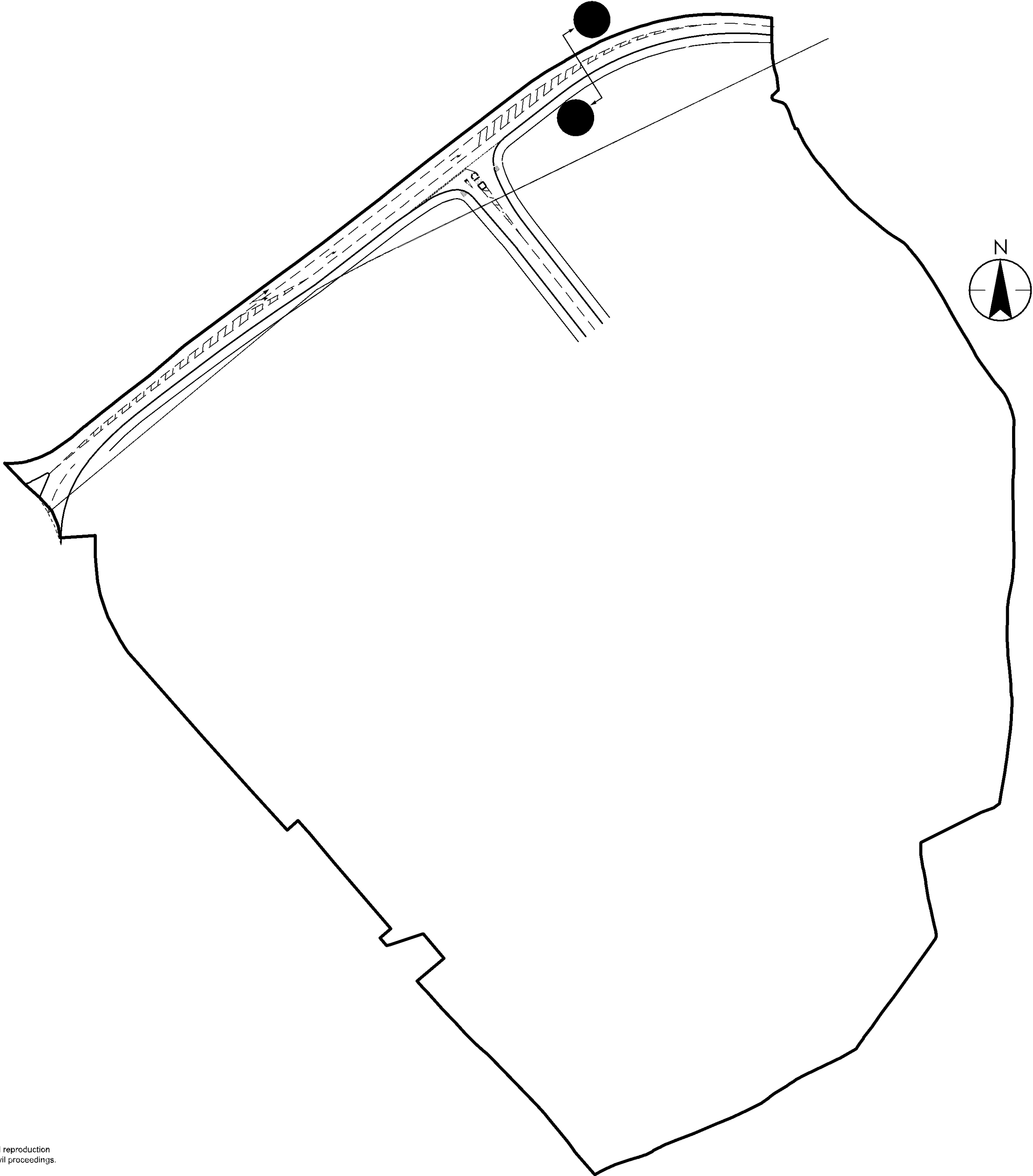


Plotted: 30.11.2022 11:30:53:55 PM By: Madell, Richard
ORIGINAL SHEET - GOAL - I:\332110699\land at lower horsebridge - haltham\SSO - transport\02 - drawings\road\svg\332110699_5501_14101

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Ordnance Survey 100019980



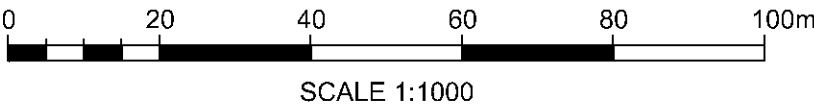
Stantec UK Limited
READING
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Berkshire RG1 8DN
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Notes

- KEY**
- JUNCTION VISIBILITY - 60mph, 210m
 - JUNCTION VISIBILITY - 30mph, 90m
 - ROUNDABOUT APPROACH VISIBILITY - 60mph, 210m



P02 Masterplan updated & footways widened	REM	MN	2022.11.30
P01 First Issue	MH	MN	2022.11.04
Issued/Revision	By	Appd	YYYY.MM.DD
	AL	AL	SM
	Dwn.	Dsgn.	Chkd.
			2022.11.04
			YYYY.MM.DD

Issue Status

FOR INFORMATION

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Client/Project Logo

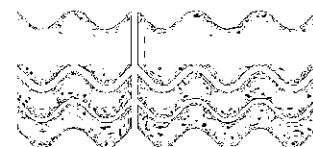
Client/Project
HERTFORDSHIRE HOLDING LTD

LAND AT LOWER HORSEBRIDGE

HAILSHAM, UNITED KINGDOM

Title
SITE ACCESS DESIGN
GHOST ISLAND JUNCTION

Project No. 332110699	Scale 1:1000
Revision P02	Drawing No. 332110699_5501_SK001



Transport Monitoring Team

Speed Surveys for
Stantec
A271 Lower Horsebridge, Hailsham
May 2022

For further information regarding the commissioning of all types of transport surveys please contact:

Russell Greig – Transport Monitoring Team Manager

Transport Monitoring Team,
East Sussex County Council,
Communities, Economy & Transport Department, County Hall,
St. Anne's Crescent, Lewes, East Sussex, BN7 1UE

Tel: 01273 482248

Email: Russell.greig@eastsussex.gov.uk

Area Surveyed:

Our ref: A6007 A271 Lower Horsebridge, Hailsham

Grid ref: 557333, 111364

A6008 A271 Lower Horsbridge, Hailsham

Grid Ref: 557244, 111301

Monitoring Period: 16 May to 22 May 2022

Methodology: The survey was carried out using a Speed Detection Radar (SDR), attached to a post at the location.

Results:

The volume and speed of traffic were recorded and the results are displayed as summaries.

The average 85th percentile speed over twenty-four hours was recorded as:

A6007	eastbound	34 miles per hour
	westbound	30 miles per hour
A6008	eastbound	36 miles per hour
	westbound	34 miles per hour

The 85th percentile speed is the speed at, or below, which 85 percent of the traffic is travelling, or viewed another way, the speed that only 15 percent of drivers exceed.

The average speed over twenty-four hours was recorded as:

A6007	eastbound	29 miles per hour
	westbound	26 miles per hour
A6008	eastbound	32 miles per hour
	westbound	27 miles per hour

The average speed is the speed at, or below, which 50 percent of the traffic is travelling, or viewed another way, the speed that only 50 percent of drivers exceed.

East Sussex County Council's Transport Monitoring Team carries out a range of transport surveys including:

- Classified Turning Counts
- Journey Time Surveys
- Bus Time Surveys
- Pedestrian Counts
- Passenger Counts
- Parking Surveys
- Automatic Volumetric Counts
- Radar Speed Surveys
- Cycle Surveys
- Video Surveys

Historical data is available from numerous sites across East Sussex.

Site No. 00006007
A271 Lower Horsebridge, Hailsham

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116
Channel: Westbound

Length Report
16 May 2022

	3	3	0	0	0	0
	4	3	0	0	0	1
	10	10	0	0	0	0
	16	16	0	0	0	0
	31	29	0	0	0	2
	140	132	4	1	1	2
	412	388	7	7	7	3
	532	480	29	8	14	1
	407	364	16	12	14	1
	333	306	8	9	10	0
	332	297	11	9	14	1
	309	280	7	9	12	1
	317	295	6	3	11	2
	280	257	10	4	9	0
	315	285	10	9	11	0
	360	336	10	3	9	2
	290	270	8	4	6	2
	254	240	0	2	11	1
	211	204	4	0	3	0
	145	139	2	1	3	0
	96	95	0	0	1	0
	57	56	1	0	0	0
	23	23	0	0	0	0
	12	12	0	0	0	0
	3940	3614	119	72	124	11
	4650	4292	129	80	135	14
	4685	4327	129	80	135	14
	4889	4520	133	81	136	19
	07:00	07:00	07:00	08:00	10:00	06:00
	532	480	29	12	14	3
	15:00	15:00	15:00	14:00	17:00	16:00
	360	336	10	9	11	2

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Eastbound

Length Report
16 May 2022

	11	11	0	0	0	0
	4	4	0	0	0	0
	3	3	0	0	0	0
	6	6	0	0	0	0
	8	8	0	0	0	0
	23	17	0	3	1	2
	83	79	2	0	0	2
	179	161	6	5	7	0
	264	243	7	6	6	2
	218	195	13	4	5	1
	234	209	7	7	9	2
	236	208	10	4	11	3
	263	239	8	8	6	2
	269	242	8	10	6	3
	302	285	6	6	4	1
	450	406	10	16	15	3
	541	512	13	4	8	4
	526	510	6	1	7	2
	362	352	6	0	4	0
	207	205	2	0	0	0
	127	124	2	0	1	0
	98	98	0	0	0	0
	42	42	0	0	0	0
	27	26	1	0	0	0
	3844	3562	100	71	88	23
	4359	4068	106	71	89	25
	4428	4136	107	71	89	25
	4483	4185	107	74	90	27
	08:00	08:00	09:00	10:00	11:00	11:00
	264	243	13	7	11	3
	16:00	16:00	16:00	15:00	15:00	16:00
	541	512	13	16	15	4

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

**Length Report
16 May 2022**

	14	14	0	0	0	0
	8	7	0	0	0	1
	13	13	0	0	0	0
	22	22	0	0	0	0
	39	37	0	0	0	2
	163	149	4	4	2	4
	495	467	9	7	7	5
	711	641	35	13	21	1
	671	607	23	18	20	3
	551	501	21	13	15	1
	566	506	18	16	23	3
	545	488	17	13	23	4
	580	534	14	11	17	4
	549	499	18	14	15	3
	617	570	16	15	15	1
	810	742	20	19	24	5
	831	782	21	8	14	6
	780	750	6	3	18	3
	573	556	10	0	7	0
	352	344	4	1	3	0
	223	219	2	0	2	0
	155	154	1	0	0	0
	65	65	0	0	0	0
	39	38	1	0	0	0
	7784	7176	219	143	212	34
	9009	8360	235	151	224	39
	9113	8463	236	151	224	39
	9372	8705	240	155	226	46
	07:00	07:00	07:00	08:00	11:00	06:00
	711	641	35	18	23	5
	16:00	16:00	16:00	15:00	15:00	16:00
	831	782	21	19	24	6

Site No. 00006007
A271 Lower Horsebridge, Hailsham

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116
Channel: Westbound

Length Report
17 May 2022

	4	3	0	1	0	0
	7	7	0	0	0	0
	6	6	0	0	0	0
	10	10	0	0	0	0
	37	34	0	1	1	1
	157	150	2	1	2	2
	426	407	10	4	3	2
	513	460	26	6	19	2
	353	305	33	11	4	0
	387	355	9	8	10	5
	319	283	13	12	9	2
	301	278	4	5	11	3
	309	274	15	6	9	5
	304	281	7	5	8	3
	339	311	11	4	10	3
	401	374	10	2	12	3
	334	315	11	3	5	0
	311	296	3	4	7	1
	250	238	4	4	4	0
	166	154	2	1	9	0
	117	113	3	0	1	0
	54	53	1	0	0	0
	35	34	0	0	1	0
	16	16	0	0	0	0
	4121	3770	146	70	108	27
	4884	4497	162	75	121	29
	4935	4547	162	75	122	29
	5156	4757	164	78	125	32
	07:00	07:00	08:00	10:00	07:00	09:00
	513	460	33	12	19	5
	15:00	15:00	12:00	12:00	15:00	12:00
	401	374	15	6	12	5

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Eastbound

Length Report
17 May 2022

	20	19	0	0	1	0
	7	7	0	0	0	0
	8	7	0	1	0	0
	3	3	0	0	0	0
	9	7	1	1	0	0
	18	13	1	1	2	1
	74	67	4	1	2	0
	202	186	4	6	5	1
	229	208	14	1	6	0
	240	213	10	8	8	1
	241	208	15	10	7	1
	246	220	7	8	9	2
	278	256	8	5	8	1
	311	285	11	5	9	1
	353	327	11	5	8	2
	462	428	12	4	16	2
	482	458	15	2	6	1
	536	511	12	2	9	2
	412	402	6	1	3	0
	222	211	5	1	3	2
	146	141	3	0	1	1
	116	113	1	0	1	1
	73	73	0	0	0	0
	26	26	0	0	0	0
	3992	3702	125	57	94	14
	4550	4234	138	59	101	18
	4649	4333	138	59	101	18
	4714	4389	140	62	104	19
	11:00	11:00	10:00	10:00	11:00	11:00
	246	220	15	10	9	2
	17:00	17:00	16:00	14:00	15:00	19:00
	536	511	15	5	16	2

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

Length Report
17 May 2022

	24	22	0	1	1	0
	14	14	0	0	0	0
	14	13	0	1	0	0
	13	13	0	0	0	0
	46	41	1	2	1	1
	175	163	3	2	4	3
	500	474	14	5	5	2
	715	646	30	12	24	3
	582	513	47	12	10	0
	627	568	19	16	18	6
	560	491	28	22	16	3
	547	498	11	13	20	5
	587	530	23	11	17	6
	615	566	18	10	17	4
	692	638	22	9	18	5
	863	802	22	6	28	5
	816	773	26	5	11	1
	847	807	15	6	16	3
	662	640	10	5	7	0
	388	365	7	2	12	2
	263	254	6	0	2	1
	170	166	2	0	1	1
	108	107	0	0	1	0
	42	42	0	0	0	0
	8113	7472	271	127	202	41
	9434	8731	300	134	222	47
	9584	8880	300	134	223	47
	9870	9146	304	140	229	51
	07:00	07:00	08:00	10:00	07:00	09:00
	715	646	47	22	24	6
	15:00	17:00	16:00	12:00	15:00	12:00
	863	807	26	11	28	6

Site No. 00006007
A271 Lower Horsebridge, Hailsham

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116
Channel: Westbound

Length Report
18 May 2022

	7	6	1	0	0	0
	10	9	1	0	0	0
	5	5	0	0	0	0
	15	14	0	0	0	1
	30	29	0	0	0	1
	157	153	1	1	1	1
	429	407	13	3	5	1
	523	454	31	20	17	1
	397	343	26	19	6	3
	393	357	9	12	11	4
	375	345	11	10	8	1
	386	350	9	11	12	4
	363	329	11	10	12	1
	325	291	14	10	9	1
	342	315	9	10	7	1
	386	360	10	5	10	1
	352	340	6	1	3	2
	310	298	2	2	8	0
	286	279	3	1	1	2
	167	160	0	2	5	0
	94	93	1	0	0	0
	78	76	1	0	1	0
	46	43	0	0	3	0
	20	20	0	0	0	0
	4438	4061	141	111	104	21
	5206	4797	156	116	115	22
	5272	4860	156	116	118	22
	5496	5076	159	117	119	25
	07:00	07:00	07:00	07:00	07:00	11:00
	523	454	31	20	17	4
	15:00	15:00	13:00	14:00	12:00	18:00
	386	360	14	10	12	2

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Eastbound

Length Report
18 May 2022

	22	21	0	1	0	0
	11	11	0	0	0	0
	2	2	0	0	0	0
	6	6	0	0	0	0
	18	16	1	1	0	0
	25	19	2	1	2	1
	86	78	3	1	4	0
	198	181	9	3	5	0
	258	237	6	6	8	1
	265	242	6	10	5	2
	276	247	9	8	10	2
	261	233	8	10	8	2
	283	257	15	7	2	2
	308	283	11	6	5	3
	339	305	17	8	8	1
	453	426	12	5	8	2
	474	448	17	4	4	1
	532	511	11	4	6	0
	408	392	9	4	2	1
	182	180	0	0	2	0
	181	178	1	0	1	1
	124	120	2	0	2	0
	59	56	0	1	2	0
	43	41	1	1	0	0
	4055	3762	130	75	71	17
	4628	4318	136	76	80	18
	4730	4415	137	78	82	18
	4814	4490	140	81	84	19
	10:00	10:00	10:00	11:00	10:00	11:00
	276	247	9	10	10	2
	17:00	17:00	16:00	14:00	15:00	13:00
	532	511	17	8	8	3

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

**Length Report
18 May 2022**

	29	27	1	1	0
	21	20	1	0	0
	7	7	0	0	0
	21	20	0	0	1
	48	45	1	1	1
	182	172	3	2	2
	515	485	16	4	1
	721	635	40	23	1
	655	580	32	25	4
	658	599	15	22	6
	651	592	20	18	3
	647	583	17	21	6
	646	586	26	17	3
	633	574	25	16	4
	681	620	26	18	2
	839	786	22	10	3
	826	788	23	5	3
	842	809	13	6	0
	694	671	12	5	3
	349	340	0	2	0
	275	271	2	0	1
	202	196	3	0	0
	105	99	0	1	0
	63	61	1	1	0
	8493	7823	271	186	175
	9834	9115	292	192	195
	10002	9275	293	194	200
	10310	9566	299	198	203
	07:00	07:00	07:00	08:00	07:00
	721	635	40	25	22
	17:00	17:00	14:00	14:00	15:00
	842	809	26	18	18

Site No. 00006007
A271 Lower Horsebridge, Hailsham

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116
Channel: Westbound

Length Report
19 May 2022

	6	6	0	0	0	0
	9	8	0	0	1	0
	3	3	0	0	0	0
	11	11	0	0	0	0
	38	35	1	0	0	2
	151	142	2	3	2	2
	422	399	10	3	5	5
	460	412	24	7	15	2
	302	269	16	4	11	2
	409	381	8	7	12	1
	323	297	10	8	7	1
	358	318	13	9	14	4
	343	318	8	8	6	3
	301	267	8	14	11	1
	364	334	12	7	10	1
	403	377	8	6	10	2
	379	362	8	5	4	0
	362	352	4	2	3	1
	248	243	3	1	1	0
	175	170	1	1	3	0
	109	107	1	1	0	0
	77	71	2	2	2	0
	48	47	1	0	0	0
	17	17	0	0	0	0
	4252	3930	122	78	104	18
	5035	4677	136	85	114	23
	5100	4741	137	85	114	23
	5318	4946	140	88	117	27
	07:00	07:00	07:00	11:00	07:00	06:00
	460	412	24	9	15	5
	15:00	15:00	14:00	13:00	13:00	12:00
	403	377	12	14	11	3

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Eastbound

Length Report
19 May 2022

	17	17	0	0	0	0
	12	12	0	0	0	0
	5	4	0	0	1	0
	9	9	0	0	0	0
	8	8	0	0	0	0
	27	19	2	1	4	1
	85	75	3	1	6	0
	183	164	8	4	6	1
	247	224	11	5	7	0
	188	163	11	6	6	2
	258	230	11	10	6	1
	243	216	10	8	6	3
	242	226	7	5	4	0
	315	281	14	8	9	3
	327	283	22	11	8	3
	458	425	15	6	10	2
	530	498	20	4	7	1
	531	509	14	3	5	0
	347	330	11	1	4	1
	241	236	4	0	1	0
	174	167	2	1	4	0
	138	136	1	0	1	0
	73	71	2	0	0	0
	50	46	2	0	2	0
	3869	3549	154	71	78	17
	4507	4163	164	73	90	17
	4630	4280	168	73	92	17
	4708	4349	170	74	97	18
	10:00	10:00	10:00	10:00	08:00	11:00
	258	230	11	10	7	3
	17:00	17:00	14:00	14:00	15:00	14:00
	531	509	22	11	10	3

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

Length Report
19 May 2022

	23	23	0	0	0	0
	21	20	0	0	1	0
	8	7	0	0	1	0
	20	20	0	0	0	0
	46	43	1	0	0	2
	178	161	4	4	6	3
	507	474	13	4	11	5
	643	576	32	11	21	3
	549	493	27	9	18	2
	597	544	19	13	18	3
	581	527	21	18	13	2
	601	534	23	17	20	7
	585	544	15	13	10	3
	616	548	22	22	20	4
	691	617	34	18	18	4
	861	802	23	12	20	4
	909	860	28	9	11	1
	893	861	18	5	8	1
	595	573	14	2	5	1
	416	406	5	1	4	0
	283	274	3	2	4	0
	215	207	3	2	3	0
	121	118	3	0	0	0
	67	63	2	0	2	0
	8121	7479	276	149	182	35
	9542	8840	300	158	204	40
	9730	9021	305	158	206	40
	10026	9295	310	162	214	45
	07:00	07:00	07:00	10:00	07:00	11:00
	643	576	32	18	21	7
	16:00	17:00	14:00	13:00	15:00	15:00
	909	861	34	22	20	4

Site No. 00006007
A271 Lower Horsebridge, Hailsham

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

Channel: Westbound

Length Report
20 May 2022

	10	10	0	0	0	0
	5	5	0	0	0	0
	4	4	0	0	0	0
	20	20	0	0	0	0
	30	27	1	1	1	0
	125	121	1	1	1	1
	394	379	6	4	4	1
	511	469	19	5	16	2
	413	376	17	7	10	3
	374	341	11	7	13	2
	364	332	11	5	12	4
	367	337	11	3	10	6
	376	342	13	8	10	3
	322	293	16	10	1	2
	385	359	12	7	6	1
	407	389	8	3	6	1
	369	356	5	4	4	0
	352	343	3	0	6	0
	250	240	8	1	1	0
	178	174	2	1	1	0
	103	102	0	0	1	0
	58	58	0	0	0	0
	63	63	0	0	0	0
	34	33	0	0	1	0
	4490	4177	134	60	95	24
	5223	4890	142	65	101	25
	5320	4986	142	65	102	25
	5514	5173	144	67	104	26
	07:00	07:00	07:00	09:00	07:00	11:00
	511	469	19	7	16	6
	15:00	15:00	13:00	13:00	12:00	12:00
	407	389	16	10	10	3

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Eastbound

Length Report
20 May 2022

	24	24	0	0	0	0
	10	7	1	1	1	0
	8	8	0	0	0	0
	6	6	0	0	0	0
	15	14	0	0	0	1
	21	12	2	4	1	2
	88	82	4	0	2	0
	206	187	7	5	7	0
	271	238	16	10	6	1
	228	200	10	9	6	3
	271	240	9	4	18	0
	266	244	4	7	11	0
	280	260	11	0	8	1
	345	320	11	5	6	3
	342	324	6	2	7	3
	449	419	12	7	10	1
	519	498	14	1	5	1
	486	471	8	1	5	1
	354	345	7	0	2	0
	261	254	5	1	1	0
	172	169	2	0	1	0
	120	116	2	0	1	1
	94	91	2	1	0	0
	56	56	0	0	0	0
	4017	3746	115	51	91	14
	4658	4367	128	52	96	15
	4808	4514	130	53	96	15
	4892	4585	133	58	98	18
	10:00	11:00	08:00	08:00	10:00	09:00
	271	244	16	10	18	3
	16:00	16:00	16:00	15:00	15:00	14:00
	519	498	14	7	10	3

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

Length Report
20 May 2022

	34	34	0	0	0	0
	15	12	1	1	1	0
	12	12	0	0	0	0
	26	26	0	0	0	0
	45	41	1	1	1	1
	146	133	3	5	2	3
	482	461	10	4	6	1
	717	656	26	10	23	2
	684	614	33	17	16	4
	602	541	21	16	19	5
	635	572	20	9	30	4
	633	581	15	10	21	6
	656	602	24	8	18	4
	667	613	27	15	7	5
	727	683	18	9	13	4
	856	808	20	10	16	2
	888	854	19	5	9	1
	838	814	11	1	11	1
	604	585	15	1	3	0
	439	428	7	2	2	0
	275	271	2	0	2	0
	178	174	2	0	1	1
	157	154	2	1	0	0
	90	89	0	0	1	0
	8507	7923	249	111	186	38
	9881	9257	270	117	197	40
	10128	9500	272	118	198	40
	10406	9758	277	125	202	44
	07:00	07:00	08:00	08:00	10:00	11:00
	717	656	33	17	30	6
	16:00	16:00	13:00	13:00	12:00	13:00
	888	854	27	15	18	5

Site No. 00006007
A271 Lower Horsebridge, Hailsham

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

Channel: Westbound

Length Report
21 May 2022

	14	13	1	0	0	0
	12	12	0	0	0	0
	7	7	0	0	0	0
	14	14	0	0	0	0
	13	12	1	0	0	0
	61	61	0	0	0	0
	110	107	1	2	0	0
	244	236	3	0	5	0
	276	267	4	3	2	0
	404	394	2	0	8	0
	434	422	7	3	2	0
	428	419	2	1	6	0
	440	431	3	1	5	0
	357	347	3	2	5	0
	355	348	4	1	2	0
	297	292	4	0	1	0
	252	246	3	2	1	0
	275	269	1	1	4	0
	239	234	2	1	2	0
	176	172	2	1	1	0
	126	124	2	0	0	0
	96	94	0	0	2	0
	65	65	0	0	0	0
	47	47	0	0	0	0
	4001	3905	38	15	43	0
	4509	4402	43	18	46	0
	4621	4514	43	18	46	0
	4742	4633	45	18	46	0
	10:00	10:00	10:00	10:00	09:00	11:00
	434	422	7	3	8	0
	12:00	12:00	15:00	16:00	13:00	23:00
	440	431	4	2	5	0

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Eastbound

Length Report
21 May 2022

	33	32	1	0	0	0
	15	13	1	1	0	0
	9	9	0	0	0	0
	8	8	0	0	0	0
	6	5	1	0	0	0
	12	12	0	0	0	0
	32	29	2	0	1	0
	76	75	1	0	0	0
	124	115	6	0	3	0
	216	211	4	0	1	0
	259	249	3	3	4	0
	320	311	4	0	5	0
	366	355	7	3	1	0
	392	378	11	2	1	0
	311	302	4	2	3	0
	326	315	8	1	2	0
	336	329	6	0	1	0
	356	349	4	1	2	0
	279	267	6	0	6	0
	206	204	0	0	1	1
	137	134	1	1	1	0
	104	103	1	0	0	0
	98	96	1	1	0	0
	62	62	0	0	0	0
	3361	3256	64	12	29	0
	3840	3726	68	13	32	1
	4000	3884	69	14	32	1
	4083	3963	72	15	32	1
	11:00	11:00	08:00	10:00	11:00	11:00
	320	311	6	3	5	0
	13:00	13:00	13:00	12:00	18:00	19:00
	392	378	11	3	6	1

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

Length Report
21 May 2022

	47	45	2	0	0	0
	27	25	1	1	0	0
	16	16	0	0	0	0
	22	22	0	0	0	0
	19	17	2	0	0	0
	73	73	0	0	0	0
	142	136	3	2	1	0
	320	311	4	0	5	0
	400	382	10	3	5	0
	620	605	6	0	9	0
	693	671	10	6	6	0
	748	730	6	1	11	0
	806	786	10	4	6	0
	749	725	14	4	6	0
	666	650	8	3	5	0
	623	607	12	1	3	0
	588	575	9	2	2	0
	631	618	5	2	6	0
	518	501	8	1	8	0
	382	376	2	1	2	1
	263	258	3	1	1	0
	200	197	1	0	2	0
	163	161	1	1	0	0
	109	109	0	0	0	0
	7362	7161	102	27	72	0
	8349	8128	111	31	78	1
	8621	8398	112	32	78	1
	8825	8596	117	33	78	1
	11:00	11:00	10:00	10:00	11:00	11:00
	748	730	10	6	11	0
	12:00	12:00	13:00	13:00	18:00	19:00
	806	786	14	4	8	1

Site No. 00006007
A271 Lower Horsebridge, Hailsham

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116
Channel: Westbound

Length Report
22 May 2022

	16	16	0	0	0	0
	17	17	0	0	0	0
	7	7	0	0	0	0
	6	6	0	0	0	0
	18	18	0	0	0	0
	35	35	0	0	0	0
	66	65	1	0	0	0
	146	145	1	0	0	0
	202	192	4	1	5	0
	266	259	4	0	3	0
	397	391	2	2	2	0
	392	385	3	1	3	0
	429	421	1	3	4	0
	349	345	4	0	0	0
	288	283	3	0	2	0
	237	233	3	0	1	0
	207	207	0	0	0	0
	229	224	1	2	2	0
	181	178	2	1	0	0
	134	133	1	0	0	0
	99	95	1	1	2	0
	46	46	0	0	0	0
	30	30	0	0	0	0
	16	15	0	0	1	0
	3323	3263	28	10	22	0
	3668	3602	31	11	24	0
	3714	3647	31	11	25	0
	3813	3746	31	11	25	0
	10:00	10:00	09:00	10:00	08:00	11:00
	397	391	4	2	5	0
	12:00	12:00	13:00	12:00	12:00	23:00
	429	421	4	3	4	0

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Eastbound

Length Report
22 May 2022

	32	32	0	0	0	0
	18	18	0	0	0	0
	7	7	0	0	0	0
	4	4	0	0	0	0
	5	4	1	0	0	0
	14	13	1	0	0	0
	19	18	0	0	1	0
	52	46	3	0	3	0
	64	63	1	0	0	0
	164	160	2	1	1	0
	235	230	2	0	3	0
	283	275	5	0	3	0
	344	338	5	0	1	0
	273	265	6	2	0	0
	278	268	8	0	2	0
	278	276	0	0	2	0
	283	278	2	1	2	0
	265	257	2	1	5	0
	233	227	3	0	3	0
	203	201	0	0	2	0
	131	130	1	0	0	0
	98	95	0	0	1	2
	53	52	0	0	1	0
	27	27	0	0	0	0
	2752	2683	39	5	25	0
	3203	3127	40	5	29	2
	3283	3206	40	5	30	2
	3363	3284	42	5	30	2
	11:00	11:00	11:00	09:00	11:00	11:00
	283	275	5	1	3	0
	12:00	12:00	14:00	13:00	17:00	21:00
	344	338	8	2	5	2

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006007

Site Ref. 00006007

Lat/Lng. 50.88036 0.235116

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

**Length Report
22 May 2022**

	48	48	0	0	0
	35	35	0	0	0
	14	14	0	0	0
	10	10	0	0	0
	23	22	1	0	0
	49	48	1	0	0
	85	83	1	0	1
	198	191	4	0	3
	266	255	5	1	5
	430	419	6	1	4
	632	621	4	2	5
	675	660	8	1	6
	773	759	6	3	5
	622	610	10	2	0
	566	551	11	0	4
	515	509	3	0	3
	490	485	2	1	2
	494	481	3	3	7
	414	405	5	1	3
	337	334	1	0	2
	230	225	2	1	2
	144	141	0	0	1
	83	82	0	0	1
	43	42	0	0	1
	6075	5946	67	15	47
	6871	6729	71	16	53
	6997	6853	71	16	55
	7176	7030	73	16	55
	11:00	11:00	11:00	10:00	11:00
	675	660	8	2	6
	12:00	12:00	14:00	17:00	17:00
	773	759	11	3	7

Site No. 00006008
A271 Lower Horsebridge, Hailsham

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824
Channel: Eastbound

Length Report
16 May 2022

	11	11	0	0	0	0
	4	4	0	0	0	0
	3	2	1	0	0	0
	6	6	0	0	0	0
	8	8	0	0	0	0
	22	17	1	1	0	3
	77	70	4	0	2	1
	188	172	10	3	2	1
	274	255	6	3	7	3
	217	199	6	6	6	0
	225	202	8	4	9	2
	229	203	9	6	8	3
	264	232	13	5	12	2
	254	230	4	9	9	2
	295	274	11	3	5	2
	452	409	10	3	26	4
	531	500	14	5	10	2
	530	511	10	2	5	2
	359	350	6	2	1	0
	205	200	4	1	0	0
	123	121	0	1	1	0
	98	98	0	0	0	0
	41	41	0	0	0	0
	26	26	0	0	0	0
	3818	3537	107	51	100	23
	4321	4026	115	53	103	24
	4388	4093	115	53	103	24
	4442	4141	117	54	103	27
	08:00	08:00	07:00	11:00	10:00	11:00
	274	255	10	6	9	3
	16:00	17:00	16:00	13:00	15:00	15:00
	531	511	14	9	26	4

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Westbound

Length Report
16 May 2022

	3	3	0	0	0	0
	4	3	0	0	0	1
	10	10	0	0	0	0
	16	15	1	0	0	0
	32	30	0	0	0	2
	138	131	3	0	1	3
	417	388	13	6	7	3
	375	335	28	4	8	0
	309	281	12	2	13	1
	327	294	16	3	14	0
	325	297	8	4	14	2
	296	267	9	6	13	1
	313	287	10	2	12	2
	279	258	8	6	7	0
	311	282	12	6	11	0
	354	335	6	1	12	0
	289	269	8	3	7	2
	250	233	5	1	10	1
	208	198	6	2	1	1
	146	141	1	2	2	0
	97	96	0	0	1	0
	58	57	1	0	0	0
	23	23	0	0	0	0
	12	12	0	0	0	0
	3636	3336	128	40	122	10
	4354	4018	143	48	132	13
	4389	4053	143	48	132	13
	4592	4245	147	48	133	19
	06:00	06:00	07:00	11:00	10:00	06:00
	417	388	28	6	14	3
	15:00	15:00	14:00	14:00	15:00	16:00
	354	335	12	6	12	2

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

**Length Report
16 May 2022**

	14	14	0	0	0	0
	8	7	0	0	0	1
	13	12	1	0	0	0
	22	21	1	0	0	0
	40	38	0	0	0	2
	160	148	4	1	1	6
	494	458	17	6	9	4
	563	507	38	7	10	1
	583	536	18	5	20	4
	544	493	22	9	20	0
	550	499	16	8	23	4
	525	470	18	12	21	4
	577	519	23	7	24	4
	533	488	12	15	16	2
	606	556	23	9	16	2
	806	744	16	4	38	4
	820	769	22	8	17	4
	780	744	15	3	15	3
	567	548	12	4	2	1
	351	341	5	3	2	0
	220	217	0	1	2	0
	156	155	1	0	0	0
	64	64	0	0	0	0
	38	38	0	0	0	0
	7454	6873	235	91	222	33
	8675	8044	258	101	235	37
	8777	8146	258	101	235	37
	9034	8386	264	102	236	46
	08:00	08:00	07:00	11:00	10:00	05:00
	583	536	38	12	23	6
	16:00	16:00	14:00	13:00	15:00	16:00
	820	769	23	15	38	4

Site No. 00006008
A271 Lower Horsebridge, Hailsham

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824
Channel: Eastbound

Length Report
17 May 2022

	19	19	0	0	0	0
	7	7	0	0	0	0
	8	7	1	0	0	0
	3	3	0	0	0	0
	8	6	1	0	0	1
	18	14	1	0	1	2
	67	62	2	0	3	0
	213	194	9	2	7	1
	245	227	6	2	10	0
	236	210	6	9	11	0
	237	212	12	1	6	6
	246	224	6	4	9	3
	272	250	9	3	10	0
	300	276	6	4	11	3
	350	319	10	7	12	2
	449	421	7	3	15	3
	477	451	12	7	7	0
	526	505	8	3	8	2
	412	402	7	1	2	0
	214	203	5	0	4	2
	148	143	3	1	0	1
	115	110	2	1	2	0
	72	71	1	0	0	0
	24	24	0	0	0	0
	3963	3691	98	46	108	20
	4507	4209	110	48	117	23
	4603	4304	111	48	117	23
	4666	4360	114	48	118	26
	11:00	08:00	10:00	09:00	09:00	10:00
	246	227	12	9	11	6
	17:00	17:00	16:00	16:00	15:00	15:00
	526	505	12	7	15	3

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Westbound

Length Report
17 May 2022

	4	4	0	0	0	0
	7	6	1	0	0	0
	6	6	0	0	0	0
	10	10	0	0	0	0
	37	33	1	0	1	2
	156	149	1	2	2	2
	422	405	9	5	1	2
	417	382	17	4	11	3
	210	174	28	2	5	1
	383	343	16	8	12	4
	311	276	14	7	10	4
	297	269	11	4	9	4
	304	271	12	7	11	3
	296	277	6	6	4	3
	319	293	10	4	8	4
	369	343	13	3	8	2
	282	273	4	1	4	0
	303	284	11	2	5	1
	251	235	8	1	7	0
	164	151	2	1	9	1
	115	114	0	0	1	0
	56	56	0	0	0	0
	34	33	0	0	0	1
	16	15	1	0	0	0
	3742	3420	150	49	94	29
	4499	4146	161	55	105	32
	4549	4194	162	55	105	33
	4769	4402	165	57	108	37
	06:00	06:00	08:00	09:00	09:00	11:00
	422	405	28	8	12	4
	15:00	15:00	15:00	12:00	12:00	14:00
	369	343	13	7	11	4

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

Length Report
17 May 2022

	23	23	0	0	0	0
	14	13	1	0	0	0
	14	13	1	0	0	0
	13	13	0	0	0	0
	45	39	2	0	1	3
	174	163	2	2	3	4
	489	467	11	5	4	2
	630	576	26	6	18	4
	455	401	34	4	15	1
	619	553	22	17	23	4
	548	488	26	8	16	10
	543	493	17	8	18	7
	576	521	21	10	21	3
	596	553	12	10	15	6
	669	612	20	11	20	6
	818	764	20	6	23	5
	759	724	16	8	11	0
	829	789	19	5	13	3
	663	637	15	2	9	0
	378	354	7	1	13	3
	263	257	3	1	1	1
	171	166	2	1	2	0
	106	104	1	0	0	1
	40	39	1	0	0	0
	7705	7111	248	95	202	49
	9006	8355	271	103	222	55
	9152	8498	273	103	222	56
	9435	8762	279	105	226	63
	07:00	07:00	08:00	09:00	09:00	10:00
	630	576	34	17	23	10
	17:00	17:00	12:00	14:00	15:00	14:00
	829	789	21	11	23	6

Site No. 00006008
A271 Lower Horsebridge, Hailsham

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

Channel: Eastbound

Length Report
18 May 2022

	22	19	3	0	0	0
	11	10	1	0	0	0
	1	1	0	0	0	0
	6	6	0	0	0	0
	18	16	0	0	2	0
	24	21	0	0	3	0
	82	74	3	1	4	0
	217	199	10	3	4	1
	272	250	8	4	9	1
	264	241	9	4	8	2
	274	245	10	5	12	2
	257	232	7	8	8	2
	283	269	5	3	5	1
	304	282	9	1	11	1
	341	314	8	6	12	1
	463	436	14	3	10	0
	472	443	19	3	7	0
	529	512	7	3	7	0
	404	392	4	2	5	1
	182	180	1	0	1	0
	185	180	3	0	1	1
	124	121	1	0	2	0
	57	55	0	0	2	0
	42	41	0	0	1	0
	4080	3815	110	45	98	12
	4653	4370	118	46	106	13
	4752	4466	118	46	109	13
	4834	4539	122	46	114	13
	10:00	08:00	10:00	11:00	10:00	11:00
	274	250	10	8	12	2
	17:00	17:00	16:00	14:00	14:00	20:00
	529	512	19	6	12	1

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Westbound

Length Report
18 May 2022

	7	6	1	0	0	0
	10	10	0	0	0	0
	5	5	0	0	0	0
	16	15	1	0	0	0
	30	28	1	0	0	1
	154	148	2	0	3	1
	423	399	13	3	7	1
	392	350	29	2	10	1
	306	263	29	5	8	1
	375	339	11	6	17	2
	363	336	12	4	11	0
	378	337	17	11	10	3
	339	305	19	2	12	1
	325	297	10	7	10	1
	336	310	12	5	8	1
	359	338	8	4	7	2
	327	314	6	1	4	2
	295	280	7	1	6	1
	279	269	5	2	1	2
	164	157	1	0	6	0
	93	91	1	1	0	0
	77	75	1	0	1	0
	46	43	0	1	1	1
	20	19	1	0	0	0
	4074	3738	165	50	104	17
	4831	4460	181	54	118	18
	4897	4522	182	55	119	19
	5119	4734	187	55	122	21
	06:00	06:00	08:00	11:00	09:00	11:00
	423	399	29	11	17	3
	15:00	15:00	12:00	13:00	12:00	18:00
	359	338	19	7	12	2

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

**Length Report
18 May 2022**

	29	25	4	0	0	0
	21	20	1	0	0	0
	6	6	0	0	0	0
	22	21	1	0	0	0
	48	44	1	0	2	1
	178	169	2	0	6	1
	505	473	16	4	11	1
	609	549	39	5	14	2
	578	513	37	9	17	2
	639	580	20	10	25	4
	637	581	22	9	23	2
	635	569	24	19	18	5
	622	574	24	5	17	2
	629	579	19	8	21	2
	677	624	20	11	20	2
	822	774	22	7	17	2
	799	757	25	4	11	2
	824	792	14	4	13	1
	683	661	9	4	6	3
	346	337	2	0	7	0
	278	271	4	1	1	1
	201	196	2	0	3	0
	103	98	0	1	3	1
	62	60	1	0	1	0
	8154	7553	275	95	202	29
	9484	8830	299	100	224	31
	9649	8988	300	101	228	32
	9953	9273	309	101	236	34
	09:00	10:00	07:00	11:00	09:00	11:00
	639	581	39	19	25	5
	17:00	17:00	16:00	14:00	13:00	18:00
	824	792	25	11	21	3

Site No. 00006008
A271 Lower Horsebridge, Hailsham

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

Channel: Eastbound

Length Report
19 May 2022

	17	17	0	0	0	0
	12	12	0	0	0	0
	5	3	1	0	1	0
	10	10	0	0	0	0
	7	7	0	0	0	0
	25	20	0	1	2	2
	81	69	5	2	3	2
	206	185	8	3	9	1
	275	259	5	4	6	1
	187	165	8	3	10	1
	247	225	5	6	10	1
	240	214	11	4	8	3
	243	223	4	4	11	1
	314	293	4	2	11	4
	322	287	12	6	15	2
	457	432	6	2	15	2
	529	506	11	2	7	3
	532	520	7	2	3	0
	346	338	5	0	3	0
	238	234	2	1	1	0
	174	168	3	0	3	0
	136	135	1	0	0	0
	72	71	1	0	0	0
	53	49	0	2	2	0
	3898	3647	86	38	108	19
	4527	4253	97	41	115	21
	4652	4373	98	43	117	21
	4728	4442	99	44	120	23
	08:00	08:00	11:00	10:00	10:00	11:00
	275	259	11	6	10	3
	17:00	17:00	14:00	14:00	15:00	13:00
	532	520	12	6	15	4

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Westbound

Length Report
19 May 2022

	6	5	1	0	0	0
	9	8	0	0	1	0
	3	3	0	0	0	0
	11	11	0	0	0	0
	38	35	1	0	0	2
	154	146	3	1	2	2
	418	401	5	2	5	5
	365	329	23	5	8	0
	236	218	10	0	7	1
	392	364	5	8	13	2
	327	299	10	8	9	1
	354	313	14	8	15	4
	338	310	10	10	5	3
	304	274	5	10	12	3
	362	331	12	10	8	1
	399	373	13	5	7	1
	355	335	11	4	5	0
	335	318	10	1	5	1
	247	241	3	2	1	0
	175	172	0	0	3	0
	111	110	0	0	1	0
	78	72	2	3	1	0
	47	47	0	0	0	0
	19	19	0	0	0	0
	4014	3705	126	71	95	17
	4796	4460	133	76	105	22
	4862	4526	133	76	105	22
	5083	4734	138	77	108	26
	06:00	06:00	07:00	11:00	11:00	06:00
	418	401	23	8	15	5
	15:00	15:00	15:00	14:00	13:00	13:00
	399	373	13	10	12	3

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

Length Report
19 May 2022

	23	22	1	0	0	0
	21	20	0	0	1	0
	8	6	1	0	1	0
	21	21	0	0	0	0
	45	42	1	0	0	2
	179	166	3	2	4	4
	499	470	10	4	8	7
	571	514	31	8	17	1
	511	477	15	4	13	2
	579	529	13	11	23	3
	574	524	15	14	19	2
	594	527	25	12	23	7
	581	533	14	14	16	4
	618	567	9	12	23	7
	684	618	24	16	23	3
	856	805	19	7	22	3
	884	841	22	6	12	3
	867	838	17	3	8	1
	593	579	8	2	4	0
	413	406	2	1	4	0
	285	278	3	0	4	0
	214	207	3	3	1	0
	119	118	1	0	0	0
	72	68	0	2	2	0
	7912	7352	212	109	203	36
	9323	8713	230	117	220	43
	9514	8899	231	119	222	43
	9811	9176	237	121	228	49
	11:00	09:00	07:00	10:00	11:00	11:00
	594	529	31	14	23	7
	16:00	16:00	14:00	14:00	14:00	13:00
	884	841	24	16	23	7

Site No. 00006008
A271 Lower Horsebridge, Hailsham

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824
Channel: Eastbound

Length Report
20 May 2022

	24	24	0	0	0	0
	9	7	0	0	2	0
	8	8	0	0	0	0
	6	6	0	0	0	0
	14	12	1	0	0	1
	21	13	2	1	3	2
	84	78	2	3	1	0
	208	183	9	5	11	0
	265	248	6	3	7	1
	215	193	8	4	7	3
	255	230	4	5	15	1
	253	231	12	0	8	2
	277	263	2	3	9	0
	336	303	8	7	13	5
	334	315	5	4	9	1
	445	423	6	6	8	2
	516	500	8	3	5	0
	482	473	4	1	3	1
	349	343	5	0	1	0
	257	253	3	0	1	0
	170	169	0	0	1	0
	116	114	0	0	1	1
	94	91	2	1	0	0
	54	54	0	0	0	0
	3935	3705	77	41	96	16
	4562	4319	82	44	100	17
	4710	4464	84	45	100	17
	4792	4534	87	46	105	20
	08:00	08:00	11:00	10:00	10:00	09:00
	265	248	12	5	15	3
	16:00	16:00	16:00	13:00	13:00	13:00
	516	500	8	7	13	5

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Westbound

Length Report
20 May 2022

	10	10	0	0	0	0
	5	4	1	0	0	0
	4	4	0	0	0	0
	20	20	0	0	0	0
	30	28	1	0	0	1
	126	121	1	2	1	1
	388	372	7	2	7	0
	427	396	16	2	12	1
	382	347	17	10	7	1
	376	347	7	9	11	2
	365	333	9	5	14	4
	378	354	7	1	6	10
	368	331	17	7	11	2
	315	287	18	4	3	3
	382	357	14	3	8	0
	390	369	10	3	7	1
	359	347	6	1	5	0
	341	331	4	0	6	0
	249	241	5	1	2	0
	175	171	1	0	3	0
	102	101	0	0	1	0
	60	60	0	0	0	0
	62	62	0	0	0	0
	36	35	0	0	0	1
	4332	4040	130	46	92	24
	5057	4744	138	48	103	24
	5155	4841	138	48	103	25
	5350	5028	141	50	104	27
	07:00	07:00	08:00	08:00	10:00	11:00
	427	396	17	10	14	10
	15:00	15:00	13:00	12:00	12:00	13:00
	390	369	18	7	11	3

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

Length Report
20 May 2022

	34	34	0	0	0	0
	14	11	1	0	2	0
	12	12	0	0	0	0
	26	26	0	0	0	0
	44	40	2	0	0	2
	147	134	3	3	4	3
	472	450	9	5	8	0
	635	579	25	7	23	1
	647	595	23	13	14	2
	591	540	15	13	18	5
	620	563	13	10	29	5
	631	585	19	1	14	12
	645	594	19	10	20	2
	651	590	26	11	16	8
	716	672	19	7	17	1
	835	792	16	9	15	3
	875	847	14	4	10	0
	823	804	8	1	9	1
	598	584	10	1	3	0
	432	424	4	0	4	0
	272	270	0	0	2	0
	176	174	0	0	1	1
	156	153	2	1	0	0
	90	89	0	0	0	1
	8267	7745	207	87	188	40
	9619	9063	220	92	203	41
	9865	9305	222	93	203	42
	10142	9562	228	96	209	47
	08:00	08:00	07:00	09:00	10:00	11:00
	647	595	25	13	29	12
	16:00	16:00	13:00	13:00	12:00	13:00
	875	847	26	11	20	8

Site No. 00006008
A271 Lower Horsebridge, Hailsham

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824
Channel: Eastbound

Length Report
21 May 2022

	32	30	2	0	0	0
	14	13	0	1	0	0
	9	9	0	0	0	0
	8	8	0	0	0	0
	5	5	0	0	0	0
	10	10	0	0	0	0
	33	30	2	0	1	0
	70	66	3	0	1	0
	127	122	1	1	3	0
	221	211	8	2	0	0
	261	249	7	0	5	0
	326	317	4	1	4	0
	370	363	5	2	0	0
	401	392	4	1	4	0
	319	311	5	0	3	0
	334	323	8	1	2	0
	340	338	2	0	0	0
	360	354	2	3	0	1
	279	271	2	0	6	0
	206	205	0	0	0	1
	135	133	1	0	1	0
	102	102	0	0	0	0
	97	96	1	0	0	0
	62	62	0	0	0	0
	3408	3317	51	11	28	1
	3884	3787	54	11	30	2
	4043	3945	55	11	30	2
	4121	4020	57	12	30	2
	11:00	11:00	09:00	09:00	10:00	11:00
	326	317	8	2	5	0
	13:00	13:00	15:00	17:00	18:00	19:00
	401	392	8	3	6	1

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Westbound

Length Report
21 May 2022

	14	12	2	0	0	0
	12	12	0	0	0	0
	7	7	0	0	0	0
	14	13	1	0	0	0
	13	12	1	0	0	0
	60	60	0	0	0	0
	104	100	2	2	0	0
	246	234	6	1	5	0
	273	261	6	4	2	0
	388	375	6	0	7	0
	426	411	8	2	5	0
	408	393	5	1	9	0
	421	415	2	1	3	0
	361	350	5	2	4	0
	354	345	5	1	3	0
	295	290	2	1	2	0
	252	245	5	0	2	0
	273	269	0	1	3	0
	241	234	3	1	3	0
	176	173	1	0	2	0
	126	123	3	0	0	0
	98	96	0	0	1	1
	64	64	0	0	0	0
	47	47	0	0	0	0
	3938	3822	53	15	48	0
	4442	4314	59	17	51	1
	4553	4425	59	17	51	1
	4673	4541	63	17	51	1
	10:00	10:00	10:00	08:00	11:00	11:00
	426	411	8	4	9	0
	12:00	12:00	16:00	13:00	13:00	21:00
	421	415	5	2	4	1

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

**Length Report
21 May 2022**

	46	42	4	0	0	0
	26	25	0	1	0	0
	16	16	0	0	0	0
	22	21	1	0	0	0
	18	17	1	0	0	0
	70	70	0	0	0	0
	137	130	4	2	1	0
	316	300	9	1	6	0
	400	383	7	5	5	0
	609	586	14	2	7	0
	687	660	15	2	10	0
	734	710	9	2	13	0
	791	778	7	3	3	0
	762	742	9	3	8	0
	673	656	10	1	6	0
	629	613	10	2	4	0
	592	583	7	0	2	0
	633	623	2	4	3	1
	520	505	5	1	9	0
	382	378	1	0	2	1
	261	256	4	0	1	0
	200	198	0	0	1	1
	161	160	1	0	0	0
	109	109	0	0	0	0
	7346	7139	104	26	76	1
	8326	8101	113	28	81	3
	8596	8370	114	28	81	3
	8794	8561	120	29	81	3
	11:00	11:00	10:00	08:00	11:00	11:00
	734	710	15	5	13	0
	12:00	12:00	15:00	17:00	18:00	21:00
	791	778	10	4	9	1

Site No. 00006008
A271 Lower Horsebridge, Hailsham

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824
Channel: Eastbound

Length Report
22 May 2022

	32	32	0	0	0	0
	18	18	0	0	0	0
	7	7	0	0	0	0
	4	4	0	0	0	0
	4	4	0	0	0	0
	14	14	0	0	0	0
	19	18	0	0	1	0
	50	45	3	0	2	0
	64	64	0	0	0	0
	158	154	2	1	1	0
	231	227	1	0	3	0
	289	284	2	1	2	0
	347	343	2	1	1	0
	281	276	4	0	1	0
	284	276	6	2	0	0
	276	273	1	0	2	0
	283	279	2	1	1	0
	264	256	3	1	4	0
	231	224	3	0	3	1
	198	197	0	0	1	0
	132	128	4	0	0	0
	99	96	0	0	2	1
	52	51	0	0	1	0
	27	27	0	0	0	0
	2758	2701	29	7	20	1
	3206	3140	33	7	24	2
	3285	3218	33	7	25	2
	3364	3297	33	7	25	2
	11:00	11:00	07:00	11:00	10:00	11:00
	289	284	3	1	3	0
	12:00	12:00	14:00	14:00	17:00	21:00
	347	343	6	2	4	1

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Westbound

Length Report
22 May 2022

	16	16	0	0	0	0
	17	17	0	0	0	0
	7	7	0	0	0	0
	6	6	0	0	0	0
	18	18	0	0	0	0
	36	36	0	0	0	0
	66	65	1	0	0	0
	148	146	1	0	1	0
	199	192	0	1	5	1
	261	250	7	1	3	0
	392	382	7	0	3	0
	376	362	6	0	8	0
	403	395	3	0	4	1
	354	352	2	0	0	0
	287	282	3	0	2	0
	239	233	4	0	2	0
	205	204	1	0	0	0
	223	216	2	1	3	1
	185	182	2	0	1	0
	132	130	2	0	0	0
	102	97	0	0	5	0
	47	47	0	0	0	0
	30	30	0	0	0	0
	17	16	0	0	0	1
	3272	3196	38	3	32	3
	3619	3535	41	3	37	3
	3666	3581	41	3	37	4
	3766	3681	41	3	37	4
	10:00	10:00	10:00	09:00	11:00	08:00
	392	382	7	1	8	1
	12:00	12:00	15:00	17:00	20:00	23:00
	403	395	4	1	5	1

Vehicle Data Analyser Professional R2 23/05/2022

Site No. 00006008

Site Ref. 00006008

Lat/Lng. 50.87981 0.233824

A271 Lower Horsebridge, Hailsham

Channel: Total Flow

**Length Report
22 May 2022**

	48	48	0	0	0
	35	35	0	0	0
	14	14	0	0	0
	10	10	0	0	0
	22	22	0	0	0
	50	50	0	0	0
	85	83	1	0	1
	198	191	4	0	3
	263	256	0	1	5
	419	404	9	2	4
	623	609	8	0	6
	665	646	8	1	10
	750	738	5	1	5
	635	628	6	0	1
	571	558	9	2	2
	515	506	5	0	4
	488	483	3	1	1
	487	472	5	2	7
	416	406	5	0	4
	330	327	2	0	1
	234	225	4	0	5
	146	143	0	0	2
	82	81	0	0	1
	44	43	0	0	0
	6030	5897	67	10	52
	6825	6675	74	10	61
	6951	6799	74	10	62
	7130	6978	74	10	62
	11:00	11:00	09:00	09:00	11:00
	665	646	9	2	10
	12:00	12:00	14:00	17:00	17:00
	750	738	9	2	7

Horsebridge – Hailsham – Stantec

Collision report 01/04/2017 – 31/03/2022

Date produced
29 April 2022

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

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
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Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

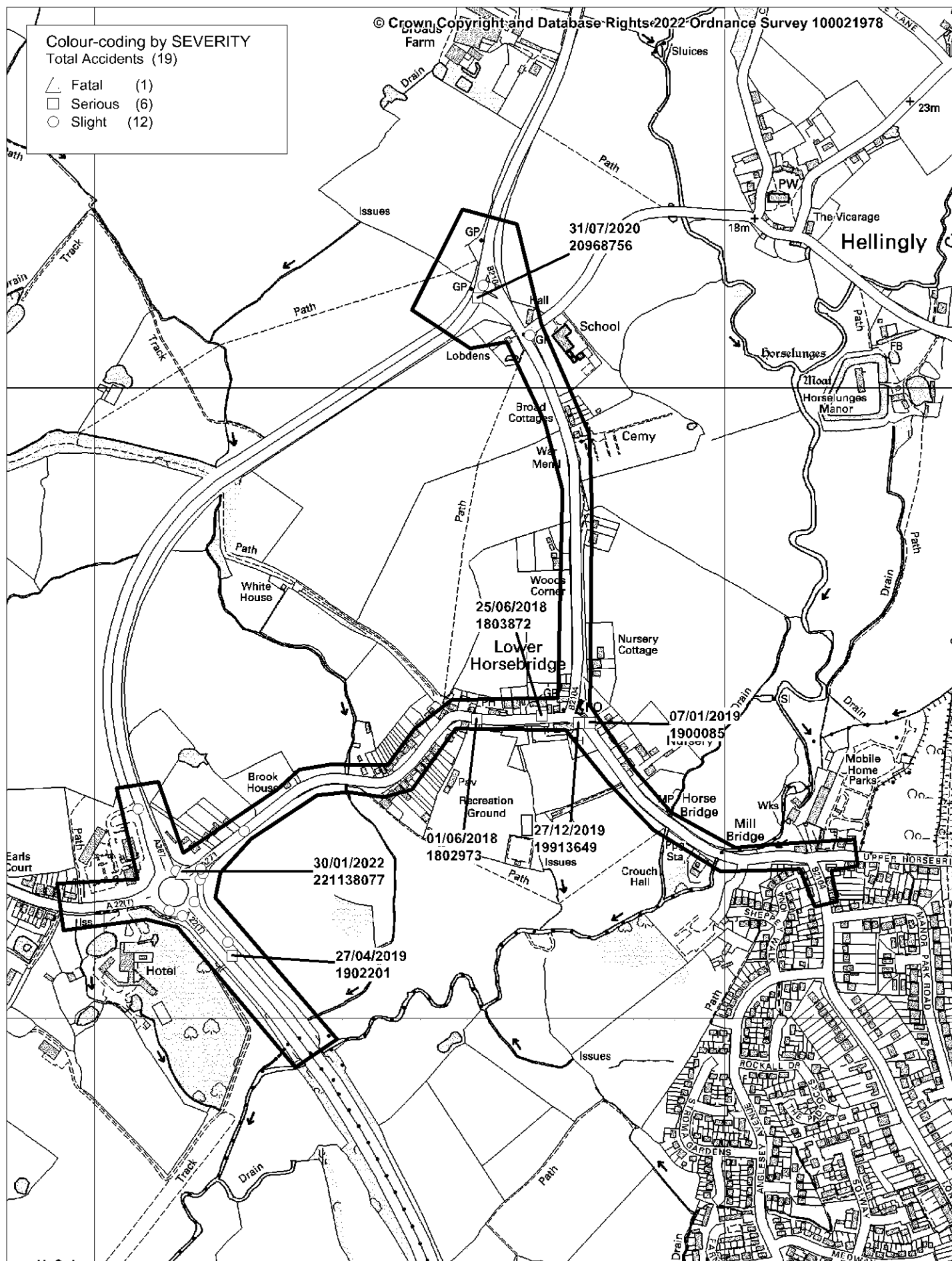
For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

Colour-coding by SEVERITY
Total Accidents (19)

- △ Fatal (1)
- Serious (6)
- Slight (12)



1:8000
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Sussex Safer Roads
PARTNERSHIP

Horsebridge Hailsham
Collision Dates 01/04/2017 - 31/03/2022
Stantec

SCALE	1 : 8000
DATE	29/04/2022
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/04/2017 to 31/03/2022 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age / Sev
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									
1702244	Friday	A267 HAILSHAM AT JUNCTION OF	Veh 1	Car	Going ahead	N	to S		
	21/04/2017	A271	Veh 2	Pedal cycle	Going ahead	W	to E	Dri	M 57 Slight
R1: A 267	1349hrs								
R2: A 271	Daylight:street lights present								
E 557,129	Dry								
N 111,234	Fine without high winds								
	60 mph								

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

2nd: Failed to judge other persons path or speed

Vehicle 1

Very Likely

VEH 1 HAS PULLED ONTO ROUNDABOUT AND HAS NOT SEEN VEH 2 TRAVELLING AROUND ROUNDABOUT. A COMING TOGETHER HAS OCCURED AND RIDER OF VEH 2 HAS FALLEN OFF.

1702600	Wednesday	A271 HAILSHAM AT JUNCTION OF	Veh 1	Goods < 3.5t	Starting	E	to W		
	10/05/2017	A22 BOSHIP R/A	Veh 2	Pedal cycle	Wait go ahead held	E	to W	Dri	M 60 Slight
R1: A 271	1105hrs								
R2: A 22	Daylight:street lights present								
E 557,167	Dry								
N 111,220	Fine without high winds								
	60 mph								

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1, VAN, WHILST ENTERING ROUNDABOUT, COLLIDES WITH REAR OF V2, CYCLIST KNOCKING RIDER OFF OF BIKE CAUSING SLIGHT INJURY.

1704104	Friday	A22 HAILSHAM BYPASS HAILSHAM	Veh 1	M/C > 500 cc	Going ahead	S	to N	Dri	M 38 Slight
	21/07/2017	AT JUNCTION OF A22							
R1: A 22	1452hrs								
R2: A 22	Daylight:street lights present								
E 557,118	Wet/Damp								
N 111,171	Raining without high winds								
	60 mph								

Causation Factor:

Participant:

Confidence:

1st: Defective brakes

Vehicle 1

Very Likely

V1 M/C TRAVELLING NORTH A22 HAILSHAM BYPASS. ENTERS ROUNDABOUT IN 2ND GEAR. GEARS SEIZE, BACK END OF BIKE LOST GRIP AND RIDER WENT OVER HANDLE BARS AND SLID ON ROAD. VERY MINOR INJURY

Details of Personal Injury Accidents for Period - 01/04/2017 to 31/03/2022 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
1803658	Monday	A271 UPPER HORSEBRIDGE ROAD	Veh 1	Car		Going ahead	NE to SW			
	02/07/2018	HAILSHAM AT JUNCTION OF A22	Veh 2	Car		Wait go ahead held	NE to SW Dri	M	43	Slight
R1: A 271	1345hrs	OUTSIDE BOSHIP ROUNDABOUT								
R2: A 22	Daylight:street lights present									
E 557,172	Dry									
N 111,230	Fine without high winds									
	40 mph									

VEH2 WAITING TO JOIN ROUNDABOUT. VEH 1 COLLIDED WITH REAR OF VEH 2

1802973	Friday	A271 HAILSHAM 140M WEST OF	Veh 1	Car		Going ahead	W to E Dri	F	29	Serious
	01/06/2018	B2104 NORTH STREET	Veh 2	Car		Going ahead	E to W Dri	F	53	Serious
R1: A 271	0706hrs									
	Daylight:street lights present									
E 557,606	Dry									
N 111,475	Fine without high winds									
	30 mph									

Causation Factor:

Participant:

Confidence:

1st: Fatigue

Vehicle 1

Very Likely

V2 TRAVELLING WEST. V1 TRAVELLING EAST. V1 THEN DRIFTS ACROSS TO OPPOSITE LANE AND COLLIDES WITH V2.

1803872	Monday	A271 HAILSHAM AT JUNCTION OF U	Veh 1	Car		Turning right	N to W			
	25/06/2018	PRIVATE DRIVEWAY OUTSIDE	Veh 2	Car		Going ahead	W to E Dri	M	44	Serious
R1: A 271	1430hrs	MEADOW VIEW								
R2: U	Daylight:street lights present									
E 557,709	Dry									
N 111,480	Fine without high winds									
	30 mph									

VEH 1 EMERGED FROM DRIVEWAY INTO PATH OF VEH 2 WHICH WAS TRAVELLING EAST ON A271. DETAILS WERE EXCHANGED AT THE TIME AS IT WAS BELIEVED NON INJURY. HOWEVER, IT TRANSPIRES THAT DRIVER VEH 2 HAS SUFFERED A FRACTURED RIGHT BONE IN RIGHT FOOT AS A RESULT OF THE COLLISION

Details of Personal Injury Accidents for Period - 01/04/2017 to 31/03/2022 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
1803040	Sunday	A22 BOSHIP ROUNDABOUT LOWER HORSEBRIDGE AT JUNCTION OF A22	Veh 1	M/C > 500 cc	Change lane to left	N	to SE	Dri	M	43 Slight
	03/06/2018	OUTSIDE BOSHIP ROUNDABOUT	Veh 2	Car	Change lane to right	S	to W			
R1: A 22	1850hrs									
R2: A 22	Daylight:street lights present									
E 557,158	Dry									
N 111,185	Fine without high winds									
	60 mph									

VH2 WAS ON ROUNDABOUT AND HAD MISSED EXIT WENT ALL WAY ROUND THEN VH1 CUT ACROSS IN FRONT AND HIT VH2

1900085	Monday	A271 HAILSHAM AT JUNCTION OF B2104	Veh 1	Car	Going ahead LH bend	SE	to W	Dri	F	68 Serious
	07/01/2019		Veh 2	Car	Turning left	N	to SE	Dri	F	63 Slight
R1: A 271	1802hrs									
R2: B 2104	Darkness: street lights present a									
E 557,785	Dry									
N 111,469	Fine without high winds									
	30 mph									

Causation Factor:

1st: Poor turn or manoeuvre

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE 1 WAS TRAVELLING WEST ALONG THE A271. VEHICLE 2 WAS TURNING LEFT FROM THE JUNCTION OF THE B2104 ONTO THE A271. AS VEHICLE 2 TURNED INTO THE A271, VEHICLE 1 HAS COME ACROSS THE CARRIAGEWAY INTO THE PATH OF VEHICLE 2 AND COLLIDED WITH VEHICLE 2. IM PACT DAMAGE TO OFFSIDE OF VEHICLE 2

1902312	Sunday	A22 BOSHIP ROUNDABOUT HAILSHAM AT JUNCTION OF A271	Veh 1	Car	Going ahead	SE	to NW			
	05/05/2019	UPPER HORSEBRIDGE ROAD	Veh 2	Pedal cycle	Going ahead	NE	to SW	Dri	M	46 Slight
R1: A 22	1313hrs									
R2: A 271	Daylight:street lights present									
E 557,139	Dry									
N 111,162	Fine without high winds									
	70 mph									

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

VEH 2 (PEDAL CYCLE) ON ROUNDABOUT HAS BEEN STRUCK ON THE REAR WHEEL BY VEH 1 COMING ONTO ROUNDABOUT CAUSING SLIGHT INJURY TO CYCLIST.

Details of Personal Injury Accidents for Period - 01/04/2017 to 31/03/2022 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
1902380	Sunday	A271 HAILSIAM AT JUNCTION OF U	Veh 1	Car	Reversing	NW to SE				
	28/04/2019	PRIVATE DRIVEWAY	Veh 2	Pedal cycle	Stopping	SW to NE	Dri	M	56	Slight
R1: A 271	1030hrs									
R2: U	Daylight:street lights present									
E 557,237	Dry									
N 111,297	Fine without high winds									
	40 mph									
VEH 1 REVERSING OUT OF PRIVATE DRIVEWAY, HIT CYCLIST (V2) TRAVELING NORTH EAST ALONG MAIN ROAD, CAUSING DAMAGE TO CYCLE AND RIDER										
1902201	Saturday	A22 HAILSIAM BY-PASS HAILSIAM	Veh 1	Car	U turn	N to N				
	27/04/2019	106M SOUTH OF A271	Veh 2	M/C > 500 cc	Going ahead	N to S	Dri	M	59	Serious
R1: A 22	2020hrs									
	Daylight:street lights present									
E 557,218	Dry									
N 111,099	Fine without high winds									
	70 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Failed to look properly				Vehicle 1		Very Likely			
VEH 1 TRAVELLING SOUTH IN LANE 1 OF 2 AND THEN TURNS RIGHT INTO GAP IN CENTRAL RES ACROSS THE PATH OF VEH 2 WHICH WAS TRAVELLING SOUTH IN LANE 2.										
0856701	Wednesday	CHURCH ROAD NEAR JUNCTION	Veh 1	Goods < 3.5t	Stopping	NE to SW				
	10/07/2019	WITH NORTH STREET (B2104)	Veh 2	Car	Wait to turn right	NE to NW	Dri	M	44	Slight
R1: U	0700hrs									
R2: B 2104	Daylight:street lights present									
E 557,690	Dry									
N 112,084	Fine without high winds									
	60 mph									
V 2 WAITING TO TURN RIGHT FROM CHURCH ROAD ONTO THE B2104 WHEN V1 STRUCK V2 FROM BEHIND CAUSING DAMAGE AND INJURY TO DRIVER.										

Details of Personal Injury Accidents for Period - 01/04/2017 to 31/03/2022 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age / Sev
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									
0875897	Monday	LOWER HORSEBRIDGE (A271) - 29 METRES FROM JUNCTION WITH BOSHIP ROUNDABOUT (A22)	Veh 1	Car		Stopping	NE to SW		
R1: A 271	09/09/2019		Veh 2	Car		Wait go ahead held	NE to SW Dri	F	54 Slight
E 557,168	0745hrs	Darkness: street lighting unkno							
N 111,237		Dry							
		Fine without high winds							
		40 mph							

VEH 1 QUEING IN SLOW MOVING TRAFFIC COLLIDED WITH REAR OF VEH 2

19913649	Friday	LOWER HORSEBRIDGE (A271) NEAR JUNCTION WITH NORTH STREET (B2104)	Veh 1	Car		Going ahead LH bend	SE to W	Dri	M	58 Slight
R1: A 271	27/12/2019		Veh 1	Car		Going ahead LH bend	SE to W	FSP	F	53 Slight
R2: B 2104	1105hrs		Veh 2	Car		Going ahead RH bend	W to SE	Dri	M	73 Serious
E 557,768		Daylight:street lights present	Veh 2	Car		Going ahead RH bend	W to SE	FSP	F	69 Serious
N 111,469		Wet/Damp								
		Fine without high winds								
		30 mph								

Causation Factor:

Participant:

Confidence:

1st: Illness or disability, mental or physical

Vehicle 1

Very Likely

V1 PMC TRAVELLING TOWARDS A22 ON HORSEBRIDGE ROAD BALLOONS LEFT HAND BEND INTO PATH OF V2, PMC TRAVELLING TOWARDS HAILSHAM.

20939980	Sunday	NEW NORTH STREET (A267)	Veh 1	Car		Going ahead	S to N	RSP	M	0 Slight
R1: A 267	15/03/2020		Veh 2	Car		Turning right	W to S	Dri	M	45 Slight
E 557,069	1138hrs		Veh 3	Car		Stopping	S to N			
N 111,332		Daylight:street lights present								
		Dry								
		Fine without high winds								
		60 mph								

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V2 PMC EXITING BOSHIP SERVICE STATION ONTO A267 IS FLASHED BY ANOTHER VEHICLE APPROACHING V2 FROM THE ROUNDABOUT SIGNALLING TO THE DRIVER TO PULL OUT OF THE SERVICES. V2 PROCEEDS AND AS IT REACHES THE CENTRE OF THE CARRIAGEWAY IT IS STRUCK IN THE OFF SIDE FRONT WING BY V1, WHICH HAS OVERTAKEN THE VEHICLE IN WHICH IT WAS TRAVELLING BEHIND WHICH HAS SIGNALLED TO V2 TO PULL OUT. V1 HAS COMMITTED ITSELF TO OVERTAKE ON HATCH MARKINGS ON THE APPROACH TO THE JUNCTION WITH THE SERVICES BELIEVING THAT THIS OTHER VEHICLE WAS TURNING LEFT. VEHICLES 1 AND 2 ARE INVOLVED IN A COLLISION TOGETHER AND THE VEHICLE WHICH HAD FLASHED ITS LIGHTS TO ALLOW VEHICLE 2 OUT HAS CONTINUED NORTH ALONG THE A267, NO OTHER DETAILS FOR THE VEHICLE KNOWN.

Details of Personal Injury Accidents for Period - 01/04/2017 to 31/03/2022 (60) months

Selection:

Selected using Manual Selection

Notes:

			Vehicles					Casualties				
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev				
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
20962073	Sunday	11AILSIAM BYPASS (A22) - 28 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD	Veh 1	Car		Going ahead	N to S	Dri	M	36	Slight	
R1: A 22	05/07/2020 0750hrs	Daylight:street lights present										
E 557,211	Wet/Damp											
N 111,121	Raining without high winds											
	70 mph											
Causation Factor:			Participant:				Confidence:					
1st:	Loss of control		Vehicle 1				Very Likely					
2nd:	Travelling too fast for conditions		Vehicle 1				Very Likely					
V1 TRAVELLING S/B A22 FROM BOSHIP R/A LOSES CONTROL ON WET ROAD LEAVES CARRIAGEWAY TO THE NEARSIDE SPINS COLLIDES WITH TREE TO THE OFFSIDE SPINS AND COMES TO REST ON GRASS VERGE.												
20968756	Friday	NEW NORTH STREET (A267) AT JUNCTION WITH NORTH STREET (B2104)	Veh 1	Car		Turning right	SW to SE	Dri	F	33	Serious	
R1: A 267	31/07/2020 0855hrs	Daylight:street lights present	Veh 2	Car		Going ahead	NE to SW	Dri	M	45	Slight	
R2: B 2104												
E 557,607	Dry											
N 112,143	Fine without high winds											
	60 mph											
Causation Factor:			Participant:				Confidence:					
1st:	Failed to look properly		Vehicle 1				Possible					
VEH1 WAS COMING DOWN NORTH STREET IN THE HYUNDAI AND BEGAN TO TURN RIGHT INTO THE JUNCTION ON THE B2104. SHE BELIEVED SHE LOOKED BOTH WAYS DOWN THE ROAD, THEN BEGAN TO TURN RIGHT INTO THE JUNCTION WHEN SHE WAS HIT AT THE SIDE BY THE ONCOMING FORD. AIR BAGS WERE DEPLOYED IN THE FORD BUT NO INJURIES DISCLOSED. DRIVER OF HYUNDAI HAS A SUSPECT BROKEN WRIST AND HAS BEEN TAKEN TO HOSPITAL VIA AMBULANCE.												
211050676	Monday	NEW NORTH STREET (A267) AT JUNCTION WITH NORTH STREET (B2104)	Veh 1	Car		Turning right	S to SE	Dri	F	25	Slight	
R1: A 267	31/05/2021 1813hrs	Daylight:street lights present	Veh 1	Car		Turning right	S to SE	RSP	M	0	Slight	
R2: B 2104			Veh 2	Car		Going ahead	N to S	Dri	M	19	Slight	
E 557,616	Dry											
N 112,163	Fine without high winds											
	60 mph											
Causation Factor:			Participant:				Confidence:					
1st:	Failed to judge other persons path or speed		Vehicle 1				Very Likely					
2nd:	Exceeding speed limit		Vehicle 2				Possible					
3rd:	Distraction in vehicle		Vehicle 1				Possible					
4th:	Failed to look properly		Vehicle 1				Possible					
V1 TURNING RIGHT HAS PULLED ACROSS V2 WHO WAS TRAVELLING SOUTHBOUND AND HAS COLLIDED WITH V2												

Details of Personal Injury Accidents for Period - 01/04/2017 to 31/03/2022 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day Date	Location Description	Vehicles				Casualties	
			Veh No	Type	Manv	Dir	Class	Sex / Age / Sev
Road No.	Time							
2nd Road No.								
Grid Ref.	D/L							
	R.S.C							
	Weather							
	Speed							
	Account of Accident							
Causation Factor:								
221138077	Sunday	BOSHIP ROUNDABOUT (A22) AT	Veh 1	Car	Going ahead	N	to SE	
	30/01/2022	JUNCTION WITH LOWER	Veh 2	Pedal cycle	Going ahead	W	to NE	Dri M 43 Fatal
R1: A 22	1000hrs	HORSEBRIDGE (A271)						
R2: A 271	Daylight:street lights present							
E 557,139	Wet/Damp							
N 111,232	Fine without high winds							
	60 mph							

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Failed to look properly

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

VEH 1 HEADING SOUTH INTO SUN, APPROACHED ROUNDABOUT, SLOWED THEN ENTERED RA INTO THE PATH OF VEH 2, PEDAL CYCLE WHICH IS BELIEVED TO HAVE HAD ALREADY BEEN ON RA AND HAD RIGHT OF WAY.

Calculation Reference: AUDIT-706706-220509-0513

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	5 days
HC HAMPSHIRE	2 days
KC KENT	1 days
WS WEST SUSSEX	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 90 to 354 (units:)
 Range Selected by User: 40 to 400 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 01/01/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	4 days
Thursday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	10
--------------	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9
Out of Town	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C3 10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 5 days

10,001 to 15,000 4 days

15,001 to 20,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000 1 days

50,001 to 75,000 3 days

75,001 to 100,000 2 days

100,001 to 125,000 1 days

125,001 to 250,000 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 9 days

1.6 to 2.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 7 days

No 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 10 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-M-07	MIXED HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	188	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
2	ES-03-M-10	MIXED HOUSES & FLATS	EAST SUSSEX
	DITTONS ROAD		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	108	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
3	ES-03-M-11	MIXED HOUSES & FLATS	EAST SUSSEX
	HEMPSTEAD LANE		
	HAILSHAM		
	UPPER HORSEBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	354	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
4	ES-03-M-16	MIXED HOUSES & FLATS	EAST SUSSEX
	BARNHORN ROAD		
	BEXHILL		
	LITTLE COMMON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: WEDNESDAY	10/07/19	Survey Type: MANUAL
5	ES-03-M-17	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	AMBERSTONE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
6	HC-03-M-06	HOUSES & FLATS	HAMPSHIRE
	HUNTS POND ROAD		
	NEAR FAREHAM		
	TITCHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	328	
	Survey date: WEDNESDAY	04/11/15	Survey Type: MANUAL
7	HC-03-M-09	MIXED HOUSES & FLATS	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	STANMORE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	157	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-M-03	MIXED HOUSES & FLATS	KENT
	BUNYARD WAY		
	MAIDSTONE		
	ALLINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	140	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
9	NF-03-M-02	MIXED HOUSES	NORFOLK
	CAWSTON ROAD		
	AYLSHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	17/09/19	Survey Type: MANUAL
10	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD		
	BOGNOR REGIS		
	ALDWICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: WEDNESDAY	05/03/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BA-03-M-01	filter
BN-03-M-02	filter
DV-03-M-02	filter
ES-03-M-05	filter
ES-03-M-14	filter
ES-03-M-15	filter
HC-03-M-05	filter
HC-03-M-08	filter
HC-03-M-11	filter
HD-03-M-04	filter
HD-03-M-05	filter
SC-03-M-08	filter
SM-03-M-01	filter
TW-03-M-02	filter
WK-03-M-01	filter
WK-03-M-02	filter
WS-03-M-04	filter
WS-03-M-06	filter
WS-03-M-12	filter
WS-03-M-18	filter
WS-03-M-20	filter

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.71

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	183	0.075	10	183	0.338	10	183	0.413
08:00 - 09:00	10	183	0.123	10	183	0.397	10	183	0.520
09:00 - 10:00	10	183	0.120	10	183	0.174	10	183	0.294
10:00 - 11:00	10	183	0.128	10	183	0.147	10	183	0.275
11:00 - 12:00	10	183	0.139	10	183	0.151	10	183	0.290
12:00 - 13:00	10	183	0.156	10	183	0.135	10	183	0.291
13:00 - 14:00	10	183	0.138	10	183	0.150	10	183	0.288
14:00 - 15:00	10	183	0.132	10	183	0.164	10	183	0.296
15:00 - 16:00	10	183	0.282	10	183	0.195	10	183	0.477
16:00 - 17:00	10	183	0.267	10	183	0.133	10	183	0.400
17:00 - 18:00	10	183	0.338	10	183	0.158	10	183	0.496
18:00 - 19:00	10	183	0.317	10	183	0.163	10	183	0.480
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.442			2.330			4.772

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	90 - 354 (units:)
Survey date range:	01/01/14 - 01/01/20
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	22
Surveys manually removed from selection:	21

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.71

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	183	0.121	10	183	0.555	10	183	0.676
08:00 - 09:00	10	183	0.198	10	183	0.864	10	183	1.062
09:00 - 10:00	10	183	0.195	10	183	0.281	10	183	0.476
10:00 - 11:00	10	183	0.175	10	183	0.225	10	183	0.400
11:00 - 12:00	10	183	0.203	10	183	0.250	10	183	0.453
12:00 - 13:00	10	183	0.254	10	183	0.218	10	183	0.472
13:00 - 14:00	10	183	0.230	10	183	0.244	10	183	0.474
14:00 - 15:00	10	183	0.215	10	183	0.260	10	183	0.475
15:00 - 16:00	10	183	0.617	10	183	0.352	10	183	0.969
16:00 - 17:00	10	183	0.485	10	183	0.239	10	183	0.724
17:00 - 18:00	10	183	0.551	10	183	0.257	10	183	0.808
18:00 - 19:00	10	183	0.510	10	183	0.254	10	183	0.764
19:00 - 20:00	1	119	0.176	1	119	0.025	1	119	0.201
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.081			4.041			8.122

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-706706-220509-0519

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 64 to 371 (units:)
 Range Selected by User: 15 to 400 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 01/01/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday 1 days
 Thursday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 3 days

10,001 to 15,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000 2 days

50,001 to 75,000 1 days

75,001 to 100,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 2 days

1.6 to 2.0 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-K-04	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	FORDHAM ROAD SOHAM		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 65 Survey date: WEDNESDAY 11/07/18		Survey Type: MANUAL
2	CW-03-K-01	MIXED HOUSES & FLATS	CORNWALL
	TRELOWEN DRIVE PENRYN		
	Edge of Town Residential Zone Total No of Dwellings: 89 Survey date: THURSDAY 28/03/19		Survey Type: MANUAL
3	ES-03-K-01	MIXED HOUSES & FLATS	EAST SUSSEX
	LEWES ROAD UCKFIELD RIDGEWOOD Edge of Town Residential Zone Total No of Dwellings: 64 Survey date: THURSDAY 14/07/16		Survey Type: MANUAL
4	WS-03-K-04	MIXED HOUSES & FLATS	WEST SUSSEX
	HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 371 Survey date: THURSDAY 28/06/18		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-K-02	filter
CB-03-K-02	filter
HC-03-K-06	filter
NE-03-K-01	filter
NT-03-K-02	filter
TW-03-K-01	filter

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.87

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	147	0.041	4	147	0.241	4	147	0.282
08:00 - 09:00	4	147	0.087	4	147	0.292	4	147	0.379
09:00 - 10:00	4	147	0.104	4	147	0.166	4	147	0.270
10:00 - 11:00	4	147	0.129	4	147	0.129	4	147	0.258
11:00 - 12:00	4	147	0.097	4	147	0.104	4	147	0.201
12:00 - 13:00	4	147	0.129	4	147	0.104	4	147	0.233
13:00 - 14:00	4	147	0.144	4	147	0.148	4	147	0.292
14:00 - 15:00	4	147	0.122	4	147	0.141	4	147	0.263
15:00 - 16:00	4	147	0.204	4	147	0.144	4	147	0.348
16:00 - 17:00	4	147	0.205	4	147	0.127	4	147	0.332
17:00 - 18:00	4	147	0.307	4	147	0.138	4	147	0.445
18:00 - 19:00	4	147	0.306	4	147	0.122	4	147	0.428
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.875			1.856			3.731

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	64 - 371 (units:)
Survey date date range:	01/01/14 - 01/01/20
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.87

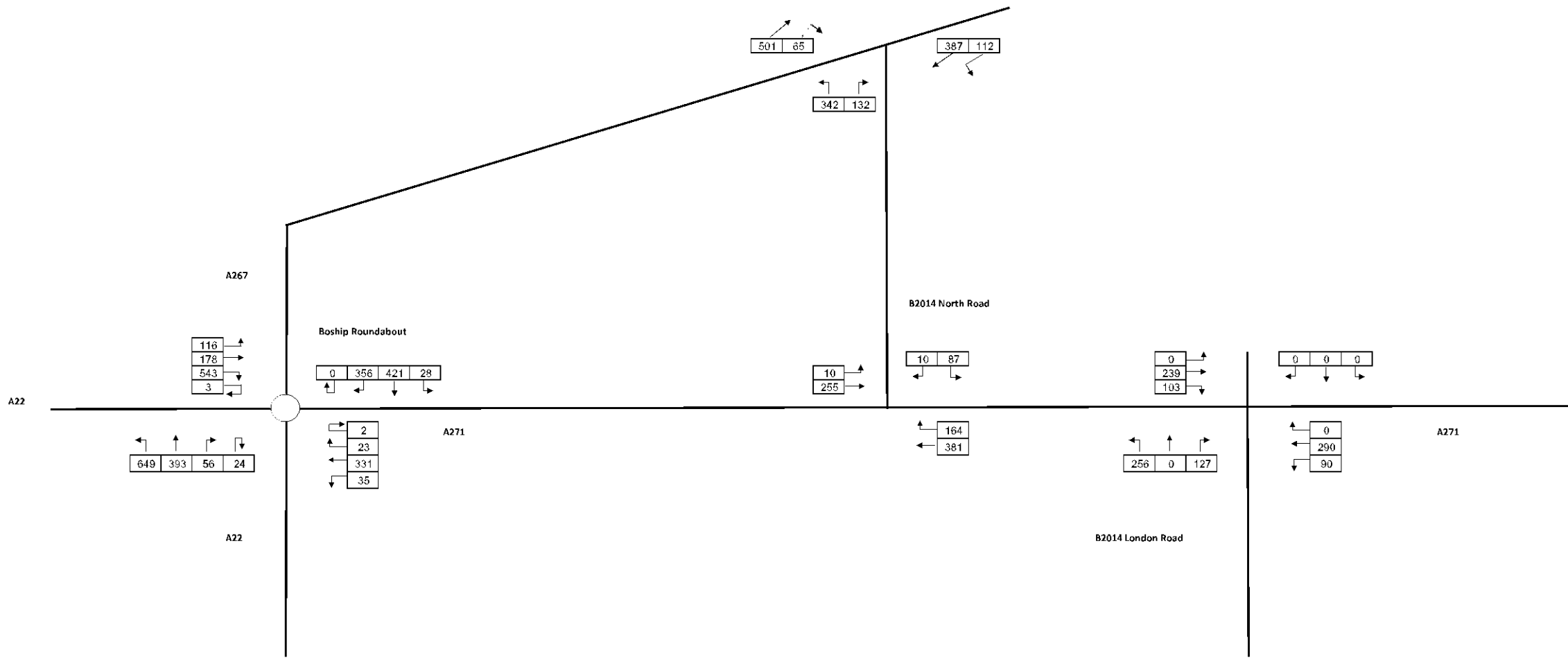
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	147	0.068	4	147	0.438	4	147	0.506
08:00 - 09:00	4	147	0.148	4	147	0.643	4	147	0.791
09:00 - 10:00	4	147	0.166	4	147	0.263	4	147	0.429
10:00 - 11:00	4	147	0.199	4	147	0.228	4	147	0.427
11:00 - 12:00	4	147	0.163	4	147	0.195	4	147	0.358
12:00 - 13:00	4	147	0.236	4	147	0.194	4	147	0.430
13:00 - 14:00	4	147	0.258	4	147	0.265	4	147	0.523
14:00 - 15:00	4	147	0.202	4	147	0.234	4	147	0.436
15:00 - 16:00	4	147	0.445	4	147	0.273	4	147	0.718
16:00 - 17:00	4	147	0.414	4	147	0.224	4	147	0.638
17:00 - 18:00	4	147	0.610	4	147	0.270	4	147	0.880
18:00 - 19:00	4	147	0.594	4	147	0.231	4	147	0.825
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.503			3.458			6.961

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

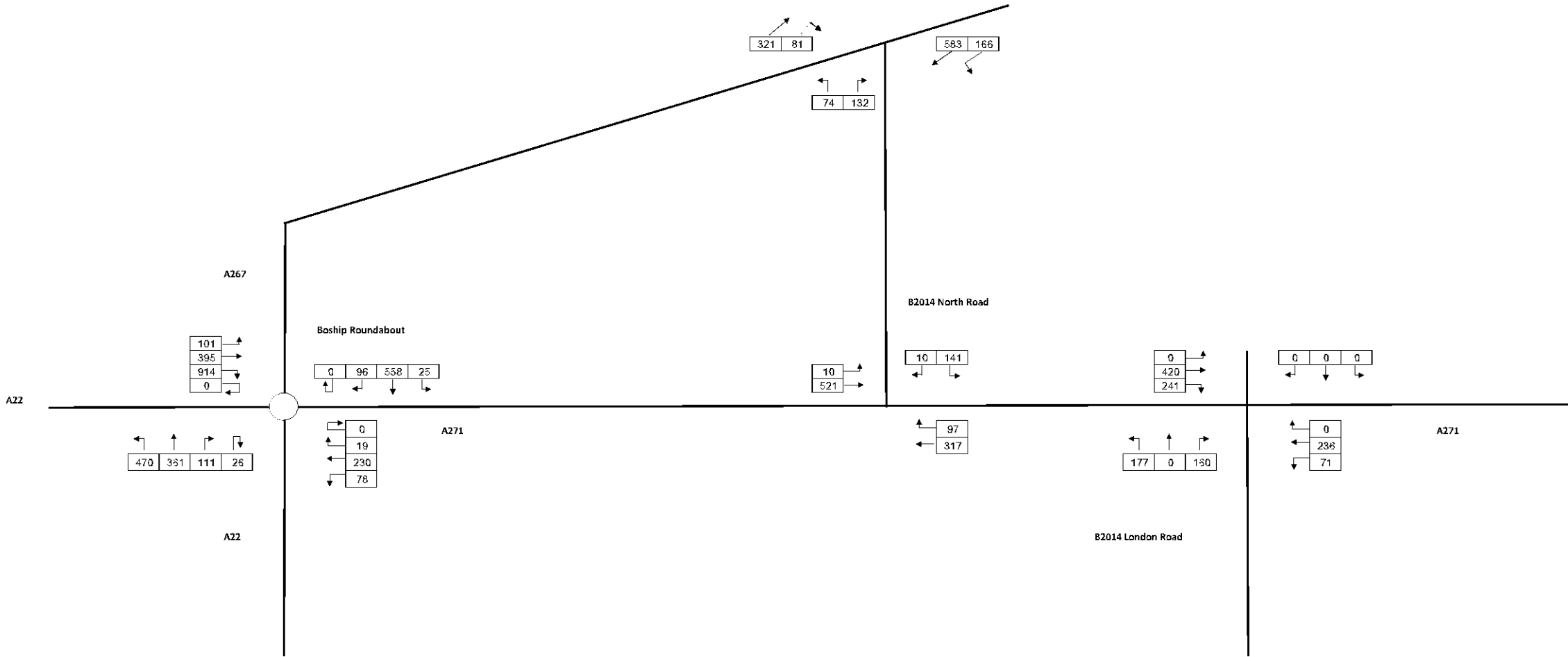
2022 Baseline Traffic Flows
(Flows in PCUs)

08:00 - 09:00



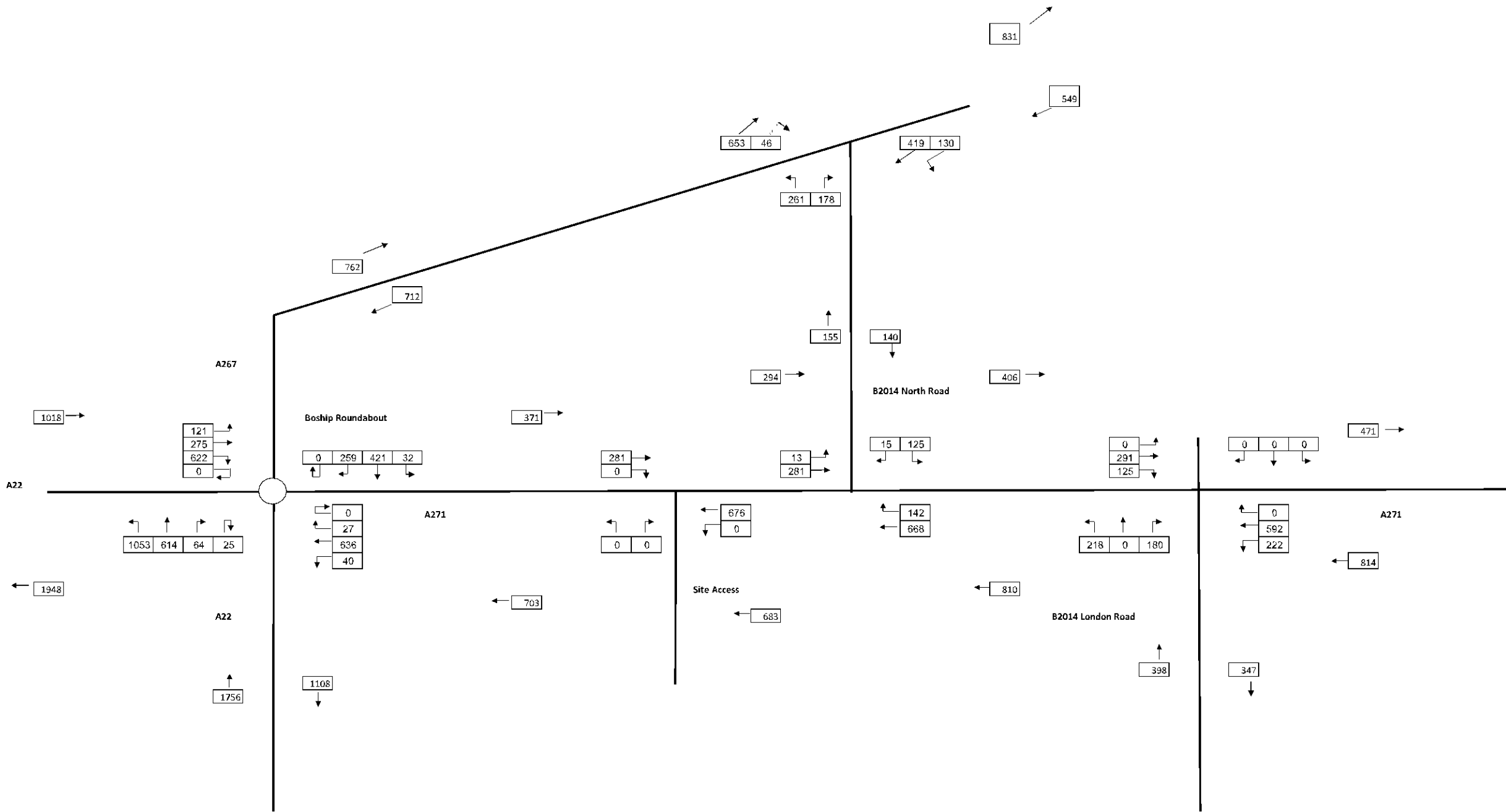
2022 Baseline Traffic Flows
(Flows in PCUs)

17:00 - 18:00



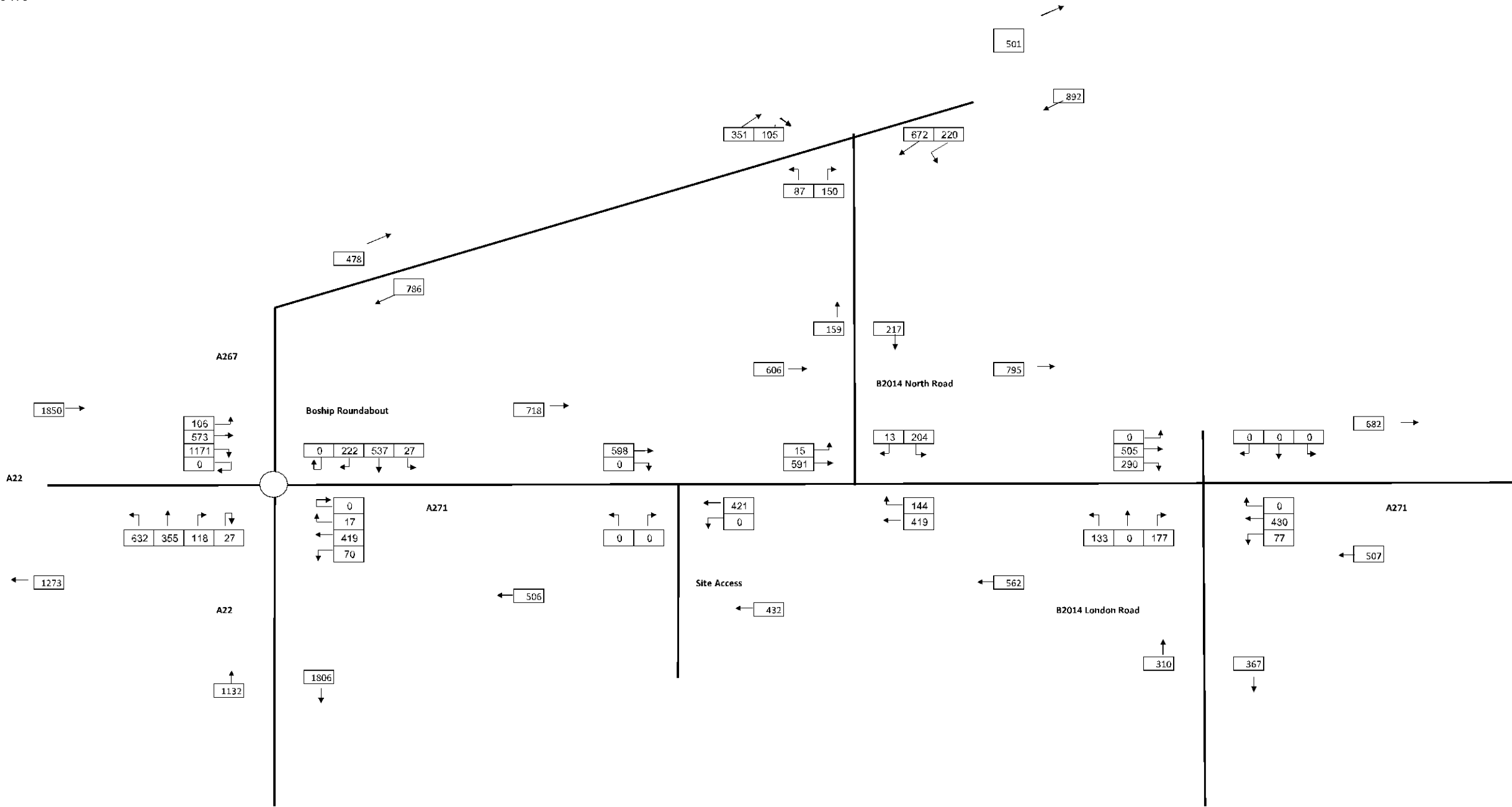
2030 Future Baseline Traffic Flows
(Flows in PCU)

(08:00 - 09:00)



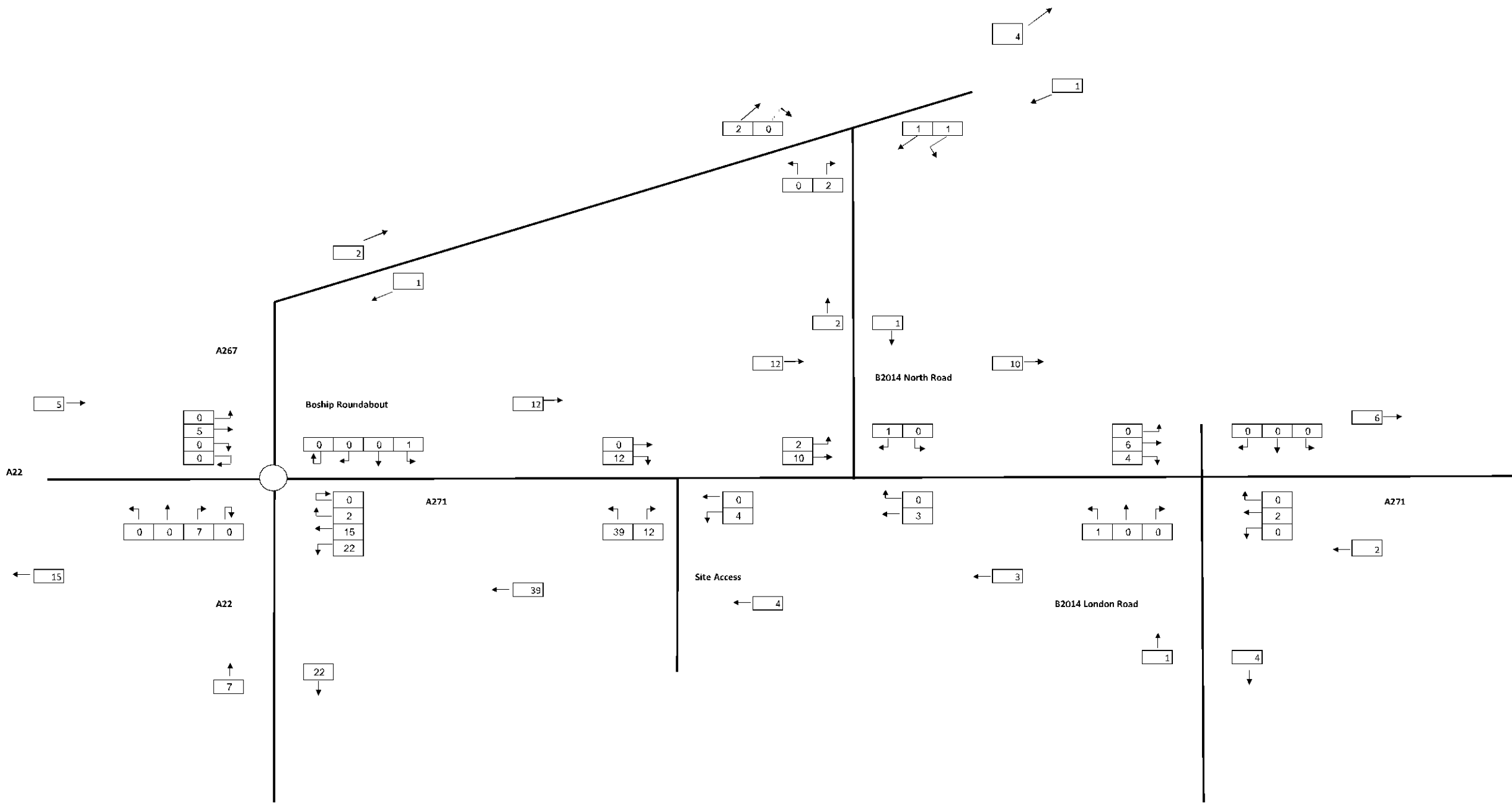
2030 Future Baseline Traffic Flows
(Flows in PCU)

(17:00 - 18:00)



Proposed Development Traffic Flows
(Flows in PCU)

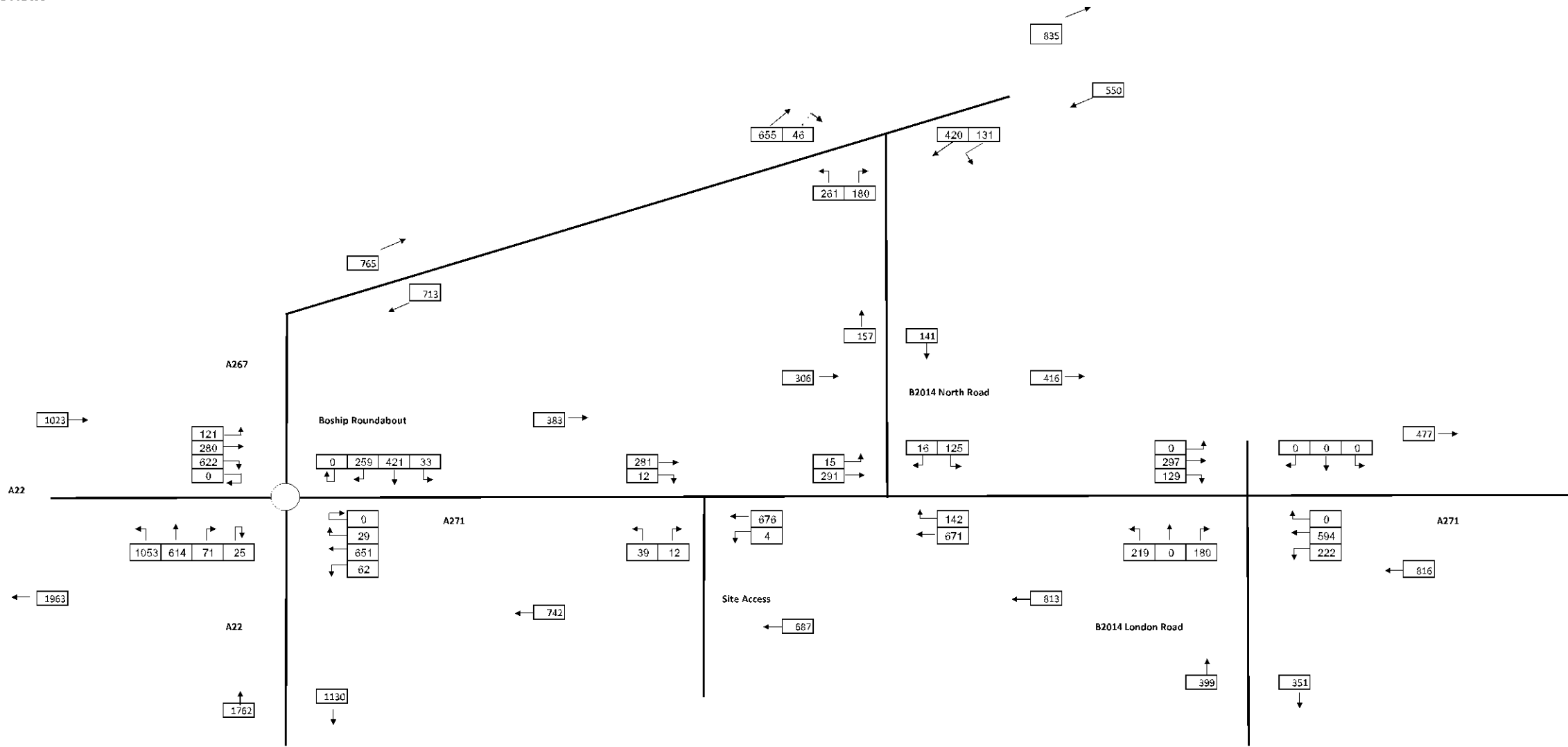
(08:00 - 09:00)



(17:00 - 18:00)

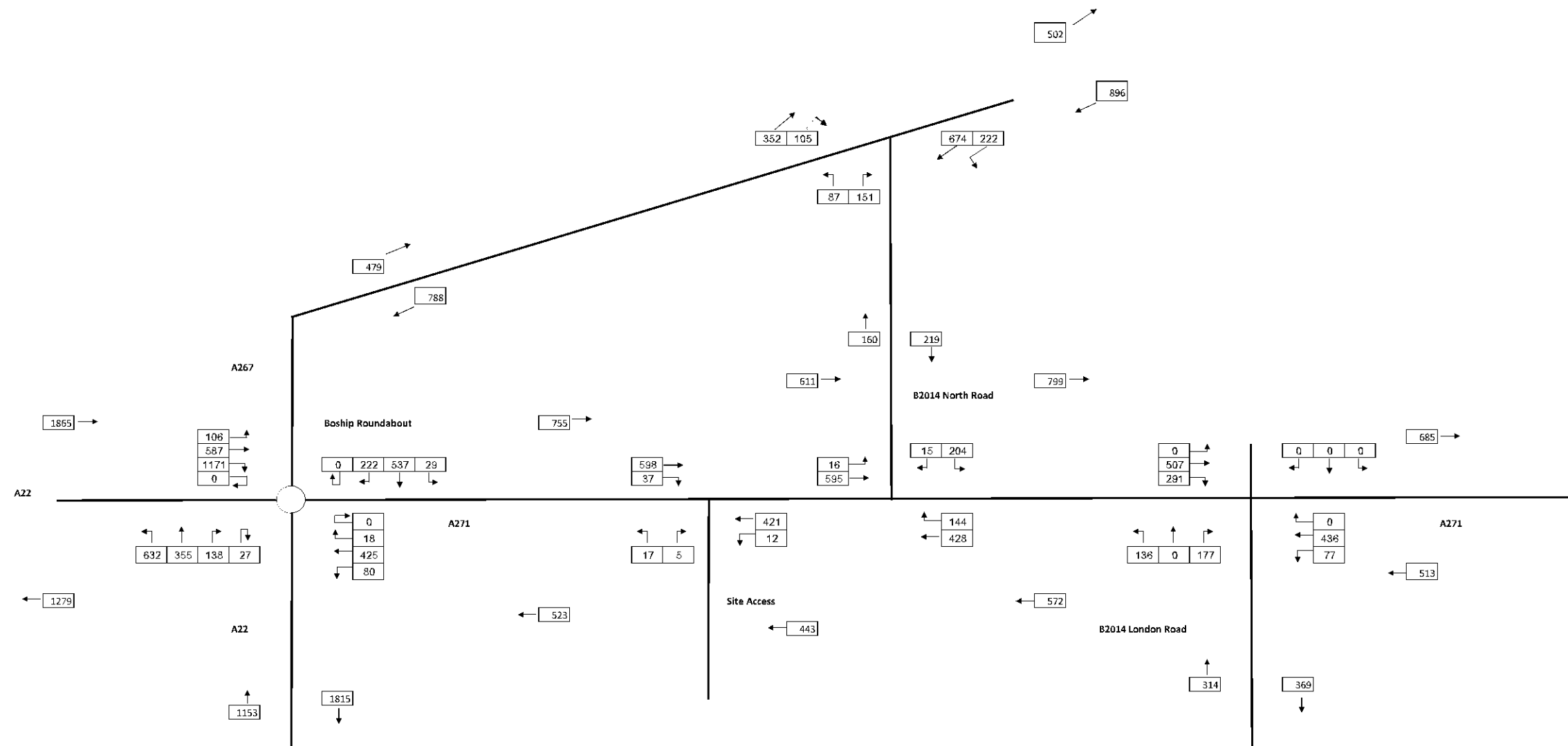
2030 Future With Development Traffic Flows
(Flows in PCUs)

08:00 - 09:00



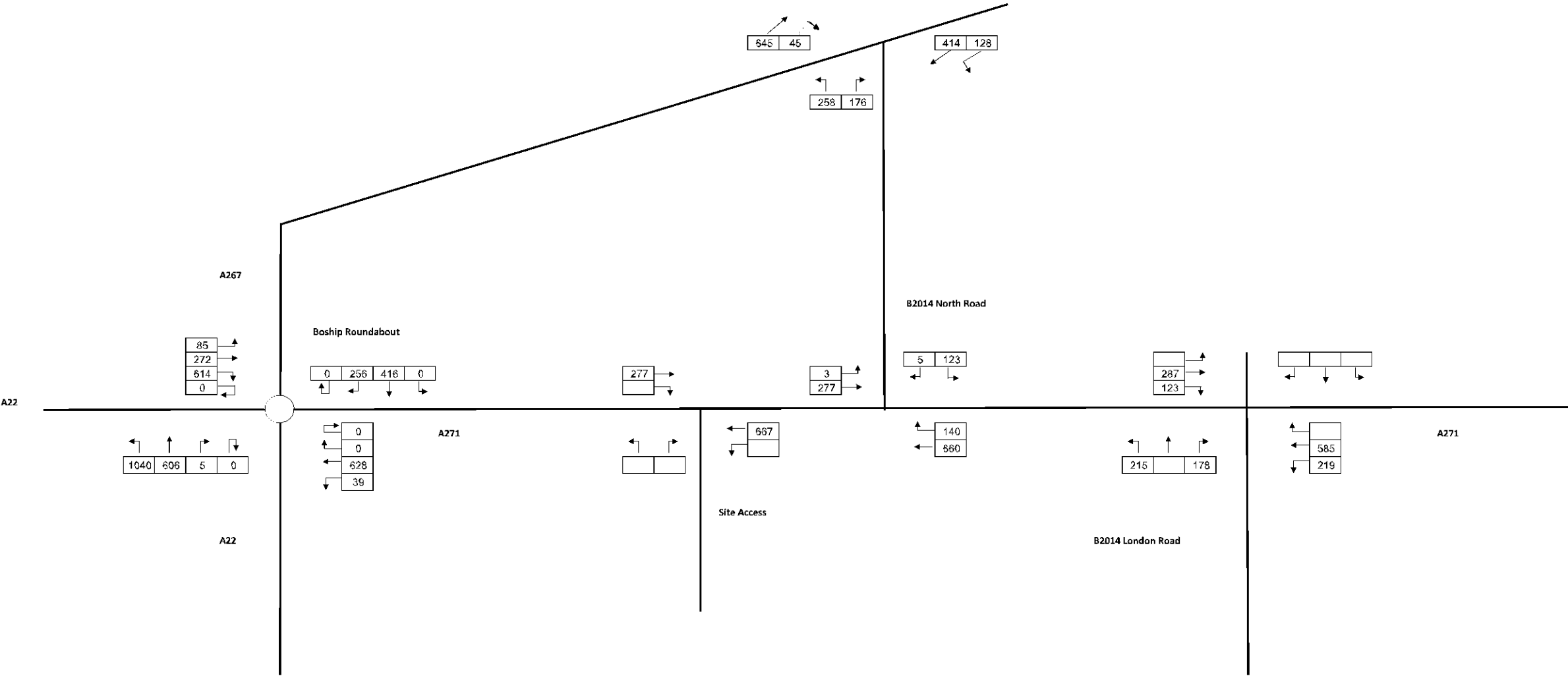
**2030 Future With Development Traffic Flows
(Flows in PCUs)**

17:00 - 18:00



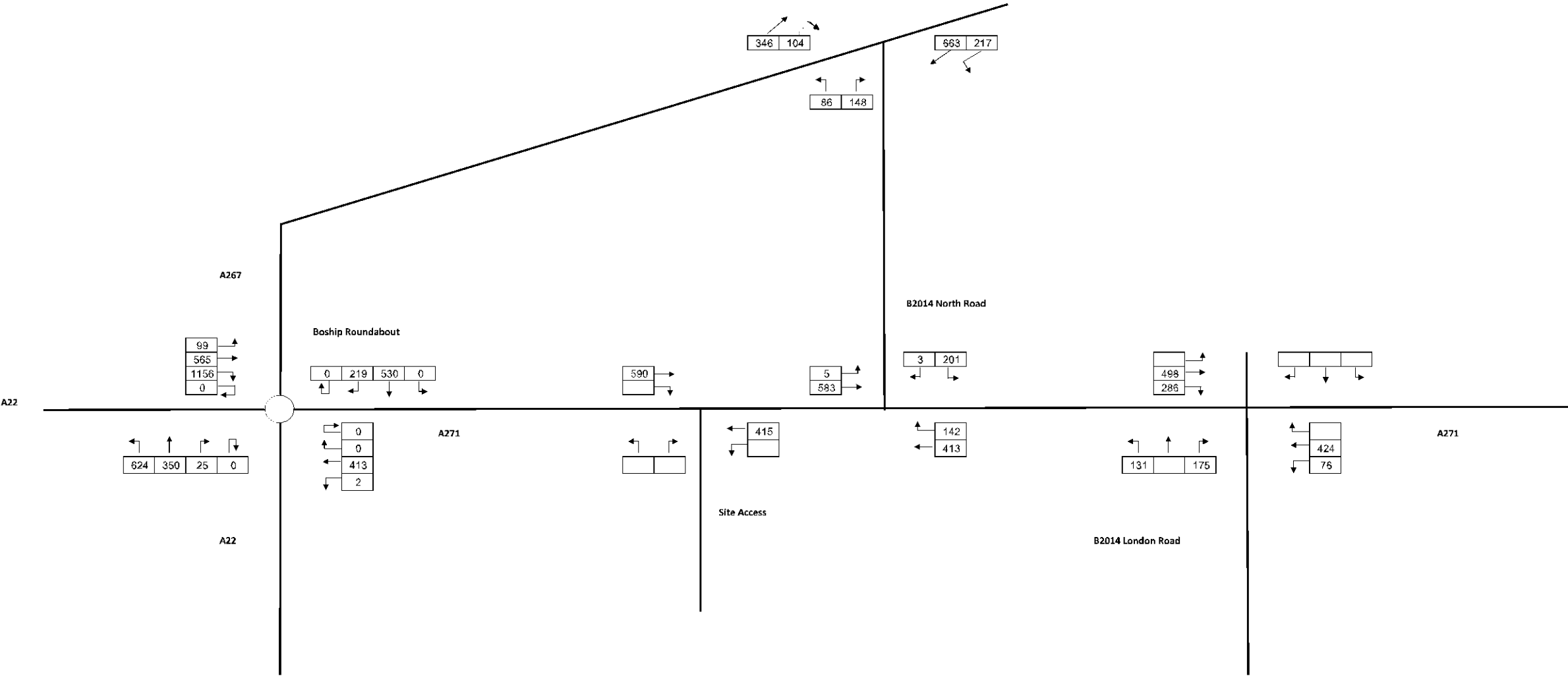
Wealden Local Plan Transport Study 2018, Excerpt from Appendix J of the Report
Scenario: 2028 DS1 Network (CS Schemes + HE A27 Improvements + DS Final Schemes) + Local Plan Development + Fuel & Income Increase

AM Peak Hour 0800 - 0900



Wealden Local Plan Transport Study 2018, Excerpt from Appendix J of the Report
Scenario: 2028 DS1 Network (CS Schemes + HE A27 Improvements + DS Final Schemes) + Local Plan Development + Fuel & Income Increase

PM Peak Hour 1700-1800



Junctions 10			
ARCADY 10 - Roundabout Module			
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021			
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: A22_A267_A271 Roundabout.j10

Path: \\Cbh-vfil-001\CBH\Projects\332110699 Land at Lower Horsebridge, Hailsham\5500 - Transport\06 - Traffic Modelling\Junction 10

Report generation date: 14/06/2022 14:07:48

Summary of junction performance

AM					PM			
Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	
2022 Base								
1 - A267 (N)	0.9	3.57	0.46	A	1.0	4.88	0.50	A
2 - A271 (E)	1.1	9.50	0.52	A	1.1	10.90	0.51	B
3 - A22 (S)	3.0	8.87	0.74	A	1.3	4.50	0.56	A
4 - A22 (W)	1.5	5.75	0.58	A	22.3	53.20	0.98	F
2030 FB								
1 - A267 (N)	0.8	3.62	0.43	A	1.5	6.24	0.59	A
2 - A271 (E)	8.8	43.98	0.91	E	5.8	39.75	0.86	E
3 - A22 (S)	203.8	433.03	1.25	F	2.7	8.07	0.73	A
4 - A22 (W)	2.8	9.23	0.73	A	262.5	569.31	1.29	F
2030 FT								
1 - A267 (N)	0.8	3.65	0.43	A	1.5	6.34	0.60	A
2 - A271 (E)	14.3	65.84	0.96	F	6.6	44.09	0.88	E
3 - A22 (S)	211.3	459.71	1.26	F	3.0	8.55	0.74	A
4 - A22 (W)	2.9	9.39	0.74	A	285.7	617.07	1.31	F

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

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

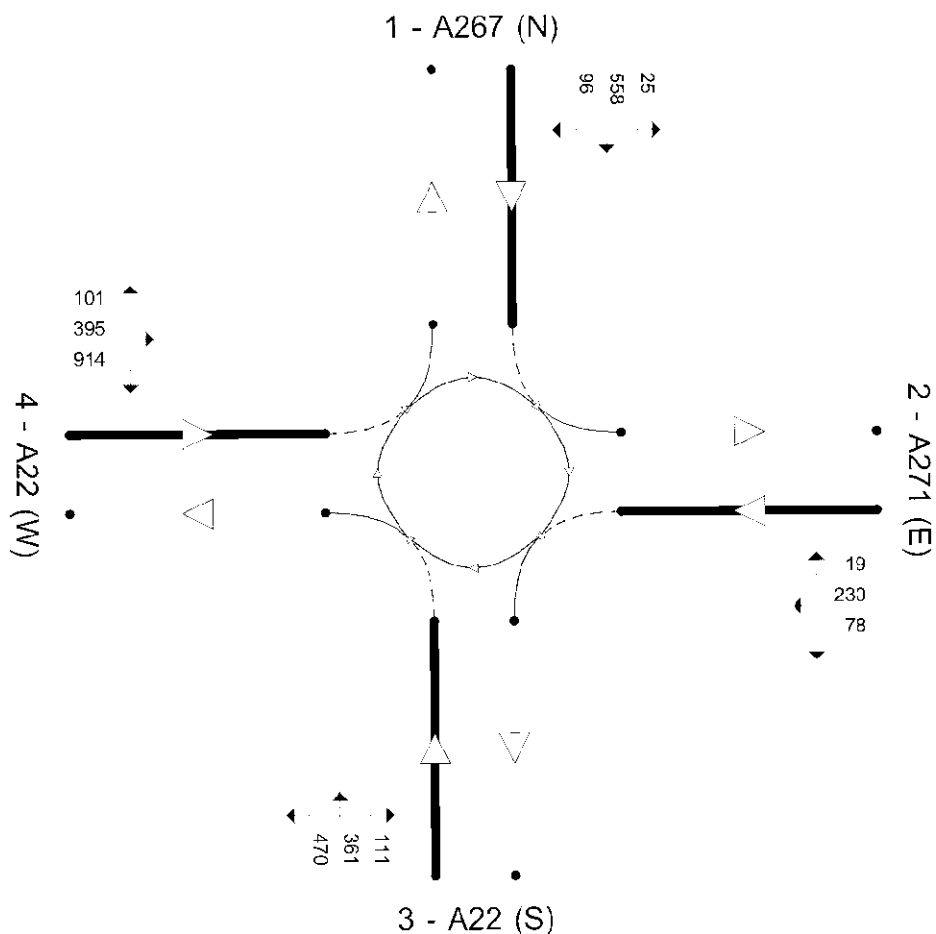
File summary

File Description

Title	
Location	
Site number	
Date	06/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\jdymock
Description	

Units

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



Please show origin traffic demand (HFL) data.

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 FB	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 FB	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 FT	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 FT	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A267 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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	6.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.77	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A267 (N)		
2	A271 (E)		
3	A22 (S)		
4	A22 (W)		

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)	Entry only	Exit only
1 - A267 (N)	3.89	8.62	65.4	28.0	72.0	13.0		
2 - A271 (E)	3.00	7.28	9.9	20.7	72.0	7.5		
3 - A22 (S)	6.78	8.00	4.4	17.3	72.0	47.0		
4 - A22 (W)	4.52	7.57	7.7	28.0	72.5	16.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A267 (N)	0.640	2513
2 - A271 (E)	0.495	1568
3 - A22 (S)	0.543	2099
4 - A22 (W)	0.538	1884

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 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 (PCU/hr)	Scaling Factor (%)
1 - A267 (N)		ONE HOUR	✓	805	100.000
2 - A271 (E)		ONE HOUR	✓	391	100.000
3 - A22 (S)		ONE HOUR	✓	1122	100.000
4 - A22 (W)		ONE HOUR	✓	840	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
From	1 - A267 (N)	0	28	421	356
	2 - A271 (E)	23	2	35	331
	3 - A22 (S)	393	56	24	649
	4 - A22 (W)	116	178	543	3

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
From	1 - A267 (N)	0	17	6	3
	2 - A271 (E)	6	0	21	5
	3 - A22 (S)	7	4	23	8
	4 - A22 (W)	7	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A267 (N)	0.46	3.57	0.9	A	739	1108
2 - A271 (E)	0.52	9.50	1.1	A	359	538
3 - A22 (S)	0.74	8.87	3.0	A	1030	1544
4 - A22 (W)	0.58	5.75	1.5	A	771	1156

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	606	152	604	2127	0.285	604	399	0.0	0.4	2.481	A
2 - A271 (E)	294	74	1011	1067	0.276	293	198	0.0	0.4	4.931	A
3 - A22 (S)	845	211	536	1808	0.467	841	767	0.0	0.9	3.995	A
4 - A22 (W)	632	158	373	1683	0.376	630	1004	0.0	0.6	3.618	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	724	181	724	2050	0.353	723	477	0.4	0.6	2.846	A
2 - A271 (E)	352	88	1210	969	0.363	351	237	0.4	0.6	6.184	A
3 - A22 (S)	1009	252	642	1751	0.576	1007	919	0.9	1.4	5.198	A
4 - A22 (W)	755	189	447	1643	0.460	754	1202	0.6	0.9	4.290	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	886	222	885	1947	0.455	885	583	0.6	0.9	3.557	A
2 - A271 (E)	430	108	1480	835	0.516	428	290	0.6	1.1	9.375	A
3 - A22 (S)	1235	309	785	1673	0.738	1229	1124	1.4	2.9	8.630	A
4 - A22 (W)	925	231	546	1590	0.582	923	1469	0.9	1.5	5.702	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	886	222	887	1945	0.456	886	586	0.9	0.9	3.567	A
2 - A271 (E)	430	108	1483	833	0.517	430	291	1.1	1.1	9.496	A
3 - A22 (S)	1235	309	787	1672	0.739	1235	1126	2.9	3.0	8.874	A
4 - A22 (W)	925	231	548	1589	0.582	925	1474	1.5	1.5	5.752	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	724	181	727	2048	0.353	725	481	0.9	0.6	2.858	A
2 - A271 (E)	352	88	1214	967	0.364	354	238	1.1	0.6	6.260	A
3 - A22 (S)	1009	252	645	1749	0.577	1015	922	3.0	1.5	5.325	A
4 - A22 (W)	755	189	450	1641	0.460	757	1209	1.5	0.9	4.331	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	606	152	608	2124	0.285	607	401	0.6	0.4	2.491	A
2 - A271 (E)	294	74	1015	1065	0.276	295	199	0.6	0.4	4.977	A
3 - A22 (S)	845	211	539	1806	0.468	847	771	1.5	1.0	4.052	A
4 - A22 (W)	632	158	376	1682	0.376	633	1010	0.9	0.6	3.647	A

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A267 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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	25.48	

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.48	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 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 (PCU/hr)	Scaling Factor (%)
1 - A267 (N)		ONE HOUR	✓	679	100.000
2 - A271 (E)		ONE HOUR	✓	327	100.000
3 - A22 (S)		ONE HOUR	✓	968	100.000
4 - A22 (W)		ONE HOUR	✓	1410	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
From	1 - A267 (N)	0	25	558	96
	2 - A271 (E)	19	0	78	230
	3 - A22 (S)	361	111	26	470
	4 - A22 (W)	101	395	914	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
	1 - A267 (N)	0	9	3	2
	2 - A271 (E)	5	0	7	4
	3 - A22 (S)	2	4	6	4
	4 - A22 (W)	5	2	2	0

Results

Results Summary for whole modelled period

Amn	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A267 (N)	0.50	4.88	1.0	A	623	935
2 - A271 (E)	0.51	10.90	1.1	B	300	450
3 - A22 (S)	0.56	4.50	1.3	A	888	1332
4 - A22 (W)	0.98	53.20	22.3	F	1294	1941

Main Results for each time segment

16:45 - 17:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	511	128	1082	1821	0.281	510	361	0.0	0.4	2.825	A
2 - A271 (E)	246	62	1194	976	0.252	245	397	0.0	0.4	5.145	A
3 - A22 (S)	729	182	258	1959	0.372	726	1180	0.0	0.6	3.010	A
4 - A22 (W)	1062	265	388	1675	0.634	1055	597	0.0	1.7	5.867	A

17:00 - 17:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	610	153	1294	1885	0.362	610	432	0.4	0.6	3.448	A
2 - A271 (E)	294	73	1428	860	0.342	293	475	0.4	0.5	6.640	A
3 - A22 (S)	870	218	309	1931	0.451	869	1412	0.6	0.8	3.499	A
4 - A22 (W)	1268	317	464	1634	0.776	1261	715	1.7	3.4	9.693	A

17:15 - 17:30

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	748	187	1542	1526	0.490	746	525	0.6	1.0	4.745	A
2 - A271 (E)	360	90	1719	717	0.502	358	569	0.5	1.0	10.463	B
3 - A22 (S)	1066	266	378	1894	0.563	1064	1699	0.8	1.3	4.471	A
4 - A22 (W)	1552	388	568	1578	0.984	1499	874	3.4	16.8	33.774	

17:30 - 17:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	748	187	1572	1507	0.496	747	528	1.0	1.0	4.883	A
2 - A271 (E)	360	90	1741	706	0.510	360	578	1.0	1.1	10.900	B
3 - A22 (S)	1066	266	380	1893	0.563	1066	1721	1.3	1.3	4.495	A
4 - A22 (W)	1552	388	569	1578	0.984	1530	876	16.8	22.3	53.195	F

17:45 - 18:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	610	153	1369	1637	0.373	612	439	1.0	0.6	3.627	A
2 - A271 (E)	294	73	1483	833	0.353	296	498	1.1	0.6	7.044	A
3 - A22 (S)	870	218	312	1930	0.451	872	1467	1.3	0.9	3.521	A
4 - A22 (W)	1268	317	466	1633	0.776	1342	718	22.3	3.7	15.621	

18:00 - 18:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	511	128	1096	1812	0.282	512	363	0.6	0.4	2.857	A
2 - A271 (E)	246	62	1206	971	0.254	247	402	0.6	0.4	5.218	A
3 - A22 (S)	729	182	261	1958	0.372	730	1192	0.9	0.6	3.032	A
4 - A22 (W)	1062	265	390	1674	0.634	1069	600	3.7	1.8	6.159	A

2030 FB, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A267 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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	191.76	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	191.76	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 FB	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 (PCU/hr)	Scaling Factor (%)
1 - A267 (N)		ONE HOUR	✓	712	100.000
2 - A271 (E)		ONE HOUR	✓	703	100.000
3 - A22 (S)		ONE HOUR	✓	1756	100.000
4 - A22 (W)		ONE HOUR	✓	1018	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
	1 - A267 (N)	0	32	421	259
	2 - A271 (E)	27	0	40	636
	3 - A22 (S)	614	64	25	1053
	4 - A22 (W)	121	275	622	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
	1 - A267 (N)	0	17	6	3
	2 - A271 (E)	6	0	21	5
	3 - A22 (S)	7	4	23	8
	4 - A22 (W)	7	6	6	0

Results

Results Summary for whole modelled period

Amn	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A267 (N)	0.43	3.62	0.8	A	653	980
2 - A271 (E)	0.91	43.98	8.8	E	645	968
3 - A22 (S)	1.25	433.03	203.8	F	1611	2417
4 - A22 (W)	0.73	9.23	2.8	A	934	1401

Main Results for each time segment

07:45 - 08:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	536	134	738	2041	0.263	535	568	0.0	0.4	2.515	A
2 - A271 (E)	529	132	995	1075	0.492	525	278	0.0	1.0	6.882	A
3 - A22 (S)	1322	331	690	1724	0.767	1308	830	0.0	3.4	9.047	A
4 - A22 (W)	766	192	544	1591	0.482	762	1454	0.0	1.0	4.590	A

08:00 - 08:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	640	160	882	1949	0.328	640	671	0.4	0.5	2.894	A
2 - A271 (E)	632	158	1190	978	0.646	629	331	1.0	1.9	10.789	B
3 - A22 (S)	1579	395	825	1651	0.956	1539	994	3.4	13.3	27.920	
4 - A22 (W)	915	229	640	1539	0.594	913	1724	1.0	1.5	6.076	A

08:15 - 08:30

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	784	196	1062	1834	0.428	783	705	0.5	0.8	3.605	A
2 - A271 (E)	774	194	1452	849	0.912	751	393	1.9	7.6	33.344	
3 - A22 (S)	1933	483	993	1560	1.240	1555	1210	13.3	107.9	148.835	F
4 - A22 (W)	1121	280	651	1533	0.731	1116	1897	1.5	2.8	9.042	A

08:30 - 08:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	784	196	1066	1831	0.428	784	705	0.8	0.8	3.620	A
2 - A271 (E)	774	194	1455	847	0.914	769	394	7.6	8.8	43.982	E
3 - A22 (S)	1933	483	1010	1550	1.247	1550	1214	107.9	203.8	362.077	F
4 - A22 (W)	1121	280	650	1534	0.731	1121	1910	2.8	2.8	9.228	A

08:45 - 09:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	640	160	893	1942	0.330	641	703	0.8	0.5	2.917	A
2 - A271 (E)	632	158	1198	975	0.648	659	337	8.8	2.0	13.050	B
3 - A22 (S)	1579	395	855	1635	0.966	1626	1002	203.8	191.9	433.030	F
4 - A22 (W)	915	229	676	1520	0.602	920	1805	2.8	1.6	6.415	A

09:00 - 09:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	536	134	764	2024	0.265	537	710	0.5	0.4	2.548	A
2 - A271 (E)	529	132	1006	1069	0.495	533	294	2.0	1.1	7.153	A
3 - A22 (S)	1322	331	698	1720	0.769	1710	842	191.9	94.8	303.133	F
4 - A22 (W)	766	192	705	1504	0.509	768	1703	1.6	1.1	5.207	A

2030 FB, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A267 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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	254.41	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	254.41	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 FB	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 (PCU/hr)	Scaling Factor (%)
1 - A267 (N)		ONE HOUR	✓	786	100.000
2 - A271 (E)		ONE HOUR	✓	506	100.000
3 - A22 (S)		ONE HOUR	✓	1132	100.000
4 - A22 (W)		ONE HOUR	✓	1850	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
	1 - A267 (N)	0	27	537	222
	2 - A271 (E)	17	0	70	419
	3 - A22 (S)	355	118	27	632
	4 - A22 (W)	106	573	1171	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
	1 - A267 (N)	0	9	3	2
	2 - A271 (E)	5	0	7	4
	3 - A22 (S)	2	4	6	4
	4 - A22 (W)	5	2	2	0

Results

Results Summary for whole modelled period

Amn	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A267 (N)	0.59	6.24	1.5	A	721	1082
2 - A271 (E)	0.86	39.75	5.8	E	464	696
3 - A22 (S)	0.73	8.07	2.7	A	1039	1558
4 - A22 (W)	1.29	569.31	262.5	F	1698	2546

Main Results for each time segment

16:45 - 17:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	592	148	1404	1615	0.366	589	358	0.0	0.6	3.606	A
2 - A271 (E)	381	95	1459	845	0.451	378	534	0.0	0.8	7.986	A
3 - A22 (S)	852	213	492	1832	0.465	849	1345	0.0	0.9	3.771	A
4 - A22 (W)	1393	348	388	1675	0.831	1374	953	0.0	4.7	11.587	B

17:00 - 17:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	707	177	1622	1475	0.479	705	424	0.6	0.9	4.803	A
2 - A271 (E)	455	114	1707	722	0.630	451	620	0.8	1.7	13.710	B
3 - A22 (S)	1018	254	588	1780	0.572	1016	1570	0.9	1.4	4.862	A
4 - A22 (W)	1663	416	464	1634	1.018	1583	1140	4.7	24.8	43.733	E

17:15 - 17:30

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	865	216	1646	1460	0.593	863	498	0.9	1.5	6.187	A
2 - A271 (E)	557	139	1862	646	0.863	543	648	1.7	5.2	33.014	
3 - A22 (S)	1246	312	712	1712	0.728	1241	1693	1.4	2.7	7.811	A
4 - A22 (W)	2037	509	566	1579	1.290	1577	1387	24.8	139.7	194.678	F

17:30 - 17:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	865	216	1647	1459	0.593	865	500	1.5	1.5	6.236	A
2 - A271 (E)	557	139	1864	645	0.864	555	648	5.2	5.8	39.747	E
3 - A22 (S)	1246	312	722	1707	0.730	1246	1696	2.7	2.7	8.072	A
4 - A22 (W)	2037	509	569	1578	1.291	1577	1400	139.7	254.5	449.378	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	707	177	1669	1445	0.489	709	430	1.5	1.0	5.044	A
2 - A271 (E)	455	114	1741	705	0.645	470	636	5.8	2.0	16.895	
3 - A22 (S)	1018	254	605	1770	0.575	1023	1606	2.7	1.4	5.014	A
4 - A22 (W)	1683	416	468	1632	1.019	1631	1160	254.5	262.5	569.306	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	592	148	1681	1437	0.412	593	376	1.0	0.7	4.392	A
2 - A271 (E)	381	95	1648	751	0.507	384	626	2.0	1.1	10.342	B
3 - A22 (S)	852	213	499	1828	0.466	854	1534	1.4	0.9	3.829	A
4 - A22 (W)	1393	348	390	1674	0.832	1667	963	262.5	193.8	493.190	F

2030 FT, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A267 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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	205.50	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	205.50	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 FT	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 (PCU/hr)	Scaling Factor (%)
1 - A267 (N)		ONE HOUR	✓	713	100.000
2 - A271 (E)		ONE HOUR	✓	742	100.000
3 - A22 (S)		ONE HOUR	✓	1763	100.000
4 - A22 (W)		ONE HOUR	✓	1023	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
From	1 - A267 (N)	0	33	421	259
	2 - A271 (E)	29	0	62	651
	3 - A22 (S)	614	71	25	1053
	4 - A22 (W)	121	280	622	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
	1 - A267 (N)	0	17	6	3
	2 - A271 (E)	6	0	21	5
	3 - A22 (S)	7	4	23	8
	4 - A22 (W)	7	6	6	0

Results

Results Summary for whole modelled period

Amn	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A267 (N)	0.43	3.65	0.8	A	654	981
2 - A271 (E)	0.96	65.84	14.3	F	681	1021
3 - A22 (S)	1.26	459.71	211.3	F	1618	2427
4 - A22 (W)	0.74	9.39	2.9	A	939	1408

Main Results for each time segment

07:45 - 08:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	537	134	747	2035	0.264	535	570	0.0	0.4	2.526	A
2 - A271 (E)	559	140	995	1075	0.520	554	287	0.0	1.1	7.278	A
3 - A22 (S)	1327	332	702	1718	0.773	1313	847	0.0	3.5	9.290	A
4 - A22 (W)	770	193	551	1588	0.485	766	1465	0.0	1.0	4.629	A

08:00 - 08:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	641	160	893	1942	0.330	640	671	0.4	0.5	2.912	A
2 - A271 (E)	967	167	1190	978	0.682	663	343	1.1	2.2	11.963	B
3 - A22 (S)	1585	396	840	1643	0.965	1541	1013	3.5	14.5	29.798	
4 - A22 (W)	920	230	646	1536	0.599	917	1734	1.0	1.6	6.153	A

08:15 - 08:30

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	785	196	1073	1827	0.430	784	703	0.5	0.8	3.634	A
2 - A271 (E)	817	204	1451	849	0.962	782	406	2.2	11.0	43.468	E
3 - A22 (S)	1941	485	1001	1555	1.248	1551	1232	14.5	111.9	155.149	F
4 - A22 (W)	1126	282	655	1531	0.736	1121	1897	1.6	2.8	9.200	A

08:30 - 08:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	785	196	1077	1824	0.430	785	702	0.8	0.8	3.649	A
2 - A271 (E)	817	204	1455	847	0.965	804	407	11.0	14.3	65.840	F
3 - A22 (S)	1941	485	1022	1544	1.257	1544	1237	111.9	211.3	377.265	F
4 - A22 (W)	1126	282	653	1532	0.735	1126	1912	2.8	2.9	9.389	A

08:45 - 09:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	641	160	903	1935	0.331	642	697	0.8	0.5	2.933	A
2 - A271 (E)	667	167	1197	975	0.684	714	348	14.3	2.4	17.201	
3 - A22 (S)	1585	396	888	1617	0.980	1609	1024	211.3	205.4	459.714	F
4 - A22 (W)	920	230	676	1520	0.605	925	1821	2.9	1.7	6.464	A

09:00 - 09:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	537	134	774	2018	0.266	537	707	0.5	0.4	2.561	A
2 - A271 (E)	559	140	1006	1069	0.522	564	305	2.4	1.2	7.630	A
3 - A22 (S)	1327	332	712	1713	0.775	1704	858	205.4	111.3	335.812	F
4 - A22 (W)	770	193	708	1503	0.512	772	1707	1.7	1.1	5.243	A

2030 FT, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A267 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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	274.59	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	274.59	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 FT	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 (PCU/hr)	Scaling Factor (%)
1 - A267 (N)		ONE HOUR	✓	788	100.000
2 - A271 (E)		ONE HOUR	✓	523	100.000
3 - A22 (S)		ONE HOUR	✓	1152	100.000
4 - A22 (W)		ONE HOUR	✓	1864	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
	1 - A267 (N)	0	29	537	222
	2 - A271 (E)	18	0	80	425
	3 - A22 (S)	355	138	27	632
	4 - A22 (W)	106	587	1171	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
	1 - A267 (N)	0	9	3	2
	2 - A271 (E)	5	0	7	4
	3 - A22 (S)	2	4	6	4
	4 - A22 (W)	5	2	2	0

Results

Results Summary for whole modelled period

Amn	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A267 (N)	0.60	6.34	1.5	A	723	1085
2 - A271 (E)	0.88	44.09	6.6	E	480	720
3 - A22 (S)	0.74	8.55	3.0	A	1057	1586
4 - A22 (W)	1.31	617.07	285.7	F	1710	2566

Main Results for each time segment

16:45 - 17:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	593	148	1428	1599	0.371	591	358	0.0	0.6	3.665	A
2 - A271 (E)	394	98	1458	845	0.466	390	561	0.0	0.9	8.200	A
3 - A22 (S)	867	217	497	1829	0.474	864	1352	0.0	0.9	3.841	A
4 - A22 (W)	1403	351	403	1667	0.842	1383	957	0.0	5.0	12.234	B

17:00 - 17:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	708	177	1640	1494	0.484	707	425	0.6	1.0	4.886	A
2 - A271 (E)	470	118	1699	726	0.647	466	648	0.9	1.8	14.263	B
3 - A22 (S)	1036	259	594	1776	0.583	1034	1571	0.9	1.4	5.000	A
4 - A22 (W)	1676	419	483	1624	1.032	1581	1145	5.0	28.6	48.672	E

17:15 - 17:30

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	868	217	1657	1453	0.597	865	497	1.0	1.5	6.286	A
2 - A271 (E)	576	144	1847	653	0.882	560	676	1.8	5.8	35.556	E
3 - A22 (S)	1268	317	718	1709	0.742	1263	1688	1.4	2.9	8.232	A
4 - A22 (W)	2052	513	589	1567	1.310	1565	1391	28.6	150.3	212.416	F

17:30 - 17:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	868	217	1658	1452	0.597	868	499	1.5	1.5	6.336	A
2 - A271 (E)	576	144	1849	652	0.883	573	677	5.8	6.6	44.093	E
3 - A22 (S)	1268	317	730	1703	0.745	1268	1692	2.9	3.0	8.549	A
4 - A22 (W)	2052	513	592	1565	1.311	1565	1406	150.3	272.1	484.270	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	708	177	1678	1439	0.492	710	430	1.5	1.0	5.098	A
2 - A271 (E)	470	118	1727	712	0.660	488	661	6.6	2.1	17.952	
3 - A22 (S)	1036	259	613	1766	0.586	1042	1602	3.0	1.5	5.182	A
4 - A22 (W)	1676	419	487	1622	1.033	1621	1168	272.1	285.7	617.075	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	593	148	1689	1432	0.414	594	376	1.0	0.7	4.429	A
2 - A271 (E)	394	98	1635	758	0.520	398	649	2.1	1.2	10.554	B
3 - A22 (S)	867	217	504	1825	0.475	869	1529	1.5	0.9	3.905	A
4 - A22 (W)	1403	351	406	1665	0.843	1659	968	285.7	221.7	550.815	F

Junctions 10			
PICADY 10 - Priority Intersection Module			
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Filename: A267_North Street.j10

Path: \\Cbh-vfil-001\CBH\Projects\332110699 Land at Lower Horsebridge, Hailsham\5500 - Transport\06 - Traffic Modelling\Junction 10

Report generation date: 14/06/2022 12:40:04

Summary of junction performance

AM				PM			
Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base							
Stream B-AC	27.8	186.20	1.07	F	1.7	28.40	0.62
Stream C-AB	0.2	8.42	0.13	A	0.2	9.91	0.18
2030 FB							
Stream B-AC	35.5	254.29	1.13	F	3.9	57.39	0.80
Stream C-AB	0.1	8.22	0.10	A	0.4	11.23	0.25
2030 FT							
Stream B-AC	37.1	264.58	1.13	F	4.0	59.01	0.81
Stream C-AB	0.1	8.23	0.10	A	0.4	11.25	0.25

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

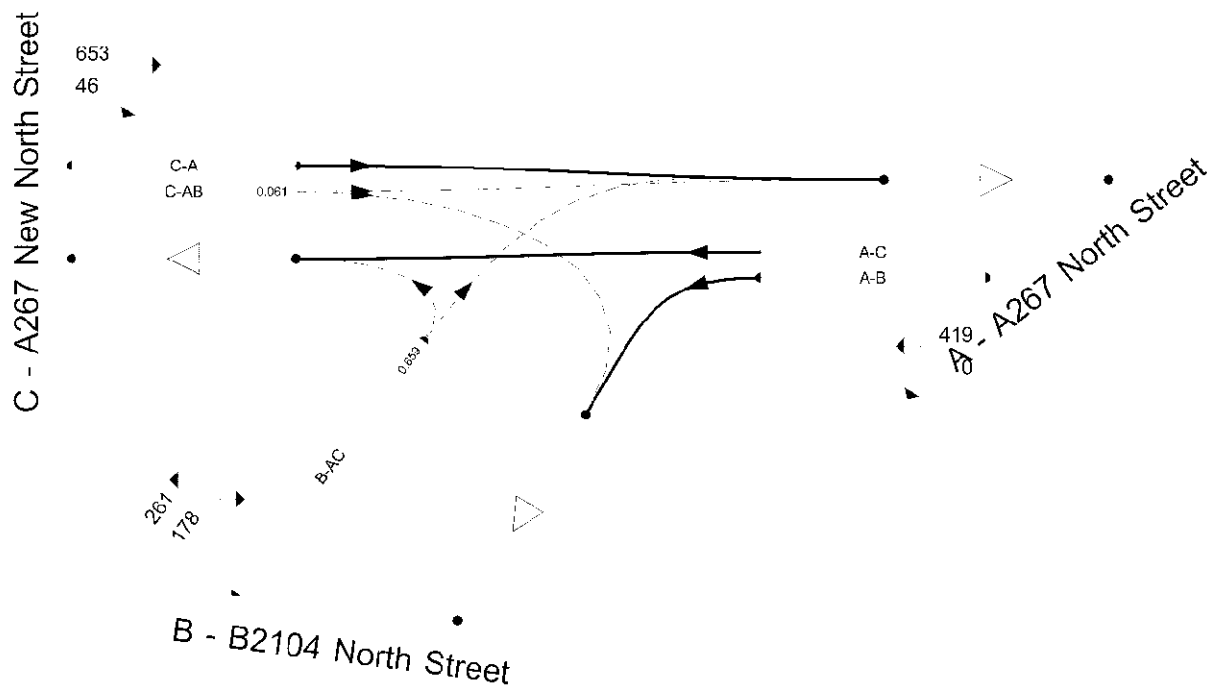
File summary

File Description

Title	
Location	
Site number	
Date	03/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\jdymock
Description	

Units

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



Flows show origin traffic count (PCU/hr).
Streams (downstream end) show RFC.

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 FB	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 FB	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 FT	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 FT	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		62.23	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	62.23	F

Arms

Arms

Arm	Name	Description	Arm type
A	A267 North Street		Major
B	B2104 North Street		Minor
C	A267 New North Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A267 New North Street	6.06		✓	2.20	125.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - B2104 North Street	One lane	2.20	110	215

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574	0.104	0.263	0.166	0.376
B-C	698	0.107	0.270	-	-
C-B	646	0.250	0.250	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 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 (PCU/hr)	Scaling Factor (%)
A - A267 North Street		ONE HOUR	✓	387	100.000
B - B2104 North Street		ONE HOUR	✓	474	100.000
C - A267 New North Street		ONE HOUR	✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
A - A267 North Street		0	0	387
B - B2104 North Street		132	0	342
C - A267 New North Street		501	65	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
A - A267 North Street		0	10	10
B - B2104 North Street		10	0	10
C - A267 New North Street		10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.07	186.20	27.8	F	435	652
C-AB	0.13	8.42	0.2	A	60	90
C-A					460	689
A-B					0	0
A-C					355	533

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	357	89	545	0.654	349	0.0	2.0	19.470	
C-AB	49	12	574	0.085	49	0.0	0.1	7.532	A
C-A	377	94			377				
A-B	0	0			0				
A-C	291	73			291				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	426	107	522	0.817	418	2.0	4.1	35.351	E
C-AB	59	15	560	0.104	58	0.1	0.1	7.887	A
C-A	450	113			450				
A-B	0	0			0				
A-C	348	87			348				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	522	130	488	1.069	468	4.1	17.5	104.331	F
C-AB	72	18	542	0.133	72	0.1	0.2	8.415	A
C-A	551	138			551				
A-B	0	0			0				
A-C	426	107			426				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	522	130	488	1.069	481	17.5	27.8	186.204	F
C-AB	72	18	542	0.133	72	0.2	0.2	8.420	A
C-A	551	138			551				
A-B	0	0			0				
A-C	426	107			426				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	426	107	522	0.817	504	27.8	8.2	140.622	F
C-AB	59	15	560	0.104	59	0.2	0.1	7.895	A
C-A	450	113			450				
A-B	0	0			0				
A-C	348	87			348				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	357	89	545	0.654	381	8.2	2.2	27.015	
C-AB	49	12	574	0.085	49	0.1	0.1	7.547	A
C-A	377	94			377				
A-B	0	0			0				
A-C	291	73			291				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 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 (PCU/hr)	Scaling Factor (%)
A - A267 North Street		ONE HOUR	✓	583	100.000
B - B2104 North Street		ONE HOUR	✓	206	100.000
C - A267 New North Street		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
	A - A267 North Street	0	0	583
	B - B2104 North Street	132	0	74
	C - A267 New North Street	321	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
	A - A267 North Street	0	10	10
	B - B2104 North Street	10	0	10
	C - A267 New North Street	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.62	28.40	1.7		189	284
C-AB	0.18	9.91	0.2	A	75	112
C-A					294	441
A-B					0	0
A-C					535	802

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	39	446	0.348	153	0.0	0.6	13.397	B
C-AB	61	15	537	0.114	60	0.0	0.1	8.295	A
C-A	242	60			242				
A-B	0	0			0				
A-C	439	110			439				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	413	0.449	184	0.6	0.9	17.232	
C-AB	73	18	517	0.141	73	0.1	0.2	8.917	A
C-A	288	72			288				
A-B	0	0			0				
A-C	524	131			524				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	57	365	0.621	224	0.9	1.7	27.296	
C-AB	90	22	489	0.184	90	0.2	0.2	9.896	A
C-A	353	88			353				
A-B	0	0			0				
A-C	642	160			642				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	57	365	0.621	227	1.7	1.7	28.398	
C-AB	90	22	489	0.184	90	0.2	0.2	9.907	A
C-A	353	88			353				
A-B	0	0			0				
A-C	642	160			642				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	185	46	412	0.449	188	1.7	0.9	17.917	
C-AB	73	18	517	0.141	73	0.2	0.2	8.934	A
C-A	288	72			288				
A-B	0	0			0				
A-C	524	131			524				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	155	39	446	0.348	156	0.9	0.6	13.735	B
C-AB	61	15	537	0.114	61	0.2	0.1	8.319	A
C-A	242	60			242				
A-B	0	0			0				
A-C	439	110			439				

2030 FB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		71.94	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	71.94	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 FB	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 (PCU/hr)	Scaling Factor (%)
A - A267 North Street		ONE HOUR	✓	419	100.000
B - B2104 North Street		ONE HOUR	✓	439	100.000
C - A267 New North Street		ONE HOUR	✓	699	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
	A - A267 North Street	0	0	419
	B - B2104 North Street	178	0	261
	C - A267 New North Street	853	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
	A - A267 North Street	0	10	10
	B - B2104 North Street	10	0	10
	C - A267 New North Street	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.13	254.29	35.5	F	403	604
C-AB	0.10	8.22	0.1	A	42	63
C-A					599	899
A-B					0	0
A-C					384	577

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	331	83	502	0.659	323	0.0	2.0	21.269	
C-AB	35	9	568	0.061	34	0.0	0.1	7.420	A
C-A	492	123			492				
A-B	0	0			0				
A-C	315	79			315				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	395	99	472	0.836	385	2.0	4.4	41.189	E
C-AB	41	10	553	0.075	41	0.1	0.1	7.742	A
C-A	587	147			587				
A-B	0	0			0				
A-C	377	94			377				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	483	121	430	1.125	417	4.4	21.1	133.701	F
C-AB	51	13	532	0.095	51	0.1	0.1	8.219	A
C-A	719	180			719				
A-B	0	0			0				
A-C	461	115			461				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	483	121	430	1.125	426	21.1	35.5	254.289	F
C-AB	51	13	532	0.095	51	0.1	0.1	8.223	A
C-A	719	180			719				
A-B	0	0			0				
A-C	461	115			461				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	395	99	472	0.836	458	35.5	19.6	221.008	F
C-AB	41	10	553	0.075	41	0.1	0.1	7.746	A
C-A	587	147			587				
A-B	0	0			0				
A-C	377	94			377				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	331	83	502	0.659	400	19.6	2.4	57.297	F
C-AB	35	9	568	0.061	35	0.1	0.1	7.431	A
C-A	492	123			492				
A-B	0	0			0				
A-C	315	79			315				

2030 FB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.84	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.84	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 FB	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 (PCU/hr)	Scaling Factor (%)
A - A267 North Street		ONE HOUR	✓	672	100.000
B - B2104 North Street		ONE HOUR	✓	237	100.000
C - A267 New North Street		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
	A - A267 North Street	0	0	672
	B - B2104 North Street	150	0	87
	C - A267 New North Street	351	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
	A - A267 North Street	0	10	10
	B - B2104 North Street	10	0	10
	C - A267 New North Street	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.80	57.39	3.9	F	217	326
C-AB	0.25	11.23	0.4	B	97	146
C-A					321	482
A-B					0	0
A-C					617	925

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	45	420	0.424	175	0.0	0.8	15.957	
C-AB	79	20	522	0.152	79	0.0	0.2	8.924	A
C-A	264	66			264				
A-B	0	0			0				
A-C	506	126			506				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	53	381	0.559	211	0.8	1.3	22.974	
C-AB	95	24	499	0.191	95	0.2	0.3	9.793	A
C-A	315	79			315				
A-B	0	0			0				
A-C	604	151			604				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	65	325	0.802	252	1.3	3.5	49.102	E
C-AB	118	29	470	0.250	117	0.3	0.4	11.204	B
C-A	384	96			384				
A-B	0	0			0				
A-C	740	185			740				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	261	65	325	0.802	259	3.5	3.9	57.388	F
C-AB	118	29	470	0.250	118	0.4	0.4	11.231	B
C-A	384	96			384				
A-B	0	0			0				
A-C	740	185			740				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	213	53	381	0.559	223	3.9	1.5	26.353	
C-AB	95	24	499	0.191	95	0.4	0.3	9.826	A
C-A	315	79			315				
A-B	0	0			0				
A-C	604	151			604				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	45	420	0.425	181	1.5	0.8	16.728	
C-AB	79	20	522	0.152	80	0.3	0.2	8.966	A
C-A	264	66			264				
A-B	0	0			0				
A-C	506	126			506				

2030 FT, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		74.94	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	74.94	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 FT	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 (PCU/hr)	Scaling Factor (%)
A - A267 North Street		ONE HOUR	✓	420	100.000
B - B2104 North Street		ONE HOUR	✓	441	100.000
C - A267 New North Street		ONE HOUR	✓	701	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
	A - A267 North Street	0	0	420
	B - B2104 North Street	180	0	261
	C - A267 New North Street	855	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
	A - A267 North Street	0	10	10
	B - B2104 North Street	10	0	10
	C - A267 New North Street	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.13	264.58	37.1	F	405	607
C-AB	0.10	8.23	0.1	A	42	63
C-A					601	901
A-B					0	0
A-C					385	578

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	332	83	501	0.663	324	0.0	2.0	21.530	
C-AB	35	9	568	0.061	34	0.0	0.1	7.423	A
C-A	493	123			493				
A-B	0	0			0				
A-C	316	79			316				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	396	99	471	0.842	386	2.0	4.6	42.180	E
C-AB	41	10	553	0.075	41	0.1	0.1	7.745	A
C-A	589	147			589				
A-B	0	0			0				
A-C	378	94			378				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	486	121	428	1.134	416	4.6	22.0	137.970	F
C-AB	51	13	532	0.095	51	0.1	0.1	8.224	A
C-A	721	180			721				
A-B	0	0			0				
A-C	462	116			462				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	486	121	428	1.134	425	22.0	37.1	264.578	F
C-AB	51	13	532	0.095	51	0.1	0.1	8.227	A
C-A	721	180			721				
A-B	0	0			0				
A-C	462	116			462				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	396	99	471	0.842	457	37.1	21.8	235.349	F
C-AB	41	10	553	0.075	41	0.1	0.1	7.750	A
C-A	589	147			589				
A-B	0	0			0				
A-C	378	94			378				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	332	83	501	0.663	410	21.8	2.4	66.615	F
C-AB	35	9	568	0.061	35	0.1	0.1	7.431	A
C-A	493	123			493				
A-B	0	0			0				
A-C	316	79			316				

2030 FT, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.13	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.13	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 FT	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 (PCU/hr)	Scaling Factor (%)
A - A267 North Street		ONE HOUR	✓	674	100.000
B - B2104 North Street		ONE HOUR	✓	238	100.000
C - A267 New North Street		ONE HOUR	✓	457	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
	A - A267 North Street	0	0	674
	B - B2104 North Street	151	0	87
	C - A267 New North Street	352	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - A267 North Street	B - B2104 North Street	C - A267 New North Street
	A - A267 North Street	0	10	10
	B - B2104 North Street	10	0	10
	C - A267 New North Street	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.81	59.01	4.0	F	218	328
C-AB	0.25	11.25	0.4	B	97	146
C-A					322	483
A-B					0	0
A-C					618	928

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	420	0.427	176	0.0	0.8	16.052	
C-AB	79	20	521	0.152	79	0.0	0.2	8.931	A
C-A	265	66			265				
A-B	0	0			0				
A-C	507	127			507				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	214	53	380	0.563	212	0.8	1.3	23.206	
C-AB	95	24	498	0.191	95	0.2	0.3	9.804	A
C-A	316	79			316				
A-B	0	0			0				
A-C	606	151			606				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	262	66	324	0.808	253	1.3	3.6	50.145	F
C-AB	118	29	470	0.251	117	0.3	0.4	11.220	B
C-A	385	96			385				
A-B	0	0			0				
A-C	742	186			742				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	262	66	324	0.808	260	3.6	4.0	59.008	F
C-AB	118	29	470	0.251	118	0.4	0.4	11.249	B
C-A	385	96			385				
A-B	0	0			0				
A-C	742	186			742				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	214	53	380	0.563	224	4.0	1.5	26.789	
C-AB	95	24	498	0.191	95	0.4	0.3	9.837	A
C-A	316	79			316				
A-B	0	0			0				
A-C	606	151			606				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	419	0.427	182	1.5	0.8	16.846	
C-AB	79	20	521	0.152	80	0.3	0.2	8.973	A
C-A	265	66			265				
A-B	0	0			0				
A-C	507	127			507				

Junctions 10			
PICADY 10 - Priority Intersection Module			
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021			
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Filename: A271_London Road.j10

Path: \\Cbh-vfil-001\CBH\Projects\332110699 Land at Lower Horsebridge, Hailsham\5500 - Transport\06 - Traffic Modelling\Junction 10

Report generation date: 14/06/2022 14:04:27

Summary of junction performance

AM				PM				
Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	
2022 Base								
Stream B-C	1.0	12.91	0.50	B	0.7	12.38	0.40	B
Stream B-A	0.7	18.11	0.41		1.4	28.90	0.59	
Stream C-AB	0.3	8.14	0.20	A	0.8	11.55	0.46	B
2030 FB								
Stream B-C	5.3	84.31	0.90	F	2.6	67.32	0.77	F
Stream B-A	5.4	105.73	0.90	F	5.2	104.13	0.89	F
Stream C-AB	0.5	12.09	0.32	B	1.6	17.30	0.61	
2030 FT								
Stream B-C	6.5	98.87	0.94	F	3.7	92.77	0.86	F
Stream B-A	5.9	114.87	0.92	F	5.6	110.96	0.90	F
Stream C-AB	0.5	12.29	0.33	B	1.6	17.51	0.62	

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

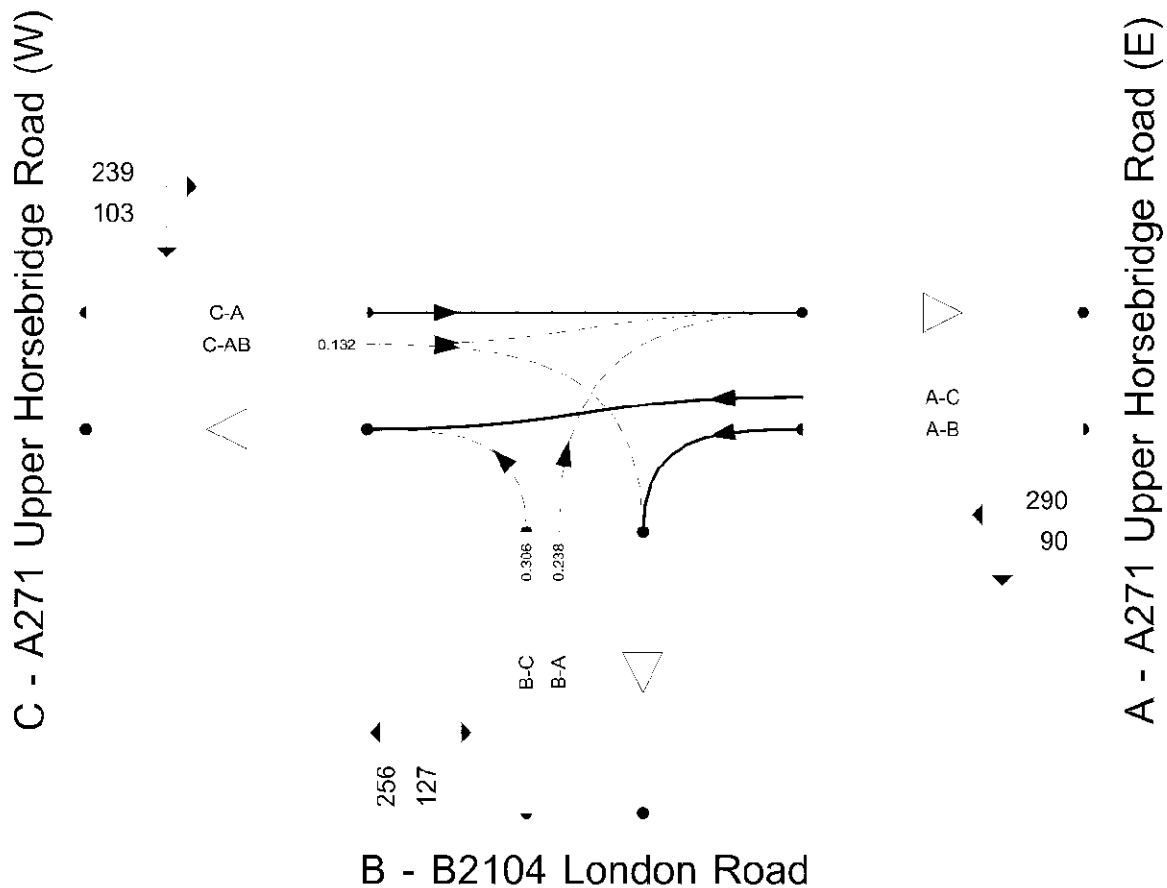
File summary

File Description

Title	
Location	
Site number	
Date	03/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\jdymock
Description	

Units

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



Flows show origin traffic count (PCU/hr).
Streams (downstream end) show RFC.

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	16:45	18:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 FB	AM	ONE HOUR	16:45	18:15	15	✓
D4	2030 FB	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 FT	AM	ONE HOUR	16:45	18:15	15	✓
D6	2030 FT	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Upper Horsebridge Road/London Road	T-Junction	Two-way	Two-way	Two-way		5.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.83	A

Arms

Arms

Arm	Name	Description	Arm type
A	A271 Upper Horsebridge Road (E)		Major
B	B2104 London Road		Minor
C	A271 Upper Horsebridge Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has rightturn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A271 Upper Horsebridge Road (W)	6.40		✓	2.20	150.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B2104 London Road	One lane plus flare	10.00	6.79	5.24	4.23	3.67		2.00	46	44

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	514	0.092	0.233	0.146	0.332
B-C	739	0.111	0.282	-	-
C-B	661	0.252	0.252	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A271 Upper Horsebridge Road (E)		ONE HOUR	✓	380	100.000
B - B2104 London Road		ONE HOUR	✓	383	100.000
C - A271 Upper Horsebridge Road (W)		ONE HOUR	✓	342	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From	A - A271 Upper Horsebridge Road (E)	0	90	290
	B - B2104 London Road	127	0	256
	C - A271 Upper Horsebridge Road (W)	239	103	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From	A - A271 Upper Horsebridge Road (E)	0	0	7
	B - B2104 London Road	0	0	0
	C - A271 Upper Horsebridge Road (W)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.50	12.91	1.0	B	235	352
B-A	0.41	18.11	0.7		117	175
C-AB	0.20	8.14	0.3	A	95	142
C-A					219	329
A-B					83	124
A-C					266	389

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	193	48	629	0.306	191	0.0	0.4	8.185	A
B-A	96	24	402	0.238	94	0.0	0.3	11.652	B
C-AB	78	19	589	0.132	77	0.0	0.2	7.027	A
C-A	180	45			180				
A-B	68	17			68				
A-C	218	55			218				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	230	58	603	0.382	229	0.4	0.6	9.619	A
B-A	114	29	378	0.302	114	0.3	0.4	13.607	B
C-AB	93	23	575	0.161	92	0.2	0.2	7.460	A
C-A	215	54			215				
A-B	81	20			81				
A-C	261	65			261				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	282	70	561	0.502	280	0.6	1.0	12.739	B
B-A	140	35	339	0.413	139	0.4	0.7	17.895	
C-AB	113	28	556	0.204	113	0.2	0.3	8.134	A
C-A	263	66			263				
A-B	99	25			99				
A-C	319	80			319				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	282	70	561	0.503	282	1.0	1.0	12.907	B
B-A	140	35	338	0.413	140	0.7	0.7	18.105	
C-AB	113	28	556	0.204	113	0.3	0.3	8.141	A
C-A	263	66			263				
A-B	99	25			99				
A-C	319	80			319				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	230	58	602	0.382	232	1.0	0.6	9.760	A
B-A	114	29	377	0.302	115	0.7	0.4	13.776	B
C-AB	93	23	575	0.161	93	0.3	0.2	7.474	A
C-A	215	54			215				
A-B	81	20			81				
A-C	261	65			261				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	193	48	628	0.307	193	0.6	0.4	8.301	A
B-A	96	24	402	0.238	96	0.4	0.3	11.781	B
C-AB	78	19	589	0.132	78	0.2	0.2	7.047	A
C-A	180	45			180				
A-B	68	17			68				
A-C	218	55			218				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Upper Horsebridge Road/London Road	T-Junction	Two-way	Two-way	Two-way		7.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 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 (PCU/hr)	Scaling Factor (%)
A - A271 Upper Horsebridge Road (E)		ONE HOUR	✓	307	100.000
B - B2104 London Road		ONE HOUR	✓	337	100.000
C - A271 Upper Horsebridge Road (W)		ONE HOUR	✓	661	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From				
	A - A271 Upper Horsebridge Road (E)	0	71	236
	B - B2104 London Road	160	0	177
	C - A271 Upper Horsebridge Road (W)	420	241	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From				
	A - A271 Upper Horsebridge Road (E)	0	0	7
	B - B2104 London Road	0	0	0
	C - A271 Upper Horsebridge Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.40	12.38	0.7	B	162	244
B-A	0.59	28.90	1.4		147	220
C-AB	0.46	11.55	0.8	B	222	332
C-A					385	578
A-B					65	98
A-C					217	325

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	133	33	594	0.225	132	0.0	0.3	7.782	A
B-A	120	30	381	0.316	119	0.0	0.5	13.628	B
C-AB	181	45	603	0.301	180	0.0	0.4	8.478	A
C-A	316	79			316				
A-B	53	13			53				
A-C	178	44			178				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	40	560	0.284	159	0.3	0.4	8.964	A
B-A	144	36	348	0.413	143	0.5	0.7	17.469	
C-AB	217	54	592	0.366	216	0.4	0.6	9.570	A
C-A	377	94			377				
A-B	64	16			64				
A-C	212	53			212				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	195	49	490	0.398	194	0.4	0.6	12.122	B
B-A	176	44	300	0.586	174	0.7	1.3	27.817	
C-AB	266	67	578	0.461	265	0.6	0.8	11.476	B
C-A	461	115			461				
A-B	78	20			78				
A-C	260	65			260				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	195	49	486	0.401	195	0.6	0.7	12.375	B
B-A	176	44	300	0.587	176	1.3	1.4	28.899	
C-AB	266	67	578	0.461	266	0.8	0.8	11.551	B
C-A	461	115			461				
A-B	78	20			78				
A-C	260	65			260				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	40	556	0.286	160	0.7	0.4	9.114	A
B-A	144	36	348	0.414	146	1.4	0.7	18.093	
C-AB	217	54	592	0.366	218	0.8	0.6	9.656	A
C-A	377	94			377				
A-B	64	16			64				
A-C	212	53			212				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	133	33	591	0.225	134	0.4	0.3	7.877	A
B-A	120	30	381	0.316	121	0.7	0.5	13.945	B
C-AB	181	45	603	0.301	182	0.6	0.4	8.569	A
C-A	316	79			316				
A-B	53	13			53				
A-C	178	44			178				

2030 FB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Upper Horsebridge Road/London Road	T-Junction	Two-way	Two-way	Two-way		23.91	

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.91	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 FB	AM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A271 Upper Horsebridge Road (E)		ONE HOUR	✓	814	100.000
B - B2104 London Road		ONE HOUR	✓	398	100.000
C - A271 Upper Horsebridge Road (W)		ONE HOUR	✓	416	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From				
	A - A271 Upper Horsebridge Road (E)	0	222	592
	B - B2104 London Road	180	0	218
	C - A271 Upper Horsebridge Road (W)	291	125	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From				
	A - A271 Upper Horsebridge Road (E)	0	0	7
	B - B2104 London Road	0	0	0
	C - A271 Upper Horsebridge Road (W)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.90	84.31	5.3	F	200	300
B-A	0.90	105.73	5.4	F	165	248
C-AB	0.32	12.09	0.5	B	115	172
C-A					267	401
A-B					204	306
A-C					543	815

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	164	41	506	0.324	162	0.0	0.5	10.422	B
B-A	136	34	345	0.393	133	0.0	0.6	16.829	
C-AB	94	24	507	0.186	93	0.0	0.2	8.687	A
C-A	219	55			219				
A-B	167	42			167				
A-C	446	111			446				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	196	49	444	0.441	195	0.5	0.8	14.358	B
B-A	162	40	302	0.536	160	0.6	1.1	25.060	
C-AB	112	28	477	0.236	112	0.2	0.3	9.862	A
C-A	262	65			262				
A-B	200	50			200				
A-C	532	133			532				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	240	60	298	0.806	230	0.8	3.2	47.746	E
B-A	198	50	228	0.869	186	1.1	4.0	72.211	F
C-AB	138	34	435	0.316	137	0.3	0.5	12.041	B
C-A	320	80			320				
A-B	244	61			244				
A-C	652	163			652				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	240	60	267	0.900	232	3.2	5.3	84.312	F
B-A	198	50	221	0.898	193	4.0	5.4	105.734	F
C-AB	138	34	435	0.316	138	0.5	0.5	12.086	B
C-A	320	80			320				
A-B	244	61			244				
A-C	652	163			652				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	196	49	422	0.465	214	5.3	0.9	18.686	
B-A	162	40	297	0.545	178	5.4	1.3	33.811	
C-AB	112	28	477	0.236	113	0.5	0.3	9.913	A
C-A	262	65			262				
A-B	200	50			200				
A-C	532	133			532				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	164	41	502	0.327	166	0.9	0.5	10.767	B
B-A	136	34	344	0.394	138	1.3	0.7	17.647	
C-AB	94	24	507	0.186	94	0.3	0.2	8.739	A
C-A	219	55			219				
A-B	167	42			167				
A-C	446	111			446				

2030 FB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Upper Horsebridge Road/London Road	T-Junction	Two-way	Two-way	Two-way		20.15	

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.15	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 FB	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 (PCU/hr)	Scaling Factor (%)
A - A271 Upper Horsebridge Road (E)		ONE HOUR	✓	507	100.000
B - B2104 London Road		ONE HOUR	✓	310	100.000
C - A271 Upper Horsebridge Road (W)		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From				
	A - A271 Upper Horsebridge Road (E)	0	77	430
	B - B2104 London Road	177	0	133
	C - A271 Upper Horsebridge Road (W)	505	290	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From				
	A - A271 Upper Horsebridge Road (E)	0	0	7
	B - B2104 London Road	0	0	0
	C - A271 Upper Horsebridge Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.77	67.32	2.6	F	122	183
B-A	0.89	104.13	5.2	F	162	244
C-AB	0.61	17.30	1.6		270	405
C-A					459	689
A-B					71	106
A-C					395	582

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	520	0.193	99	0.0	0.2	8.544	A
B-A	133	33	334	0.399	131	0.0	0.6	17.501	
C-AB	219	55	565	0.387	216	0.0	0.6	10.239	B
C-A	380	95			380				
A-B	58	14			58				
A-C	324	81			324				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	456	0.262	119	0.2	0.3	10.663	B
B-A	159	40	288	0.553	157	0.6	1.2	27.096	
C-AB	262	65	549	0.477	261	0.6	0.9	12.457	B
C-A	453	113			453				
A-B	69	17			69				
A-C	387	97			387				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	146	37	244	0.599	142	0.3	1.4	34.085	
B-A	195	49	222	0.879	183	1.2	4.2	76.317	F
C-AB	330	83	538	0.614	328	0.9	1.6	16.902	
C-A	545	136			545				
A-B	85	21			85				
A-C	473	118			473				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	146	37	190	0.769	142	1.4	2.6	67.318	F
B-A	195	49	220	0.885	191	4.2	5.2	104.126	F
C-AB	330	83	539	0.614	330	1.6	1.6	17.296	
C-A	545	136			545				
A-B	85	21			85				
A-C	473	118			473				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	428	0.279	128	2.6	0.4	12.338	B
B-A	159	40	286	0.556	174	5.2	1.3	35.771	E
C-AB	262	65	549	0.477	265	1.6	0.9	12.784	B
C-A	453	113			453				
A-B	69	17			69				
A-C	387	97			387				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	514	0.195	101	0.4	0.2	8.717	A
B-A	133	33	333	0.400	136	1.3	0.7	18.469	
C-AB	219	55	565	0.387	220	0.9	0.6	10.453	B
C-A	380	95			380				
A-B	58	14			58				
A-C	324	81			324				

2030 FT, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Upper Horsebridge Road/London Road	T-Junction	Two-way	Two-way	Two-way		26.76	

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.76	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 FT	AM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A271 Upper Horsebridge Road (E)		ONE HOUR	✓	816	100.000
B - B2104 London Road		ONE HOUR	✓	399	100.000
C - A271 Upper Horsebridge Road (W)		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From				
	A - A271 Upper Horsebridge Road (E)	0	222	594
	B - B2104 London Road	180	0	219
	C - A271 Upper Horsebridge Road (W)	297	129	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From				
	A - A271 Upper Horsebridge Road (E)	0	0	7
	B - B2104 London Road	0	0	0
	C - A271 Upper Horsebridge Road (W)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.94	98.87	6.5	F	201	301
B-A	0.92	114.87	5.9	F	165	248
C-AB	0.33	12.29	0.5	B	118	178
C-A					273	409
A-B					204	306
A-C					545	818

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	505	0.326	163	0.0	0.5	10.468	B
B-A	136	34	342	0.396	133	0.0	0.6	17.009	
C-AB	97	24	506	0.192	96	0.0	0.2	8.758	A
C-A	224	56			224				
A-B	167	42			167				
A-C	447	112			447				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	197	49	443	0.445	196	0.5	0.8	14.507	B
B-A	162	40	299	0.541	160	0.6	1.1	25.545	
C-AB	116	29	476	0.243	116	0.2	0.3	9.973	A
C-A	267	67			267				
A-B	200	50			200				
A-C	534	133			534				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	60	291	0.828	230	0.8	3.6	51.896	F
B-A	198	50	224	0.884	185	1.1	4.3	76.396	F
C-AB	142	36	435	0.327	141	0.3	0.5	12.239	B
C-A	327	82			327				
A-B	244	61			244				
A-C	654	164			654				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	60	256	0.943	229	3.6	6.5	98.866	F
B-A	198	50	216	0.920	192	4.3	5.9	114.871	F
C-AB	142	36	435	0.327	142	0.5	0.5	12.289	B
C-A	327	82			327				
A-B	244	61			244				
A-C	654	164			654				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	197	49	416	0.473	219	6.5	0.9	20.242	
B-A	162	40	292	0.553	180	5.9	1.3	36.474	E
C-AB	116	29	476	0.243	117	0.5	0.3	10.026	B
C-A	267	67			267				
A-B	200	50			200				
A-C	534	133			534				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	501	0.329	167	0.9	0.5	10.827	B
B-A	136	34	342	0.396	138	1.3	0.7	17.879	
C-AB	97	24	506	0.192	97	0.3	0.2	8.814	A
C-A	224	56			224				
A-B	167	42			167				
A-C	447	112			447				

2030 FT, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Upper Horsebridge Road/London Road	T-Junction	Two-way	Two-way	Two-way		23.05	

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.05	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 FT	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 (PCU/hr)	Scaling Factor (%)
A - A271 Upper Horsebridge Road (E)		ONE HOUR	✓	513	100.000
B - B2104 London Road		ONE HOUR	✓	313	100.000
C - A271 Upper Horsebridge Road (W)		ONE HOUR	✓	798	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From				
	A - A271 Upper Horsebridge Road (E)	0	77	436
	B - B2104 London Road	177	0	136
	C - A271 Upper Horsebridge Road (W)	507	291	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A271 Upper Horsebridge Road (E)	B - B2104 London Road	C - A271 Upper Horsebridge Road (W)
From				
	A - A271 Upper Horsebridge Road (E)	0	0	7
	B - B2104 London Road	0	0	0
	C - A271 Upper Horsebridge Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.86	92.77	3.7	F	125	187
B-A	0.90	110.96	5.6	F	162	244
C-AB	0.62	17.51	1.6		271	407
C-A					461	691
A-B					71	106
A-C					400	600

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	26	519	0.197	101	0.0	0.2	8.600	A
B-A	133	33	332	0.402	131	0.0	0.7	17.702	
C-AB	219	55	564	0.389	217	0.0	0.6	10.292	B
C-A	381	95			381				
A-B	58	14			58				
A-C	328	82			328				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	31	454	0.269	122	0.2	0.4	10.815	B
B-A	159	40	285	0.558	157	0.7	1.2	27.631	
C-AB	263	66	547	0.480	262	0.6	0.9	12.551	B
C-A	454	114			454				
A-B	69	17			69				
A-C	392	98			392				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	37	234	0.641	145	0.4	1.6	38.633	E
B-A	195	49	218	0.893	182	1.2	4.4	80.191	F
C-AB	332	83	538	0.618	329	0.9	1.6	17.093	
C-A	546	137			546				
A-B	85	21			85				
A-C	480	120			480				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	37	173	0.863	141	1.6	3.7	92.766	F
B-A	195	49	216	0.901	190	4.4	5.6	110.964	F
C-AB	332	83	538	0.618	332	1.6	1.6	17.506	
C-A	546	137			546				
A-B	85	21			85				
A-C	480	120			480				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	31	423	0.289	136	3.7	0.4	13.063	B
B-A	159	40	283	0.563	176	5.6	1.4	38.001	E
C-AB	263	66	548	0.480	266	1.6	1.0	12.891	B
C-A	454	114			454				
A-B	69	17			69				
A-C	392	98			392				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	26	514	0.199	103	0.4	0.3	8.783	A
B-A	133	33	331	0.403	136	1.4	0.7	18.723	
C-AB	219	55	564	0.389	220	1.0	0.6	10.514	B
C-A	381	95			381				
A-B	58	14			58				
A-C	328	82			328				

Junctions 10							
ARCADY 10 - Roundabout Module							
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021							
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Filename: Boship Roundabout Improvement.j10

Path: \\Cbh-vfil-001\CBH\Projects\332110699 Land at Lower Horsebridge, Hailsham\5500 - Transport\06 - Traffic Modelling\Junction 10

Report generation date: 18/05/2022 14:56:48

Summary of junction performance

AM					PM				
Queue (PCU)	Delay (s)	RFC	LOS		Queue (PCU)	Delay (s)	RFC	LOS	
2030 FT									
1 - A267 (N)	0.8	3.65	0.43	A	1.5	6.34	0.60	A	
2 - A271 (E)	3.6	16.44	0.78		2.3	14.48	0.69	B	
3 - A22 (S)	216.2	461.05	1.26	F	3.0	8.58	0.75	A	
4 - A22 (W)	2.9	9.36	0.73	A	285.7	617.10	1.31	F	

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

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

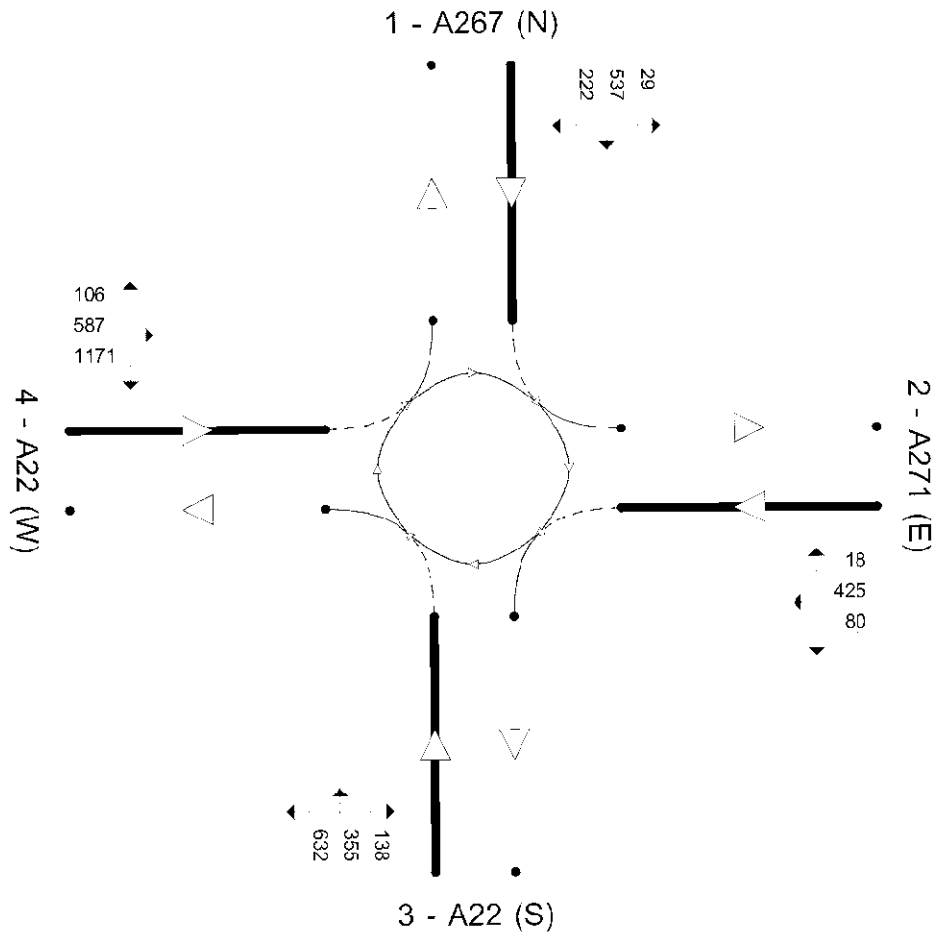
File summary

File Description

Title	
Location	
Site number	
Date	06/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORPljdymock
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 FT	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030 FT	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2030 FT, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A267 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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	197.41	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	197.41	F

Arms

Arms

Arm	Name	Description	No give-way line
1	A267 (N)		
2	A271 (E)		
3	A22 (S)		
4	A22 (W)		

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)	Entry only	Exit only
1 - A267 (N)	3.89	8.62	65.4	28.0	72.0	13.0		
2 - A271 (E)	3.00	8.84	14.2	40.0	72.0	9.0		
3 - A22 (S)	6.78	8.00	4.4	17.3	72.0	47.0		
4 - A22 (W)	4.52	7.57	7.7	28.0	72.5	16.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A267 (N)	0.640	2513
2 - A271 (E)	0.541	1834
3 - A22 (S)	0.543	2099
4 - A22 (W)	0.538	1884

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	2030 FT	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 (PCU/hr)	Scaling Factor (%)
1 - A267 (N)		ONE HOUR	✓	713	100.000
2 - A271 (E)		ONE HOUR	✓	742	100.000
3 - A22 (S)		ONE HOUR	✓	1763	100.000
4 - A22 (W)		ONE HOUR	✓	1023	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
From	1 - A267 (N)	0	33	421	259
	2 - A271 (E)	29	0	62	651
	3 - A22 (S)	614	71	25	1053
	4 - A22 (W)	121	280	622	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
From	1 - A267 (N)	0	17	6	3
	2 - A271 (E)	6	0	21	5
	3 - A22 (S)	7	4	23	8
	4 - A22 (W)	7	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A267 (N)	0.43	3.65	0.8	A	654	981
2 - A271 (E)	0.78	16.44	3.6		681	1021
3 - A22 (S)	1.26	461.05	216.2	F	1618	2427
4 - A22 (W)	0.73	9.36	2.9	A	939	1408

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	537	134	747	2035	0.264	535	570	0.0	0.4	2.526	A
2 - A271 (E)	559	140	995	1296	0.431	555	287	0.0	0.8	5.139	A
3 - A22 (S)	1327	332	703	1717	0.773	1313	847	0.0	3.5	9.304	A
4 - A22 (W)	770	193	551	1588	0.485	766	1466	0.0	1.0	4.629	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	641	160	893	1942	0.330	640	671	0.4	0.5	2.912	A
2 - A271 (E)	667	167	1190	1191	0.560	665	343	0.8	1.3	7.243	A
3 - A22 (S)	1585	396	842	1642	0.965	1541	1013	3.5	14.6	29.942	
4 - A22 (W)	920	230	646	1536	0.599	917	1736	1.0	1.6	6.153	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	785	196	1072	1827	0.430	784	700	0.5	0.8	3.633	A
2 - A271 (E)	817	204	1451	1050	0.778	808	405	1.3	3.5	15.335	
3 - A22 (S)	1941	485	1026	1542	1.259	1538	1234	14.6	115.3	160.216	F
4 - A22 (W)	1126	282	651	1534	0.734	1121	1913	1.6	2.8	9.152	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	785	196	1077	1824	0.430	785	701	0.8	0.8	3.648	A
2 - A271 (E)	817	204	1455	1048	0.780	816	406	3.5	3.6	16.439	
3 - A22 (S)	1941	485	1033	1538	1.262	1537	1238	115.3	216.2	386.429	F
4 - A22 (W)	1126	282	651	1534	0.734	1126	1920	2.8	2.9	9.364	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	641	160	904	1935	0.331	642	703	0.8	0.5	2.937	A
2 - A271 (E)	667	167	1198	1187	0.562	676	348	3.6	1.4	7.608	A
3 - A22 (S)	1585	396	853	1636	0.969	1628	1021	216.2	205.5	461.049	F
4 - A22 (W)	920	230	682	1517	0.606	925	1799	2.9	1.7	6.502	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	537	134	774	2018	0.266	537	707	0.5	0.4	2.563	A
2 - A271 (E)	559	140	1006	1290	0.433	561	305	1.4	0.8	5.259	A
3 - A22 (S)	1327	332	709	1714	0.774	1705	858	205.5	111.1	335.380	F
4 - A22 (W)	770	193	709	1503	0.513	772	1706	1.7	1.1	5.245	A

2030 FT, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A267 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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	271.03	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	271.03	F

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	2030 FT	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 (PCU/hr)	Scaling Factor (%)
1 - A267 (N)		ONE HOUR	✓	788	100.000
2 - A271 (E)		ONE HOUR	✓	523	100.000
3 - A22 (S)		ONE HOUR	✓	1152	100.000
4 - A22 (W)		ONE HOUR	✓	1864	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
	1 - A267 (N)	0	29	537	222
	2 - A271 (E)	18	0	80	425
	3 - A22 (S)	355	138	27	632
	4 - A22 (W)	106	587	1171	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A267 (N)	2 - A271 (E)	3 - A22 (S)	4 - A22 (W)
	1 - A267 (N)	0	9	3	2
	2 - A271 (E)	5	0	7	4
	3 - A22 (S)	2	4	6	4
	4 - A22 (W)	5	2	2	0

Results

Results Summary for whole modelled period

Amn	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A267 (N)	0.60	6.34	1.5	A	723	1085
2 - A271 (E)	0.69	14.48	2.3	B	480	720
3 - A22 (S)	0.75	8.58	3.0	A	1057	1586
4 - A22 (W)	1.31	617.10	285.7	F	1710	2566

Main Results for each time segment

16:45 - 17:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	593	148	1428	1599	0.371	591	358	0.0	0.6	3.665	A
2 - A271 (E)	394	98	1458	1046	0.377	391	561	0.0	0.6	5.725	A
3 - A22 (S)	867	217	498	1829	0.474	864	1352	0.0	0.9	3.843	A
4 - A22 (W)	1403	351	403	1667	0.842	1383	958	0.0	5.0	12.235	B

17:00 - 17:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	708	177	1640	1464	0.484	707	425	0.6	1.0	4.886	A
2 - A271 (E)	470	118	1699	916	0.513	468	648	0.6	1.1	8.372	A
3 - A22 (S)	1036	259	596	1775	0.583	1034	1571	0.9	1.4	5.003	A
4 - A22 (W)	1676	419	483	1624	1.032	1581	1147	5.0	28.6	48.683	E

17:15 - 17:30

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	868	217	1657	1453	0.597	865	498	1.0	1.5	6.285	A
2 - A271 (E)	576	144	1846	836	0.689	571	676	1.1	2.2	13.983	B
3 - A22 (S)	1268	317	728	1704	0.744	1262	1690	1.4	2.9	8.324	A
4 - A22 (W)	2052	513	590	1567	1.310	1565	1401	28.6	150.3	212.499	F

17:30 - 17:45

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	868	217	1658	1452	0.597	868	500	1.5	1.5	6.336	A
2 - A271 (E)	576	144	1849	835	0.690	576	677	2.2	2.3	14.479	B
3 - A22 (S)	1268	317	732	1702	0.745	1268	1692	2.9	3.0	8.578	A
4 - A22 (W)	2052	513	592	1565	1.311	1565	1408	150.3	272.1	484.397	F

17:45 - 18:00

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	708	177	1678	1439	0.492	710	430	1.5	1.0	5.101	A
2 - A271 (E)	470	118	1727	900	0.522	475	662	2.3	1.2	8.922	A
3 - A22 (S)	1036	259	602	1772	0.584	1042	1600	3.0	1.5	5.137	A
4 - A22 (W)	1676	419	487	1622	1.033	1621	1157	272.1	285.7	617.103	F

18:00 - 18:15

Amn	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A267 (N)	593	148	1690	1432	0.414	594	376	1.0	0.7	4.429	A
2 - A271 (E)	394	98	1635	950	0.414	395	649	1.2	0.7	6.803	A
3 - A22 (S)	867	217	502	1826	0.475	869	1528	1.5	0.9	3.900	A
4 - A22 (W)	1403	351	406	1665	0.843	1659	966	285.7	221.7	550.812	F

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021							
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Filename: Site Access.j10

Path: \\Cbh-vfil-001\CBH\Projects\332110699 Land at Lower Horsebridge, Hailsham\5500 - Transport\06 - Traffic Modelling\Junction 10

Report generation date: 04/11/2022 11:49:37

Summary of junction performance

AM				PM				
Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	
2030 FB								
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2030 FT								
Stream B-AC	0.2	9.88	0.13	A	0.1	8.02	0.05	A
Stream C-AB	0.0	7.73	0.03	A	0.1	6.97	0.07	A

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

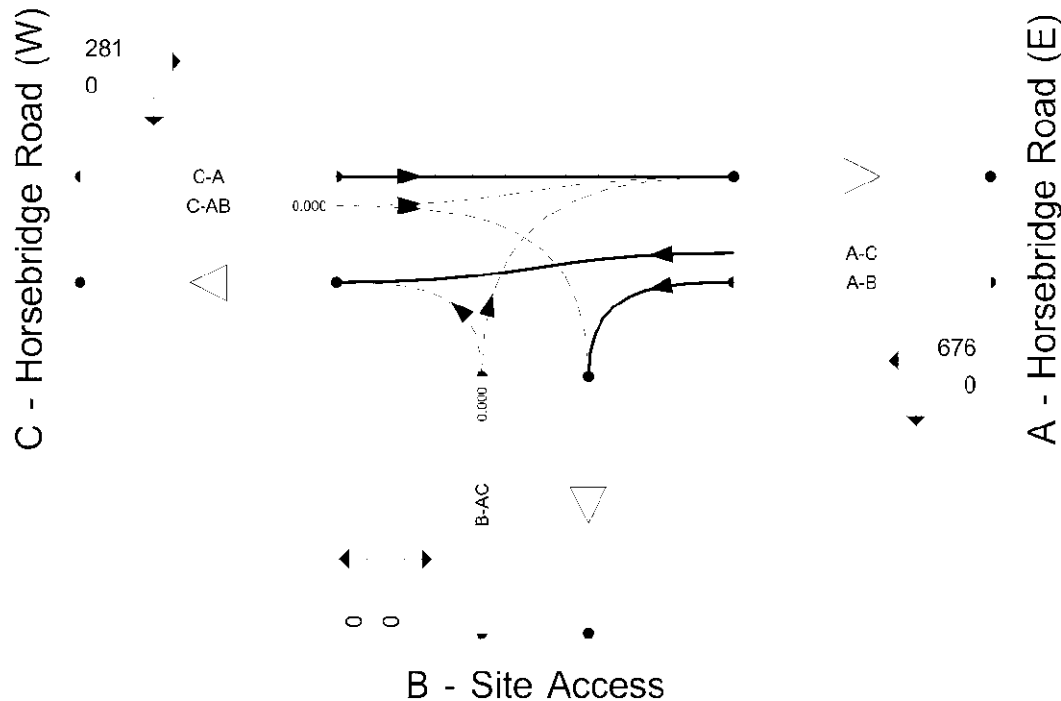
File summary

File Description

Title	
Location	
Site number	
Date	18/05/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\jdymock
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



Flows show origin traffic demand (Vol/Hr)
Streams (downstream end) show RFC (%)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 FB	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030 FB	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 FT	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 FT	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2030 FB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Horsebridge Road (E)		Major
B	Site Access		Minor
C	Horsebridge Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Horsebridge Road (W)	6.00		✓	3.50	80.0	✓	13.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.25	28	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	562	0.102	0.259	0.163	0.370
B-C	720	0.110	0.279	-	-
C-B	708	0.274	0.274	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	2030 FB	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 - Horsebridge Road (E)		ONE HOUR	✓	676	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Horsebridge Road (W)		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Horsebridge Road (E)	B - Site Access	C - Horsebridge Road (W)
From	A - Horsebridge Road (E)	0	0	676
	B - Site Access	0	0	0
	C - Horsebridge Road (W)	281	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Horsebridge Road (E)	B - Site Access	C - Horsebridge Road (W)
From	A - Horsebridge Road (E)	0	2	7
	B - Site Access	2	0	2
	C - Horsebridge Road (W)	7	2	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					258	387
A-B					0	0
A-C					620	930

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-AC	0	0	449	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1095	0.000	0	0.0	0.0	0.000	A
C-A	212	53			212				
A-B	0	0			0				
A-C	509	127			509				

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-AC	0	0	416	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1039	0.000	0	0.0	0.0	0.000	A
C-A	253	63			253				
A-B	0	0			0				
A-C	608	152			608				

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-AC	0	0	369	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	960	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	0	0			0				
A-C	744	186			744				

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-AC	0	0	369	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	960	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	0	0			0				
A-C	744	186			744				

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-AC	0	0	416	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1039	0.000	0	0.0	0.0	0.000	A
C-A	253	63			253				
A-B	0	0			0				
A-C	608	152			608				

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-AC	0	0	449	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1095	0.000	0	0.0	0.0	0.000	A
C-A	212	53			212				
A-B	0	0			0				
A-C	509	127			509				

2030 FB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2030 FB	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 - Horsebridge Road (E)		ONE HOUR	✓	421	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Horsebridge Road (W)		ONE HOUR	✓	598	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Horsebridge Road (E)	B - Site Access	C - Horsebridge Road (W)
	A - Horsebridge Road (E)	0	0	421
	B - Site Access	0	0	0
	C - Horsebridge Road (W)	598	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Horsebridge Road (E)	B - Site Access	C - Horsebridge Road (W)
	A - Horsebridge Road (E)	0	0	7
	B - Site Access	2	0	2
	C - Horsebridge Road (W)	3	2	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					549	823
A-B					0	0
A-C					386	579

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-AC	0	0	477	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1206	0.000	0	0.0	0.0	0.000	A
C-A	450	113			450				
A-B	0	0			0				
A-C	317	79			317				

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-AC	0	0	449	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1171	0.000	0	0.0	0.0	0.000	A
C-A	538	134			538				
A-B	0	0			0				
A-C	378	95			378				

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-AC	0	0	407	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1122	0.000	0	0.0	0.0	0.000	A
C-A	658	165			658				
A-B	0	0			0				
A-C	464	116			464				

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-AC	0	0	407	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1122	0.000	0	0.0	0.0	0.000	A
C-A	658	165			658				
A-B	0	0			0				
A-C	464	116			464				

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-AC	0	0	449	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1171	0.000	0	0.0	0.0	0.000	A
C-A	538	134			538				
A-B	0	0			0				
A-C	378	95			378				

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-AC	0	0	477	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1206	0.000	0	0.0	0.0	0.000	A
C-A	450	113			450				
A-B	0	0			0				
A-C	317	79			317				

2030 FT, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 FT	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 - Horsebridge Road (E)		ONE HOUR	✓	680	100.000
B - Site Access		ONE HOUR	✓	51	100.000
C - Horsebridge Road (W)		ONE HOUR	✓	293	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Horsebridge Road (E)	B - Site Access	C - Horsebridge Road (W)
	A - Horsebridge Road (E)	0	4	676
	B - Site Access	12	0	39
	C - Horsebridge Road (W)	281	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Horsebridge Road (E)	B - Site Access	C - Horsebridge Road (W)
	A - Horsebridge Road (E)	0	2	7
	B - Site Access	2	0	2
	C - Horsebridge Road (W)	7	2	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-AC	0.13	9.88	0.2	A	47	70
C-AB	0.03	7.73	0.0	A	11	17
C-A					258	387
A-B					4	6
A-C					620	930

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-AC	38	10	499	0.077	38	0.0	0.1	7.805	A
C-AB	9	2	547	0.017	9	0.0	0.0	6.692	A
C-A	212	53			212				
A-B	3	0.75			3				
A-C	509	127			509				

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-AC	46	11	466	0.098	46	0.1	0.1	8.556	A
C-AB	11	3	518	0.021	11	0.0	0.0	7.092	A
C-A	253	63			253				
A-B	4	0.90			4				
A-C	608	152			608				

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-AC	56	14	421	0.133	56	0.1	0.2	9.866	A
C-AB	13	3	479	0.028	13	0.0	0.0	7.732	A
C-A	309	77			309				
A-B	4	1			4				
A-C	744	186			744				

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-AC	56	14	421	0.133	56	0.2	0.2	9.875	A
C-AB	13	3	479	0.028	13	0.0	0.0	7.732	A
C-A	309	77			309				
A-B	4	1			4				
A-C	744	186			744				

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-AC	46	11	466	0.098	46	0.2	0.1	8.568	A
C-AB	11	3	518	0.021	11	0.0	0.0	7.093	A
C-A	253	63			253				
A-B	4	0.90			4				
A-C	608	152			608				

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-AC	38	10	499	0.077	38	0.1	0.1	7.820	A
C-AB	9	2	547	0.017	9	0.0	0.0	6.695	A
C-A	212	53			212				
A-B	3	0.75			3				
A-C	509	127			509				

2030 FT, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 FT	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 - Horsebridge Road (E)		ONE HOUR	✓	433	100.000
B - Site Access		ONE HOUR	✓	22	100.000
C - Horsebridge Road (W)		ONE HOUR	✓	635	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		A - Horsebridge Road (E)	B - Site Access	C - Horsebridge Road (W)
	A - Horsebridge Road (E)	0	12	421
	B - Site Access	5	0	17
	C - Horsebridge Road (W)	598	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Horsebridge Road (E)	B - Site Access	C - Horsebridge Road (W)
	A - Horsebridge Road (E)	0	0	7
	B - Site Access	2	0	2
	C - Horsebridge Road (W)	3	2	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-AC	0.05	8.02	0.1	A	20	30
C-AB	0.07	6.97	0.1	A	34	51
C-A					549	823
A-B					11	17
A-C					386	579

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-AC	17	4	537	0.031	16	0.0	0.0	6.907	A
C-AB	28	7	601	0.046	28	0.0	0.0	6.283	A
C-A	450	113			450				
A-B	9	2			9				
A-C	317	79			317				

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-AC	20	5	511	0.039	20	0.0	0.0	7.326	A
C-AB	33	8	582	0.057	33	0.0	0.1	6.555	A
C-A	538	134			538				
A-B	11	3			11				
A-C	378	95			378				

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-AC	24	6	473	0.051	24	0.0	0.1	8.021	A
C-AB	41	10	557	0.073	41	0.1	0.1	6.969	A
C-A	658	165			658				
A-B	13	3			13				
A-C	464	116			464				

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-AC	24	6	473	0.051	24	0.1	0.1	8.023	A
C-AB	41	10	557	0.073	41	0.1	0.1	6.969	A
C-A	658	165			658				
A-B	13	3			13				
A-C	464	116			464				

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-AC	20	5	511	0.039	20	0.1	0.0	7.328	A
C-AB	33	8	582	0.057	33	0.1	0.1	6.559	A
C-A	538	134			538				
A-B	11	3			11				
A-C	378	95			378				

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-AC	17	4	537	0.031	17	0.0	0.0	6.911	A
C-AB	28	7	601	0.046	28	0.1	0.0	6.289	A
C-A	450	113			450				
A-B	9	2			9				
A-C	317	79			317				



Framework Travel Plan

On behalf of

Project Ref: 332110699| Rev: 01 | Date: November 2022

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Project Name: Land East of the A22 and South of the A271, Lower Horsebridge

Project Ref: 332110699

Report Title: Framework Travel Plan

Doc Ref: -

Date: 03/11/2022

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For and on behalf of Stantec UK Limited

Revision	Date	Description	Prepared	Reviewed	Approved
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1	30/11/2022	Final for Issue	MMN	HG	HG

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Appendix A Illustrative Masterplan

- 1.1.1 Stantec UK Limited has been appointed by Hertfordshire Holdings Ltd. to prepare a Framework Travel Plan (FTP) in support of an Outline Planning Application (OPA) and associated Transport Assessment (TA) for the proposed residential development at land east of the A22 and south of the A271 at Lower Horsebridge, Hailsham, East Sussex.

- 1.1.2 The description of the OPA for the Proposed Development is as follows:

Outline planning application for up to 124 dwellings and associated infrastructure, including structural landscaping, biodiversity enhancements and new vehicular access from the A271 Horsebridge Road (development principle and details of access for approval, with all other matters reserved for future consideration).

- 1.1.1 The FTP is a 'framework' document which sets out the overall strategy for sustainable transport for the development. Prior to the occupation of the development, a Final Travel Plan will be prepared which will build on the FTP based on the final and detailed information for the Proposed Development and will follow input and guidance from East Sussex County Council.

- 1.1.2 Travel Plans are not only an integral element of the Government's transport policy, but also play an important role within the Government's wider sustainability agenda. Therefore, the Land East of the A22 and South of the A271, Lower Horsebridge Travel Plan has been prepared in the context of relevant national, regional and local policies which are in Section 1.2.

- 1.2.1 This Travel Plan has been prepared in accordance with the relevant national, regional, and local policy and guidance. Key policy and guidance documents which have informed the preparation of this Travel Plan have been identified below.

- 1.2.2 The NPPF, which was updated in July 2021, seeks to facilitate sustainable development. In respect of transport, the NPPF advocates that transport issues should be considered from the earliest stages of plan-making and development proposals. It is identified that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

- 1.2.3 The PPG, updated in March 2021 by the Department for Communities and Local Government supports the policies outlined within the previous NPPF.

- 1.2.4 The guidance covers numerous topics, with the 'Travel plans, transport assessments and statements in decision-taking' being the one relevant to transport. This guidance relates only to Travel Plans, Transport Assessments and Statements in relation to decision-taking.

- 1.2.5 The guidance defines Travel Plans, Transport Assessments and Transport Statements and lays out how these are related to each other, why they are important and what should be considered when preparing a Travel Plan, Transport Assessment and Transport Statement. The guidance stipulates:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).”

- 1.2.6 The ESCC Local Transport Plan 3, adopted in 2012 stipulates its vision and objectives in relation to transport and is applicable until 2026.

- 1.2.7 The plan has a strong focus on active travel, identifying that every day journeys by walking and cycling help to reduce car dependency, improve air quality and improve peoples' health and wellbeing. New developments should ensure that the needs of pedestrians and cyclists and their safety should be considered as top priority.

- 1.2.8 Additional key objectives are as follows:

- Improve strategic and local connectivity of communities
- Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport
- Improve maintenance and efficient management of the transport network
- Improve road safety for vulnerable users
- Increase the resilience of transport infrastructure and services

- 1.2.9 The East Sussex County Council Travel Plans for Development Guidance for Developers provides guidance for professionals developing travel plans for developments.

- 1.2.10 The guidance document was developed to ensure that East Sussex County Council's commitment to ensuring that development in the county is as sustainable as possible. To ensure this, the promoting and ensuring sustainable travel is a legitimate measure to reduce the impact of development is key.

- 1.2.11 The guidance notes set how to complete a travel plan for a residential development. This includes guidance on the process to complete a travel plan, topics to be covered as a part of the report, the requirements for ongoing monitoring of the strategy and its implementation and tools to be used to achieve sustainable transport for the development.

- 1.2.12 Based on the thresholds set out under Table 1 of the guidance document, the Proposed Development meets the threshold above which a Travel Plan is required.

- 1.3.1 The remainder of this document is structured as follows:

- Section 2 outlines the site accessibility and existing travel conditions;

- Section 3 presents the development proposals and associated travel needs;
- Section 4 outlines the objectives and targets for the Travel Plan;
- Section 5 sets out the measures and that will be implemented to meet the objectives and targets.
- Section 6 sets out the management strategy, measures and monitoring strategy.

- 2.1.1 The site is located at the north-western edge of Hailsham, approximately 2.2km from the town centre. Figure 2.1 shows the site location in context with the surrounding area. The site is currently used for agricultural and pastoral land purposes with no existing structures present. The A271 Horsebridge Road bounds the site to the north, the A22 bounds the site to the west, the Cuckmere River bounds the site to the south and agricultural uses bound the site to the east.
- 2.1.2 Access to the site is currently available from three gated entrances, one accessible from the A22 and two from the A271 Horsebridge Road. The existing access points for the site reflect its current use as agricultural and pastoral land.

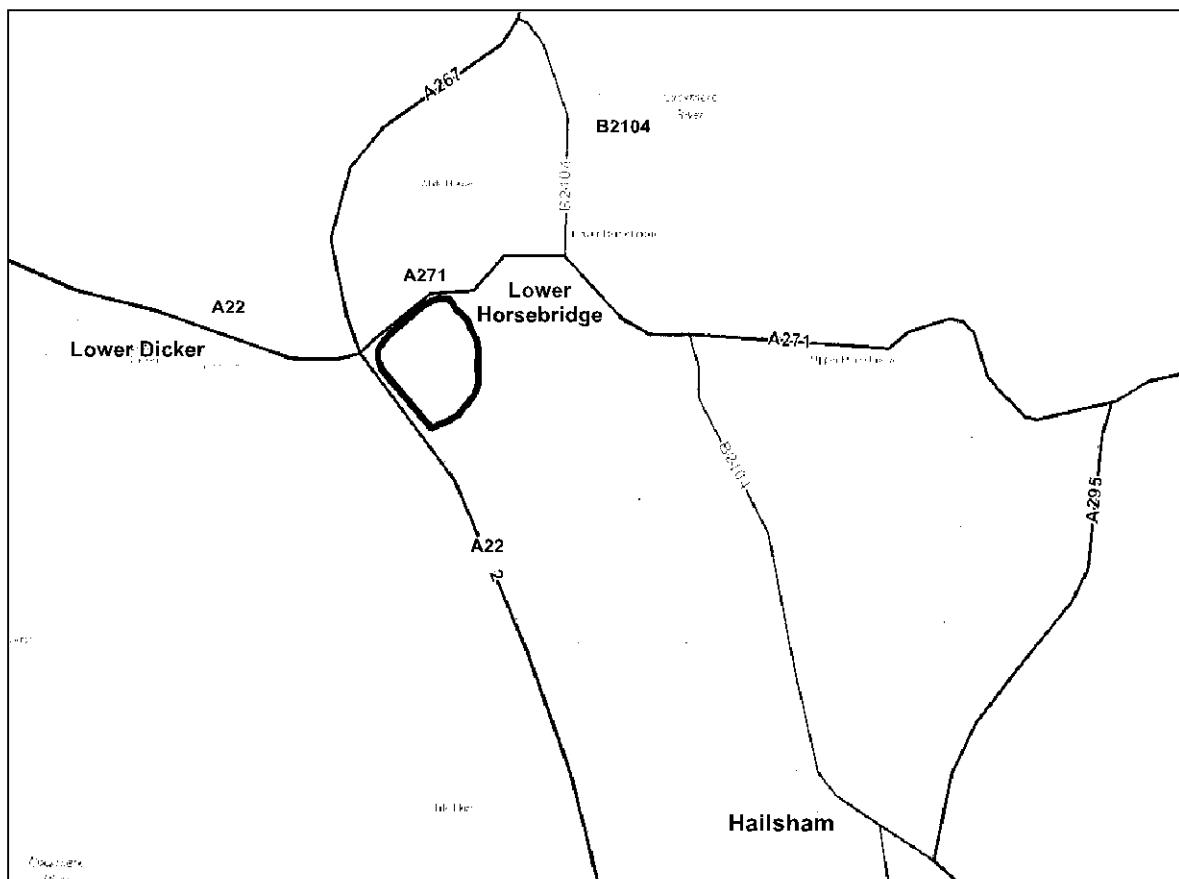


Figure 2.1: Site Location Plan

- 2.2.1 The A271 Horsebridge Road running along the northern boundary of the site has a narrow footway on the southern side of the road. East of the site (where the existing urban footprint begins), the A271 Horsebridge Road and A271 Upper Horsebridge Road has a footway on both sides of the road to the urban footprint boundary in Amberstone. Where the footway on both sides of the road begins to the east of the site, street lighting is provided similarly to the urban footprint boundary in Amberstone.

- 2.2.2 The B2104 North Street has a footway on both sides of the road for its entire length between the A267 North Street and A271 Horsebridge Road. Street lighting is not provided along this section of road.
- 2.2.3 The B2104 London Road has a footway on both sides of the road for its entire length between the A2671 Upper Horsebridge Road and the A295 North Street in the centre of Hailsham. Street lighting is provided along this section of road.
- 2.2.4 A 30-minute walkability catchment map for area surrounding the site is shown in Figure 2.2. The map shows the Lower Horsebridge area is within a 10-minute walking distance and the Hailsham centre is just over 30-minutes walking distance.

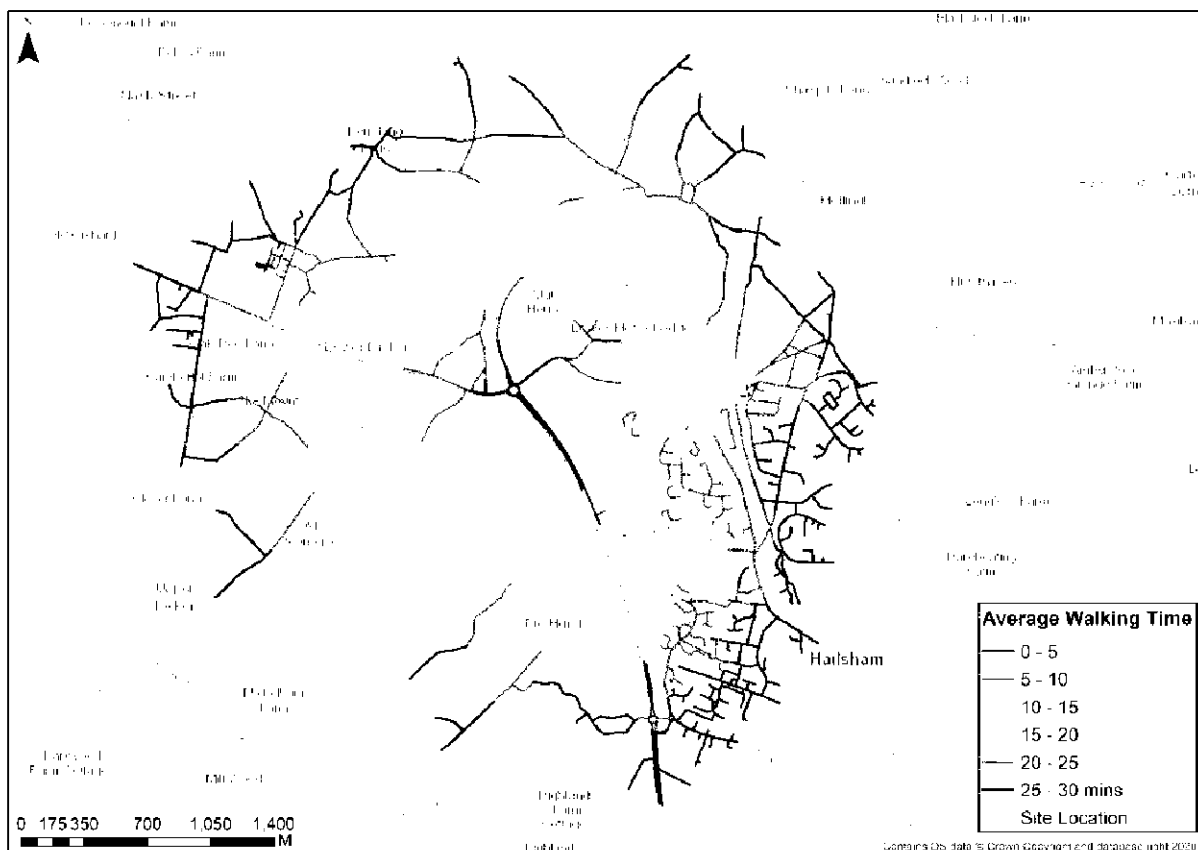


Figure 2.2: Walkability Catchment Map of Site

- 2.3.1 With the exception of National Cycling Route 21, there are no dedicated cycling facilities on the A271 Horsebridge Road or the surrounding highway network. A 30-minute cyclability catchment map for area surrounding the site is shown in Figure 2.3. The map shows the Lower Horsebridge area is within a 5-minute cycling distance and the Hailsham centre is between 10- and 15-minutes cycling distance.
- 2.3.2 A map showing the national cycling infrastructure surrounding the site is shown in Figure 2.4. The map shows that the National Cycling Route 21 route, a north-south mostly traffic free route is approximately 1km east of the site, accessible via Horsebridge Road. To the south, connecting to the National Cycling Route 21 route is the National Cycling Route 2 route, an east-west partially traffic free route connecting to Polegate.

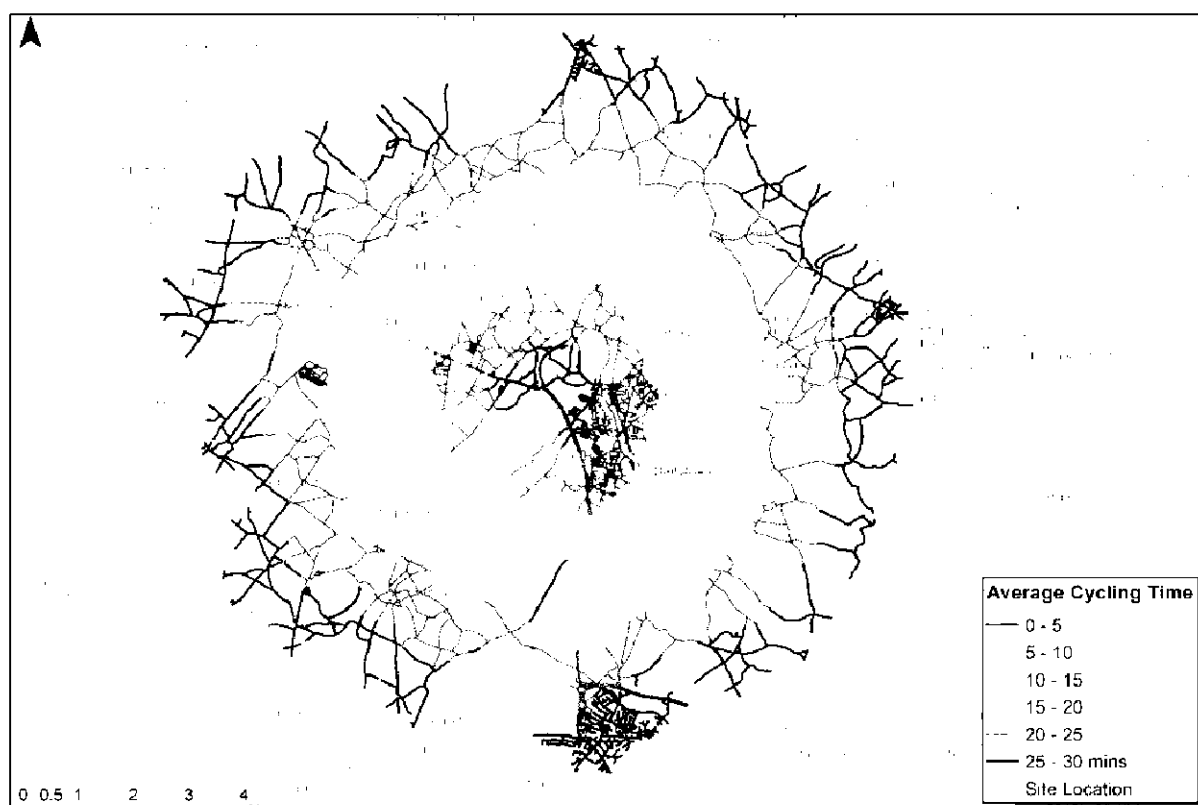


Figure 2.3: Cyclability Catchment Map of Site

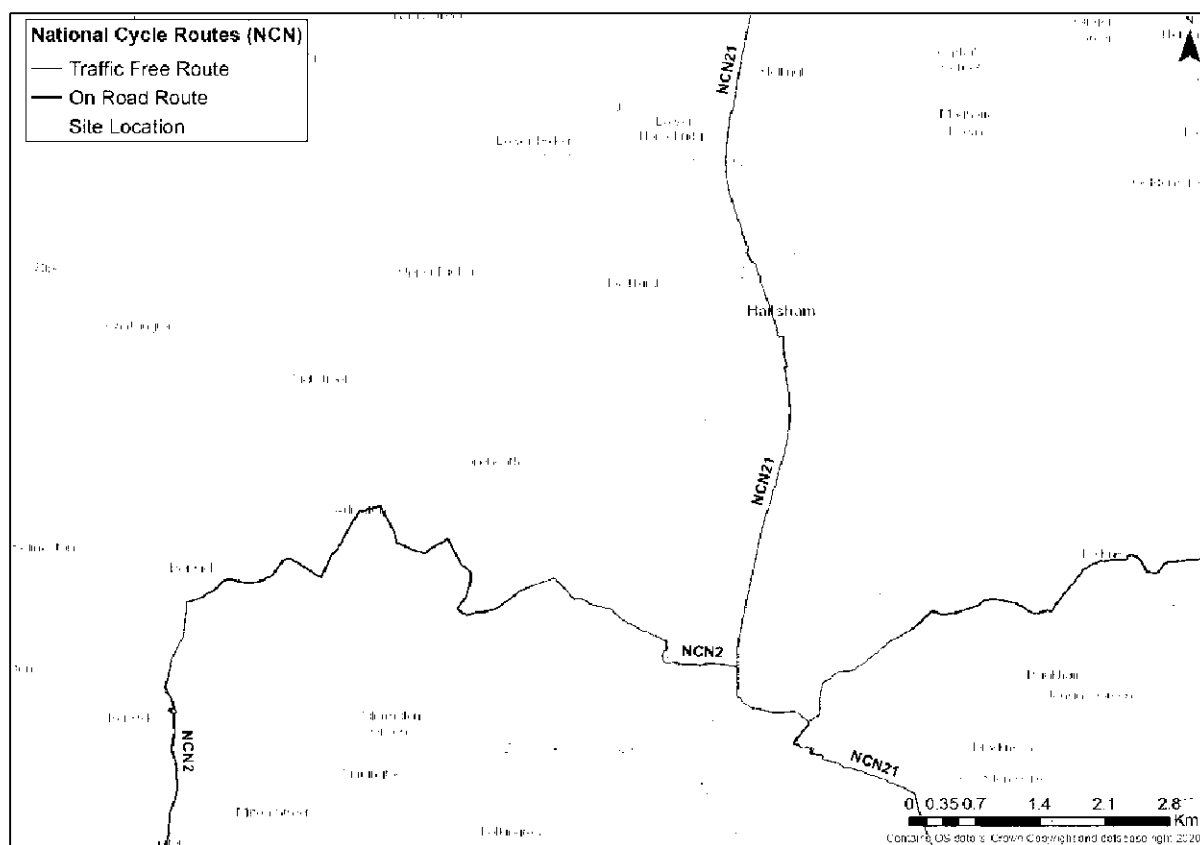


Figure 2.4: National Cycle Routes Surrounding the Site

- 2.3.3 Other than the dedicated cycling infrastructure shown in the National Cycling Routes, no other existing dedicated cycling infrastructure is available on the immediate surrounding transport network.
- 2.3.4 As set out under Section 2.5, the A271 Horsebridge Road, at the location of the proposed site access is subject to the National Speed Limit and there are no dedicated cyclist facilities on this road.
- 2.4.1 Figure 2.5 shows the nearest bus stops to the site which are approximately 150m east of the site on the A271 Horsebridge Road. Additionally, there are several other bus stops located along the A271 Horsebridge Road, A22 and B2104 North Street surrounding the site.
- 2.4.2 A map showing the bus routes servicing Hailsham, and the subject site is shown in Figure 2.6. This map shows that significant connectivity is provided between Hailsham and surrounding population centres via bus. Some inter-regional services are shown to pass the site along the A22 and A271 Horsebridge Road.
- 2.4.3 Table 2.1 provides details on the bus services close to the subject site. As shown in the table, a number of bus services are readily available within a short walk from the subject site. Various levels of service are available from each bus service, with some services operating at up to 20-minute frequencies during peak periods down to weekly services.

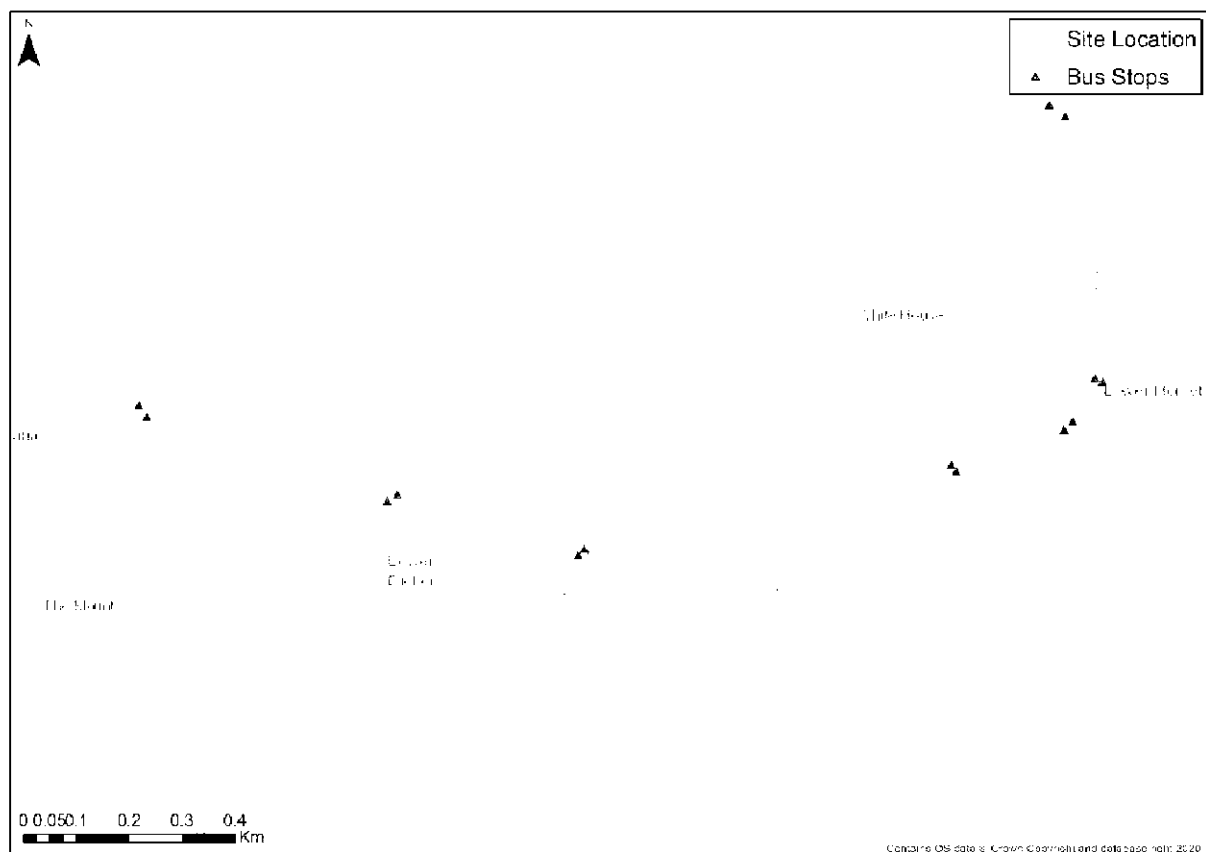


Figure 2.5: Bus Stops Surrounding the Site

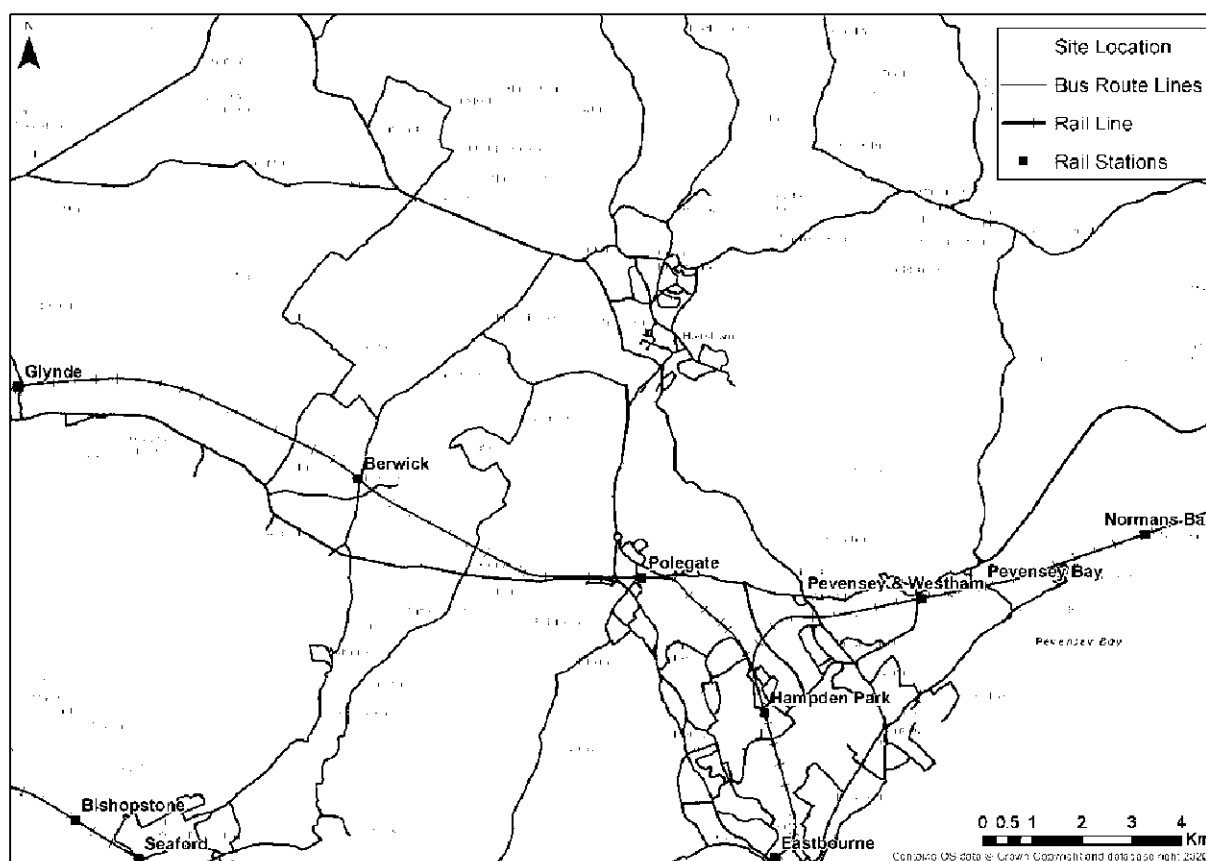
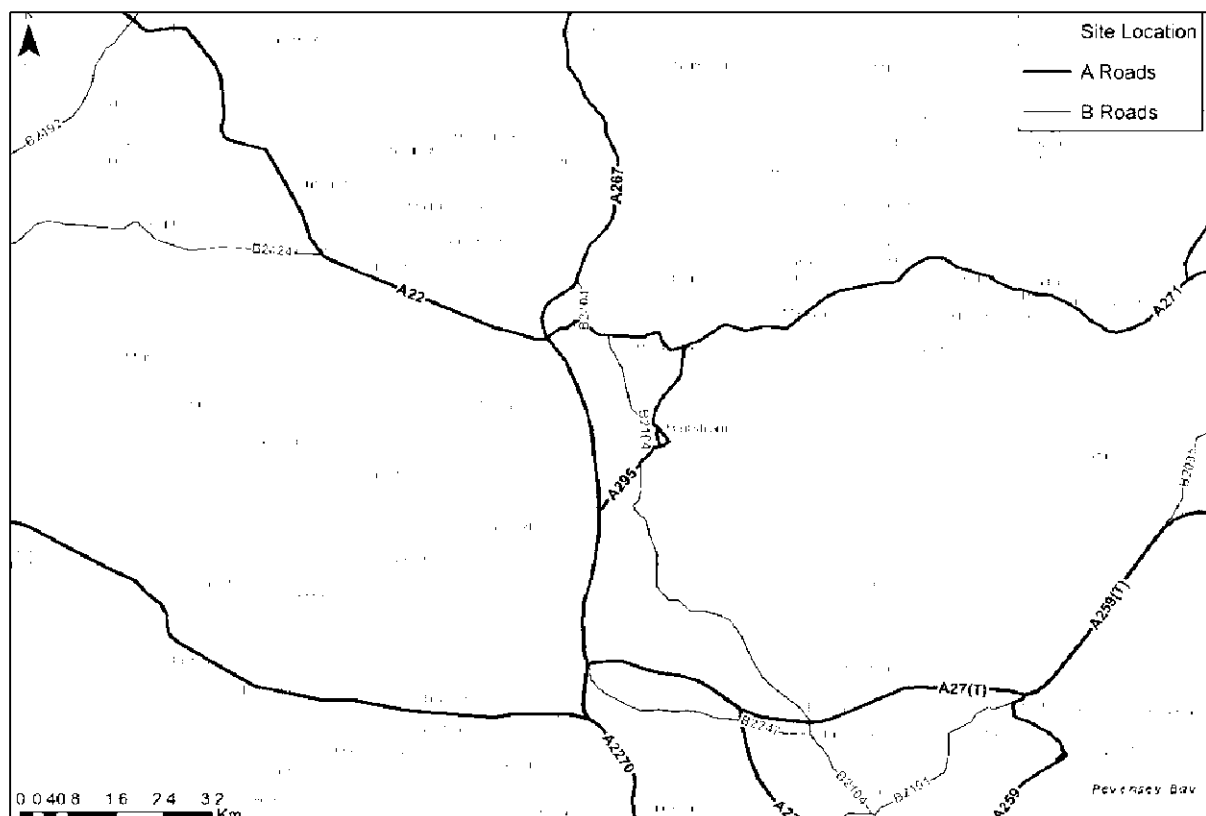


Figure 2.6: Bus Routes Servicing Hailsham

Table 2.1: Bus Stops Surrounding Site Service Details

Bus Stop	Distance to site	Service Route	Days of operation	Frequency
Pay Gate Cottages	150m (less than 5-minute walk)	42: Berwick – Hailsham	Wednesday only	Single service
		54: Uckfield – Eastbourne	Monday to Saturday (excl. public holidays)	Hourly from 7:30am to 7:50pm
		142: King's Academy Grounds – Polegate (school service)	Monday to Friday (excl. public holidays)	Single service in morning (8:00am) and afternoon (3:50pm)
		143: Lewes – Ringmer – Laughton – Hailsham	Monday to Friday (excl. public holidays)	Every 3 hours from 9:10am to 5:25pm 20 minutes during peak periods and 30 minutes outside peak on Monday to Saturday
North Street	650m (less than 10-minute walk)	51 (and 51X): Heathfield to Eastbourne	Monday to Sunday	Hourly on Sundays
		269: Cade Street – Hailsham (school service)	Monday to Friday (excl. public holidays)	Single service in morning (7:47am) and afternoon (3:40pm)

- 2.4.4 The closest railway station to the site is Polegate Railway Station, approximately 6.4km south of the site. The station is approximately a 30-minute ride from the site and can be accessed directly using the 51 and 54 bus services. Access is also available by the surrounding highway network. Southern rail services are available from the station, connecting to surrounding areas such as Brighton, Lewes, Gatwick Airport, East Croydon and London.
- 2.5.1 A map showing the A and B roads servicing the Hailsham area is shown in Figure 2.7. This map shows a number of strategic roads connect the site with the surrounding Hailsham and East Essex area.
- 2.5.2 The A271 Horsebridge Road and A271 Upper Horsebridge Road is an east-west single carriageway road running from the A22 Boship Roundabout to east of Hailsham. This road is subject to a 30mph speed limit in urban areas with other areas subject to higher speed limits. Between Boship Roundabout to approximately 65m to the east of the proposed site access, the A271 Horsebridge Road has a speed limit of 60mph (National Speed Limit). The A271 is directly accessible from the site, which in turn provides access to the A22 and B2104.
- 2.5.3 The A22 is a major north-south road connecting Purley to Eastbourne. This road adjacent to the subject site is a dual carriageway with high standard intersections connecting to the local road network. The A22 within close proximity of the site is subject to a 40mph speed limit to the west of Boship Roundabout on Lower Dicker and subject to the National Speed Limit to the south of the Boship Roundabout on Hailsham Bypass.
- 2.5.4 The B2104 North Street and B2104 London Road is a north-south single carriageway road running from the A267 to Eastbourne. The road is subject to a 30mph speed limit in urban areas with other areas subject to higher speed limits.



- 2.6.1 The location of local services and facilities within close proximity to the site have been identified and listed under Table 2.2, along with the walking and cycling times to each location. Overall, the site is located within walking and cycling distance to a range of services and facilities.

Table 2.2: Local Services and Facilities

Land Use	Name	Distance (KM)	Walk Time (Mins)	Cycle Time	Bus Accessible
Shopping	Co-Op Store	1.4	18	4	yes
	Shell Petrol Station and Store *	0.3	5	3	yes
	Hawkwood Store	2.4	27	7	yes
	Tesco Superstore	3.2	40	13	yes
Education	Hellingly Community Primary School	0.8	11	3	No
	Hawkes Farm Primary Academy	1.7	20	6	Yes
	Hailsham Primary Academy and Pre-School	2.1	25	7	Yes
	Hailsham Community College	3	36	11	Yes
Health	Quintin Medical Centre	2.4	29	7	Yes
	The White Hart	0.4	5	1	Yes
Leisure	Kings Head	0.5	6	1	Yes
	Hellingly Sports Club	0.5	1	6	Yes

Note: Walking and cycle times based on average speeds (4.5 km/h and 16km/h respectively)

* No footways and pedestrian crossing to Shell Petrol Station present

- 2.7.1 The mode share for the surrounding local area has been determined based on 2011 Census Method of Travel to Work data using an Output-Area (OA) level area selection. An OA level of granularity has been used since higher levels of area selection (i.e. MOSA/ LSOA) include very large areas of land that are considered to have significantly different commuting and travelling characteristics compared to the Proposed Development.
- 2.7.2 The OAs selected to determine the existing mode share for the site has been shown on Figure 2.8. The existing mode share for the site has been shown in Table 2.3.

Table 2.3: Existing Mode Share

Mode	Share (%)
Train	3%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	81%
Passenger in a car or van	4%
Bicycle	2%
On foot	6%
Other method of travel to work	1%

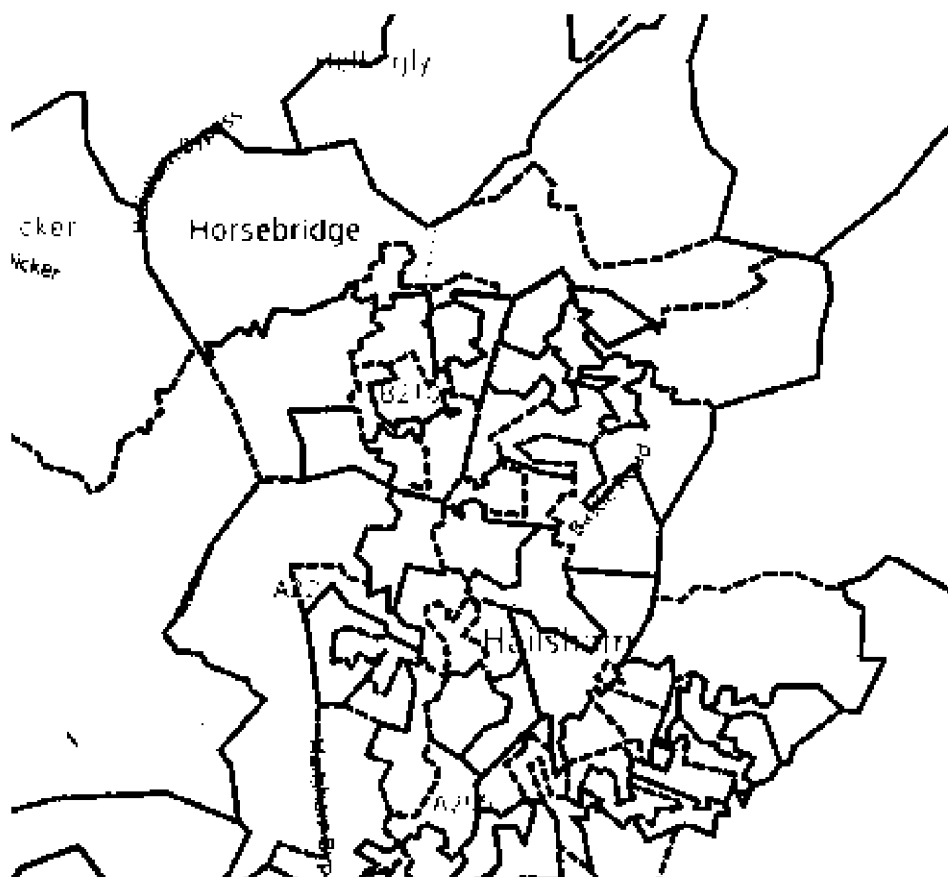


Figure 2.8: OAs Selected for Existing Mode Share Calculation (source: openstreetmap.org)

- 2.8.1 Overall, it is evident that the existing site is mostly reliant on private vehicle trips and that there are opportunities for improvements to the walking, cycling and public transport network surrounding the site.

- 3.1.1 The proposed development includes up to 124 residential dwellings, comprising a mix of houses and apartment units.
- 3.1.2 The Illustrative Masterplan for the site has been included in Appendix A.
- 3.1.3 It is proposed that vehicular access to the site is to be provided on the A271 Horsebridge Road via a new priority junction.
- 3.1.4 The level of onsite vehicle and cycle parking would be provided in accordance with ESCC's Guidance for Parking at New Residential Development (2017).
- 3.1.5 At this stage, the masterplan is indicative only and so the detailed layout of the development including the layout of parking will be agreed at the appropriate time. The Final Travel Plan will include detailed information on the levels of vehicle and cycle parking provided.

The total person and total vehicle trip generation for the Proposed Development, which includes 124 units, has been shown in Table 3.1. The trip generation has been determined as part of the Transport Assessment for the Proposed Development and is based on a methodology and trip rates which have been agreed with ESCC.

Table 3.1: Peak Hour Person and Vehicle Trip Generation

	AM Peak			PM Peak		
	Arr.	Dep.	Total	Arr.	Dep.	Total
<i>Total Person Trip Generation</i>						
Proposed Trip Rate	0.173	0.754	0.927	0.614	0.311	0.925
Trip Generation	21	93	115	76	39	115
<i>Total Vehicle Trip Generation</i>						
Proposed Trip Rate	0.105	0.345	0.450	0.323	0.148	0.471
Trip Generation	13	43	56	40	18	58

- 4.1.1 The overall objectives of this Travel Plan are to reduce the number of single occupancy car journeys to and from the site, and to achieve sustainable travel patterns by all future site residents. This includes the provision of better access to key destinations and services, a reduction in road congestion and the delivery of health benefits for residents by encouraging walking, cycling and travel by public transport.
- 4.1.2 The objectives of this Travel Plan are:
- To encourage residents and visitors to the site to make greater use of sustainable transport modes, rather than the single occupancy car journeys;
 - To Encourage the most efficient use of cars and other vehicles;
 - To Reduce the need to travel overall and / or in peak times;
 - To increase the accessibility of the site to a wide range of people
 - Promote smarter living practices that reduce the need to travel overall or in the peak periods;
 - Influence the travel behaviour of visitors;
 - Improve the health of residents and employees and minimise the development impacts on the environment and local community
- 4.2.1 Realistic and achievable targets should be selected for the site. The targets should be set to reflect the reductions in car use that are expected as a result of the implementation of the Travel Plan measures. Targets should be linked to the objectives that have been set in Section 4.1 and aim to achieve them.
- 4.2.2 The Travel Plan objectives will be realised through the achievement of SMART targets. SMART targets are:
- **S** – Specific: stating exactly what needs to be achieved;
 - **M** – Measurable: to allow effective monitoring and to identify when the objectives have been achieved;
 - **A** – Achievable: targets that can be achieved within the Travel Plan's duration;
 - **R** – Realistic: targets that can be achieved by the proposed Travel Plan measures; and
 - **T** – Time-related: to be achieved by a set deadline.
- 4.2.3 The Travel Plan will look to achieve a reduction in car trips and a shift to sustainable modes. Given that the site is currently used for agricultural and pastoral land purposes, no information is available regarding the existing travel patterns for the site, except for the wider area mode shares shown in Table 2.3. As such, arbitrary targets for the reduction of car driver mode share have not been set at this stage and would instead be agreed with ESCC following the baseline residential surveys, which would occur prior to the full occupation of the site (as detailed in Section 6).
- 4.2.4 SMART mode share reduction targets would be set and agreed with ESCC following the baseline residential surveys.

- 4.2.5 The targets would be set up after the first resident survey is undertaken and then reviewed annually in accordance with the travel survey results and will be developed based on achieving a percentage reduction in vehicle trips at different specific intervals (i.e. 3 and 5 years post 100% occupation).

- 5.1.1 The success of the Travel Plan is dependent upon effective management combined with clearly defined roles. A Travel Plan Coordinator (TPC) is needed to implement the measures and to sustain participation. The developer will appoint a TPC to implement the Travel Plan measures and encourage new residents to travel by sustainable modes from day one.
- 5.1.2 At this stage, it is envisaged that the future site management company would take on the role of the TPC, unless or until a dedicated TPC is appointed. The appointed TPC will then be responsible for the management and further development of this Travel Plan.
- 5.1.3 The TPC will be the first point of contact for residents in all matters regarding travel. The TPC will maintain an up-to-date file containing all correspondence to and from residents to the Travel Plan.
- 5.1.4 The role of the TPC will be as follows:
- To engage with residents to promote and encourage the use of travel modes other than the car,
 - Coordinating the implementation of measures set out in the TP;
 - To provide a point of contact and travel information,
 - To produce and distribute the Welcome Pack with up-to-date travel information in it,
 - To monitor the success of the Travel Plan measures and targets,
 - To engage with the Local Authority and residents to investigate how the site can play a role in and benefit from neighbouring Travel Plans or local initiatives, where applicable.
- 5.1.5 Details of the nominated TPC will be submitted to ESCC at the appropriate time.
- 5.1.6 The TPC will also ensure that the latest information pertaining to the Travel Plan and its initiatives are made directly available to all residents.
- 5.1.7 Initially, all new residents will have their travel details added to the relevant database. Resident travel details will be requested at periodic times through feedback forms so that the relevant databases can also be updated.
- 5.1.8 The TPC will periodically issue promotional material. This promotional material will identify the TPC to residents (along with contact information) to ensure that any queries or suggestions relating to the TP can be addressed efficiently.
- 5.1.9 A Steering Group will be established with bi-annual meetings with users of the site and other relevant parties. This is to ensure that the Travel Plan is taken forward and to provide an effective communication/discussion channel for the residents.

- 5.1.10 It is envisaged that this Travel Plan will be secured through a Section 106 agreement. This will secure funding for the future monitoring and development of this Travel Plan.
- 5.2.1 To help meet the future targets, a number of measures have been set out below for implementation or consideration, depending on results obtained through the monitoring process. Travel plan measures proposed to be implemented as a part of the proposed development are outlined in Table 5.1 and are aligned with the goals tied to the future targets to be determined.
- 5.2.2 The measures set out in Table 5.1 have been grouped in terms of measures that:
- Manage the on-going development and delivery of the Travel Plan with future residents
 - Increase awareness of the Travel Plan and its constituent measures
 - Encourage greater use of sustainable transport modes
 - Facilitate the use of electric vehicles which are potentially better for the environment compared to a conventional car
 - Reduce the need to Travel

Table 5.1: Travel Plan Measures

Targets	Measures	By Whom	By When	Expected Cost
SMART targets to reduce private vehicle modes and increase sustainable travel modes to be determined following the baseline travel surveys	Managing the on-going development and delivery of the Travel Plan with future residents			
	Adoption of the Travel Plan: Encourage local residents and employees to adopt the Travel Plan. Sign in from the developer will be vital to ensure that the Travel Plan is an active, living document.	Site management company/ developer	On occupation	TBC as part of the Final Travel Plan
	Travel Plan Coordinator: appoint a site wide TPC, individual TPC's will come forward with each Travel Plan. A Travel Plan Coordinator will be responsible for managing the on-going development, delivery and promotion of the Travel Plan.	Site management company/ developer	Prior to occupation	
	Establish Steering Group: The Steering Group should include residents and allow them to discuss issues with ESCC, WDC and the developer	Site management company/ developer	On occupation	
	TPC to attend Steering Group: Meetings with the Steering Group will enable the discussion of site-wide issues and the exchange of TP progress and information.	Site management company/ developer	On occupation	
	Increasing awareness of the Travel Plan and its constituent measures			
Travel information packs: Provide Travel Plan Information Packs to each residential unit which includes information on sustainable ways to travel around the area and the local services and facilities available	Site management company/ developer	On occupation		
Feedback to site users on progress against Travel Plan targets which promote the Travel Plan and achievements made	TPC	Annually after full occupation		

Targets	Measures	By Whom	By When	Expected Cost
	Provision of travel information to prospective residents in the marketing suite and / or show homes to give information regarding sustainable travel options and nearby amenities	Site management company/ developer	Prior to occupation	
	Encouraging greater use of sustainable transport modes			
	Cycle facilities: The development would provide cycle parking in line with ESCC's cycle parking standards	Site management company/ developer	Prior to occupation	
	Pedestrian facilities: The development would provide pedestrian facilities such as footways and spaces within the site and create links with the wider local area walking network and bus stops	Site management company/ developer	Prior to occupation	
	Public transport improvement: Contributions would be provided for the improvement of bus services and facilities. The level of contribution and appropriate trigger in relation to the level of occupation would be agreed with ESCC to ensure funds are used effectively.	Site management company/ developer	Prior to occupation	
	Notice boards for travel information, including timetables and information on car sharing	Site management company/ developer	Prior to occupation	
	Car club: A car sharing scheme for residents would be investigated prior to full occupation and will be implemented if deemed feasible and practical	Site management company/ developer	Prior to occupation	
	Car sharing database: A database would be set up for residents to allow them to find options for car sharing	Site management company/ developer	Prior to occupation	

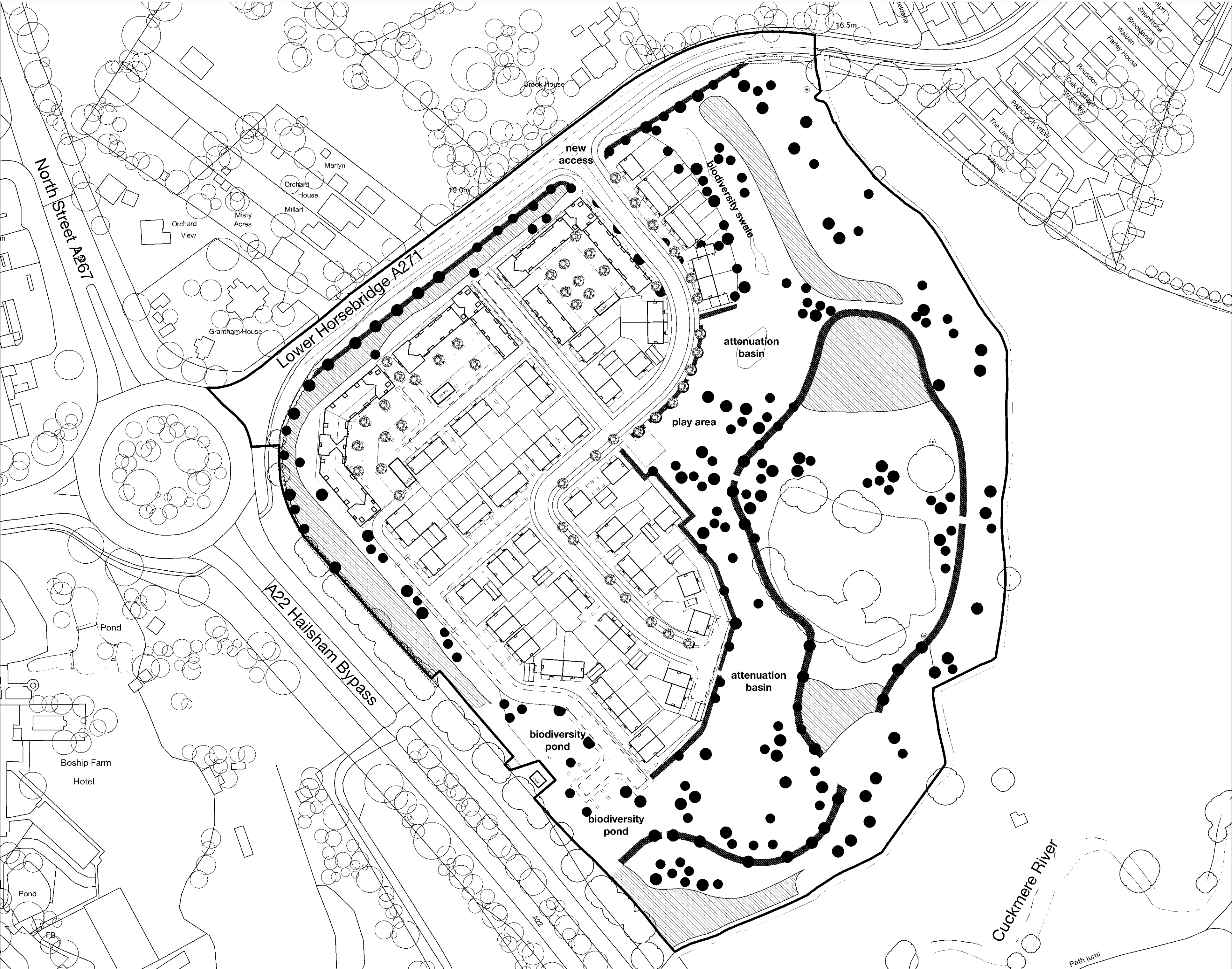
Targets	Measures	By Whom	By When	Expected Cost
	Discounts on local services and facilities: Promote discounts on the use of public transport, bicycles, cycle equipment and car clubs. The developer will research and put these options forward to the TPC as the site becomes operational.	TPC	On occupation	
	Facilitating the use of electric vehicles which are potentially better for the environment compared to a conventional car			
	EV charging: The inclusion of EV charging facilities would be considered as part of the detailed design stage for the development	Site management company/ developer	Prior to occupation	
	Reducing the need to Travel			
	Working from home: working from home will be promoted to residents and the benefits highlighted	TPC	On occupation	
	Internet connectivity: The development would ensure that all units are capable of having high-speed internet to facilitate working from home and shopping online	TPC	On occupation	

- 6.1.1 The Travel Plan will be the responsibility of the developer who will identify a TPC. This TPC and the developer will discuss funding to manage the future development of the Travel Plans, including the on-going monitoring and review.
- 6.1.2 The Travel Plans will be regularly monitored and reviewed to ensure that they reflect the changing requirements of the site, is up to date with travel planning options available and remains challenging.
- 6.1.3 The TPC will commission the TRICs organisation to conduct Standardised Assessment Methodology (SAM) surveys, which will be funded by the developer for baseline, year 3 and year 5. A questionnaire and/ or interview surveys will also be carried out by the TPC during these periods.
- 6.1.4 Table 6.1 provides the plans and timescales for the monitoring and review of the Travel Plan.

Table 6.1: Plans and Timescales for Travel Plan Monitoring and Review

Action	Indicative Timescales
Baseline SAM survey for residents	6 months post occupation
Update of TP following baseline surveys	Following baseline travel surveys
Steering group meetings	Bi-annually following occupation
Future travel surveys	3rd and 5th year following baseline travel surveys
Undertake a comprehensive strategic review of all aspects of the Travel Plan	Following baseline surveys (6 months), 3rd and 5th year

- 6.1.5 If the targets of the TP are not being met, measures will be reviewed and amended in the context of the site to improve the effectiveness of these. If targets are met in Year 5, it is assumed that this TP will have been properly established and will become self-sustaining.



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Notes/Revisions

Land south of the A271 and east of the A22, Lower Horsebridge Hertfordshire Holdings Ltd.

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Illustrative Masterplan

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