      | 67.2               | 30.1          | 181      | 67.4               | 32.2      |          |                    |
| 17:19:59     | 17:27:00     | 00:07:01  | 00:00:59           | 21.9  | 131      | 49.0               | 24.6      | 148      | 55.1               | 24.9      | 149      | 55.7               | 25.0      | 150      | 55.9               | 26.8         | 161      | 60.1               | 27.1         | 163      | 60.6               | 27.2         | 163      | 60.8               | 26.0          | 156      | 58.1               | 26.2          | 157      | 58.7               | 26.3          | 158      | 58.9               | 28.2      |          |                    |
| 17:27:59     | 17:30:06     | 00:02:07  | 00:03:36           | 6.6   | 40       | 14.8               | 7.4       | 45       | 16.6               | 7.5       | 45       | 16.8               | 7.5       | 45       | 16.9               | 8.1          | 49       | 18.1               | 8.2          | 49       | 18.3               | 8.2          | 49       | 18.4               | 7.8           | 47       | 17.6               | 7.9           | 48       | 17.7               | 8.0           | 48       | 17.8               | 8.5       |          |                    |
| 17:33:42     | 17:38:01     | 00:04:19  | 00:10:25           | 20.4  | 123      | 45.8               | 23.0      | 138      | 51.5               | 23.2      | 139      | 52.0               | 23.3      | 140      | 52.2               | 25.1         | 150      | 56.1               | 25.3         | 152      | 56.6               | 25.4         | 152      | 56.8               | 24.3          | 146      | 54.3               | 24.5          | 147      | 54.8               | 24.6          | 148      | 55.0               | 26.3      |          |                    |
| 17:46:26     | 17:52:39     | 00:04:13  | 00:03:34           | 13.7  | 82       | 30.7               | 15.4      | 92       | 34.5               | 15.6      | 93       | 34.9               | 15.6      | 94       | 35.0               | 16.8         | 101      | 37.6               | 17.0         | 102      | 37.9               | 17.0         | 102      | 38.1               | 16.3          | 98       | 36.4               | 16.4          | 98       | 36.7               | 16.5          | 99       | 36.9               | 17.6      |          |                    |
| 17:56:13     | 18:05:00     | 00:08:47  | 00:03:18           | 28.5  | 171      | 63.8               | 32.1      | 192      | 71.8               | 32.4      | 194      | 72.5               | 32.5      | 195      | 72.8               | 34.9         | 210      | 78.2               | 35.3         | 212      | 78.9               | 35.4         | 212      | 79.2               | 33.8          | 203      | 75.7               | 34.2          | 205      | 76.4               | 34.3          | 206      | 76.7               | 36.7      |          |                    |
| AM Mean      |              | 00:03:39  | 00:02:37           |       |          |                    |           |          |                    |           |          |                    |           |          |                    |              |          |                    |              |          |                    |              |          |                    |               |          |                    |               |          |                    |               |          |                    |           |          |                    |
| PM Mean      |              | 00:04:30  | 00:05:42           |       |          |                    |           |          |                    |           |          |                    |           |          |                    |              |          |                    |              |          |                    |              |          |                    |               |          |                    |               |          |                    |               |          |                    |           |          |                    |

|    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |    |    |         |  |
|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|----|----|---------|--|
| AM | Average | 34 | AM | Average | 32 | AM | Average | 32 | AM | Average | 32 | AM | Average | 36 | AM | Average | 36 | AM | Average | 36 | AM | Average | 36 | AM | Average | 33 | AM | Average | 33 | AM | Average | 34 | AM | Average |  |
|    | Max     | 56 |    | Max     | 60 |    | Max     | 61 |    | Max     | 61 |    | Max     | 68 |    | Max     | 68 |    | Max     | 69 |    | Max     | 69 |    | Max     | 63 |    | Max     | 63 |    | Max     | 64 |    | Max     |  |
| PM | Average | 17 | PM | Average | 17 | PM | Average | 17 | PM | Average | 18 | PM | Average | 21 | PM | Average | 21 | PM | Average | 21 | PM | Average | 21 | PM | Average | 18 | PM | Average | 18 | PM | Average | 18 | PM | Average |  |
|    | Max     | 29 |    | Max     | 32 |    | Max     | 32 |    | Max     | 33 |    | Max     | 35 |    | Max     | 35 |    | Max     | 35 |    | Max     | 35 |    | Max     | 34 |    | Max     | 34 |    | Max     | 34 |    | Max     |  |

**Key Background information - Level Crossing Traffic Flow Increases**

These have been derived to estimate queue length increases

| Morning Peak                    | Yapton Northern Approach | Yapton Southern Approach |
|---------------------------------|--------------------------|--------------------------|
|                                 | Vehicles                 | Vehicles                 |
| 2018 vph - ref surveys          | 247                      | 535                      |
| Average Queue (PCU)             |                          |                          |
| 2021 traffic flow               | 250                      | 541                      |
| Committed Development           | 28                       | 31                       |
| Committed Development ST        | 39                       | 101                      |
| 2021 plus committed             | 278                      | 572                      |
| 2021 plus committed ST          | 289                      | 642                      |
| Growth Factor                   | 1.0103                   |                          |
| Development Traffic             | 12                       | 23                       |
| 2021 plus committed plus dev    | 290                      | 595                      |
| 2021 plus committed plus dev ST | 301                      | 665                      |
| 2024 traffic flow               | 253                      | 548                      |
| Committed Development           | 28                       | 31                       |
| Committed Development ST        | 39                       | 101                      |
| 2024 plus committed             | 281                      | 579                      |
| 2024 plus committed ST          | 292                      | 649                      |
| Growth Factor                   | 1.024                    |                          |
| Development Traffic             | 12                       | 23                       |
| 2024 plus committed plus dev    | 293                      | 602                      |
| 2024 plus committed plus dev ST | 304                      | 672                      |
| 2031 traffic flow               | 254                      | 551                      |
| Committed Development           | 28                       | 31                       |
| Committed Development ST        | 39                       | 101                      |
| 2031 plus committed             | 282                      | 582                      |
| 2031 plus committed ST          | 293                      | 652                      |
| Growth Factor                   | 1.029                    |                          |
| Development Traffic             | 12                       | 23                       |
| 2031 plus committed plus dev    | 294                      | 605                      |
| 2031 plus committed plus dev ST | 305                      | 675                      |

| Evening Peak                    | Yapton Northern Approach | Yapton Southern Approach |
|---------------------------------|--------------------------|--------------------------|
|                                 | Vehicles                 | Vehicles                 |
| 2018 vph - ref surveys          | 553                      | 229                      |
| Average Queue (PCU)             |                          |                          |
| 2021 traffic flow               | 557                      | 231                      |
| Committed Development           | 37                       | 27                       |
| Committed Development ST        | 76                       | 50                       |
| 2021 plus committed             | 594                      | 258                      |
| 2021 plus committed ST          | 633                      | 281                      |
| Growth Factor                   | 1.007                    |                          |
| Development Traffic             | 24                       | 14                       |
| 2021 plus committed plus dev    | 618                      | 272                      |
| 2021 plus committed plus dev ST | 657                      | 295                      |
| 2024 traffic flow               | 564                      | 233                      |
| Committed Development           | 37                       | 27                       |
| Committed Development ST        | 76                       | 50                       |
| 2024 plus committed             | 601                      | 260                      |
| 2024 plus committed ST          | 640                      | 283                      |
| Growth Factor                   | 1.019                    |                          |
| Development Traffic             | 24                       | 14                       |
| 2024 plus committed plus dev    | 625                      | 274                      |
| 2024 plus committed plus dev ST | 664                      | 297                      |
| 2031 traffic flow               | 566                      | 234                      |
| Committed Development           | 37                       | 27                       |
| Committed Development ST        | 76                       | 50                       |
| 2031 plus committed             | 603                      | 261                      |
| 2031 plus committed ST          | 642                      | 284                      |
| Growth Factor                   | 1.023                    |                          |
| Development Traffic             | 24                       | 14                       |
| 2031 plus committed plus dev    | 627                      | 275                      |
| 2031 plus committed plus dev ST | 666                      | 298                      |

## **APPENDIX M.**

## ES Traffic Data

|      |                                              |                                    |                          |                |            | 2017 Counts    |                            |       |                |                            |       |                    |                            |       |                          |          |       |                               |          |       |
|------|----------------------------------------------|------------------------------------|--------------------------|----------------|------------|----------------|----------------------------|-------|----------------|----------------------------|-------|--------------------|----------------------------|-------|--------------------------|----------|-------|-------------------------------|----------|-------|
|      |                                              |                                    |                          |                |            | AM Peak Hour   |                            |       | PM Peak Hour   |                            |       | Combined Peak Hour |                            |       | Noise, 5-day 18hr (6-24) |          |       | Air Quality,7-day 24hr (0-24) |          |       |
| Ref: | Location                                     | Annual Mean Speed (7-day 24hr) mph | Posted Speed Limit (mph) | Road Width (m) | Direction  | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow     | HGV flow (No. of vehicles) | HGV % | Total Veh flow           | HGV flow | HGV % | Total Veh flow                | HGV flow | HGV % |
| 1    | Yapton Level Crossing                        | -                                  | 30                       | 6.5            | Northbound | 455            | 28                         | 6.1%  | 232            | 8                          | 3.4%  | 687                | 36                         | 5.2%  | 3,958                    | 269      | 6.8%  | 3,784                         | 248      | 6.6%  |
|      |                                              |                                    |                          |                | Southbound | 234            | 17                         | 7.2%  | 539            | 25                         | 4.6%  | 773                | 42                         | 5.4%  | 4,451                    | 313      | 7.0%  | 4,256                         | 290      | 6.8%  |
|      |                                              |                                    |                          |                | Two-Way    | 689            | 45                         | 6.5%  | 771            | 33                         | 4.3%  | 1,460              | 78                         | 5.3%  | 8,409                    | 582      | 6.9%  | 8,040                         | 538      | 6.7%  |
| 2    | B2233 Yapton Road west of North End Road     | -                                  | 30                       | 7.0            | Eastbound  | 314            | 12                         | 3.8%  | 372            | 9                          | 2.4%  | 685                | 21                         | 3.1%  | 3,946                    | 157      | 4.0%  | 3,773                         | 145      | 3.8%  |
|      |                                              |                                    |                          |                | Westbound  | 493            | 10                         | 2.0%  | 301            | 6                          | 2.0%  | 794                | 16                         | 2.0%  | 4,572                    | 119      | 2.6%  | 4,371                         | 110      | 2.5%  |
|      |                                              |                                    |                          |                | Two-Way    | 807            | 22                         | 2.7%  | 672            | 15                         | 2.2%  | 1,479              | 37                         | 2.5%  | 8,518                    | 276      | 3.2%  | 8,144                         | 255      | 3.1%  |
| 3    | Bilsham Road south of Burndell Road mini     | 35.8                               | 40                       | 5.8            | Northbound | 530            | 11                         | 2.1%  | 247            | 9                          | 3.6%  | 777                | 20                         | 2.6%  | 4,474                    | 149      | 3.3%  | 4,278                         | 138      | 3.2%  |
|      |                                              |                                    |                          |                | Southbound | 189            | 6                          | 3.2%  | 308            | 10                         | 3.2%  | 497                | 16                         | 3.2%  | 2,862                    | 119      | 4.2%  | 2,737                         | 110      | 4.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 719            | 17                         | 2.4%  | 555            | 19                         | 3.4%  | 1,274              | 36                         | 2.8%  | 7,336                    | 269      | 3.7%  | 7,015                         | 248      | 3.5%  |
| 4    | Burndell Road NW of Rollaston Park           | -                                  | 30                       | 6.5            | Eastbound  | 399            | 12                         | 3.0%  | 531            | 17                         | 3.2%  | 929                | 29                         | 3.1%  | 5,352                    | 216      | 4.0%  | 5,117                         | 200      | 3.9%  |
|      |                                              |                                    |                          |                | Westbound  | 459            | 14                         | 3.0%  | 321            | 10                         | 3.1%  | 780                | 24                         | 3.1%  | 4,491                    | 179      | 4.0%  | 4,294                         | 166      | 3.9%  |
|      |                                              |                                    |                          |                | Two-Way    | 858            | 26                         | 3.0%  | 852            | 27                         | 3.2%  | 1,709              | 53                         | 3.1%  | 9,843                    | 395      | 4.0%  | 9,411                         | 366      | 3.9%  |
| 5    | Ford Level Crossing                          | -                                  | 40                       | 6.7            | Northbound | 339            | 17                         | 5.0%  | 235            | 6                          | 2.5%  | 574                | 23                         | 4.0%  | 3,246                    | 201      | 6.2%  | 3,139                         | 162      | 5.2%  |
|      |                                              |                                    |                          |                | Southbound | 237            | 13                         | 5.5%  | 341            | 8                          | 2.3%  | 578                | 21                         | 3.6%  | 3,269                    | 183      | 5.6%  | 3,161                         | 148      | 4.7%  |
|      |                                              |                                    |                          |                | Two-Way    | 576            | 30                         | 5.2%  | 576            | 14                         | 2.4%  | 1,152              | 44                         | 3.8%  | 6,515                    | 384      | 5.9%  | 6,300                         | 310      | 4.9%  |
| 6    | A259 East of B2259                           | -                                  | 50                       | 7.2            | Eastbound  | 943            | 45                         | 4.8%  | 952            | 30                         | 3.1%  | 1,895              | 75                         | 3.9%  | 11,918                   | 547      | 4.6%  | 11,708                        | 455      | 3.9%  |
|      |                                              |                                    |                          |                | Westbound  | 708            | 36                         | 5.1%  | 1,095          | 18                         | 1.6%  | 1,803              | 54                         | 3.0%  | 11,341                   | 394      | 3.5%  | 11,141                        | 328      | 2.9%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,651          | 81                         | 4.9%  | 2,047          | 48                         | 2.3%  | 3,698              | 129                        | 3.5%  | 23,259                   | 940      | 4.0%  | 22,849                        | 783      | 3.4%  |
| 7    | B2132 South of Bilsham Road Stagger          | 31.6                               | 30                       | 7.2            | Northbound | 254            | 6                          | 2.4%  | 159            | 3                          | 1.9%  | 413                | 9                          | 2.2%  | 2,735                    | 85       | 3.1%  | 2,679                         | 70       | 2.6%  |
|      |                                              |                                    |                          |                | Southbound | 139            | 14                         | 10.0% | 317            | 2                          | 0.6%  | 456                | 16                         | 3.5%  | 3,018                    | 150      | 5.0%  | 2,956                         | 124      | 4.2%  |
|      |                                              |                                    |                          |                | Two-Way    | 394            | 20                         | 5.1%  | 476            | 5                          | 1.0%  | 870                | 25                         | 2.9%  | 5,752                    | 235      | 4.1%  | 5,635                         | 194      | 3.4%  |
| 8    | A259 West of Oystercatcher Junction          | 41.5                               | 50                       | 7.0            | Eastbound  | 802            | 41                         | 5.1%  | 781            | 24                         | 3.1%  | 1,583              | 65                         | 4.1%  | 9,957                    | 474      | 4.8%  | 9,781                         | 394      | 4.0%  |
|      |                                              |                                    |                          |                | Westbound  | 631            | 40                         | 6.3%  | 1,086          | 17                         | 1.6%  | 1,716              | 57                         | 3.3%  | 10,796                   | 415      | 3.8%  | 10,605                        | 346      | 3.3%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,433          | 81                         | 5.6%  | 1,867          | 41                         | 2.2%  | 3,299              | 122                        | 3.7%  | 20,752                   | 889      | 4.3%  | 20,386                        | 740      | 3.6%  |
| 9    | Yapton Road North of Oystercatcher Junction  | 38.8                               | 30                       | 5.8            | Northbound | 321            | 11                         | 3.4%  | 319            | 11                         | 3.4%  | 640                | 22                         | 3.4%  | 3,864                    | 179      | 4.6%  | 3,876                         | 152      | 3.9%  |
|      |                                              |                                    |                          |                | Southbound | 221            | 18                         | 8.1%  | 402            | 18                         | 4.5%  | 624                | 36                         | 5.8%  | 3,767                    | 292      | 7.8%  | 3,779                         | 248      | 6.6%  |
|      |                                              |                                    |                          |                | Two-Way    | 542            | 29                         | 5.3%  | 721            | 29                         | 4.0%  | 1,263              | 58                         | 4.6%  | 7,631                    | 471      | 6.2%  | 7,654                         | 399      | 5.2%  |
| 10   | A259 East of Oystercatcher Junction          | -                                  | 40                       | 7.0            | Eastbound  | 890            | 54                         | 6.0%  | 1,103          | 34                         | 3.1%  | 1,992              | 88                         | 4.4%  | 12,532                   | 641      | 5.1%  | 12,311                        | 534      | 4.3%  |
|      |                                              |                                    |                          |                | Westbound  | 818            | 46                         | 5.6%  | 1,324          | 20                         | 1.5%  | 2,142              | 66                         | 3.1%  | 13,471                   | 481      | 3.6%  | 13,234                        | 401      | 3.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,708          | 100                        | 5.8%  | 2,426          | 54                         | 2.2%  | 4,134              | 153                        | 3.7%  | 26,003                   | 1,122    | 4.3%  | 25,544                        | 935      | 3.7%  |
| 11   | Church Lane South of Horsemere Green Lane    | -                                  | 40                       | 6.6            | Northbound | 622            | 36                         | 5.8%  | 309            | 12                         | 3.9%  | 930                | 48                         | 5.1%  | 5,264                    | 419      | 8.0%  | 5,090                         | 338      | 6.6%  |
|      |                                              |                                    |                          |                | Southbound | 417            | 39                         | 9.3%  | 659            | 9                          | 1.4%  | 1,077              | 48                         | 4.4%  | 6,092                    | 419      | 6.9%  | 5,891                         | 338      | 5.7%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,039          | 75                         | 7.2%  | 968            | 21                         | 2.2%  | 2,007              | 96                         | 4.8%  | 11,356                   | 837      | 7.4%  | 10,981                        | 675      | 6.2%  |
| 12   | A259 East of Church Lane Roundabout          | 39.2                               | 40                       | 7.2            | Eastbound  | 1,141          | 71                         | 6.2%  | 1,498          | 40                         | 2.7%  | 2,639              | 111                        | 4.2%  | 16,622                   | 858      | 5.2%  | 16,062                        | 716      | 4.5%  |
|      |                                              |                                    |                          |                | Westbound  | 1,232          | 65                         | 5.3%  | 1,300          | 29                         | 2.2%  | 2,532              | 94                         | 3.7%  | 15,951                   | 727      | 4.6%  | 15,414                        | 607      | 3.9%  |
|      |                                              |                                    |                          |                | Two-Way    | 2,373          | 135                        | 5.7%  | 2,798          | 69                         | 2.5%  | 5,171              | 204                        | 3.9%  | 32,574                   | 1,585    | 4.9%  | 31,476                        | 1,323    | 4.2%  |
| 13   | A259 North of Broad Piece Roundabout         | 37                                 | 60                       | 7.2            | Northbound | 644            | 51                         | 7.9%  | 1,048          | 37                         | 3.5%  | 1,691              | 88                         | 5.2%  | 11,013                   | 655      | 5.9%  | 10,738                        | 273      | 2.5%  |
|      |                                              |                                    |                          |                | Southbound | 920            | 49                         | 5.3%  | 922            | 22                         | 2.4%  | 1,842              | 71                         | 3.8%  | 11,993                   | 528      | 4.4%  | 11,694                        | 220      | 1.9%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,563          | 100                        | 6.4%  | 1,970          | 59                         | 3.0%  | 3,533              | 158                        | 4.5%  | 23,007                   | 1,183    | 5.1%  | 22,432                        | 493      | 2.2%  |
| 15   | A284 Lyminster Road North of Wick Roundabout | 37                                 | 60                       | 5.8            | Northbound | 416            | 25                         | 6.0%  | 475            | 12                         | 2.5%  | 892                | 37                         | 4.1%  | 5,745                    | 283      | 4.9%  | 5,621                         | 236      | 4.2%  |
|      |                                              |                                    |                          |                | Southbound | 581            | 38                         | 6.5%  | 614            | 21                         | 3.4%  | 1,194              | 59                         | 4.9%  | 7,696                    | 451      | 5.9%  | 7,530                         | 377      | 5.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 997            | 63                         | 6.3%  | 1,089          | 33                         | 3.0%  | 2,086              | 96                         | 4.6%  | 13,440                   | 734      | 5.5%  | 13,150                        | 613      | 4.7%  |
| 16   | A259 East of Morrisons Roundabout            | -                                  | 40                       | 8.2            | Eastbound  | 743            | 27                         | 3.6%  | 1,152          | 15                         | 1.3%  | 1,896              | 42                         | 2.2%  | 11,941                   | 325      | 2.7%  | 11,539                        | 271      | 2.3%  |
|      |                                              |                                    |                          |                | Westbound  | 951            | 29                         | 3.0%  | 908            | 16                         | 1.8%  | 1,860              | 45                         | 2.4%  | 11,716                   | 348      | 3.0%  | 11,321                        | 290      | 2.6%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,695          | 56                         | 3.3%  | 2,061          | 31                         | 1.5%  | 3,755              | 87                         | 2.3%  | 23,657                   | 673      | 2.8%  | 22,860                        | 561      | 2.5%  |

|      |                                              |                                    |                          |                |            | 2024 Flows     |                            |       |                |                            |       |                    |                            |       |                          |          |       |                               |          |       |
|------|----------------------------------------------|------------------------------------|--------------------------|----------------|------------|----------------|----------------------------|-------|----------------|----------------------------|-------|--------------------|----------------------------|-------|--------------------------|----------|-------|-------------------------------|----------|-------|
|      |                                              |                                    |                          |                |            | AM Peak Hour   |                            |       | PM Peak Hour   |                            |       | Combined Peak Hour |                            |       | Noise, 5-day 18hr (6-24) |          |       | Air Quality,7-day 24hr (0-24) |          |       |
| Ref: | Location                                     | Annual Mean Speed (7-day 24hr) mph | Posted Speed Limit (mph) | Road Width (m) | Direction  | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow     | HGV flow (No. of vehicles) | HGV % | Total Veh flow           | HGV flow | HGV % | Total Veh flow                | HGV flow | HGV % |
| 1    | Yapton Level Crossing                        | -                                  | 30                       | 6.5            | Northbound | 569            | 29                         | 5.1%  | 287            | 8                          | 2.8%  | 856                | 37                         | 4.3%  | 4,929                    | 277      | 5.6%  | 4,713                         | 256      | 5.4%  |
|      |                                              |                                    |                          |                | Southbound | 280            | 17                         | 6.1%  | 627            | 25                         | 4.0%  | 907                | 42                         | 4.6%  | 5,223                    | 314      | 6.0%  | 4,993                         | 291      | 5.8%  |
|      |                                              |                                    |                          |                | Two-Way    | 849            | 46                         | 5.4%  | 914            | 33                         | 3.6%  | 1,763              | 79                         | 4.5%  | 10,152                   | 592      | 5.8%  | 9,706                         | 547      | 5.6%  |
| 2    | B2233 Yapton Road west of North End Road     | -                                  | 30                       | 7.0            | Eastbound  | 409            | 12                         | 2.9%  | 434            | 9                          | 2.1%  | 843                | 21                         | 2.5%  | 4,854                    | 157      | 3.2%  | 4,641                         | 145      | 3.1%  |
|      |                                              |                                    |                          |                | Westbound  | 553            | 10                         | 1.8%  | 366            | 6                          | 1.6%  | 919                | 16                         | 1.7%  | 5,292                    | 120      | 2.3%  | 5,059                         | 111      | 2.2%  |
|      |                                              |                                    |                          |                | Two-Way    | 962            | 22                         | 2.3%  | 800            | 15                         | 1.9%  | 1,762              | 37                         | 2.1%  | 10,146                   | 277      | 2.7%  | 9,700                         | 256      | 2.6%  |
| 3    | Bilsham Road south of Burndell Road mini     | 35.8                               | 40                       | 5.8            | Northbound | 566            | 11                         | 1.9%  | 277            | 9                          | 3.2%  | 843                | 20                         | 2.4%  | 4,854                    | 150      | 3.1%  | 4,641                         | 138      | 3.0%  |
|      |                                              |                                    |                          |                | Southbound | 206            | 6                          | 2.9%  | 321            | 10                         | 3.1%  | 527                | 16                         | 3.0%  | 3,035                    | 120      | 3.9%  | 2,901                         | 111      | 3.8%  |
|      |                                              |                                    |                          |                | Two-Way    | 772            | 17                         | 2.2%  | 598            | 19                         | 3.2%  | 1,370              | 36                         | 2.6%  | 7,889                    | 270      | 3.4%  | 7,542                         | 249      | 3.3%  |
| 4    | Burndell Road NW of Rollaston Park           | -                                  | 30                       | 6.5            | Eastbound  | 459            | 12                         | 2.6%  | 594            | 17                         | 2.9%  | 1,053              | 29                         | 2.8%  | 6,063                    | 217      | 3.6%  | 5,797                         | 201      | 3.5%  |
|      |                                              |                                    |                          |                | Westbound  | 518            | 14                         | 2.7%  | 375            | 10                         | 2.7%  | 893                | 24                         | 2.7%  | 5,142                    | 180      | 3.5%  | 4,916                         | 166      | 3.4%  |
|      |                                              |                                    |                          |                | Two-Way    | 977            | 26                         | 2.7%  | 969            | 27                         | 2.8%  | 1,946              | 53                         | 2.7%  | 11,205                   | 397      | 3.5%  | 10,713                        | 367      | 3.4%  |
| 5    | Ford Level Crossing                          | -                                  | 40                       | 6.7            | Northbound | 372            | 17                         | 4.6%  | 254            | 6                          | 2.4%  | 626                | 23                         | 3.7%  | 3,542                    | 201      | 5.7%  | 3,425                         | 162      | 4.7%  |
|      |                                              |                                    |                          |                | Southbound | 254            | 13                         | 5.1%  | 368            | 8                          | 2.2%  | 622                | 21                         | 3.4%  | 3,519                    | 184      | 5.2%  | 3,403                         | 148      | 4.4%  |
|      |                                              |                                    |                          |                | Two-Way    | 626            | 30                         | 4.8%  | 622            | 14                         | 2.3%  | 1,248              | 44                         | 3.5%  | 7,060                    | 385      | 5.5%  | 6,828                         | 311      | 4.6%  |
| 6    | A259 East of B2259                           | -                                  | 50                       | 7.2            | Eastbound  | 1,281          | 62                         | 4.8%  | 1,418          | 30                         | 2.1%  | 2,699              | 92                         | 3.4%  | 16,977                   | 673      | 4.0%  | 16,678                        | 560      | 3.4%  |
|      |                                              |                                    |                          |                | Westbound  | 902            | 42                         | 4.7%  | 1,104          | 18                         | 1.6%  | 2,006              | 60                         | 3.0%  | 12,618                   | 439      | 3.5%  | 12,395                        | 366      | 2.9%  |
|      |                                              |                                    |                          |                | Two-Way    | 2,183          | 104                        | 4.8%  | 2,522          | 48                         | 1.9%  | 4,705              | 152                        | 3.2%  | 29,595                   | 1,112    | 3.8%  | 29,073                        | 926      | 3.2%  |
| 7    | B2132 South of Bilsham Road Stagger          | 31.6                               | 30                       | 7.2            | Northbound | 240            | 4                          | 1.7%  | 146            | 2                          | 1.4%  | 386                | 6                          | 1.6%  | 2,553                    | 57       | 2.2%  | 2,501                         | 47       | 1.9%  |
|      |                                              |                                    |                          |                | Southbound | 177            | 12                         | 6.8%  | 314            | 3                          | 1.0%  | 491                | 15                         | 3.1%  | 3,248                    | 142      | 4.4%  | 3,182                         | 117      | 3.7%  |
|      |                                              |                                    |                          |                | Two-Way    | 417            | 16                         | 3.8%  | 460            | 5                          | 1.1%  | 877                | 21                         | 2.4%  | 5,801                    | 198      | 3.4%  | 5,683                         | 163      | 2.9%  |
| 8    | A259 West of Oystercatcher Junction          | 41.5                               | 50                       | 7.0            | Eastbound  | 845            | 42                         | 5.0%  | 828            | 24                         | 2.9%  | 1,673              | 66                         | 3.9%  | 10,523                   | 483      | 4.6%  | 10,338                        | 402      | 3.9%  |
|      |                                              |                                    |                          |                | Westbound  | 683            | 41                         | 6.0%  | 1,142          | 17                         | 1.5%  | 1,825              | 58                         | 3.2%  | 11,479                   | 424      | 3.7%  | 11,277                        | 353      | 3.1%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,528          | 83                         | 5.4%  | 1,970          | 41                         | 2.1%  | 3,498              | 124                        | 3.5%  | 22,003                   | 907      | 4.1%  | 21,615                        | 755      | 3.5%  |
| 9    | Yapton Road North of Oystercatcher Junction  | 38.8                               | 30                       | 5.8            | Northbound | 344            | 11                         | 3.2%  | 374            | 11                         | 2.9%  | 718                | 22                         | 3.1%  | 4,338                    | 179      | 4.1%  | 4,351                         | 152      | 3.5%  |
|      |                                              |                                    |                          |                | Southbound | 273            | 18                         | 6.6%  | 434            | 18                         | 4.1%  | 707                | 36                         | 5.1%  | 4,271                    | 294      | 6.9%  | 4,284                         | 249      | 5.8%  |
|      |                                              |                                    |                          |                | Two-Way    | 617            | 29                         | 4.7%  | 808            | 29                         | 3.6%  | 1,425              | 58                         | 4.1%  | 8,609                    | 473      | 5.5%  | 8,635                         | 401      | 4.6%  |
| 10   | A259 East of Oystercatcher Junction          | -                                  | 40                       | 7.0            | Eastbound  | 981            | 55                         | 5.6%  | 1,179          | 34                         | 2.9%  | 2,160              | 89                         | 4.1%  | 13,587                   | 651      | 4.8%  | 13,347                        | 542      | 4.1%  |
|      |                                              |                                    |                          |                | Westbound  | 890            | 47                         | 5.3%  | 1,433          | 20                         | 1.4%  | 2,323              | 67                         | 2.9%  | 14,612                   | 490      | 3.4%  | 14,354                        | 408      | 2.8%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,871          | 102                        | 5.5%  | 2,612          | 54                         | 2.1%  | 4,483              | 156                        | 3.5%  | 28,198                   | 1,141    | 4.0%  | 27,701                        | 950      | 3.4%  |
| 11   | Church Lane South of Horsemere Green Lane    | -                                  | 40                       | 6.6            | Northbound | 668            | 37                         | 5.5%  | 380            | 12                         | 3.2%  | 1,048              | 49                         | 4.7%  | 6,049                    | 549      | 9.1%  | 5,853                         | 466      | 8.0%  |
|      |                                              |                                    |                          |                | Southbound | 499            | 40                         | 8.0%  | 711            | 9                          | 1.3%  | 1,210              | 49                         | 4.0%  | 6,965                    | 549      | 7.9%  | 6,740                         | 466      | 7.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,167          | 77                         | 6.6%  | 1,091          | 21                         | 1.9%  | 2,258              | 98                         | 4.3%  | 13,014                   | 1,098    | 8.4%  | 12,473                        | 932      | 7.5%  |
| 12   | A259 East of Church Lane Roundabout          | 39.2                               | 40                       | 7.2            | Eastbound  | 1,268          | 73                         | 5.8%  | 1,580          | 41                         | 2.6%  | 2,848              | 114                        | 4.0%  | 17,940                   | 885      | 4.9%  | 17,336                        | 738      | 4.3%  |
|      |                                              |                                    |                          |                | Westbound  | 1,306          | 67                         | 5.1%  | 1,433          | 29                         | 2.0%  | 2,739              | 96                         | 3.5%  | 17,254                   | 745      | 4.3%  | 16,672                        | 622      | 3.7%  |
|      |                                              |                                    |                          |                | Two-Way    | 2,574          | 140                        | 5.4%  | 3,013          | 70                         | 2.3%  | 5,587              | 210                        | 3.8%  | 35,194                   | 1,630    | 4.6%  | 34,008                        | 1,360    | 4.0%  |
| 13   | A259 North of Broad Piece Roundabout         | 37                                 | 60                       | 7.2            | Northbound | 744            | 52                         | 7.0%  | 1,112          | 38                         | 3.4%  | 1,856              | 90                         | 4.8%  | 12,085                   | 672      | 5.6%  | 11,783                        | 280      | 2.4%  |
|      |                                              |                                    |                          |                | Southbound | 979            | 50                         | 5.1%  | 1,035          | 22                         | 2.1%  | 2,014              | 72                         | 3.6%  | 13,114                   | 538      | 4.1%  | 12,786                        | 224      | 1.8%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,723          | 102                        | 5.9%  | 2,147          | 60                         | 2.8%  | 3,870              | 162                        | 4.2%  | 25,199                   | 1,210    | 4.8%  | 24,569                        | 504      | 2.1%  |
| 15   | A284 Lyminster Road North of Wick Roundabout | 37                                 | 60                       | 5.8            | Northbound | 428            | 25                         | 5.8%  | 486            | 12                         | 2.5%  | 914                | 37                         | 4.0%  | 5,889                    | 284      | 4.8%  | 5,762                         | 237      | 4.1%  |
|      |                                              |                                    |                          |                | Southbound | 598            | 39                         | 6.5%  | 628            | 21                         | 3.3%  | 1,226              | 60                         | 4.9%  | 7,899                    | 460      | 5.8%  | 7,729                         | 385      | 5.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,026          | 64                         | 6.2%  | 1,114          | 33                         | 3.0%  | 2,140              | 97                         | 4.5%  | 13,789                   | 744      | 5.4%  | 13,491                        | 622      | 4.6%  |
| 16   | A259 East of Morrisons Roundabout            | -                                  | 40                       | 8.2            | Eastbound  | 847            | 27                         | 3.2%  | 1,219          | 15                         | 1.2%  | 2,066              | 42                         | 2.0%  | 13,014                   | 326      | 2.5%  | 12,576                        | 272      | 2.2%  |
|      |                                              |                                    |                          |                | Westbound  | 1,011          | 29                         | 2.9%  | 1,020          | 16                         | 1.6%  | 2,031              | 45                         | 2.2%  | 12,794                   | 349      | 2.7%  | 12,363                        | 291      | 2.4%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,858          | 56                         | 3.0%  | 2,239          | 31                         | 1.4%  | 4,097              | 87                         | 2.1%  | 25,808                   | 675      | 2.6%  | 24,939                        | 563      | 2.3%  |

|      |                                              |                                    |                          |                |            | 2031 Baseline (WSCC) |                            |       |                |                            |       |                    |                            |       |                          |          |       |                               |          |       |
|------|----------------------------------------------|------------------------------------|--------------------------|----------------|------------|----------------------|----------------------------|-------|----------------|----------------------------|-------|--------------------|----------------------------|-------|--------------------------|----------|-------|-------------------------------|----------|-------|
|      |                                              |                                    |                          |                |            | AM Peak Hour         |                            |       | PM Peak Hour   |                            |       | Combined Peak Hour |                            |       | Noise, 5-day 18hr (6-24) |          |       | Air Quality,7-day 24hr (0-24) |          |       |
| Ref: | Location                                     | Annual Mean Speed (7-day 24hr) mph | Posted Speed Limit (mph) | Road Width (m) | Direction  | Total Veh flow       | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow     | HGV flow (No. of vehicles) | HGV % | Total Veh flow           | HGV flow | HGV % | Total Veh flow                | HGV flow | HGV % |
| 1    | Yapton Level Crossing                        | -                                  | 30                       | 6.5            | Northbound | 571                  | 29                         | 5.0%  | 288            | 8                          | 2.8%  | 860                | 37                         | 4.3%  | 4,951                    | 277      | 5.6%  | 4,734                         | 256      | 5.4%  |
|      |                                              |                                    |                          |                | Southbound | 281                  | 17                         | 6.2%  | 630            | 26                         | 4.1%  | 910                | 43                         | 4.7%  | 5,243                    | 323      | 6.2%  | 5,013                         | 298      | 6.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 852                  | 46                         | 5.4%  | 918            | 34                         | 3.7%  | 1,770              | 80                         | 4.5%  | 10,194                   | 600      | 5.9%  | 9,746                         | 554      | 5.7%  |
| 2    | B2233 Yapton Road west of North End Road     | -                                  | 30                       | 7.0            | Eastbound  | 411                  | 12                         | 3.0%  | 436            | 9                          | 2.1%  | 847                | 22                         | 2.5%  | 4,877                    | 161      | 3.3%  | 4,663                         | 149      | 3.2%  |
|      |                                              |                                    |                          |                | Westbound  | 556                  | 10                         | 1.9%  | 367            | 6                          | 1.7%  | 923                | 16                         | 1.8%  | 5,312                    | 123      | 2.3%  | 5,079                         | 114      | 2.2%  |
|      |                                              |                                    |                          |                | Two-Way    | 967                  | 23                         | 2.3%  | 803            | 15                         | 1.9%  | 1,769              | 38                         | 2.1%  | 10,189                   | 284      | 2.8%  | 9,742                         | 263      | 2.7%  |
| 3    | Bilsham Road south of Burndell Road mini     | 35.8                               | 40                       | 5.8            | Northbound | 569                  | 11                         | 2.0%  | 279            | 9                          | 3.3%  | 847                | 21                         | 2.4%  | 4,879                    | 154      | 3.2%  | 4,665                         | 142      | 3.0%  |
|      |                                              |                                    |                          |                | Southbound | 207                  | 6                          | 3.0%  | 322            | 10                         | 3.2%  | 529                | 16                         | 3.1%  | 3,045                    | 123      | 4.0%  | 2,911                         | 114      | 3.9%  |
|      |                                              |                                    |                          |                | Two-Way    | 775                  | 17                         | 2.3%  | 601            | 19                         | 3.2%  | 1,376              | 37                         | 2.7%  | 7,924                    | 277      | 3.5%  | 7,576                         | 256      | 3.4%  |
| 4    | Burndell Road NW of Rollaston Park           | -                                  | 30                       | 6.5            | Eastbound  | 461                  | 12                         | 2.7%  | 596            | 17                         | 2.9%  | 1,057              | 30                         | 2.8%  | 6,087                    | 223      | 3.7%  | 5,820                         | 206      | 3.5%  |
|      |                                              |                                    |                          |                | Westbound  | 521                  | 14                         | 2.8%  | 377            | 10                         | 2.7%  | 897                | 25                         | 2.7%  | 5,165                    | 185      | 3.6%  | 4,938                         | 171      | 3.5%  |
|      |                                              |                                    |                          |                | Two-Way    | 981                  | 27                         | 2.7%  | 973            | 28                         | 2.8%  | 1,954              | 54                         | 2.8%  | 11,252                   | 407      | 3.6%  | 10,758                        | 377      | 3.5%  |
| 5    | Ford Level Crossing                          | -                                  | 40                       | 6.7            | Northbound | 374                  | 17                         | 4.7%  | 254            | 6                          | 2.4%  | 628                | 24                         | 3.8%  | 3,555                    | 207      | 5.8%  | 3,438                         | 167      | 4.9%  |
|      |                                              |                                    |                          |                | Southbound | 255                  | 13                         | 5.2%  | 369            | 8                          | 2.2%  | 624                | 22                         | 3.5%  | 3,530                    | 189      | 5.4%  | 3,413                         | 152      | 4.5%  |
|      |                                              |                                    |                          |                | Two-Way    | 629                  | 31                         | 4.9%  | 623            | 14                         | 2.3%  | 1,252              | 45                         | 3.6%  | 7,085                    | 396      | 5.6%  | 6,852                         | 319      | 4.7%  |
| 6    | A259 East of B2259                           | -                                  | 50                       | 7.2            | Eastbound  | 1,288                | 63                         | 4.9%  | 1,423          | 31                         | 2.2%  | 2,711              | 93                         | 3.4%  | 17,052                   | 684      | 4.0%  | 16,752                        | 570      | 3.4%  |
|      |                                              |                                    |                          |                | Westbound  | 906                  | 42                         | 4.7%  | 1,108          | 18                         | 1.7%  | 2,014              | 61                         | 3.0%  | 12,671                   | 443      | 3.5%  | 12,447                        | 369      | 3.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 2,194                | 105                        | 4.8%  | 2,531          | 49                         | 1.9%  | 4,725              | 154                        | 3.3%  | 29,723                   | 1,127    | 3.8%  | 29,199                        | 939      | 3.2%  |
| 7    | B2132 South of Bilsham Road Stagger          | 31.6                               | 30                       | 7.2            | Northbound | 241                  | 4                          | 1.7%  | 146            | 2                          | 1.4%  | 387                | 6                          | 1.6%  | 2,559                    | 58       | 2.3%  | 2,507                         | 48       | 1.9%  |
|      |                                              |                                    |                          |                | Southbound | 178                  | 12                         | 7.0%  | 315            | 3                          | 1.0%  | 493                | 15                         | 3.1%  | 3,259                    | 146      | 4.5%  | 3,193                         | 120      | 3.8%  |
|      |                                              |                                    |                          |                | Two-Way    | 418                  | 16                         | 3.9%  | 461            | 5                          | 1.1%  | 880                | 22                         | 2.5%  | 5,818                    | 204      | 3.5%  | 5,699                         | 168      | 2.9%  |
| 8    | A259 West of Oystercatcher Junction          | 41.5                               | 50                       | 7.0            | Eastbound  | 850                  | 42                         | 5.0%  | 831            | 25                         | 3.0%  | 1,681              | 67                         | 4.0%  | 10,573                   | 488      | 4.6%  | 10,386                        | 407      | 3.9%  |
|      |                                              |                                    |                          |                | Westbound  | 688                  | 41                         | 6.0%  | 1,146          | 17                         | 1.5%  | 1,834              | 59                         | 3.2%  | 11,536                   | 428      | 3.7%  | 11,332                        | 357      | 3.1%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,537                | 83                         | 5.4%  | 1,978          | 42                         | 2.1%  | 3,515              | 125                        | 3.6%  | 22,108                   | 917      | 4.1%  | 21,718                        | 764      | 3.5%  |
| 9    | Yapton Road North of Oystercatcher Junction  | 38.8                               | 30                       | 5.8            | Northbound | 345                  | 11                         | 3.3%  | 375            | 11                         | 3.0%  | 721                | 23                         | 3.1%  | 4,355                    | 184      | 4.2%  | 4,368                         | 156      | 3.6%  |
|      |                                              |                                    |                          |                | Southbound | 275                  | 19                         | 6.7%  | 435            | 18                         | 4.2%  | 710                | 37                         | 5.2%  | 4,289                    | 301      | 7.0%  | 4,302                         | 255      | 5.9%  |
|      |                                              |                                    |                          |                | Two-Way    | 620                  | 30                         | 4.8%  | 811            | 30                         | 3.7%  | 1,431              | 60                         | 4.2%  | 8,644                    | 486      | 5.6%  | 8,670                         | 412      | 4.7%  |
| 10   | A259 East of Oystercatcher Junction          | -                                  | 40                       | 7.0            | Eastbound  | 986                  | 56                         | 5.6%  | 1,184          | 35                         | 2.9%  | 2,170              | 90                         | 4.2%  | 13,649                   | 661      | 4.8%  | 13,408                        | 551      | 4.1%  |
|      |                                              |                                    |                          |                | Westbound  | 895                  | 47                         | 5.3%  | 1,439          | 20                         | 1.4%  | 2,334              | 68                         | 2.9%  | 14,681                   | 496      | 3.4%  | 14,422                        | 413      | 2.9%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,881                | 103                        | 5.5%  | 2,623          | 55                         | 2.1%  | 4,504              | 158                        | 3.5%  | 28,330                   | 1,157    | 4.1%  | 27,831                        | 964      | 3.5%  |
| 11   | Church Lane South of Horsemere Green Lane    | -                                  | 40                       | 6.6            | Northbound | 672                  | 37                         | 5.5%  | 381            | 12                         | 3.2%  | 1,054              | 49                         | 4.7%  | 6,080                    | 552      | 9.1%  | 5,884                         | 468      | 8.0%  |
|      |                                              |                                    |                          |                | Southbound | 501                  | 40                         | 8.0%  | 713            | 9                          | 1.3%  | 1,215              | 49                         | 4.1%  | 6,992                    | 552      | 7.9%  | 6,765                         | 469      | 6.9%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,174                | 77                         | 6.6%  | 1,095          | 21                         | 2.0%  | 2,268              | 99                         | 4.4%  | 13,072                   | 1,104    | 8.4%  | 12,649                        | 937      | 7.4%  |
| 12   | A259 East of Church Lane Roundabout          | 39.2                               | 40                       | 7.2            | Eastbound  | 1,276                | 73                         | 5.7%  | 1,586          | 41                         | 2.6%  | 2,862              | 114                        | 4.0%  | 18,026                   | 885      | 4.9%  | 17,419                        | 738      | 4.2%  |
|      |                                              |                                    |                          |                | Westbound  | 1,313                | 67                         | 5.1%  | 1,438          | 30                         | 2.1%  | 2,752              | 97                         | 3.5%  | 17,333                   | 750      | 4.3%  | 16,749                        | 626      | 3.7%  |
|      |                                              |                                    |                          |                | Two-Way    | 2,589                | 140                        | 5.4%  | 3,024          | 71                         | 2.3%  | 5,613              | 211                        | 3.8%  | 35,359                   | 1,634    | 4.6%  | 34,168                        | 1,364    | 4.0%  |
| 13   | A259 North of Broad Piece Roundabout         | 37                                 | 60                       | 7.2            | Northbound | 748                  | 52                         | 7.0%  | 1,117          | 38                         | 3.4%  | 1,864              | 90                         | 4.8%  | 12,140                   | 675      | 5.6%  | 11,837                        | 281      | 2.4%  |
|      |                                              |                                    |                          |                | Southbound | 984                  | 50                         | 5.1%  | 1,039          | 23                         | 2.2%  | 2,023              | 73                         | 3.6%  | 13,170                   | 545      | 4.1%  | 12,841                        | 227      | 1.8%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,732                | 103                        | 5.9%  | 2,155          | 60                         | 2.8%  | 3,887              | 163                        | 4.2%  | 25,310                   | 1,220    | 4.8%  | 24,677                        | 508      | 2.1%  |
| 15   | A284 Lyminster Road North of Wick Roundabout | 37                                 | 60                       | 5.8            | Northbound | 430                  | 26                         | 6.0%  | 488            | 12                         | 2.5%  | 918                | 38                         | 4.1%  | 5,917                    | 292      | 4.9%  | 5,790                         | 244      | 4.2%  |
|      |                                              |                                    |                          |                | Southbound | 600                  | 39                         | 6.5%  | 630            | 21                         | 3.4%  | 1,230              | 61                         | 4.9%  | 7,928                    | 465      | 5.9%  | 7,757                         | 388      | 5.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,030                | 65                         | 6.3%  | 1,118          | 34                         | 3.0%  | 2,149              | 99                         | 4.6%  | 13,845                   | 756      | 5.5%  | 13,547                        | 632      | 4.7%  |
| 16   | A259 East of Morrisons Roundabout            | -                                  | 40                       | 8.2            | Eastbound  | 851                  | 28                         | 3.3%  | 1,224          | 15                         | 1.3%  | 2,075              | 43                         | 2.1%  | 13,070                   | 335      | 2.6%  | 12,630                        | 279      | 2.2%  |
|      |                                              |                                    |                          |                | Westbound  | 1,017                | 30                         | 2.9%  | 1,024          | 16                         | 1.6%  | 2,041              | 46                         | 2.3%  | 12,858                   | 359      | 2.8%  | 12,425                        | 299      | 2.4%  |
|      |                                              |                                    |                          |                | Two-Way    | 1,868                | 58                         | 3.1%  | 2,248          | 32                         | 1.4%  | 4,116              | 89                         | 2.2%  | 25,928                   | 694      | 2.7%  | 25,055                        | 579      | 2.3%  |

|      |                                              |                                    |                          |                |            | Committed Development (Incl ST Dev) |                            |       |                |                            |       |                    |                            |       |                          |          |       |                               |          |       |
|------|----------------------------------------------|------------------------------------|--------------------------|----------------|------------|-------------------------------------|----------------------------|-------|----------------|----------------------------|-------|--------------------|----------------------------|-------|--------------------------|----------|-------|-------------------------------|----------|-------|
|      |                                              |                                    |                          |                |            | AM Peak Hour                        |                            |       | PM Peak Hour   |                            |       | Combined Peak Hour |                            |       | Noise, 5-day 18hr (6-24) |          |       | Air Quality,7-day 24hr (0-24) |          |       |
| Ref: | Location                                     | Annual Mean Speed (7-day 24hr) mph | Posted Speed Limit (mph) | Road Width (m) | Direction  | Total Veh flow                      | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow     | HGV flow (No. of vehicles) | HGV % | Total Veh flow           | HGV flow | HGV % | Total Veh flow                | HGV flow | HGV % |
| 1    | Yapton Level Crossing                        | -                                  | 30                       | 6.5            | Northbound | 101                                 | 0                          | 0.0%  | 50             | 0                          | 0.0%  | 151                | 0                          | 0.0%  | 869                      | 0        | 0.0%  | 831                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 39                                  | 0                          | 0.0%  | 76             | 0                          | 0.0%  | 115                | 0                          | 0.0%  | 662                      | 0        | 0.0%  | 633                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 140                                 | 0                          | 0.0%  | 126            | 0                          | 0.0%  | 266                | 0                          | 0.0%  | 1,532                    | 0        | 0.0%  | 1,464                         | 0        | 0.0%  |
| 2    | B2233 Yapton Road west of North End Road     | -                                  | 30                       | 7.0            | Eastbound  | 87                                  | 0                          | 0.0%  | 54             | 0                          | 0.0%  | 141                | 0                          | 0.0%  | 812                      | 0        | 0.0%  | 776                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 46                                  | 0                          | 0.0%  | 58             | 0                          | 0.0%  | 104                | 0                          | 0.0%  | 599                      | 0        | 0.0%  | 573                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 133                                 | 0                          | 0.0%  | 112            | 0                          | 0.0%  | 245                | 0                          | 0.0%  | 1,411                    | 0        | 0.0%  | 1,349                         | 0        | 0.0%  |
| 3    | Bilsham Road south of Burndell Road mini     | 35.8                               | 40                       | 5.8            | Northbound | 21                                  | 0                          | 0.0%  | 25             | 0                          | 0.0%  | 46                 | 0                          | 0.0%  | 265                      | 0        | 0.0%  | 253                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 11                                  | 0                          | 0.0%  | 6              | 0                          | 0.0%  | 17                 | 0                          | 0.0%  | 98                       | 0        | 0.0%  | 94                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 32                                  | 0                          | 0.0%  | 31             | 0                          | 0.0%  | 63                 | 0                          | 0.0%  | 363                      | 0        | 0.0%  | 347                           | 0        | 0.0%  |
| 4    | Burndell Road NW of Rollaston Park           | -                                  | 30                       | 6.5            | Eastbound  | 49                                  | 0                          | 0.0%  | 51             | 0                          | 0.0%  | 100                | 0                          | 0.0%  | 576                      | 0        | 0.0%  | 551                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 46                                  | 0                          | 0.0%  | 47             | 0                          | 0.0%  | 93                 | 0                          | 0.0%  | 536                      | 0        | 0.0%  | 512                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 95                                  | 0                          | 0.0%  | 98             | 0                          | 0.0%  | 193                | 0                          | 0.0%  | 1,111                    | 0        | 0.0%  | 1,063                         | 0        | 0.0%  |
| 5    | Ford Level Crossing                          | -                                  | 40                       | 6.7            | Northbound | 24                                  | 0                          | 0.0%  | 13             | 0                          | 0.0%  | 37                 | 0                          | 0.0%  | 209                      | 0        | 0.0%  | 202                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 10                                  | 0                          | 0.0%  | 19             | 0                          | 0.0%  | 29                 | 0                          | 0.0%  | 164                      | 0        | 0.0%  | 159                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 34                                  | 0                          | 0.0%  | 32             | 0                          | 0.0%  | 66                 | 0                          | 0.0%  | 373                      | 0        | 0.0%  | 361                           | 0        | 0.0%  |
| 6    | A259 East of B2259                           | -                                  | 50                       | 7.2            | Eastbound  | 57                                  | 0                          | 0.0%  | 108            | 0                          | 0.0%  | 165                | 0                          | 0.0%  | 1,038                    | 0        | 0.0%  | 1,020                         | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 96                                  | 0                          | 0.0%  | 40             | 0                          | 0.0%  | 136                | 0                          | 0.0%  | 855                      | 0        | 0.0%  | 840                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 153                                 | 0                          | 0.0%  | 148            | 0                          | 0.0%  | 301                | 0                          | 0.0%  | 1,893                    | 0        | 0.0%  | 1,860                         | 0        | 0.0%  |
| 7    | B2132 South of Bilsham Road Stagger          | 31.6                               | 30                       | 7.2            | Northbound | 3                                   | 0                          | 0.0%  | 10             | 0                          | 0.0%  | 13                 | 0                          | 0.0%  | 86                       | 0        | 0.0%  | 84                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 12                                  | 0                          | 0.0%  | 9              | 0                          | 0.0%  | 21                 | 0                          | 0.0%  | 139                      | 0        | 0.0%  | 136                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 15                                  | 0                          | 0.0%  | 19             | 0                          | 0.0%  | 34                 | 0                          | 0.0%  | 225                      | 0        | 0.0%  | 220                           | 0        | 0.0%  |
| 8    | A259 West of Oystercatcher Junction          | 41.5                               | 50                       | 7.0            | Eastbound  | 21                                  | 0                          | 0.0%  | 29             | 0                          | 0.0%  | 50                 | 0                          | 0.0%  | 315                      | 0        | 0.0%  | 309                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 36                                  | 0                          | 0.0%  | 31             | 0                          | 0.0%  | 67                 | 0                          | 0.0%  | 421                      | 0        | 0.0%  | 414                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 57                                  | 0                          | 0.0%  | 60             | 0                          | 0.0%  | 117                | 0                          | 0.0%  | 736                      | 0        | 0.0%  | 723                           | 0        | 0.0%  |
| 9    | Yapton Road North of Oystercatcher Junction  | 38.8                               | 30                       | 5.8            | Northbound | 14                                  | 0                          | 0.0%  | 48             | 0                          | 0.0%  | 62                 | 0                          | 0.0%  | 375                      | 0        | 0.0%  | 376                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 46                                  | 0                          | 0.0%  | 22             | 0                          | 0.0%  | 68                 | 0                          | 0.0%  | 411                      | 0        | 0.0%  | 412                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 60                                  | 0                          | 0.0%  | 70             | 0                          | 0.0%  | 130                | 0                          | 0.0%  | 785                      | 0        | 0.0%  | 788                           | 0        | 0.0%  |
| 10   | A259 East of Oystercatcher Junction          | -                                  | 40                       | 7.0            | Eastbound  | 67                                  | 0                          | 0.0%  | 51             | 0                          | 0.0%  | 118                | 0                          | 0.0%  | 742                      | 0        | 0.0%  | 729                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 50                                  | 0                          | 0.0%  | 79             | 0                          | 0.0%  | 129                | 0                          | 0.0%  | 811                      | 0        | 0.0%  | 797                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 117                                 | 0                          | 0.0%  | 130            | 0                          | 0.0%  | 247                | 0                          | 0.0%  | 1,554                    | 0        | 0.0%  | 1,526                         | 0        | 0.0%  |
| 11   | Church Lane South of Horsemere Green Lane    | -                                  | 40                       | 6.6            | Northbound | 30                                  | 0                          | 0.0%  | 64             | 0                          | 0.0%  | 94                 | 0                          | 0.0%  | 652                      | 120      | 18.4% | 634                           | 120      | 18.9% |
|      |                                              |                                    |                          |                | Southbound | 70                                  | 0                          | 0.0%  | 36             | 0                          | 0.0%  | 106                | 0                          | 0.0%  | 720                      | 120      | 16.7% | 700                           | 120      | 17.1% |
|      |                                              |                                    |                          |                | Two-Way    | 100                                 | 0                          | 0.0%  | 100            | 0                          | 0.0%  | 200                | 0                          | 0.0%  | 1,371                    | 240      | 17.5% | 1,334                         | 240      | 18.0% |
| 12   | A259 East of Church Lane Roundabout          | 39.2                               | 40                       | 7.2            | Eastbound  | 97                                  | 0                          | 0.0%  | 47             | 0                          | 0.0%  | 144                | 0                          | 0.0%  | 907                      | 0        | 0.0%  | 877                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 40                                  | 0                          | 0.0%  | 103            | 0                          | 0.0%  | 143                | 0                          | 0.0%  | 901                      | 0        | 0.0%  | 870                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 137                                 | 0                          | 0.0%  | 150            | 0                          | 0.0%  | 287                | 0                          | 0.0%  | 1,808                    | 0        | 0.0%  | 1,747                         | 0        | 0.0%  |
| 13   | A259 North of Broad Piece Roundabout         | 37                                 | 60                       | 7.2            | Northbound | 83                                  | 0                          | 0.0%  | 40             | 0                          | 0.0%  | 123                | 0                          | 0.0%  | 801                      | 0        | 0.0%  | 781                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 34                                  | 0                          | 0.0%  | 91             | 0                          | 0.0%  | 125                | 0                          | 0.0%  | 814                      | 0        | 0.0%  | 794                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 117                                 | 0                          | 0.0%  | 131            | 0                          | 0.0%  | 248                | 0                          | 0.0%  | 1,615                    | 0        | 0.0%  | 1,574                         | 0        | 0.0%  |
| 15   | A284 Lyminster Road North of Wick Roundabout | 37                                 | 60                       | 5.8            | Northbound | 0                                   | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                  | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                                   | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                  | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                                   | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                  | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
| 16   | A259 East of Morrisons Roundabout            | -                                  | 40                       | 8.2            | Eastbound  | 83                                  | 0                          | 0.0%  | 40             | 0                          | 0.0%  | 123                | 0                          | 0.0%  | 775                      | 0        | 0.0%  | 749                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 34                                  | 0                          | 0.0%  | 91             | 0                          | 0.0%  | 125                | 0                          | 0.0%  | 787                      | 0        | 0.0%  | 761                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 117                                 | 0                          | 0.0%  | 131            | 0                          | 0.0%  | 248                | 0                          | 0.0%  | 1,562                    | 0        | 0.0%  | 1,510                         | 0        | 0.0%  |

|      |                                              |                                    |                          |                |            | Dev't Traffic Only (All Dwellings / All Employment) |                            |       |                |                            |       |                    |                            |       |                          |          |       |                               |          |       |
|------|----------------------------------------------|------------------------------------|--------------------------|----------------|------------|-----------------------------------------------------|----------------------------|-------|----------------|----------------------------|-------|--------------------|----------------------------|-------|--------------------------|----------|-------|-------------------------------|----------|-------|
|      |                                              |                                    |                          |                |            | AM Peak Hour                                        |                            |       | PM Peak Hour   |                            |       | Combined Peak Hour |                            |       | Noise, 5-day 18hr (6-24) |          |       | Air Quality,7-day 24hr (0-24) |          |       |
| Ref: | Location                                     | Annual Mean Speed (7-day 24hr) mph | Posted Speed Limit (mph) | Road Width (m) | Direction  | Total Veh flow                                      | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow     | HGV flow (No. of vehicles) | HGV % | Total Veh flow           | HGV flow | HGV % | Total Veh flow                | HGV flow | HGV % |
| 1    | Yapton Level Crossing                        | -                                  | 30                       | 6.5            | Northbound | 23                                                  | 0                          | 0.0%  | 12             | 0                          | 0.0%  | 35                 | 0                          | 0.0%  | 202                      | 0        | 0.0%  | 193                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 9                                                   | 0                          | 0.0%  | 24             | 0                          | 0.0%  | 33                 | 0                          | 0.0%  | 190                      | 0        | 0.0%  | 182                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 32                                                  | 0                          | 0.0%  | 36             | 0                          | 0.0%  | 68                 | 0                          | 0.0%  | 392                      | 0        | 0.0%  | 374                           | 0        | 0.0%  |
| 2    | B2233 Yapton Road west of North End Road     | -                                  | 30                       | 7.0            | Eastbound  | 40                                                  | 0                          | 0.0%  | 92             | 0                          | 0.0%  | 132                | 0                          | 0.0%  | 760                      | 0        | 0.0%  | 727                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 92                                                  | 0                          | 0.0%  | 49             | 0                          | 0.0%  | 141                | 0                          | 0.0%  | 812                      | 0        | 0.0%  | 776                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 132                                                 | 0                          | 0.0%  | 141            | 0                          | 0.0%  | 273                | 0                          | 0.0%  | 1,572                    | 0        | 0.0%  | 1,503                         | 0        | 0.0%  |
| 3    | Bilsham Road south of Burndell Road mini     | 35.8                               | 40                       | 5.8            | Northbound | 12                                                  | 0                          | 0.0%  | 25             | 0                          | 0.0%  | 37                 | 0                          | 0.0%  | 213                      | 0        | 0.0%  | 204                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 24                                                  | 0                          | 0.0%  | 14             | 0                          | 0.0%  | 38                 | 0                          | 0.0%  | 219                      | 0        | 0.0%  | 209                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 36                                                  | 0                          | 0.0%  | 39             | 0                          | 0.0%  | 75                 | 0                          | 0.0%  | 432                      | 0        | 0.0%  | 413                           | 0        | 0.0%  |
| 4    | Burndell Road NW of Rollaston Park           | -                                  | 30                       | 6.5            | Eastbound  | 22                                                  | 0                          | 0.0%  | 71             | 0                          | 0.0%  | 93                 | 0                          | 0.0%  | 536                      | 0        | 0.0%  | 512                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 69                                                  | 0                          | 0.0%  | 29             | 0                          | 0.0%  | 98                 | 0                          | 0.0%  | 564                      | 0        | 0.0%  | 540                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 91                                                  | 0                          | 0.0%  | 100            | 0                          | 0.0%  | 191                | 0                          | 0.0%  | 1,100                    | 0        | 0.0%  | 1,052                         | 0        | 0.0%  |
| 5    | Ford Level Crossing                          | -                                  | 40                       | 6.7            | Northbound | 37                                                  | 0                          | 0.0%  | 23             | 0                          | 0.0%  | 60                 | 0                          | 0.0%  | 339                      | 0        | 0.0%  | 328                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 18                                                  | 0                          | 0.0%  | 38             | 0                          | 0.0%  | 56                 | 0                          | 0.0%  | 317                      | 0        | 0.0%  | 306                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 55                                                  | 0                          | 0.0%  | 61             | 0                          | 0.0%  | 116                | 0                          | 0.0%  | 656                      | 0        | 0.0%  | 635                           | 0        | 0.0%  |
| 6    | A259 East of B2259                           | -                                  | 50                       | 7.2            | Eastbound  | 43                                                  | 0                          | 0.0%  | 81             | 0                          | 0.0%  | 124                | 0                          | 0.0%  | 780                      | 0        | 0.0%  | 766                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 79                                                  | 1                          | 1.3%  | 50             | 0                          | 0.0%  | 129                | 1                          | 0.8%  | 811                      | 7        | 0.9%  | 797                           | 6        | 0.8%  |
|      |                                              |                                    |                          |                | Two-Way    | 122                                                 | 1                          | 0.8%  | 131            | 0                          | 0.0%  | 253                | 1                          | 0.4%  | 1,591                    | 7        | 0.5%  | 1,563                         | 6        | 0.4%  |
| 7    | B2132 South of Bilsham Road Stagger          | 31.6                               | 30                       | 7.2            | Northbound | 1                                                   | 0                          | 0.0%  | 1              | 0                          | 0.0%  | 2                  | 0                          | 0.0%  | 13                       | 0        | 0.0%  | 13                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 1                                                   | 0                          | 0.0%  | 1              | 0                          | 0.0%  | 2                  | 0                          | 0.0%  | 13                       | 0        | 0.0%  | 13                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 2                                                   | 0                          | 0.0%  | 2              | 0                          | 0.0%  | 4                  | 0                          | 0.0%  | 26                       | 0        | 0.0%  | 26                            | 0        | 0.0%  |
| 8    | A259 West of Oystercatcher Junction          | 41.5                               | 50                       | 7.0            | Eastbound  | 33                                                  | 0                          | 0.0%  | 56             | 0                          | 0.0%  | 89                 | 0                          | 0.0%  | 560                      | 0        | 0.0%  | 550                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 55                                                  | 1                          | 1.8%  | 37             | 0                          | 0.0%  | 92                 | 1                          | 1.1%  | 579                      | 7        | 1.3%  | 568                           | 6        | 1.1%  |
|      |                                              |                                    |                          |                | Two-Way    | 88                                                  | 1                          | 1.1%  | 93             | 0                          | 0.0%  | 181                | 1                          | 0.6%  | 1,139                    | 7        | 0.6%  | 1,118                         | 6        | 0.5%  |
| 9    | Yapton Road North of Oystercatcher Junction  | 38.8                               | 30                       | 5.8            | Northbound | 30                                                  | 0                          | 0.0%  | 96             | 0                          | 0.0%  | 126                | 0                          | 0.0%  | 761                      | 0        | 0.0%  | 764                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 94                                                  | 0                          | 0.0%  | 40             | 0                          | 0.0%  | 134                | 0                          | 0.0%  | 810                      | 0        | 0.0%  | 812                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 124                                                 | 0                          | 0.0%  | 136            | 0                          | 0.0%  | 260                | 0                          | 0.0%  | 1,571                    | 0        | 0.0%  | 1,576                         | 0        | 0.0%  |
| 10   | A259 East of Oystercatcher Junction          | -                                  | 40                       | 7.0            | Eastbound  | 65                                                  | 0                          | 0.0%  | 28             | 0                          | 0.0%  | 93                 | 0                          | 0.0%  | 585                      | 0        | 0.0%  | 575                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 23                                                  | 1                          | 4.3%  | 65             | 0                          | 0.0%  | 88                 | 1                          | 1.1%  | 554                      | 7        | 1.3%  | 544                           | 6        | 1.1%  |
|      |                                              |                                    |                          |                | Two-Way    | 88                                                  | 1                          | 1.1%  | 93             | 0                          | 0.0%  | 181                | 1                          | 0.6%  | 1,139                    | 7        | 0.6%  | 1,118                         | 6        | 0.5%  |
| 11   | Church Lane South of Horsemere Green Lane    | -                                  | 40                       | 6.6            | Northbound | 59                                                  | 0                          | 0.0%  | 65             | 0                          | 0.0%  | 124                | 0                          | 0.0%  | 702                      | 0        | 0.0%  | 678                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 63                                                  | 5                          | 7.9%  | 62             | 0                          | 0.0%  | 125                | 5                          | 4.0%  | 707                      | 44       | 6.2%  | 684                           | 35       | 5.2%  |
|      |                                              |                                    |                          |                | Two-Way    | 122                                                 | 5                          | 4.1%  | 127            | 0                          | 0.0%  | 249                | 5                          | 2.0%  | 1,409                    | 44       | 3.1%  | 1,362                         | 35       | 2.6%  |
| 12   | A259 East of Church Lane Roundabout          | 39.2                               | 40                       | 7.2            | Eastbound  | 102                                                 | 4                          | 3.9%  | 65             | 0                          | 0.0%  | 167                | 4                          | 2.4%  | 1,052                    | 31       | 3.0%  | 1,017                         | 26       | 2.5%  |
|      |                                              |                                    |                          |                | Westbound  | 56                                                  | 0                          | 0.0%  | 105            | 0                          | 0.0%  | 161                | 0                          | 0.0%  | 1,014                    | 0        | 0.0%  | 980                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 158                                                 | 4                          | 2.5%  | 170            | 0                          | 0.0%  | 328                | 4                          | 1.2%  | 2,066                    | 31       | 1.5%  | 1,997                         | 26       | 1.3%  |
| 13   | A259 North of Broad Piece Roundabout         | 37                                 | 60                       | 7.2            | Northbound | 68                                                  | 3                          | 4.4%  | 42             | 0                          | 0.0%  | 110                | 3                          | 2.7%  | 716                      | 22       | 3.1%  | 698                           | 9        | 1.3%  |
|      |                                              |                                    |                          |                | Southbound | 37                                                  | 0                          | 0.0%  | 69             | 0                          | 0.0%  | 106                | 0                          | 0.0%  | 690                      | 0        | 0.0%  | 673                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 105                                                 | 3                          | 2.9%  | 111            | 0                          | 0.0%  | 216                | 3                          | 1.4%  | 1,406                    | 22       | 1.6%  | 1,371                         | 9        | 0.7%  |
| 15   | A284 Lyminster Road North of Wick Roundabout | 37                                 | 60                       | 5.8            | Northbound | 0                                                   | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                  | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                                                   | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                  | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                                                   | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                  | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
| 16   | A259 East of Morrisons Roundabout            | -                                  | 40                       | 8.2            | Eastbound  | 68                                                  | 3                          | 4.4%  | 42             | 0                          | 0.0%  | 110                | 3                          | 2.7%  | 693                      | 23       | 3.4%  | 670                           | 19       | 2.9%  |
|      |                                              |                                    |                          |                | Westbound  | 37                                                  | 0                          | 0.0%  | 69             | 0                          | 0.0%  | 106                | 0                          | 0.0%  | 668                      | 0        | 0.0%  | 645                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 105                                                 | 3                          | 2.9%  | 111            | 0                          | 0.0%  | 216                | 3                          | 1.4%  | 1,361                    | 23       | 1.7%  | 1,315                         | 19       | 1.5%  |

|      |                                              |                                    |                          |                |            | Secondary School Traffic Only |                            |       |                |                            |       |                |                            |       |                          |          |       |                               |          |       |
|------|----------------------------------------------|------------------------------------|--------------------------|----------------|------------|-------------------------------|----------------------------|-------|----------------|----------------------------|-------|----------------|----------------------------|-------|--------------------------|----------|-------|-------------------------------|----------|-------|
| Ref: | Location                                     | Annual Mean Speed (7-day 24hr) mph | Posted Speed Limit (mph) | Road Width (m) | Direction  | Arrivals                      |                            |       | Departures     |                            |       | Total Veh flow |                            |       | Noise, 5-day 18hr (6-24) |          |       | Air Quality,7-day 24hr (0-24) |          |       |
|      |                                              |                                    |                          |                |            | Total Veh flow                | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow           | HGV flow | HGV % | Total Veh flow                | HGV flow | HGV % |
| 1    | Yapton Level Crossing                        | -                                  | 30                       | 6.5            | Northbound | 12                            | 0                          | 0.0%  | 21             | 0                          | 0.0%  | 33             | 0                          | 0.0%  | 33                       | 0        | 0.0%  | 24                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 21                            | 0                          | 0.0%  | 12             | 0                          | 0.0%  | 33             | 0                          | 0.0%  | 33                       | 0        | 0.0%  | 24                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 33                            | 0                          | 0.0%  | 33             | 0                          | 0.0%  | 66             | 0                          | 0.0%  | 66                       | 0        | 0.0%  | 47                            | 0        | 0.0%  |
| 2    | B2233 Yapton Road west of North End Road     | -                                  | 30                       | 7.0            | Eastbound  | 202                           | 0                          | 0.0%  | 180            | 0                          | 0.0%  | 382            | 0                          | 0.0%  | 382                      | 0        | 0.0%  | 273                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 180                           | 0                          | 0.0%  | 202            | 0                          | 0.0%  | 382            | 0                          | 0.0%  | 382                      | 0        | 0.0%  | 273                           | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 382                           | 0                          | 0.0%  | 382            | 0                          | 0.0%  | 764            | 0                          | 0.0%  | 764                      | 0        | 0.0%  | 545                           | 0        | 0.0%  |
| 3    | Bilsham Road south of Burndell Road mini     | 35.8                               | 40                       | 5.8            | Northbound | 31                            | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 31             | 0                          | 0.0%  | 31                       | 0        | 0.0%  | 22                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                             | 0                          | 0.0%  | 31             | 0                          | 0.0%  | 31             | 0                          | 0.0%  | 31                       | 0        | 0.0%  | 22                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 31                            | 0                          | 0.0%  | 31             | 0                          | 0.0%  | 62             | 0                          | 0.0%  | 62                       | 0        | 0.0%  | 44                            | 0        | 0.0%  |
| 4    | Burndell Road NW of Rollaston Park           | -                                  | 30                       | 6.5            | Eastbound  | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
| 5    | Ford Level Crossing                          | -                                  | 40                       | 6.7            | Northbound | 0                             | 0                          | 0.0%  | 14             | 0                          | 0.0%  | 14             | 0                          | 0.0%  | 14                       | 0        | 0.0%  | 10                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 14                            | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 14             | 0                          | 0.0%  | 14                       | 0        | 0.0%  | 10                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 14                            | 0                          | 0.0%  | 14             | 0                          | 0.0%  | 28             | 0                          | 0.0%  | 28                       | 0        | 0.0%  | 20                            | 0        | 0.0%  |
| 6    | A259 East of B2259                           | -                                  | 50                       | 7.2            | Eastbound  | 31                            | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 31             | 0                          | 0.0%  | 31                       | 0        | 0.0%  | 22                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 0                             | 0                          | 0.0%  | 31             | 0                          | 0.0%  | 31             | 0                          | 0.0%  | 31                       | 0        | 0.0%  | 22                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 31                            | 0                          | 0.0%  | 31             | 0                          | 0.0%  | 62             | 0                          | 0.0%  | 62                       | 0        | 0.0%  | 44                            | 0        | 0.0%  |
| 7    | B2132 South of Bilsham Road Stagger          | 31.6                               | 30                       | 7.2            | Northbound | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
| 8    | A259 West of Oystercatcher Junction          | 41.5                               | 50                       | 7.0            | Eastbound  | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
| 9    | Yapton Road North of Oystercatcher Junction  | 38.8                               | 30                       | 5.8            | Northbound | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
| 10   | A259 East of Oystercatcher Junction          | -                                  | 40                       | 7.0            | Eastbound  | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
| 11   | Church Lane South of Horsemere Green Lane    | -                                  | 40                       | 6.6            | Northbound | 41                            | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 41             | 0                          | 0.0%  | 41                       | 0        | 0.0%  | 29                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                             | 0                          | 0.0%  | 41             | 0                          | 0.0%  | 41             | 0                          | 0.0%  | 41                       | 0        | 0.0%  | 29                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 41                            | 0                          | 0.0%  | 41             | 0                          | 0.0%  | 82             | 0                          | 0.0%  | 82                       | 0        | 0.0%  | 59                            | 0        | 0.0%  |
| 12   | A259 East of Church Lane Roundabout          | 39.2                               | 40                       | 7.2            | Eastbound  | 0                             | 0                          | 0.0%  | 41             | 0                          | 0.0%  | 41             | 0                          | 0.0%  | 41                       | 0        | 0.0%  | 29                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 41                            | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 41             | 0                          | 0.0%  | 41                       | 0        | 0.0%  | 29                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 41                            | 0                          | 0.0%  | 41             | 0                          | 0.0%  | 82             | 0                          | 0.0%  | 82                       | 0        | 0.0%  | 59                            | 0        | 0.0%  |
| 13   | A259 North of Broad Piece Roundabout         | 37                                 | 60                       | 7.2            | Northbound | 0                             | 0                          | 0.0%  | 27             | 0                          | 0.0%  | 27             | 0                          | 0.0%  | 27                       | 0        | 0.0%  | 19                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 27                            | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 27             | 0                          | 0.0%  | 27                       | 0        | 0.0%  | 19                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 27                            | 0                          | 0.0%  | 27             | 0                          | 0.0%  | 54             | 0                          | 0.0%  | 54                       | 0        | 0.0%  | 39                            | 0        | 0.0%  |
| 15   | A284 Lyminster Road North of Wick Roundabout | 37                                 | 60                       | 5.8            | Northbound | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                             | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                             | 0        | 0.0%  |
| 16   | A259 East of Morrisons Roundabout            | -                                  | 40                       | 8.2            | Eastbound  | 0                             | 0                          | 0.0%  | 27             | 0                          | 0.0%  | 27             | 0                          | 0.0%  | 27                       | 0        | 0.0%  | 19                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 27                            | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 27             | 0                          | 0.0%  | 27                       | 0        | 0.0%  | 19                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 27                            | 0                          | 0.0%  | 27             | 0                          | 0.0%  | 54             | 0                          | 0.0%  | 54                       | 0        | 0.0%  | 39                            | 0        | 0.0%  |

|      |                                              |                                    |                          |                |            | Secondary School Traffic + 6th Form Only |                            |       |                |                            |       |                |                            |       |                          |          |       |                                |          |       |
|------|----------------------------------------------|------------------------------------|--------------------------|----------------|------------|------------------------------------------|----------------------------|-------|----------------|----------------------------|-------|----------------|----------------------------|-------|--------------------------|----------|-------|--------------------------------|----------|-------|
| Ref: | Location                                     | Annual Mean Speed (7-day 24hr) mph | Posted Speed Limit (mph) | Road Width (m) | Direction  | Arrivals                                 |                            |       | Departures     |                            |       | Total Veh flow |                            |       | Noise, 5-day 18hr (6-24) |          |       | Air Quality, 7-day 24hr (0-24) |          |       |
|      |                                              |                                    |                          |                |            | Total Veh flow                           | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow           | HGV flow | HGV % | Total Veh flow                 | HGV flow | HGV % |
| 1    | Yapton Level Crossing                        | -                                  | 30                       | 6.5            | Northbound | 14                                       | 0                          | 0.0%  | 25             | 0                          | 0.0%  | 40             | 0                          | 0.0%  | 40                       | 0        | 0.0%  | 28                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 25                                       | 0                          | 0.0%  | 14             | 0                          | 0.0%  | 40             | 0                          | 0.0%  | 40                       | 0        | 0.0%  | 28                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 40                                       | 0                          | 0.0%  | 40             | 0                          | 0.0%  | 79             | 0                          | 0.0%  | 79                       | 0        | 0.0%  | 57                             | 0        | 0.0%  |
| 2    | B2233 Yapton Road west of North End Road     | -                                  | 30                       | 7.0            | Eastbound  | 242                                      | 0                          | 0.0%  | 216            | 0                          | 0.0%  | 458            | 0                          | 0.0%  | 458                      | 0        | 0.0%  | 327                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 216                                      | 0                          | 0.0%  | 242            | 0                          | 0.0%  | 458            | 0                          | 0.0%  | 458                      | 0        | 0.0%  | 327                            | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 458                                      | 0                          | 0.0%  | 458            | 0                          | 0.0%  | 917            | 0                          | 0.0%  | 917                      | 0        | 0.0%  | 655                            | 0        | 0.0%  |
| 3    | Bilsham Road south of Burndell Road mini     | 35.8                               | 40                       | 5.8            | Northbound | 37                                       | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 37             | 0                          | 0.0%  | 37                       | 0        | 0.0%  | 27                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                                        | 0                          | 0.0%  | 37             | 0                          | 0.0%  | 37             | 0                          | 0.0%  | 37                       | 0        | 0.0%  | 27                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 37                                       | 0                          | 0.0%  | 37             | 0                          | 0.0%  | 74             | 0                          | 0.0%  | 74                       | 0        | 0.0%  | 53                             | 0        | 0.0%  |
| 4    | Burndell Road NW of Rollaston Park           | -                                  | 30                       | 6.5            | Eastbound  | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
| 5    | Ford Level Crossing                          | -                                  | 40                       | 6.7            | Northbound | 0                                        | 0                          | 0.0%  | 17             | 0                          | 0.0%  | 17             | 0                          | 0.0%  | 17                       | 0        | 0.0%  | 12                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 17                                       | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 17             | 0                          | 0.0%  | 17                       | 0        | 0.0%  | 12                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 17                                       | 0                          | 0.0%  | 17             | 0                          | 0.0%  | 34             | 0                          | 0.0%  | 34                       | 0        | 0.0%  | 24                             | 0        | 0.0%  |
| 6    | A259 East of B2259                           | -                                  | 50                       | 7.2            | Eastbound  | 37                                       | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 37             | 0                          | 0.0%  | 37                       | 0        | 0.0%  | 27                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 0                                        | 0                          | 0.0%  | 37             | 0                          | 0.0%  | 37             | 0                          | 0.0%  | 37                       | 0        | 0.0%  | 27                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 37                                       | 0                          | 0.0%  | 37             | 0                          | 0.0%  | 74             | 0                          | 0.0%  | 74                       | 0        | 0.0%  | 53                             | 0        | 0.0%  |
| 7    | B2132 South of Bilsham Road Stagger          | 31.6                               | 30                       | 7.2            | Northbound | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
| 8    | A259 West of Oystercatcher Junction          | 41.5                               | 50                       | 7.0            | Eastbound  | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
| 9    | Yapton Road North of Oystercatcher Junction  | 38.8                               | 30                       | 5.8            | Northbound | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
| 10   | A259 East of Oystercatcher Junction          | -                                  | 40                       | 7.0            | Eastbound  | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
| 11   | Church Lane South of Horsemere Green Lane    | -                                  | 40                       | 6.6            | Northbound | 49                                       | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 49             | 0                          | 0.0%  | 49                       | 0        | 0.0%  | 35                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                                        | 0                          | 0.0%  | 49             | 0                          | 0.0%  | 49             | 0                          | 0.0%  | 49                       | 0        | 0.0%  | 35                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 49                                       | 0                          | 0.0%  | 49             | 0                          | 0.0%  | 98             | 0                          | 0.0%  | 98                       | 0        | 0.0%  | 70                             | 0        | 0.0%  |
| 12   | A259 East of Church Lane Roundabout          | 39.2                               | 40                       | 7.2            | Eastbound  | 0                                        | 0                          | 0.0%  | 49             | 0                          | 0.0%  | 49             | 0                          | 0.0%  | 49                       | 0        | 0.0%  | 35                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 49                                       | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 49             | 0                          | 0.0%  | 49                       | 0        | 0.0%  | 35                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 49                                       | 0                          | 0.0%  | 49             | 0                          | 0.0%  | 98             | 0                          | 0.0%  | 98                       | 0        | 0.0%  | 70                             | 0        | 0.0%  |
| 13   | A259 North of Broad Piece Roundabout         | 37                                 | 60                       | 7.2            | Northbound | 0                                        | 0                          | 0.0%  | 32             | 0                          | 0.0%  | 32             | 0                          | 0.0%  | 32                       | 0        | 0.0%  | 23                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 32                                       | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 32             | 0                          | 0.0%  | 32                       | 0        | 0.0%  | 23                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 32                                       | 0                          | 0.0%  | 32             | 0                          | 0.0%  | 65             | 0                          | 0.0%  | 65                       | 0        | 0.0%  | 46                             | 0        | 0.0%  |
| 15   | A284 Lyminster Road North of Wick Roundabout | 37                                 | 60                       | 5.8            | Northbound | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Southbound | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 0                                        | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 0                        | 0        | 0.0%  | 0                              | 0        | 0.0%  |
| 16   | A259 East of Morrisons Roundabout            | -                                  | 40                       | 8.2            | Eastbound  | 0                                        | 0                          | 0.0%  | 32             | 0                          | 0.0%  | 32             | 0                          | 0.0%  | 32                       | 0        | 0.0%  | 23                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Westbound  | 32                                       | 0                          | 0.0%  | 0              | 0                          | 0.0%  | 32             | 0                          | 0.0%  | 32                       | 0        | 0.0%  | 23                             | 0        | 0.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 32                                       | 0                          | 0.0%  | 32             | 0                          | 0.0%  | 65             | 0                          | 0.0%  | 65                       | 0        | 0.0%  | 46                             | 0        | 0.0%  |

| Ref: Location Annual Mean Speed (7-day 24hr) mph Posted Speed Limit (mph) Road Width (m) Direction |                                              |      |    |     |            | 2024 Flows with ALP Development Trajectory (600 Dwellings + All Employment) |                            |       |                |                            |       |                    |                            |       |                          |          |       |                                |          |       |
|----------------------------------------------------------------------------------------------------|----------------------------------------------|------|----|-----|------------|-----------------------------------------------------------------------------|----------------------------|-------|----------------|----------------------------|-------|--------------------|----------------------------|-------|--------------------------|----------|-------|--------------------------------|----------|-------|
|                                                                                                    |                                              |      |    |     |            | AM Peak Hour                                                                |                            |       | PM Peak Hour   |                            |       | Combined Peak Hour |                            |       | Noise, 5-day 18hr (6-24) |          |       | Air Quality, 7-day 24hr (0-24) |          |       |
|                                                                                                    |                                              |      |    |     |            | Total Veh flow                                                              | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow     | HGV flow (No. of vehicles) | HGV % | Total Veh flow           | HGV flow | HGV % | Total Veh flow                 | HGV flow | HGV % |
| 1                                                                                                  | Yapton Level Crossing                        | -    | 30 | 6.5 | Northbound | 579                                                                         | 29                         | 5.0%  | 293            | 8                          | 2.7%  | 872                | 37                         | 4.2%  | 5,021                    | 277      | 5.5%  | 4,801                          | 256      | 5.3%  |
|                                                                                                    |                                              |      |    |     | Southbound | 285                                                                         | 17                         | 6.0%  | 637            | 25                         | 3.9%  | 922                | 42                         | 4.6%  | 5,309                    | 314      | 5.9%  | 5,076                          | 291      | 5.7%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 864                                                                         | 46                         | 5.3%  | 930            | 33                         | 3.5%  | 1,794              | 79                         | 4.4%  | 10,330                   | 592      | 5.7%  | 9,877                          | 547      | 5.5%  |
| 2                                                                                                  | B2233 Yapton Road west of North End Road     | -    | 30 | 7.0 | Eastbound  | 433                                                                         | 12                         | 2.8%  | 471            | 9                          | 1.9%  | 904                | 21                         | 2.3%  | 5,205                    | 157      | 3.0%  | 4,977                          | 145      | 2.9%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 590                                                                         | 10                         | 1.7%  | 392            | 6                          | 1.5%  | 982                | 16                         | 1.6%  | 5,654                    | 120      | 2.1%  | 5,406                          | 111      | 2.0%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,023                                                                       | 22                         | 2.2%  | 863            | 15                         | 1.7%  | 1,886              | 37                         | 2.0%  | 10,860                   | 277      | 2.6%  | 10,383                         | 256      | 2.5%  |
| 3                                                                                                  | Bilsham Road south of Burndell Road mini     | 35.8 | 40 | 5.8 | Northbound | 573                                                                         | 11                         | 1.9%  | 287            | 9                          | 3.1%  | 860                | 20                         | 2.3%  | 4,952                    | 150      | 3.0%  | 4,735                          | 138      | 2.9%  |
|                                                                                                    |                                              |      |    |     | Southbound | 216                                                                         | 6                          | 2.8%  | 329            | 10                         | 3.0%  | 545                | 16                         | 2.9%  | 3,138                    | 120      | 3.8%  | 3,000                          | 111      | 3.7%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 789                                                                         | 17                         | 2.2%  | 616            | 19                         | 3.1%  | 1,405              | 36                         | 2.6%  | 8,090                    | 270      | 3.3%  | 7,735                          | 249      | 3.2%  |
| 4                                                                                                  | Burndell Road NW of Rollaston Park           | -    | 30 | 6.5 | Eastbound  | 468                                                                         | 12                         | 2.6%  | 622            | 17                         | 2.7%  | 1,090              | 29                         | 2.7%  | 6,276                    | 217      | 3.5%  | 6,001                          | 201      | 3.3%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 546                                                                         | 14                         | 2.6%  | 387            | 10                         | 2.6%  | 933                | 24                         | 2.6%  | 5,372                    | 180      | 3.3%  | 5,137                          | 166      | 3.2%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,014                                                                       | 26                         | 2.6%  | 1,009          | 27                         | 2.7%  | 2,023              | 53                         | 2.6%  | 11,649                   | 397      | 3.4%  | 11,137                         | 367      | 3.3%  |
| 5                                                                                                  | Ford Level Crossing                          | -    | 40 | 6.7 | Northbound | 387                                                                         | 17                         | 4.4%  | 267            | 6                          | 2.2%  | 654                | 23                         | 3.5%  | 3,700                    | 201      | 5.4%  | 3,578                          | 162      | 4.5%  |
|                                                                                                    |                                              |      |    |     | Southbound | 266                                                                         | 13                         | 4.9%  | 384            | 8                          | 2.1%  | 650                | 21                         | 3.2%  | 3,677                    | 184      | 5.0%  | 3,556                          | 148      | 4.2%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 653                                                                         | 30                         | 4.6%  | 651            | 14                         | 2.2%  | 1,304              | 44                         | 3.4%  | 7,377                    | 385      | 5.2%  | 7,134                          | 311      | 4.4%  |
| 6                                                                                                  | A259 East of B2259                           | -    | 50 | 7.2 | Eastbound  | 1,309                                                                       | 62                         | 4.7%  | 1,451          | 30                         | 2.1%  | 2,760              | 92                         | 3.3%  | 17,361                   | 673      | 3.9%  | 17,054                         | 560      | 3.3%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 935                                                                         | 43                         | 4.6%  | 1,134          | 18                         | 1.6%  | 2,069              | 61                         | 2.9%  | 13,014                   | 446      | 3.4%  | 12,785                         | 372      | 2.9%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 2,244                                                                       | 105                        | 4.7%  | 2,585          | 48                         | 1.9%  | 4,829              | 153                        | 3.2%  | 30,375                   | 1,119    | 3.7%  | 29,839                         | 932      | 3.1%  |
| 7                                                                                                  | B2132 South of Bilsham Road Stagger          | 31.6 | 30 | 7.2 | Northbound | 241                                                                         | 4                          | 1.7%  | 146            | 2                          | 1.4%  | 387                | 6                          | 1.6%  | 2,560                    | 57       | 2.2%  | 2,508                          | 47       | 1.9%  |
|                                                                                                    |                                              |      |    |     | Southbound | 177                                                                         | 12                         | 6.8%  | 315            | 3                          | 1.0%  | 492                | 15                         | 3.0%  | 3,254                    | 142      | 4.3%  | 3,188                          | 117      | 3.7%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 418                                                                         | 16                         | 3.8%  | 461            | 5                          | 1.1%  | 879                | 21                         | 2.4%  | 5,814                    | 198      | 3.4%  | 5,696                          | 163      | 2.9%  |
| 8                                                                                                  | A259 West of Oystercatcher Junction          | 41.5 | 50 | 7.0 | Eastbound  | 868                                                                         | 42                         | 4.8%  | 851            | 24                         | 2.8%  | 1,719              | 66                         | 3.8%  | 10,813                   | 483      | 4.5%  | 10,622                         | 402      | 3.8%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 706                                                                         | 42                         | 5.9%  | 1,165          | 17                         | 1.5%  | 1,871              | 59                         | 3.2%  | 11,769                   | 432      | 3.7%  | 11,561                         | 359      | 3.1%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,574                                                                       | 84                         | 5.3%  | 2,016          | 41                         | 2.0%  | 3,590              | 125                        | 3.5%  | 22,581                   | 914      | 4.0%  | 22,183                         | 762      | 3.4%  |
| 9                                                                                                  | Yapton Road North of Oystercatcher Junction  | 38.8 | 30 | 5.8 | Northbound | 356                                                                         | 11                         | 3.1%  | 412            | 11                         | 2.7%  | 768                | 22                         | 2.9%  | 4,640                    | 179      | 3.9%  | 4,654                          | 152      | 3.3%  |
|                                                                                                    |                                              |      |    |     | Southbound | 311                                                                         | 18                         | 5.8%  | 450            | 18                         | 4.0%  | 761                | 36                         | 4.7%  | 4,597                    | 294      | 6.4%  | 4,612                          | 249      | 5.4%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 667                                                                         | 29                         | 4.3%  | 862            | 29                         | 3.4%  | 1,529              | 58                         | 3.8%  | 9,237                    | 473      | 5.1%  | 9,266                          | 401      | 4.3%  |
| 10                                                                                                 | A259 East of Oystercatcher Junction          | -    | 40 | 7.0 | Eastbound  | 1,017                                                                       | 55                         | 5.4%  | 1,191          | 34                         | 2.9%  | 2,208              | 89                         | 4.0%  | 13,889                   | 651      | 4.7%  | 13,644                         | 542      | 4.0%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 900                                                                         | 48                         | 5.3%  | 1,467          | 20                         | 1.4%  | 2,367              | 68                         | 2.9%  | 14,889                   | 497      | 3.3%  | 14,626                         | 414      | 2.8%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,917                                                                       | 103                        | 5.4%  | 2,658          | 54                         | 2.0%  | 4,575              | 157                        | 3.4%  | 28,777                   | 1,148    | 4.0%  | 28,270                         | 956      | 3.4%  |
| 11                                                                                                 | Church Lane South of Horsemere Green Lane    | -    | 40 | 6.6 | Northbound | 716                                                                         | 37                         | 5.2%  | 407            | 12                         | 2.9%  | 1,123              | 49                         | 4.4%  | 6,473                    | 549      | 8.5%  | 6,264                          | 466      | 7.4%  |
|                                                                                                    |                                              |      |    |     | Southbound | 526                                                                         | 45                         | 8.6%  | 757            | 9                          | 1.2%  | 1,283              | 54                         | 4.2%  | 7,378                    | 593      | 8.0%  | 7,139                          | 501      | 7.0%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,242                                                                       | 82                         | 6.6%  | 1,164          | 21                         | 1.8%  | 2,406              | 103                        | 4.3%  | 13,852                   | 1,142    | 8.2%  | 13,403                         | 967      | 7.2%  |
| 12                                                                                                 | A259 East of Church Lane Roundabout          | 39.2 | 40 | 7.2 | Eastbound  | 1,310                                                                       | 77                         | 5.9%  | 1,619          | 41                         | 2.5%  | 2,929              | 118                        | 4.0%  | 18,450                   | 916      | 5.0%  | 17,829                         | 764      | 4.3%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 1,343                                                                       | 67                         | 5.0%  | 1,475          | 29                         | 2.0%  | 2,818              | 96                         | 3.4%  | 17,751                   | 745      | 4.2%  | 17,153                         | 622      | 3.6%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 2,653                                                                       | 144                        | 5.4%  | 3,094          | 70                         | 2.3%  | 5,747              | 214                        | 3.7%  | 36,202                   | 1,661    | 4.6%  | 34,982                         | 1,386    | 4.0%  |
| 13                                                                                                 | A259 North of Broad Piece Roundabout         | 37   | 60 | 7.2 | Northbound | 772                                                                         | 55                         | 7.1%  | 1,137          | 38                         | 3.3%  | 1,909              | 93                         | 4.9%  | 12,430                   | 695      | 5.6%  | 12,119                         | 289      | 2.4%  |
|                                                                                                    |                                              |      |    |     | Southbound | 1,003                                                                       | 50                         | 5.0%  | 1,062          | 22                         | 2.1%  | 2,065              | 72                         | 3.5%  | 13,446                   | 538      | 4.0%  | 13,110                         | 224      | 1.7%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,775                                                                       | 105                        | 5.9%  | 2,199          | 60                         | 2.7%  | 3,974              | 165                        | 4.2%  | 25,876                   | 1,233    | 4.8%  | 25,229                         | 513      | 2.0%  |
| 15                                                                                                 | A284 Lyminster Road North of Wick Roundabout | 37   | 60 | 5.8 | Northbound | 428                                                                         | 25                         | 5.8%  | 486            | 12                         | 2.5%  | 914                | 37                         | 4.0%  | 5,889                    | 284      | 4.8%  | 5,762                          | 237      | 4.1%  |
|                                                                                                    |                                              |      |    |     | Southbound | 598                                                                         | 39                         | 6.5%  | 628            | 21                         | 3.3%  | 1,226              | 60                         | 4.9%  | 7,899                    | 460      | 5.8%  | 7,729                          | 385      | 5.0%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,026                                                                       | 64                         | 6.2%  | 1,114          | 33                         | 3.0%  | 2,140              | 97                         | 4.5%  | 13,789                   | 744      | 5.4%  | 13,491                         | 622      | 4.6%  |
| 16                                                                                                 | A259 East of Morrisons Roundabout            | -    | 40 | 8.2 | Eastbound  | 875                                                                         | 30                         | 3.4%  | 1,244          | 15                         | 1.2%  | 2,119              | 45                         | 2.1%  | 13,348                   | 349      | 2.6%  | 12,898                         | 291      | 2.3%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 1,035                                                                       | 29                         | 2.8%  | 1,047          | 16                         | 1.5%  | 2,082              | 45                         | 2.2%  | 13,115                   | 349      | 2.7%  | 12,673                         | 291      | 2.3%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,910                                                                       | 59                         | 3.1%  | 2,291          | 31                         | 1.4%  | 4,201              | 90                         | 2.1%  | 26,463                   | 698      | 2.6%  | 25,572                         | 583      | 2.3%  |

|      |                                              |                                    |                          |                |            | 2024 Flows with ALP Development Trajectory (600 Dwellings + All Employment + School) |          |       |                                |          |       |
|------|----------------------------------------------|------------------------------------|--------------------------|----------------|------------|--------------------------------------------------------------------------------------|----------|-------|--------------------------------|----------|-------|
|      |                                              |                                    |                          |                |            | Noise, 5-day 18hr (6-24)                                                             |          |       | Air Quality, 7-day 24hr (0-24) |          |       |
| Ref: | Location                                     | Annual Mean Speed (7-day 24hr) mph | Posted Speed Limit (mph) | Road Width (m) | Direction  | Total Veh flow                                                                       | HGV flow | HGV % | Total Veh flow                 | HGV flow | HGV % |
| 1    | Yapton Level Crossing                        | -                                  | 30                       | 6.5            | Northbound | 5,054                                                                                | 277      | 5.5%  | 4,824                          | 256      | 5.3%  |
|      |                                              |                                    |                          |                | Southbound | 5,342                                                                                | 314      | 5.9%  | 5,100                          | 291      | 5.7%  |
|      |                                              |                                    |                          |                | Two-Way    | 10,396                                                                               | 592      | 5.7%  | 9,924                          | 547      | 5.5%  |
| 2    | B2233 Yapton Road west of North End Road     | -                                  | 30                       | 7.0            | Eastbound  | 5,587                                                                                | 157      | 2.8%  | 5,250                          | 145      | 2.8%  |
|      |                                              |                                    |                          |                | Westbound  | 6,036                                                                                | 120      | 2.0%  | 5,679                          | 111      | 2.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 11,624                                                                               | 277      | 2.4%  | 10,929                         | 256      | 2.3%  |
| 3    | Bilsham Road south of Burndell Road mini     | 35.8                               | 40                       | 5.8            | Northbound | 4,983                                                                                | 150      | 3.0%  | 4,757                          | 138      | 2.9%  |
|      |                                              |                                    |                          |                | Southbound | 3,169                                                                                | 120      | 3.8%  | 3,023                          | 111      | 3.7%  |
|      |                                              |                                    |                          |                | Two-Way    | 8,152                                                                                | 270      | 3.3%  | 7,779                          | 249      | 3.2%  |
| 4    | Burndell Road NW of Rollaston Park           | -                                  | 30                       | 6.5            | Eastbound  | 6,276                                                                                | 217      | 3.5%  | 6,001                          | 201      | 3.3%  |
|      |                                              |                                    |                          |                | Westbound  | 5,372                                                                                | 180      | 3.3%  | 5,137                          | 166      | 3.2%  |
|      |                                              |                                    |                          |                | Two-Way    | 11,649                                                                               | 397      | 3.4%  | 11,137                         | 367      | 3.3%  |
| 5    | Ford Level Crossing                          | -                                  | 40                       | 6.7            | Northbound | 3,714                                                                                | 201      | 5.4%  | 3,588                          | 162      | 4.5%  |
|      |                                              |                                    |                          |                | Southbound | 3,691                                                                                | 184      | 5.0%  | 3,566                          | 148      | 4.2%  |
|      |                                              |                                    |                          |                | Two-Way    | 7,405                                                                                | 385      | 5.2%  | 7,154                          | 311      | 4.3%  |
| 6    | A259 East of B2259                           | -                                  | 50                       | 7.2            | Eastbound  | 17,392                                                                               | 673      | 3.9%  | 17,077                         | 560      | 3.3%  |
|      |                                              |                                    |                          |                | Westbound  | 13,045                                                                               | 446      | 3.4%  | 12,807                         | 372      | 2.9%  |
|      |                                              |                                    |                          |                | Two-Way    | 30,437                                                                               | 1,119    | 3.7%  | 29,883                         | 932      | 3.1%  |
| 7    | B2132 South of Bilsham Road Stagger          | 31.6                               | 30                       | 7.2            | Northbound | 2,560                                                                                | 57       | 2.2%  | 2,508                          | 47       | 1.9%  |
|      |                                              |                                    |                          |                | Southbound | 3,254                                                                                | 142      | 4.3%  | 3,188                          | 117      | 3.7%  |
|      |                                              |                                    |                          |                | Two-Way    | 5,814                                                                                | 198      | 3.4%  | 5,696                          | 163      | 2.9%  |
| 8    | A259 West of Oystercatcher Junction          | 41.5                               | 50                       | 7.0            | Eastbound  | 10,813                                                                               | 483      | 4.5%  | 10,622                         | 402      | 3.8%  |
|      |                                              |                                    |                          |                | Westbound  | 11,769                                                                               | 432      | 3.7%  | 11,561                         | 359      | 3.1%  |
|      |                                              |                                    |                          |                | Two-Way    | 22,581                                                                               | 914      | 4.0%  | 22,183                         | 762      | 3.4%  |
| 9    | Yapton Road North of Oystercatcher Junction  | 38.8                               | 30                       | 5.8            | Northbound | 4,640                                                                                | 179      | 3.9%  | 4,654                          | 152      | 3.3%  |
|      |                                              |                                    |                          |                | Southbound | 4,597                                                                                | 294      | 6.4%  | 4,612                          | 249      | 5.4%  |
|      |                                              |                                    |                          |                | Two-Way    | 9,237                                                                                | 473      | 5.1%  | 9,266                          | 401      | 4.3%  |
| 10   | A259 East of Oystercatcher Junction          | -                                  | 40                       | 7.0            | Eastbound  | 13,889                                                                               | 651      | 4.7%  | 13,644                         | 542      | 4.0%  |
|      |                                              |                                    |                          |                | Westbound  | 14,889                                                                               | 497      | 3.3%  | 14,626                         | 414      | 2.8%  |
|      |                                              |                                    |                          |                | Two-Way    | 28,777                                                                               | 1,148    | 4.0%  | 28,270                         | 956      | 3.4%  |
| 11   | Church Lane South of Horsemere Green Lane    | -                                  | 40                       | 6.6            | Northbound | 6,514                                                                                | 549      | 8.4%  | 6,293                          | 466      | 7.4%  |
|      |                                              |                                    |                          |                | Southbound | 7,419                                                                                | 593      | 8.0%  | 7,168                          | 501      | 7.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 13,934                                                                               | 1,142    | 8.2%  | 13,461                         | 967      | 7.2%  |
| 12   | A259 East of Church Lane Roundabout          | 39.2                               | 40                       | 7.2            | Eastbound  | 18,491                                                                               | 916      | 5.0%  | 17,858                         | 764      | 4.3%  |
|      |                                              |                                    |                          |                | Westbound  | 17,792                                                                               | 745      | 4.2%  | 17,183                         | 622      | 3.6%  |
|      |                                              |                                    |                          |                | Two-Way    | 36,284                                                                               | 1,661    | 4.6%  | 35,041                         | 1,386    | 4.0%  |
| 13   | A259 North of Broad Piece Roundabout         | 37                                 | 60                       | 7.2            | Northbound | 12,457                                                                               | 695      | 5.6%  | 12,139                         | 289      | 2.4%  |
|      |                                              |                                    |                          |                | Southbound | 13,473                                                                               | 538      | 4.0%  | 13,129                         | 224      | 1.7%  |
|      |                                              |                                    |                          |                | Two-Way    | 25,930                                                                               | 1,233    | 4.8%  | 25,268                         | 513      | 2.0%  |
| 15   | A284 Lyminster Road North of Wick Roundabout | 37                                 | 60                       | 5.8            | Northbound | 5,889                                                                                | 284      | 4.8%  | 5,762                          | 237      | 4.1%  |
|      |                                              |                                    |                          |                | Southbound | 7,899                                                                                | 460      | 5.8%  | 7,729                          | 385      | 5.0%  |
|      |                                              |                                    |                          |                | Two-Way    | 13,789                                                                               | 744      | 5.4%  | 13,491                         | 622      | 4.6%  |
| 16   | A259 East of Morrisons Roundabout            | -                                  | 40                       | 8.2            | Eastbound  | 13,375                                                                               | 349      | 2.6%  | 12,918                         | 291      | 2.3%  |
|      |                                              |                                    |                          |                | Westbound  | 13,142                                                                               | 349      | 2.7%  | 12,693                         | 291      | 2.3%  |
|      |                                              |                                    |                          |                | Two-Way    | 26,517                                                                               | 698      | 2.6%  | 25,610                         | 583      | 2.3%  |

|      |                                              |                                                 |                                   |                      |            | 2024 Flows with ALP Development Trajectory (600 Dwellings<br>+ All Employment + School + 6th Form) |          |       |                                |          |       |
|------|----------------------------------------------|-------------------------------------------------|-----------------------------------|----------------------|------------|----------------------------------------------------------------------------------------------------|----------|-------|--------------------------------|----------|-------|
|      |                                              |                                                 |                                   |                      |            | Noise, 5-day 18hr (6-24)                                                                           |          |       | Air Quality, 7-day 24hr (0-24) |          |       |
| Ref: | Location                                     | Annual<br>Mean<br>Speed (7-<br>day 24hr)<br>mph | Posted<br>Speed<br>Limit<br>(mph) | Road<br>Width<br>(m) | Direction  | Total Veh<br>flow                                                                                  | HGV flow | HGV % | Total Veh<br>flow              | HGV flow | HGV % |
| 1    | Yapton Level Crossing                        | -                                               | 30                                | 6.5                  | Northbound | 5,061                                                                                              | 277      | 5.5%  | 4,829                          | 256      | 5.3%  |
|      |                                              |                                                 |                                   |                      | Southbound | 5,349                                                                                              | 314      | 5.9%  | 5,104                          | 291      | 5.7%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 10,409                                                                                             | 592      | 5.7%  | 9,933                          | 547      | 5.5%  |
| 2    | B2233 Yapton Road west of North End Road     | -                                               | 30                                | 7.0                  | Eastbound  | 5,664                                                                                              | 157      | 2.8%  | 5,304                          | 145      | 2.7%  |
|      |                                              |                                                 |                                   |                      | Westbound  | 6,113                                                                                              | 120      | 2.0%  | 5,734                          | 111      | 1.9%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 11,777                                                                                             | 277      | 2.4%  | 11,038                         | 256      | 2.3%  |
| 3    | Bilsham Road south of Burndell Road mini     | 35.8                                            | 40                                | 5.8                  | Northbound | 4,989                                                                                              | 150      | 3.0%  | 4,761                          | 138      | 2.9%  |
|      |                                              |                                                 |                                   |                      | Southbound | 3,175                                                                                              | 120      | 3.8%  | 3,027                          | 111      | 3.7%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 8,165                                                                                              | 270      | 3.3%  | 7,788                          | 249      | 3.2%  |
| 4    | Burndell Road NW of Rollaston Park           | -                                               | 30                                | 6.5                  | Eastbound  | 6,276                                                                                              | 217      | 3.5%  | 6,001                          | 201      | 3.3%  |
|      |                                              |                                                 |                                   |                      | Westbound  | 5,372                                                                                              | 180      | 3.3%  | 5,137                          | 166      | 3.2%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 11,649                                                                                             | 397      | 3.4%  | 11,137                         | 367      | 3.3%  |
| 5    | Ford Level Crossing                          | -                                               | 40                                | 6.7                  | Northbound | 3,717                                                                                              | 201      | 5.4%  | 3,590                          | 162      | 4.5%  |
|      |                                              |                                                 |                                   |                      | Southbound | 3,694                                                                                              | 184      | 5.0%  | 3,568                          | 148      | 4.2%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 7,411                                                                                              | 385      | 5.2%  | 7,158                          | 311      | 4.3%  |
| 6    | A259 East of B2259                           | -                                               | 50                                | 7.2                  | Eastbound  | 17,398                                                                                             | 673      | 3.9%  | 17,081                         | 560      | 3.3%  |
|      |                                              |                                                 |                                   |                      | Westbound  | 13,051                                                                                             | 446      | 3.4%  | 12,811                         | 372      | 2.9%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 30,449                                                                                             | 1,119    | 3.7%  | 29,892                         | 932      | 3.1%  |
| 7    | B2132 South of Bilsham Road Stagger          | 31.6                                            | 30                                | 7.2                  | Northbound | 2,560                                                                                              | 57       | 2.2%  | 2,508                          | 47       | 1.9%  |
|      |                                              |                                                 |                                   |                      | Southbound | 3,254                                                                                              | 142      | 4.3%  | 3,188                          | 117      | 3.7%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 5,814                                                                                              | 198      | 3.4%  | 5,696                          | 163      | 2.9%  |
| 8    | A259 West of Oystercatcher Junction          | 41.5                                            | 50                                | 7.0                  | Eastbound  | 10,813                                                                                             | 483      | 4.5%  | 10,622                         | 402      | 3.8%  |
|      |                                              |                                                 |                                   |                      | Westbound  | 11,769                                                                                             | 432      | 3.7%  | 11,561                         | 359      | 3.1%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 22,581                                                                                             | 914      | 4.0%  | 22,183                         | 762      | 3.4%  |
| 9    | Yapton Road North of Oystercatcher Junction  | 38.8                                            | 30                                | 5.8                  | Northbound | 4,640                                                                                              | 179      | 3.9%  | 4,654                          | 152      | 3.3%  |
|      |                                              |                                                 |                                   |                      | Southbound | 4,597                                                                                              | 294      | 6.4%  | 4,612                          | 249      | 5.4%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 9,237                                                                                              | 473      | 5.1%  | 9,266                          | 401      | 4.3%  |
| 10   | A259 East of Oystercatcher Junction          | -                                               | 40                                | 7.0                  | Eastbound  | 13,889                                                                                             | 651      | 4.7%  | 13,644                         | 542      | 4.0%  |
|      |                                              |                                                 |                                   |                      | Westbound  | 14,889                                                                                             | 497      | 3.3%  | 14,626                         | 414      | 2.8%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 28,777                                                                                             | 1,148    | 4.0%  | 28,270                         | 956      | 3.4%  |
| 11   | Church Lane South of Horsemere Green Lane    | -                                               | 40                                | 6.6                  | Northbound | 6,522                                                                                              | 549      | 8.4%  | 6,299                          | 466      | 7.4%  |
|      |                                              |                                                 |                                   |                      | Southbound | 7,428                                                                                              | 593      | 8.0%  | 7,174                          | 501      | 7.0%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 13,950                                                                                             | 1,142    | 8.2%  | 13,473                         | 967      | 7.2%  |
| 12   | A259 East of Church Lane Roundabout          | 39.2                                            | 40                                | 7.2                  | Eastbound  | 18,500                                                                                             | 916      | 5.0%  | 17,864                         | 764      | 4.3%  |
|      |                                              |                                                 |                                   |                      | Westbound  | 17,800                                                                                             | 745      | 4.2%  | 17,188                         | 622      | 3.6%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 36,300                                                                                             | 1,661    | 4.6%  | 35,053                         | 1,386    | 4.0%  |
| 13   | A259 North of Broad Piece Roundabout         | 37                                              | 60                                | 7.2                  | Northbound | 12,462                                                                                             | 695      | 5.6%  | 12,143                         | 289      | 2.4%  |
|      |                                              |                                                 |                                   |                      | Southbound | 13,478                                                                                             | 538      | 4.0%  | 13,133                         | 224      | 1.7%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 25,941                                                                                             | 1,233    | 4.8%  | 25,276                         | 513      | 2.0%  |
| 15   | A284 Lyminster Road North of Wick Roundabout | 37                                              | 60                                | 5.8                  | Northbound | 5,889                                                                                              | 284      | 4.8%  | 5,762                          | 237      | 4.1%  |
|      |                                              |                                                 |                                   |                      | Southbound | 7,899                                                                                              | 460      | 5.8%  | 7,729                          | 385      | 5.0%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 13,789                                                                                             | 744      | 5.4%  | 13,491                         | 622      | 4.6%  |
| 16   | A259 East of Morrisons Roundabout            | -                                               | 40                                | 8.2                  | Eastbound  | 13,380                                                                                             | 349      | 2.6%  | 12,922                         | 291      | 2.3%  |
|      |                                              |                                                 |                                   |                      | Westbound  | 13,147                                                                                             | 349      | 2.7%  | 12,696                         | 291      | 2.3%  |
|      |                                              |                                                 |                                   |                      | Two-Way    | 26,528                                                                                             | 698      | 2.6%  | 25,618                         | 583      | 2.3%  |

| Ref: Location Annual Mean Speed (7-day 24hr) mph Posted Speed Limit (mph) Road Width (m) Direction |                                              |      |    |     |            | 2024 with Full Buildout Development (All Dwellings / All Employment) |                            |       |                |                            |       |                    |                            |       |                          |          |       |                                |          |       |
|----------------------------------------------------------------------------------------------------|----------------------------------------------|------|----|-----|------------|----------------------------------------------------------------------|----------------------------|-------|----------------|----------------------------|-------|--------------------|----------------------------|-------|--------------------------|----------|-------|--------------------------------|----------|-------|
|                                                                                                    |                                              |      |    |     |            | AM Peak Hour                                                         |                            |       | PM Peak Hour   |                            |       | Combined Peak Hour |                            |       | Noise, 5-day 18hr (6-24) |          |       | Air Quality, 7-day 24hr (0-24) |          |       |
|                                                                                                    |                                              |      |    |     |            | Total Veh flow                                                       | HGV flow (No. of vehicles) | HGV % | Total Veh flow | HGV flow (No. of vehicles) | HGV % | Total Veh flow     | HGV flow (No. of vehicles) | HGV % | Total Veh flow           | HGV flow | HGV % | Total Veh flow                 | HGV flow | HGV % |
| 1                                                                                                  | Yapton Level Crossing                        | -    | 30 | 6.5 | Northbound | 592                                                                  | 29                         | 4.9%  | 299            | 8                          | 2.7%  | 891                | 37                         | 4.2%  | 5,130                    | 277      | 5.4%  | 4,905                          | 256      | 5.2%  |
|                                                                                                    |                                              |      |    |     | Southbound | 289                                                                  | 17                         | 5.9%  | 651            | 25                         | 3.8%  | 940                | 42                         | 4.5%  | 5,413                    | 314      | 5.8%  | 5,175                          | 291      | 5.6%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 881                                                                  | 46                         | 5.2%  | 950            | 33                         | 3.5%  | 1,831              | 79                         | 4.3%  | 10,543                   | 592      | 5.6%  | 10,080                         | 547      | 5.4%  |
| 2                                                                                                  | B2233 Yapton Road west of North End Road     | -    | 30 | 7.0 | Eastbound  | 449                                                                  | 12                         | 2.7%  | 526            | 9                          | 1.7%  | 975                | 21                         | 2.2%  | 5,614                    | 157      | 2.8%  | 5,368                          | 145      | 2.7%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 645                                                                  | 10                         | 1.6%  | 415            | 6                          | 1.4%  | 1,060              | 16                         | 1.5%  | 6,104                    | 120      | 2.0%  | 5,836                          | 111      | 1.9%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,094                                                                | 22                         | 2.0%  | 941            | 15                         | 1.6%  | 2,035              | 37                         | 1.8%  | 11,718                   | 277      | 2.4%  | 11,203                         | 256      | 2.3%  |
| 3                                                                                                  | Bilsham Road south of Burndell Road mini     | 35.8 | 40 | 5.8 | Northbound | 578                                                                  | 11                         | 1.9%  | 302            | 9                          | 3.0%  | 880                | 20                         | 2.3%  | 5,067                    | 150      | 3.0%  | 4,845                          | 138      | 2.9%  |
|                                                                                                    |                                              |      |    |     | Southbound | 230                                                                  | 6                          | 2.6%  | 335            | 10                         | 3.0%  | 565                | 16                         | 2.8%  | 3,253                    | 120      | 3.7%  | 3,111                          | 111      | 3.6%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 808                                                                  | 17                         | 2.1%  | 637            | 19                         | 3.0%  | 1,445              | 36                         | 2.5%  | 8,320                    | 270      | 3.2%  | 7,955                          | 249      | 3.1%  |
| 4                                                                                                  | Burndell Road NW of Rollaston Park           | -    | 30 | 6.5 | Eastbound  | 481                                                                  | 12                         | 2.5%  | 665            | 17                         | 2.6%  | 1,146              | 29                         | 2.5%  | 6,599                    | 217      | 3.3%  | 6,309                          | 201      | 3.2%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 587                                                                  | 14                         | 2.4%  | 404            | 10                         | 2.5%  | 991                | 24                         | 2.4%  | 5,706                    | 180      | 3.1%  | 5,456                          | 166      | 3.0%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,068                                                                | 26                         | 2.4%  | 1,069          | 27                         | 2.5%  | 2,137              | 53                         | 2.5%  | 12,305                   | 397      | 3.2%  | 11,765                         | 367      | 3.1%  |
| 5                                                                                                  | Ford Level Crossing                          | -    | 40 | 6.7 | Northbound | 409                                                                  | 17                         | 4.2%  | 277            | 6                          | 2.2%  | 686                | 23                         | 3.4%  | 3,881                    | 201      | 5.2%  | 3,753                          | 162      | 4.3%  |
|                                                                                                    |                                              |      |    |     | Southbound | 272                                                                  | 13                         | 4.8%  | 406            | 8                          | 2.0%  | 678                | 21                         | 3.1%  | 3,836                    | 184      | 4.8%  | 3,709                          | 148      | 4.0%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 681                                                                  | 30                         | 4.4%  | 683            | 14                         | 2.0%  | 1,364              | 44                         | 3.2%  | 7,717                    | 385      | 5.0%  | 7,462                          | 311      | 4.2%  |
| 6                                                                                                  | A259 East of B2259                           | -    | 50 | 7.2 | Eastbound  | 1,324                                                                | 62                         | 4.7%  | 1,499          | 30                         | 2.0%  | 2,823              | 92                         | 3.3%  | 17,757                   | 673      | 3.8%  | 17,444                         | 560      | 3.2%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 981                                                                  | 43                         | 4.4%  | 1,154          | 18                         | 1.6%  | 2,135              | 61                         | 2.9%  | 13,429                   | 446      | 3.3%  | 13,192                         | 372      | 2.8%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 2,305                                                                | 105                        | 4.6%  | 2,653          | 48                         | 1.8%  | 4,958              | 153                        | 3.1%  | 31,186                   | 1,119    | 3.6%  | 30,636                         | 932      | 3.0%  |
| 7                                                                                                  | B2132 South of Bilsham Road Stagger          | 31.6 | 30 | 7.2 | Northbound | 241                                                                  | 4                          | 1.7%  | 147            | 2                          | 1.4%  | 388                | 6                          | 1.5%  | 2,566                    | 57       | 2.2%  | 2,514                          | 47       | 1.9%  |
|                                                                                                    |                                              |      |    |     | Southbound | 178                                                                  | 12                         | 6.7%  | 315            | 3                          | 1.0%  | 493                | 15                         | 3.0%  | 3,261                    | 142      | 4.3%  | 3,195                          | 117      | 3.7%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 419                                                                  | 16                         | 3.8%  | 462            | 5                          | 1.1%  | 881                | 21                         | 2.4%  | 5,827                    | 198      | 3.4%  | 5,709                          | 163      | 2.9%  |
| 8                                                                                                  | A259 West of Oystercatcher Junction          | 41.5 | 50 | 7.0 | Eastbound  | 878                                                                  | 42                         | 4.8%  | 884            | 24                         | 2.7%  | 1,762              | 66                         | 3.7%  | 11,083                   | 483      | 4.4%  | 10,888                         | 402      | 3.7%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 738                                                                  | 42                         | 5.7%  | 1,179          | 17                         | 1.4%  | 1,917              | 59                         | 3.1%  | 12,058                   | 432      | 3.6%  | 11,845                         | 359      | 3.0%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,616                                                                | 84                         | 5.2%  | 2,063          | 41                         | 2.0%  | 3,679              | 125                        | 3.4%  | 23,141                   | 914      | 4.0%  | 22,733                         | 762      | 3.3%  |
| 9                                                                                                  | Yapton Road North of Oystercatcher Junction  | 38.8 | 30 | 5.8 | Northbound | 374                                                                  | 11                         | 2.9%  | 470            | 11                         | 2.3%  | 844                | 22                         | 2.6%  | 5,099                    | 179      | 3.5%  | 5,115                          | 152      | 3.0%  |
|                                                                                                    |                                              |      |    |     | Southbound | 367                                                                  | 18                         | 4.9%  | 474            | 18                         | 3.8%  | 841                | 36                         | 4.3%  | 5,081                    | 294      | 5.8%  | 5,096                          | 249      | 4.9%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 741                                                                  | 29                         | 3.9%  | 944            | 29                         | 3.1%  | 1,685              | 58                         | 3.4%  | 10,180                   | 473      | 4.6%  | 10,211                         | 401      | 3.9%  |
| 10                                                                                                 | A259 East of Oystercatcher Junction          | -    | 40 | 7.0 | Eastbound  | 1,046                                                                | 55                         | 5.3%  | 1,207          | 34                         | 2.8%  | 2,253              | 89                         | 4.0%  | 14,172                   | 651      | 4.6%  | 13,922                         | 542      | 3.9%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 913                                                                  | 48                         | 5.3%  | 1,498          | 20                         | 1.3%  | 2,411              | 68                         | 2.8%  | 15,165                   | 497      | 3.3%  | 14,898                         | 414      | 2.8%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,959                                                                | 103                        | 5.3%  | 2,705          | 54                         | 2.0%  | 4,664              | 157                        | 3.4%  | 29,337                   | 1,148    | 3.9%  | 28,820                         | 956      | 3.3%  |
| 11                                                                                                 | Church Lane South of Horsemere Green Lane    | -    | 40 | 6.6 | Northbound | 727                                                                  | 37                         | 5.1%  | 445            | 12                         | 2.7%  | 1,172              | 49                         | 4.2%  | 6,751                    | 549      | 8.1%  | 6,532                          | 466      | 7.1%  |
|                                                                                                    |                                              |      |    |     | Southbound | 562                                                                  | 45                         | 8.0%  | 773            | 9                          | 1.2%  | 1,335              | 54                         | 4.0%  | 7,673                    | 593      | 7.7%  | 7,423                          | 501      | 6.7%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,289                                                                | 82                         | 6.4%  | 1,218          | 21                         | 1.7%  | 2,507              | 103                        | 4.1%  | 14,423                   | 1,142    | 7.9%  | 13,955                         | 967      | 6.9%  |
| 12                                                                                                 | A259 East of Church Lane Roundabout          | 39.2 | 40 | 7.2 | Eastbound  | 1,370                                                                | 77                         | 5.6%  | 1,645          | 41                         | 2.5%  | 3,015              | 118                        | 3.9%  | 18,992                   | 916      | 4.8%  | 18,352                         | 764      | 4.2%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 1,362                                                                | 67                         | 4.9%  | 1,538          | 29                         | 1.9%  | 2,900              | 96                         | 3.3%  | 18,268                   | 745      | 4.1%  | 17,652                         | 622      | 3.5%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 2,732                                                                | 144                        | 5.3%  | 3,183          | 70                         | 2.2%  | 5,915              | 214                        | 3.6%  | 37,260                   | 1,661    | 4.5%  | 36,005                         | 1,386    | 3.8%  |
| 13                                                                                                 | A259 North of Broad Piece Roundabout         | 37   | 60 | 7.2 | Northbound | 812                                                                  | 55                         | 6.8%  | 1,154          | 38                         | 3.3%  | 1,966              | 93                         | 4.7%  | 12,801                   | 695      | 5.4%  | 12,481                         | 289      | 2.3%  |
|                                                                                                    |                                              |      |    |     | Southbound | 1,016                                                                | 50                         | 4.9%  | 1,104          | 22                         | 2.0%  | 2,120              | 72                         | 3.4%  | 13,804                   | 538      | 3.9%  | 13,459                         | 224      | 1.7%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,828                                                                | 105                        | 5.7%  | 2,258          | 60                         | 2.7%  | 4,086              | 165                        | 4.0%  | 26,605                   | 1,233    | 4.6%  | 25,940                         | 513      | 2.0%  |
| 15                                                                                                 | A284 Lyminster Road North of Wick Roundabout | 37   | 60 | 5.8 | Northbound | 428                                                                  | 25                         | 5.8%  | 486            | 12                         | 2.5%  | 914                | 37                         | 4.0%  | 5,889                    | 284      | 4.8%  | 5,762                          | 237      | 4.1%  |
|                                                                                                    |                                              |      |    |     | Southbound | 598                                                                  | 39                         | 6.5%  | 628            | 21                         | 3.3%  | 1,226              | 60                         | 4.9%  | 7,899                    | 460      | 5.8%  | 7,729                          | 385      | 5.0%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,026                                                                | 64                         | 6.2%  | 1,114          | 33                         | 3.0%  | 2,140              | 97                         | 4.5%  | 13,789                   | 744      | 5.4%  | 13,491                         | 622      | 4.6%  |
| 16                                                                                                 | A259 East of Morrisons Roundabout            | -    | 40 | 8.2 | Eastbound  | 915                                                                  | 30                         | 3.3%  | 1,261          | 15                         | 1.2%  | 2,176              | 45                         | 2.1%  | 13,707                   | 349      | 2.5%  | 13,245                         | 291      | 2.2%  |
|                                                                                                    |                                              |      |    |     | Westbound  | 1,048                                                                | 29                         | 2.8%  | 1,089          | 16                         | 1.5%  | 2,137              | 45                         | 2.1%  | 13,461                   | 349      | 2.6%  | 13,008                         | 291      | 2.2%  |
|                                                                                                    |                                              |      |    |     | Two-Way    | 1,963                                                                | 59                         | 3.0%  | 2,350          | 31                         | 1.3%  | 4,313              | 90                         | 2.1%  | 27,169                   | 698      | 2.6%  | 26,253                         | 583      | 2.2%  |