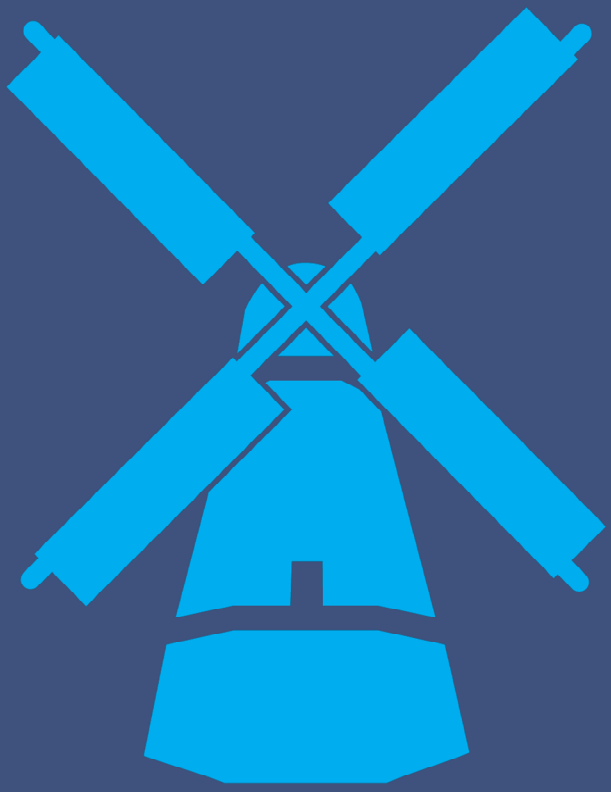
Hindsland, Eastbourne Road Willingdon, East Sussex

Transport Assessment



March 2021

Danescroft (FREOF V Willingdon) LLP

Land at Eastbourne Road, Willingdon

Transport Assessment

Client: Danescroft (FREOF V Willingdon) LLP

i-Transport Ref: NM/MD/AT/ITL15734-004A

Date: 04 March 2021

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Contents

SECTION 1	Introduction	1
SECTION 2	Transport Policy Context	8
SECTION 3	Existing Conditions	13
SECTION 4	Proposed Development	30
SECTION 5	Promoting Sustainable Transport	38
SECTION 6	Impact Assessment Methodology	43
SECTION 7	Impact Assessment	57
SECTION 8	Framework Construction Traffic Management Plan	70
SECTION 9	Summary and Conclusions	73

Figures

FIGURE 1.1	Site Location Plan
FIGURE 3.1	2021 Base Morning Peak Hour
FIGURE 3.2	2021 Base Evening Peak Hour
FIGURE 5.1	Local Accessibility Plan
FIGURE 6.1	Mornings Mill Farm Development (520 Dwellings) Morning Peak Hour
FIGURE 6.2	Mornings Mill Farm Development (520 Dwellings) Evening Peak Hour
FIGURE 6.3	Mornings Mill Farm Development (700 Dwellings) Morning Peak Hour
FIGURE 6.4	Mornings Mill Farm Development (700 Dwellings) Evening Peak Hour
FIGURE 6.5	Brodericklands Farm Morning Peak Hour
FIGURE 6.6	Brodericklands Farm Evening Peak Hour
FIGURE 6.7	2030 Without Developemnt (MMF 520 Dwellings) Morning Peak Hour
FIGURE 6.8	2030 Without Developemnt (MMF 520 Dwellings) Evening Peak Hour
FIGURE 6.9	2030 Without Developemnt (MMF 700 Dwellings) Morning Peak Hour
FIGURE 6.10	2030 Without Developemnt (MMF 700 Dwellings) Evening Peak Hour
FIGURE 6.11	Residential Development Assignment Morning Peak Hour
FIGURE 6.12	Residential Development Assignment Evening Peak Hour
FIGURE 6.13	Mediccal Centre Development Assignement Morning Peak Hour
FIGURE 6.14	Mediccal Centre Development Assignement Evening Peak Hour
FIGURE 6.15	Total Development Assignment Morning Peak Hour
FIGURE 6.16	Total Development Assignment Evening Peak Hour
FIGURE 6.17	2030 With Development (MMF 520 Dwellings) Morning Peak Hour

FIGURE 6.18	**2030 With Development (MMF 520 Dwellings) Evening Peak Hour**
FIGURE 6.19	**2030 With Development (MMF 700 Dwellings) Morning Peak Hour**
FIGURE 6.20	**2030 With Development (MMF 700 Dwellings) Evening Peak Hour**

Drawings

ITL15734-GA-003	**Proposed Site Access**
ITL15734-GA-001	**Proposed Site Acces with HPEMAC Improvements**
ITL15734-GA-009	**Proposed Site Access Vertical Visibility Splay**
ITL15734-GA-004	**Swept Path Analysis – Large Refuse at the Site Access (with HPEMAC Improvements)**
ITL15734-GA-005	**Swept Path Analysis – Large Refuse at the Site Access**
ITL15734-GA-006	**Swept Path Analysis – Large Refuse**
ITL15734-GA-010	**Swept Path Analysis – 7.5t Box Van**

Appendices

APPENDIX A.	**ESCC September 2020 Meeting Minutes**
APPENDIX B.	**Personal Injury Accident Data**
APPENDIX C.	**Road Safety Audits and Designer's Responses**
APPENDIX D.	**ESCC Car Parking Calculator**
APPENDIX E.	**Residential Trip Rates**
APPENDIX F.	**Medical Centre Trip Rates**
APPENDIX G.	**2011 Census Journey to Work Data and Gravity Model**
APPENDIX H.	**Development Assignment**
APPENDIX I.	**Operational Assessment Reports**

SECTION 1 Introduction

1.1 Overview

1.1.1 Danescroft (FREOF V Willingdon) LLP has appointed i-Transport LLP to provide highways and transport advice for a forthcoming planning application for the development of up to 180 residential dwellings and a 2,170 sqm medical centre on land to the east of the A2270 Eastbourne Road, Willingdon.

1.1.2 The proposed development is for:

> ***"Outline Application All Matters Reserved except for Access (excluding internal estate roads beyond the access to serve the Medical Centre Plot) for demolition of existing vacant dwelling and erection of up to 180 no. dwellings and medical centre together with all parking, servicing and onsite open space".***

1.1.3 The site itself comprises of the former Hindsland Playing Fields, which are disused. When previously in occupation, use of the playing fields were for private use only and not open to the public. The site is currently overgrown and not maintained as playing fields. In addition to the former playing fields there are areas of hard standing associated with a former pavilion building, a single detached dwelling (vacant), and associated outbuildings.

1.1.4 The site is located to the south of Polegate and is bordered to the north by residential properties on Brightling Road and culs-de-sac from it (including Spurway Park), to the east and southeast by open agricultural land formed by Mornings Mill Farm, and to the south and west (on the western side of Eastbourne Road) by further residential areas.

1.1.5 The site is within the planning jurisdiction of Wealden District Council (WDC), whilst East Sussex County Council (ESCC) is the local highway authority responsible for the operation and maintenance of the adjoining roads. Highways England (HE) is the strategic highway authority responsible for the operation and maintenance of the A27 (circa 1km to the northwest of the site).

1.1.6 A site location plan is provided at Figure 1.1 with an extract as Image 1.1.

Image 1.1: Site Location Plan Extract



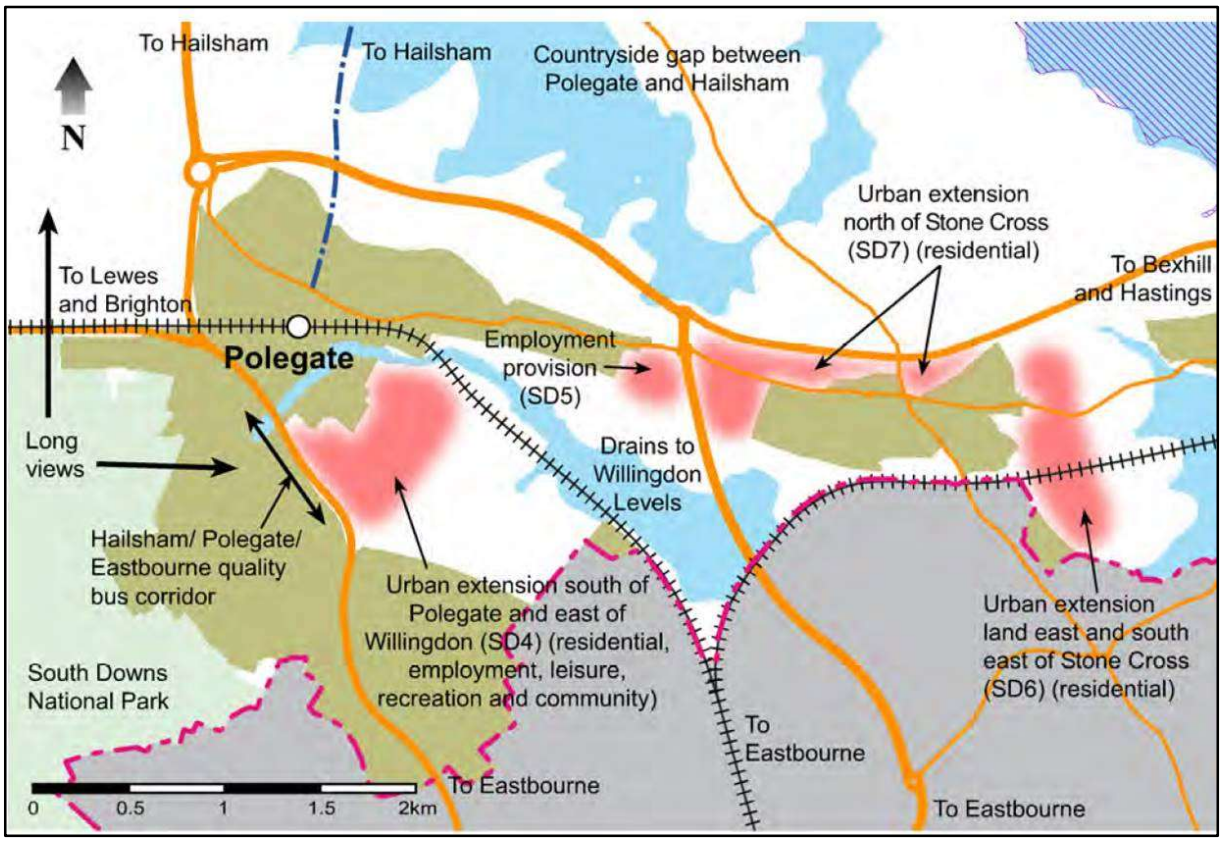
1.2 SD4 – Land at South Polegate and East Willingdon

1.2.1 The site is located within the Land at South Polegate and East Willingdon allocation which is set out in WDC's adopted Core Strategy. The site allocation is contained within Policy WCS4 – Strategic Development Areas – SD4. The allocation is for the provision of the following:

- Around 700 residential dwellings;
- 8,600 sqm net employment floor space;
- Leisure, recreation and community facilities.

1.2.2 The SD4 boundary is shown in Image 1.2.

Image 1.2: SD4 Allocation



1.2.3 The site has therefore been viewed positively by the Council over a considerable period of time for development purposes. Further, the most recent Strategic Housing and Economic Land Availability Assessment ("SHELAA") (January 2019) also considers the wider site favourably for housing.

1.3 Planning History

1.3.1 The proposed site formed part of a larger site, which also included the adjacent land at Mornings Mill Farm, for which an outline planning application (planning ref: WD/2017/1942) was submitted in 2017. The outline planning application sought consent for up to 700 dwellings, 8,600 sqm of employment floorspace, a medical centre, primary school and local community and retail land uses.

1.3.2 An appeal for non-determination (appeal ref: APP/C1435/W/19/3230484) was submitted on the site and an Inquiry was held in October 2019. The appeal was dismissed with the key concerns raised by the Inspector outlined below:

- The effect of the proposed access arrangements upon the safety of all road users;

- The effect of the proposal upon the operation of the strategic and local road networks, including impacts on the proposed Hailsham, Polegate and Eastbourne Movement and Access Corridor (HPEMAC) measures;
- Whether the proposed development would be premature to Wealden's emerging Local Plan; and
- Whether the proposed development would make an appropriate provision for affordable housing and infrastructure.

1.3.3 The two highways reasons outlined above are fully considered with regard to this proposed development.

1.3.4 Despite originally issuing a holding objection to the site due to a perceived impact on the strategic road network (SRN) (the A27 to the north and the A22 to the northeast), HE withdrew its holding objection to the scheme during the course of the Appeal. It had been adequately demonstrated that the impacts of the proposed development on the SRN had been adequately assessed and a package of mitigation works at Cophall Roundabout, located to the north-west of the appeal site, was agreed. Ultimately, HE advised the Inspector that the mitigation works could be secured via a Section 278 agreement, which the Inspector acknowledged at paragraph 20 of the Appeal Decision.

1.3.5 In addition, HE agreed that the proposed development would not have a direct impact on the operation of the two roundabouts on the A22 Golden Jubilee Way, located to the east of the appeal site. However, it was agreed that the proposed development should, to some extent, be contingent upon works to upgrade two roundabout junctions on Golden Jubilee Way because this route provides an alternative to the A2270 between Eastbourne and the SRN (A27 / A22). It was agreed that up to 150 new dwellings could be occupied prior to these improvement works being carried out by HE. This is confirmed at paragraph 23 of the Appeal Decision.

1.3.6 For the local road network, financial contributions were secured towards upgrades of the traffic signal controls at the junction of the A2270 Eastbourne Road / Huggetts Lane to the south of the site. It was also agreed that the proposed improvements at the A2270 / High Street / Wannock Road signal junction, included with the Phase 1 of the HPEMAC scheme would need to have been delivered prior to the occupation of dwellings at the site.

1.3.7 However, ultimately the Appeal scheme was refused due to it not being able to demonstrate that the proposed signal controlled accesses to the A2270 Eastbourne Road could safely

accommodate the needs of all highway users, whilst also not demonstrating that sufficient bus priority measures could be introduced so as to not have a material cumulative level of delay to the proposed HPEMAC scheme.

1.4 Pre-Application Discussions

1.4.1 A Transport Assessment Scoping Report (i-Transport report ref: ITL15734-001) was issued to ESCC in September 2020 as part of the pre-application process. In addition, a meeting was held with ESCC in November 2020. The November 2020 meeting minutes are provided at Appendix A.

1.4.2 A summary of the key points raised by ESCC during the pre-application discussions is provided below:

- Provision of a suitable access on the A2280 will need to take into account the committed HPEMAC scheme;
- Any access arrangements will need to be subject to a Stage 1 Road Safety Audit and junction modelling;
- A review of the pedestrian and cyclist impacts to be undertaken;
- Detailed capacity testing of the following junctions requested:
  - Site access/ Eastbourne Road;
  - Broad Road / Eastbourne Road;
  - Eastbourne Road / High Street / Wannock Road; and
  - Eastbourne Road / Huggetts Lane.
- A modal shift from car to bus/ walking/ cycling, as a result of the HPEMAC improvements, through a supporting Travel Plan would be supported; and
- Mornings Mill Farm development to be tested with an extra '700 dwellings' scenario;

1.4.3 Overall, it was agreed that the reasons for the previous refusal for the Mornings Mill Farm site were that it could not be demonstrated that a safe access for all users could be provided, without undue delay to future bus passengers on the HPEMAC corridor. These are very localised impacts, and it was agreed that the overall impact of the allocation could be accommodated on the local highway network, and by association, the SRN. It will therefore be up to this application to

demonstrate that any level of development that is over and above that previously assessed can be safely accessed and accommodated.

1.4.4 However, it was also acknowledged that both this Hindsland site and the adjacent Mornings Mill Farm site are part of the overall broad extent of the allocation, and that the Hindsland site is broadly more sustainably located, being closer to the centre of Polegate. Therefore, a reasonable assessment is that any application should consider its proportionate impact as part of the 700 dwelling allocation, as well as any cumulative additional housing delivery being brought forward by the two sites combined. It is for this reason that two scenarios are to be tested, one that assumes that the 180 dwellings are a fair proportion of the 700 dwelling allocation (and therefore Mornings Mill Farm would accommodate the remaining 520 dwellings), and a second scenario that considers both a 700 dwelling application on Mornings Mill Farm and 180 dwellings at Hindsland (i.e. a total of 880 dwellings on the allocation).

1.4.5 This Transport Assessment (TA) refers back to, and has regard of, the requests and discussion held with ESCC.

1.4.6 In addition, a scoping response from HE in relation to the Environmental Impact Assessment scoping stated that HE would not accept any assessments based on the ESCC South Wealden and Eastbourne Transport Study (SWETS) model.

1.5 HPEMAC Improvements

1.5.1 The Hailsham, Polegate and Eastbourne Movement and Access Corridor (HPEMAC) is a committed and secured package of integrated transport improvements along the A22/A2270/A2021 corridor between Hailsham, Polegate and Eastbourne. The scheme is funded through ESCC and includes improvements such as bus lanes, shared footway and cycleways and new and improved pedestrian and cyclist crossings.

1.5.2 The proposals include improvements along the A2270 Eastbourne Road which commence to the south of this site's southern frontage. As such, during the pre-application process a meeting was held with ESCC's consultant to specifically discuss the impact of the proposed site on the improvements and to ensure that the proposed access arrangements do not prejudice the HPEMAC works. Further details are provided in Section 4.

1.5.3 The improvements along the A2270 Eastbourne Road, outside of the site, include:

- A bus lane merge along the northbound carriageway;
- A 3.0m wide shared footway/cycleway along the southbound carriageway;
- A Toucan crossing of the A2270 Eastbourne Road located to the south of Broad Road connecting the 3.0m shared footway/cycleway along the northbound carriageway to the proposed shared footway/cycleway along the southbound carriageway;
- A southbound bus lane commencing to the south of the Broad Road junction; and
- A reduction in the speed limit from 40mph to 30mph along the length of the A2270 Eastbourne Road.

1.5.4 Furthermore, significant capacity enhancements to the A2270 Eastbourne Road / High Street / Wannock Road junction to the north will be delivered. Emerging plans are to introduce an additional northbound ahead lane on the A2270 Eastbourne Road southern arm, and a new left turn slip lane on the High Street arm, as well as a series of pedestrian and cycle enhancements.

1.6 Structure

1.6.1 The remainder of this TA is structured as follows:

- Section 2 – Policy Context;
- Section 3 – Existing Conditions;
- Section 4 – Proposed Development;
- Section 5 – Opportunities for Sustainable Travel;
- Section 6 – Impact Assessment Methodology;
- Section 7 – Impact Assessment;
- Section 8 – Framework Construction Logistics Plan; and
- Section 9 – Summary and Conclusions.

SECTION 2 Transport Policy Context

2.1 Introduction

2.1.1 This section of the Transport Assessment sets out the relevant transport policy at national and local level against which the site will be assessed.

2.2 National Policy

National Planning Policy Framework (NPPF) (February 2019)

2.2.1 The National Planning Policy Framework (NPPF) published in February 2019 sets out the Government's planning policies for England and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision makers both in drawing up plans and as material consideration in determining applications.

2.2.2 The specific transport policies are contained within Section 9 of the NPPF. This sets out the importance of facilitating sustainable development by reducing the need to travel and offering a 'genuine' choice of transport in favour of sustainable modes.

2.2.3 The NPPF requires all developments that generate significant amounts of movement provide a travel plan, and to be supported by either a Transport Statement or Transport Assessment. The three key transport tests are set out in Paragraph 108:

2.2.4 "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***Safe and suitable access to the site can be achieved for all users; and***
- ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*** *(ref: NPPF, Paragraph 108)*

2.2.5 With regards to highways matters, it is clear that development "**should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe**." *(ref: NPPF, Paragraph 109)*

National Planning Practice Guidance (NPPG) (October 2019)

2.2.6 In March 2014 the Department for Communities and Local Government (DCLG) launched the Planning Policy Guidance (PPG) web-based resource, which is intended to underpin the guiding principles of the NPPF. Within the PPG matters related to highways and transportation are contained in ID: 42 under the heading of '*Travel plans, transport assessments and statements in decision-taking' (March 2014).*

2.2.7 The PPG discusses why Travel Plans, Transport Assessments and Statements are important:

> ***'Travel Plans, Transport Assessments and Statements can positively contribute to:***
>
> - ***encouraging sustainable travel;***
> - ***lessening traffic generation and its detrimental impacts;***
> - ***reducing carbon emissions and climate impacts;***
> - ***creating accessible, connected, inclusive communities;***
> - ***improving health outcomes and quality of life;***
> - ***improving road safety; and***
> - ***reducing the need for new development to increase existing road capacity or provide new roads.***
>
> ***They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. […]'***

2.3 Local Policy

Wealden Core Strategy (February 2013)

2.3.1 This Core Strategy is the overarching planning policy document for the Wealden District Area, setting out our vision for the future development of the area over the period to 2027.

2.3.2 The key issue for Wealden is to accommodate the development needs within environmental and infrastructure limitations, whilst promoting more sustainable patterns of development through improved accessibility to key services and facilities, public transport and employment. Evidence confirms that if more sustainable patterns of living are to be promoted, the large majority of future planned growth in Wealden needs to be focused on the towns and larger villages in the hierarchy, where facilities, services and site opportunities exist.

2.3.3 The south Wealden settlements of Hailsham, Polegate, Willingdon, and Stone Cross all provide opportunities to encourage economic growth in order to help regenerate the south Wealden area, and to provide for significant local affordable housing needs as well as wider market requirements.

- **SPO7:** We will encourage reduction of the need to travel by car by concentrating development where it can most closely relate to public transport opportunities, improving the offer of our towns in terms of retail, leisure and recreation and by making it easier to travel by more sustainable modes of transport. We want to see noticeable improvements in journey quality for those people making trips on foot, bicycle or by public transport
- **WCS7 Effective Provision on Infrastructure:** The adequacy of infrastructure provision in Wealden will be the subject of regular review with infrastructure providers as part of the ongoing work on the Infrastructure Delivery Plan. This will include health, transport, utility services, and education providers and will be reported as part of the Local Plan monitoring arrangements in the Annual Monitoring Report.

2.3.4 The site is located within the identified SD4 allocation 'Land at South Polegate and East Willingdon' for the provision of some 700 dwellings, 8,600 sqm of employment floorspace and leisure, recreation and community facilities.

ESCC Local Transport Plan 3 2011-2026

2.3.5 ESCC's third Local Transport Plan sets out the vision, objectives, and the strategy for the next 15 years to 2026. The key objectives are to promote and encourage sustainable travel trips within the County. This includes promoting bus, rail and walking and cycling. The following policies set out the main objectives for these modes.

Bus

- To make bus travel an attractive and realistic alternative to the private car, provide sustainable access to services, local facilities and employment opportunities for all residents and deliver increased bus use by; maintaining and improving the quality of commercial services, enforcing parking restrictions and providing bus priority measures as funding becomes more available, improving the standard of provision at bus stop interchanges and providing high quality information both in advance of an intended journey and at the time of travel;

Rail

- Continue to lobby for improvements to connectivity to London including a new station at Polegate.

Active Transport – Walking and Cycling

- Make walking more attractive for short journeys to maximise the opportunities to walk to local facilities and services;
- Consider appropriate crossing facilities on key corridors of movements when needed;
- Undertake audits of all transport infrastructure improvement schemes to ensure accessibility for all;
- Consider potential new cycle routes and facilities; and
- Encourage recreational cycling and cycle tourism.

ESCC Car Parking Standards – Residential

2.3.6 ESCC sets out its residential car parking standards within their guidance 'Parking at New Residential Development' (October 2017). The document sets out a range of information on proposed parking provision at new residential developments, including the design and location of the parking, as well as information on disabled parking, cycle parking, electric vehicle charging and recommended design and sizes of garage. The document refers to the ESCC car parking calculator tool which determines the predicted parking demand at a new site by entering data such as location, dwelling type, size, and the way in which parking is allocated.

2.3.7 The guidance document notes that in some circumstances it may be appropriate to provide some flexibility in the application of parking requirements and that mitigation measures can be provided to help achieve lower levels of parking, such as:

- Areas located in high levels of accessibility. This is measured where the site is located within an appropriate walking distance to a bus and train services;
- Development's supported by a Travel Plan; and
- The provision of a car club vehicle.

ESCC Car Parking Standards – Non-Residential

2.3.8 ESCC also provides car parking guidance for non-residential developments. Similar to the residential development guidance, this document also sets out information regarding the design

and layout of spaces. Appendix A of the report contains the parking standards for non-residential development. A summary of the standards for health and medical centres is provided in Table 2.1.

Table 2.1: Summary of Non-Residential Parking Standards – Health Centres

	Car Parking Provision	Cycle Parking Provision	Disabled Parking Provision
D1 'Health centres, clinics, doctors, dentists, veterinary and other medical surgeries'	4 spaces per consulting room plus 1 space per 2 auxiliary staff on duty at any one time	1 short term spay per consulting room plus 1 long term space per 10 staff on duty at any one time	Up to 200 space car park = 3 spaces or 6%, whichever is greater

Source: ESCC Non-Residential Car Parking Guidance Appendix A

SECTION 3 Existing Conditions

3.1 Introduction

3.1.1 This section of the Transport Assessment provides a description of the existing transport conditions in the area, including opportunities for walking, cycling, and using public transport. The existing highway conditions are also reviewed.

3.2 Existing Site

3.2.1 The site is fully privately owned, with no public access rights over it. It contains the former University of Brighton playing fields, and a single dwelling at its southern end fronting the A2270 Eastbourne Road to the south of the junction with Broad Road. The playing fields were equipped with a pavilion (now demolished) and an area of hard standing able to accommodate in the region of 20 parked cars and/or minibuses / coaches.

3.2.2 The site's sole access to the wider area is via a simple vehicular crossover to the A2270 Eastbourne Road at its far southwest corner. This provided all access to the site's pavilion and single dwelling. This is shown in Image 3.1.

3.2.3 The site and dwelling are currently vacant and fenced.

Image 3.1: Existing Site Access



3.3 Walking and Cycling

Walking

A2270 Eastbourne Road

3.3.1 The A2270 Eastbourne Road provides the primary pedestrian route from the site north towards Polegate High Street and south through the centre of Willingdon. Routing north from the site, a single footway is provided on the western side of the carriageway, separated by a verge (see Image 3.2). At the Petrol Filling Station (PFS) and Tesco Express convenience store, a Puffin crossing is provided across Eastbourne Road which provides access to the PFS as well as a footway on the eastern side of the carriageway.

Image 3.2: Eastbourne Road Western Footway



3.3.2 An uncontrolled pedestrian crossing comprising dropped kerbs, tactile paving and a pedestrian refuge island is provided across the junction with Church Road (as shown in Image 3.3). The

footways on either side of Eastbourne Road continue north, both separated from the carriageway via a grass verge with access to private driveways provided along the route.

Image 3.3: Pedestrian Crossing of Church Road



3.3.3 At the traffic signalised crossroads with the High Street and Wannock Road, pedestrian phases and crossings are provided on all arms. The footways along the A2270 provide a direct connection to the footways on the High Street and Wannock Road.

3.3.4 To the south of the proposed site, the western footway continues south along Eastbourne Road. An uncontrolled pedestrian crossing comprising dropped kerbs and a pedestrian refuge island is provided just to the south of the junction with Broad Road. This provides access to the bus stop located on the eastern side of the carriageway. The footway to the south of the site is also separated by a grass verge. It should also be noted that street lighting is provided along Eastbourne Road within the vicinity of the site and north towards Polegate and south towards Willingdon.

Broad Road

3.3.5 Broad Road provides a connection between the Eastbourne Road and Willingdon Community School and other local community facilities (including a Church and Primary School). Footways are provided on both sides of the carriageway, tying into the footways provided on the A2270 Eastbourne Road. The footways are separated from the carriageway via grass verges.

3.3.6 Broad Road provides a connection to the north via Farmlands Avenue for access to additional local facilities. A raised table is provided at this junction serves to slow vehicles and increase the safety of pedestrians at this junction.

Church Road

3.3.7 Church Road is located to the north west of the site and connects with the A2270 Eastbourne Road just to the north of the PFS. Church Road serves primarily as a residential road with footways provided on both sides of the carriageway. At its northern extent, Church Road connects to High Street via a simple priority junction arrangement. The footways provided along Church Road remain continuous, routing north and south on High Street.

High Street

3.3.8 High Street provides access to a number of everyday facilities as well as Polegate rail station. Footways are provided on both sides of the carriageway. Just to the north of Black Path, pedestrians are able to cross the rail line and gain access to Polegate Rail Station.

Cycling

3.3.9 Advisory on-carriageway cycle lanes are provided within the carriageway on both sides of the A2270 Eastbourne Road between the PFS to the north and Meachants Lane to the south (a distance of some 1.4km). Throughout the remainder of the local highway network outlined

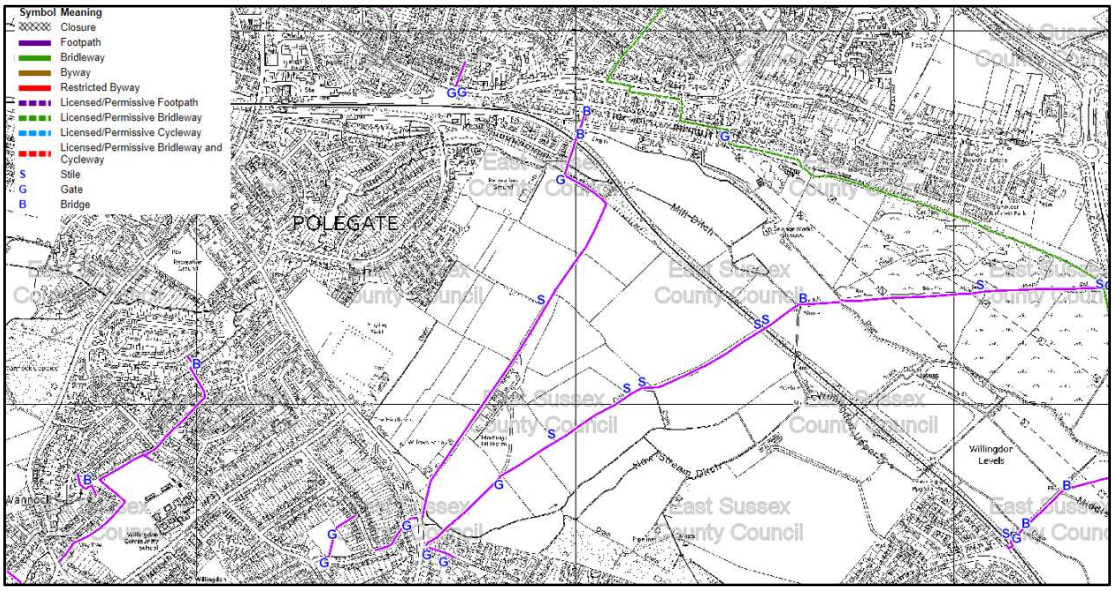
above, 30mph posted speed limits are enforced. As such, low vehicle speeds help to create an environment conducive to in-carriageway cycling without the requirement for designated cycle facilities.

3.3.10 The National Cycle Network Route 21 provides an identified route between Greenwich (Greater London) and Eastbourne. The cycle route is accessible from Polegate station.

Public Rights of Way

3.3.11 A number of public rights of way are accessible in the vicinity of the proposed site. Image 3.4, taken from ESCC's definitive map, illustrates the location of the closest routes in the context of the site.

Image 3.4: Local PRoW Network



Source: ESCC Public Rights of Way Map

3.3.12 As shown above, the closest rights of way are located to the east of the site and comprise the Willingdon and Jevington Footpath 5 and Polegate Footpath 5 which combine to provide a south-north route between the A2270 Eastbourne Road and Lynholm Road to the north of the railway line. There are no PRoWs within or adjacent to the site. There are no public links to Spurway Park to the northeast or the neighbouring land parcels.

3.4 Public Transport

Bus

3.4.1 The closest bus stops to the site are located on Eastbourne Road, on the site boundary. The bus stops provide access to a number of services which serve destinations such as Stone Cross, Uckfield, Lewes, and Eastbourne town centre. The stops consist of a simple flag and pole. In addition, additional bus stops are located along Brightling Road, to the north of the site. A summary of the typical frequencies of the bus services available from these stops is provided in Table 3.1 below.

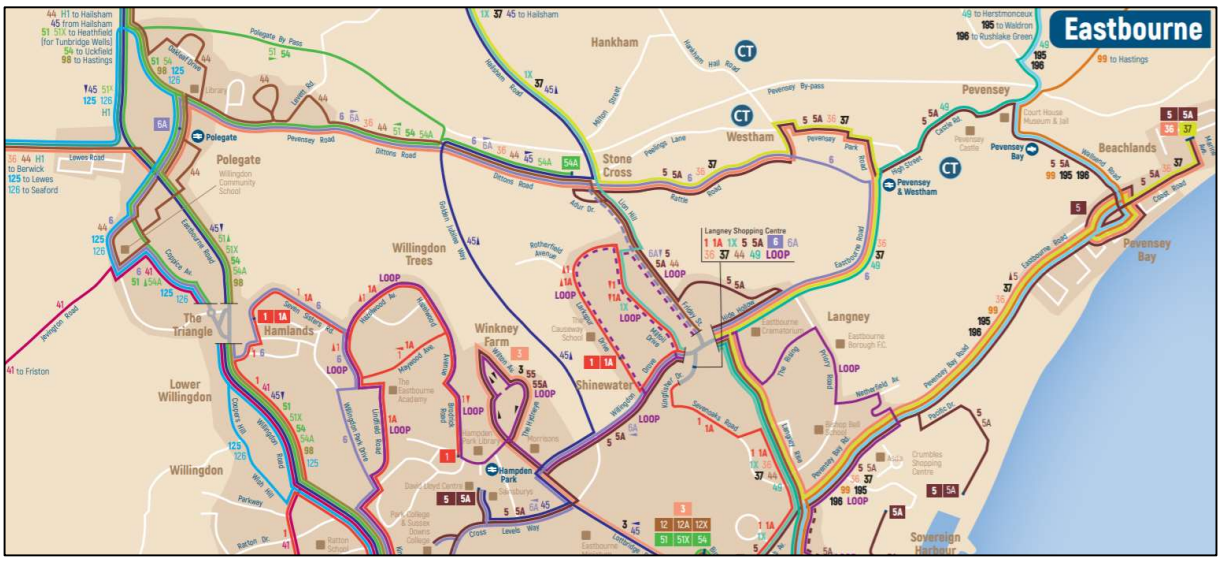
Table 3.1: Bus destinations and typical frequencies

Bus Route	Destinations	Typical Frequency		
		Mon - Fri	Sat	Sun
44	Berwick - Polegate - Langney - Eastbourne	1 per day on Thurs	No service	No service
45	Hailsham - Eastbourne	1 per day on Fri	No service	No service
51	Eastbourne - Heathfield	2 per hour	2 per hour	2 per hour
54	Eastbourne - Uckfield	1 per hour	1 per hour	1 per hour
54A	Eastbourne – Stone Cross	1 per hour	1 per hour	1 per hour
125	Lewes - Alfriston - Polegate - Eastbourne	1-2 per day	No service	No service

Source: Traveline, accessed February 2021. Note that services may be reduced at present due to Covid-19 travel restrictions.

3.4.2 The existing bus network within the wider Eastbourne area is illustrated in Image 3.5. This illustrates the wide range of bus routes available within the Eastbourne town centre area and ability for future passengers to interchange across the services.

Image 3.5: Public Transport Connectivity



Source: ESCC

Rail

3.4.3 Polegate railway station is located circa 850m walking distance (equivalent to a 11 minute walk) from the site's proposed site access on Eastbourne Road. The station is served by Southern Railway trains with direct services to Eastbourne, Hastings, Brighton, and London Victoria. The destinations, durations and typical frequencies are summarised in Table 3.2.

Table 3.2: Summary of Rail Frequencies – Polegate Station

Destination	Duration	Typical Frequency
Eastbourne	8 mins	4 per hour
Hastings	44 mins	4 per hour
Brighton	32 mins	4 per hour
London Victoria	1 hour 22 mins	4 per hour

Source: National Rail Enquiries, accessed February 2021. Note that services may be reduced at present due to Covid-19 travel restrictions.

3.5 Local Highway Network

A2270 Eastbourne Road

3.5.1 A2270 Eastbourne Road is a two-way single carriageway road subject to a 40mph speed limit. The road is street-lit and as set out previously there are footways along the western side of the carriageway in the vicinity of the site. It is a wide road, often with central lane spacing for ghost islands along its length, and has wide verges along most of its route. In the vicinity of the site

there are a large number of direct accesses to individual residential properties on the western side of the carriageway, and elsewhere such accesses are to both sides where frontage exists.

3.5.2 The road provides a route north towards the A27 and south towards Eastbourne town centre. Approximately 850m to the north of the site, Eastbourne Road diverges into the A27 via a signalised junction. The A27 is part of the strategic road network managed by Highways England. The A27 routes west towards Portsmouth, Southampton. To the east it routes to Pevensey where it terminates, although the A259 that it leads to remains part of the Highways England strategic highway network.

3.5.3 The majority of junctions along the A2270 Eastbourne Road (other than to very minor culs-de-sac) take the form of ghost island right turn priority junctions. The exceptions are the the four arm signal controlled junction with Wannock Road and High Street to the north and the three arm signal controlled junction to Huggetts Lane to the south.

3.5.4 Although it is signed as a 40mph road in the vicinity of the site, its footway provision, street lighting, and direct residential accesses give it an urbanised character. Without repeater signs indicating a 40mph speed limit, such features would lead it to being a "natural" 30mph road.

A2270 Eastbourne Road / Wannock Road / High Street

3.5.5 Eastbourne Road, Wannock Road and High Street forms a four arm signal controlled crossroads 600m to the north of the site. All of the arms provide a right turn lane and a left turn/straight ahead lane. The High Street provides the route into Polegate town centre via a level crossing at Polegate railway station, Wannock Road provides access to the residential estate to the west of the A2270 and Eastbourne Road (north) connects to the A27.

A2270 Eastbourne Road / Broad Road

3.5.6 Eastbourne Road forms a ghost island priority junction with Broad Road approximately 280m to the south of the proposed site access. Broad Road is residential in character and is subject to a 30mph speed limit. Broad Road routes between Eastbourne Road to the east and Wannock Lane to the west, providing access to a number of local community/education facilities.

A2270 Eastbourne Road / Huggetts Lane

3.5.7 Huggetts Lane forms a three arm signal controlled junction with Eastbourne Road approximately 1km to the south of the site. At the junction, the Eastbourne Road lanes are separated by a kerbed central reserve, allowing movements in and out of Huggetts Lane.

A27

3.5.8 The A2270 Eastbourne Road routes to the A27 to the north. The A27 provides a route west towards Lewes and Brighton and east via the Polegate bypass towards Pevensey. The road is a predominately single carriageway road subject to a 40mph speed limit. At the Cop Hall roundabout, the A27 provides a connection to the A22.

3.5.9 HE is currently working on the A27 East of Lewes improvement works. This is a suite of committed, and currently being built, improvement works between Lewes and Polegate on the A27. The works seek to improve journey time along the corridor as well as improving the safety of all road users and supporting sustainable modes of travel. The work includes dualling the carriageway between Polegate and Cop Hall roundabout (with the A22) and making alterations and improvement to the signal controlled junction between the A27 and the A2270.

A22

3.5.10 The A22 commences at the Cop Hall roundabout routing north towards Hailsham and Uckfield and connections towards the A26 and M25. The road is a dual carriageway and subject to the national speed limit. To the east, the A22 also provides a primary route between the A27 and the centre of Eastbourne east of Polegate, at the A22 Golden Jubilee Way.

3.6 Existing Highway Conditions

3.6.1 Due to travel restrictions relating to the Covid-19 pandemic, collection of new traffic data representative of normal conditions has not been possible. It has therefore been agreed that historic data sets held by ESCC can be purchased and used as a basis for understanding current local conditions. In addition, HE has stated that they will not accept any assessments based on the ESCC SWETS model.

3.6.2 A suite of traffic data of the local highway network has therefore been obtained from ESCC. The data includes a range of sources including Automatic Traffic Counters (ATCs) and turning counts. The data obtained is summarised below:

Automatic Traffic Counters (ATC)

- A2270 Eastbourne Road (in the vicinity of The Triangle) – September 2019; and
- A2270 Eastbourne Road (to the vicinity of Gorringe Valley Road) – September 2019;

Classified Turning Counts

- A2270 Eastbourne Road/ Broad Road – October 2015;
- A2270 Eastbourne Road/ High Street/ Wannock Road – May 2019; and
- A2270 Eastbourne Road/ Huggetts Lane – October 2011.

3.6.3 The traffic data above has been analysed and the network peak hours calculated. These flows have then been 'growthed' to a base year of 2021 using TEMPRO forecasts. The growth factors applied to the datasets is summarised in Table 3.3.

Table 3.3: Summary of TEMPRO Growth Factors to 2021

	2011-2021	2015-2021	2019-2021
Morning Peak Period	1.1028	1.0446	1.0143
Evening Peak Period	1.1142	1.0452	1.0136

Source: TEMPRO, Wealden District

3.6.4 The 2021 baseline flows on the local network, for the morning and evening peak hours, are presented in Figures 3.1 and 3.2 respectively.

3.6.5 A summary of the predicted "historic normal" 2021 total junction flows during the peak hours is provided in Table 3.4.

Table 3.4: Summary of Total Junction Flows - 2021

Junction	Morning Peak Hour	Evening Peak Hour
A2270 Eastbourne Road/ High Street/ Wannock Road	2,362	2,651
A2270 Eastbourne Road/ Broad Road	1,916	2,161
A2270 Eastbourne Road/ Huggetts Lane	2,707	2,995

Source: Consultant's Estimates

3.6.6 A summary of the total vehicle flows, in 15 minute periods, along Eastbourne Road, from the Eastbourne Road/ High Street/ Wannock Road junction, is provided in Table 3.5. The table summarises the vehicles flows across the morning and evening peak periods.

Table 3.5: Summary of Total Vehicle Flows – Eastbourne Road (Through Flow)

	Northbound	Southbound	Two-Way
Morning Peak Period			
0700-0715	211	140	351
0715-0730	204	183	387
0730-0745	190	228	418
0745-0800	181	245	426
0800-0815	189	214	403
0815-0830	115	234	349
0830-0845	205	189	394
0845-0900	206	166	372
Evening Peak Period			
1600-1615	167	253	420
1615-1630	144	254	398
1630-1645	198	277	475
1700-1715	197	292	489
1715-1730	196	300	496
1730-1745	203	313	516
1745-1800	198	308	506

Source: ESCC: average of ATCs 049 and 0100.

3.6.7 Table 3.5 demonstrates that traffic flows across the morning and evening peak periods are fairly consistent across the peak periods; this is, they exhibit a "flat profile".

Vehicle Speeds

3.6.8 A summary of the free flows 85%tile traffic speeds recorded along Eastbourne Road, taken from an average of the two ATCs (both located in 40mph locations) is summarised in Table 3.6.

Table 3.6: Summary of Traffic Speeds – Eastbourne Road

	85% Design Speeds (mph)
Northbound	36.4 mph
Southbound	35.9 mph

Source: ESCC ATCs 049 and 0100.

Note: 85% design speed based on 85% speeds recorded Monday to Friday between 1000-1200 and 1400-1600.

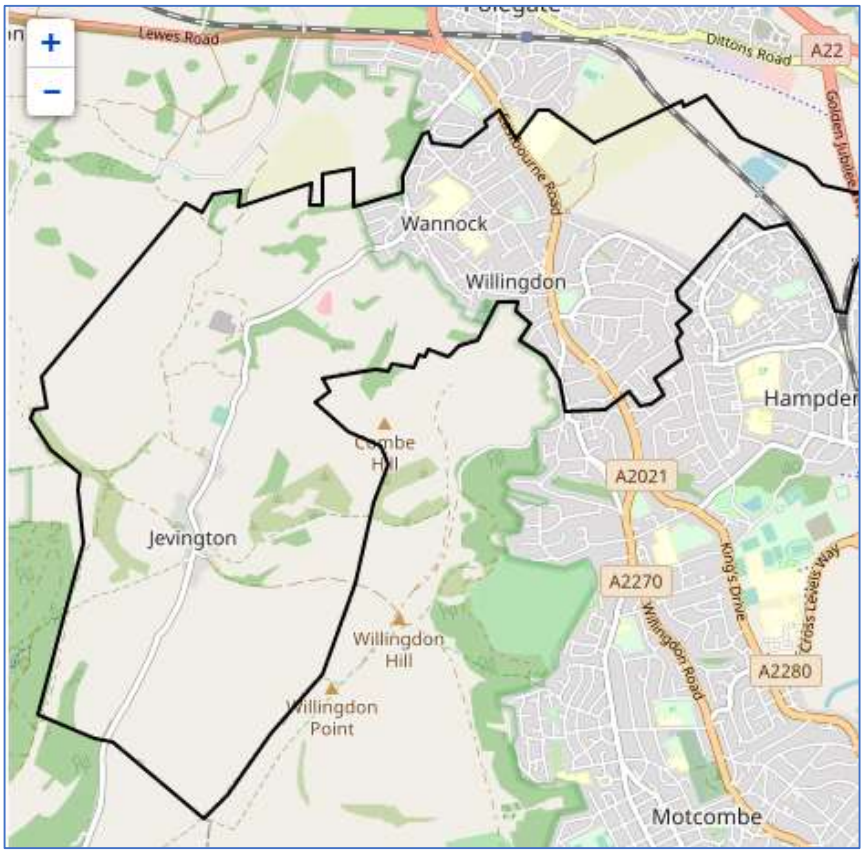
3.6.9 The 85%tile design speeds have been calculated in accordance with DMRB methodology with the 85th%tile speeds based on the speeds recorded Monday to Friday between 1000-1200 and 1400-1600. The 85th%tile speeds are circa 36 mph in both directions. This demonstrates that the majority of vehicles are therefore travelling at below the posted 40mph speed limit.

3.7 Local Travel Characteristics

Modal Split

3.7.1 A review of the 2011 Census Method of Travel to Work database has been undertaken for the area surrounding the site in which it is wholly contained and linked to. The data has been extracted for the Middle Layer Super Output Area (MSOA) Wealden 021 in which the site is located. Image 3.6 illustrates the MSOA used within this assessment.

Image 3.6: MSOA Wealden 021



Source: NOMIS

3.7.2 A summary of the method of travel to work modal split data for the MSOA is provided in Table 3.7.

Table 3.7: Method of Travel to Work Summary

Mode	Wealden MSOA 021	
	Count	%
Car or Van Driver	2,241	75%
Train	189	6%
On Foot	178	6%
Passenger in a Car or Van	163	5%
Bus, Minibus, Coach	107	4%
Bicycle	49	2%
Motorcycle, Scooter, Moped	20	1%
Other	18	1%
Taxi	14	0%
Underground, Metro, Light Rail	6	0%
Total	2,985	100%

Source: 2011 Census, Nomis QS701EW – Method of Travel to Work for Wealden MSOA 021.

Note: Numbers may not sum due to rounding.

Data does not take into account those not in employment and those who work from home.

3.7.3 Table 3.7 reveals car driver trips account for some 75% of the mode share, with a further 10% traveling by public transport and 8% by active modes (i.e. walking and cycling).

Car Ownership

3.7.4 The level of local car ownership rates for the Wealden MSOA 021 has also been obtained from the 2011 census data. A summary of the car ownership data is outlined in Table 3.8.

Table 3.8: Local Car Ownership Data – MSOA Wealden 021

Car or Van Availability	MSOA Wealden 021	
	Households	Cars
No cars or vans in household	593	0
1 car or van in household	1,645	1,648
2 cars or vans in household	977	1,954
3 cars or vans in household	216	648
4 or more cars or vans in household	75	333
All households	3,506	-
All cars or vans in area	-	4,580
Car Ownership	1.3	

Source: 2011 Census and Consultant's Estimates

3.7.5 The data demonstrates that the average car ownership level across the MSOA is 1.3 cars/vans per household. Table 3.8 also demonstrates that on average circa 17% of the total households in these areas live car free whilst on average 47% have access to one car.

3.8 Road Safety

3.8.1 Personal Injury Accident (PIA) data has been obtained from Sussex Police for the latest five years available, at the time of the request. The data covers the five year period up to the 30/11/2020. The study area includes an over 1km length of Eastbourne Road from the High Street/ Wannock Road junction in the north to the Tott Yew Road junction in the south.

3.8.2 In the study area, across the five year period, a total of 27 accidents were recorded. Of these, one resulted in serious injuries and the remaining 26 were slight in severity. It is noted that no PIAs were recorded along Eastbourne Road within the vicinity of the proposed site access.

3.8.3 A summary of the location, severity and type of casualties is presented in Table 3.9. The full data, including a map of the recorded PIAs, is provided at Appendix B.

Table 3.9: Summary of PIAs

	Slight			Serious			Total
	Car	Cycle /MC	Pedestrian	Car	Cycle /MC	Pedestrian	
Eastbourne Road	5	2	0	0	0	0	**7**
Junction of Eastbourne Road/ Broad Road	1	0	2	0	0	0	**3**
Junction of Eastbourne Road /The Thatchings	1	2	0	0	0	0	**3**
Junction of Eastbourne Road/ Church Road/ Willow Drive	2	1	0	0	0	0	**3**
Junction of Eastbourne Road /Wannock Road /High Street	10	0	0	0	1	0	**11**
Total	**19**	**5**	**2**	**0**	**1**	**0**	**27**

Source: East Sussex Police

Eastbourne Road

3.8.4 A total of seven slight PIAs were recorded along Eastbourne Road (away from junctions) which were as a result of the following:

- Three rear end shunts;
- Two accidents occurred whereby the driver lost control of their vehicles and collided with street furniture;
- A vehicle turning right collided with a cyclist in the cycle lane; and
- A motorcyclist came off their bike following a vehicle undertaking a u-turn within the carriageway. No contact was made.

3.8.5 Considering the high traffic flow on the A2270 Eastbourne Road and its primary nature, seven slight PIAs over a five year period is considered to represent a very safe highway network. None appear related to the highway layout, and there is therefore is no consistent cause.

Eastbourne Road/Broad Road

3.8.6 Three slight PIAs were recorded at the junction of Eastbourne Road and Broad Road, all of which resulted in slight injuries. These accidents were caused by the following:

- A pedestrian walking into the carriageway collided with a vehicle wing mirror;
- A driver lost control of their vehicle after feeling tired; and

- A motorcyclist struck a pedestrian as they were crossing the road in slow moving traffic.

3.8.7 Three recorded PIAs at this junction over five years is considered low for the type of road. It is noted that the data appears to suggest that all recorded PIAs relate to incidents in the vicinity of the junction, as opposed to being directly relating to turning movements at this ghost island priority junction.

Eastbourne Road /The Thatchings

3.8.8 Three slight PIAs were recorded at the junction of Eastbourne Road and the southern access to The Thatchings which resulted in slight injuries. A summary of the causation factors is provided below:

- Two rear end shunts; and
- A driver turning right into The Thatchings failed to see an oncoming cyclist.

Eastbourne Road/Church Road/Willow Drive

3.8.9 Three slight PIAs were recorded at the junction of Eastbourne Road, Church Road and Willow Drive which were as a result of the following:

- Two accidents as a result of the driver of a vehicle pulling across the path of an oncoming cyclist and motorcyclist; and
- One rear end shunt.

Eastbourne Road/Wannock Road /High Street

3.8.10 A total of 11 PIAs were recorded at the Eastbourne Road/ High Street/ Wannock Road junction four arm traffic signal controlled junction. Of these, one resulted in serious injuries whilst the remain 10 resulted in slight injuries. A summary of the causation factors is provided below:

- The serious injury was as a result of a motorcyclist losing control of their bike and falling off as they turned right at the junction;
- Four rear end shunts, including one driver impaired by alcohol;
- Three accidents as a result of a driver travelling into the path of an oncoming vehicle;
- A vehicle turning into the path of an oncoming vehicle attempted to avoid a collision but collided with the street furniture;
- A passenger on a bus fell off their seat as the bus stopped at the junction; and

- A driver lost control of their vehicle and mounted the kerb.

Summary

3.8.11 Whilst any accident is regrettable, the locations and causes of these accidents do not indicate any highway safety concerns or issues with the local highway geometry. The majority of these accidents were as a result of driver error.

3.9 Summary

3.9.1 The site is located to the east of Eastbourne Road and forms part of the wider allocated 'Land at South Polegate and East Willingdon' site. There is a footway along the western side of Eastbourne Road which provide access north towards Polegate and south through Willingdon. An on-carriageway advisory cycle lane is provided along both sides of Eastbourne Road.

3.9.2 There are a range of committed highway improvements in the area as part of the HPEMAC scheme (as detailed in Section 1 of this report). This work includes improvements to the local walking and cycling infrastructure, as well as improvements to bus priority services.

3.9.3 There are local bus stops on Eastbourne Road, directly outside of the site, which provide access to routes which serve Eastbourne town centre, Uckfield and Lewes. The site is within an 850m (equivalent to a 11 minute walk) of Polegate railway station which is served by Southern services.

3.9.4 A suite of traffic data, of the local highway network, has been obtained from ESCC and growthed, using TEMPRO, to a base year of 2021.

3.9.5 A review of the 2011 Census data for the local area reveals the majority of residents travel to work by car (75% of the mode share), with a further 10% traveling by public transport and 8% by active modes (i.e. walking and cycling). A review of the car ownership data reveals an average car ownership of 1.3 cars per household with up to 47% living car free.

3.9.6 A review of the latest road safety data does not reveal any patterns with regard to the time, spread or nature of the recorded accidents.

SECTION 4 Proposed Development

4.1 Overview

4.1.1 The proposed development is for the construction of up to 180 residential units and a 2,170 sqm medical centre on land to the east of Eastbourne Road, with access provided via Eastbourne Road. The application is in outline form with all matters reserved except for access.

4.1.2 The following section sets out the details of the development proposal.

4.2 Proposed Access Arrangements

4.2.1 The development will be accessed via a ghost island right turn priority junction to the A2270 Eastbourne Road. The proposed access will be located circa 90m north of the junction with Broad Road. The design is shown in Drawing No. ITL15734-GA-003 Rev B with an extract at Image 4.1.

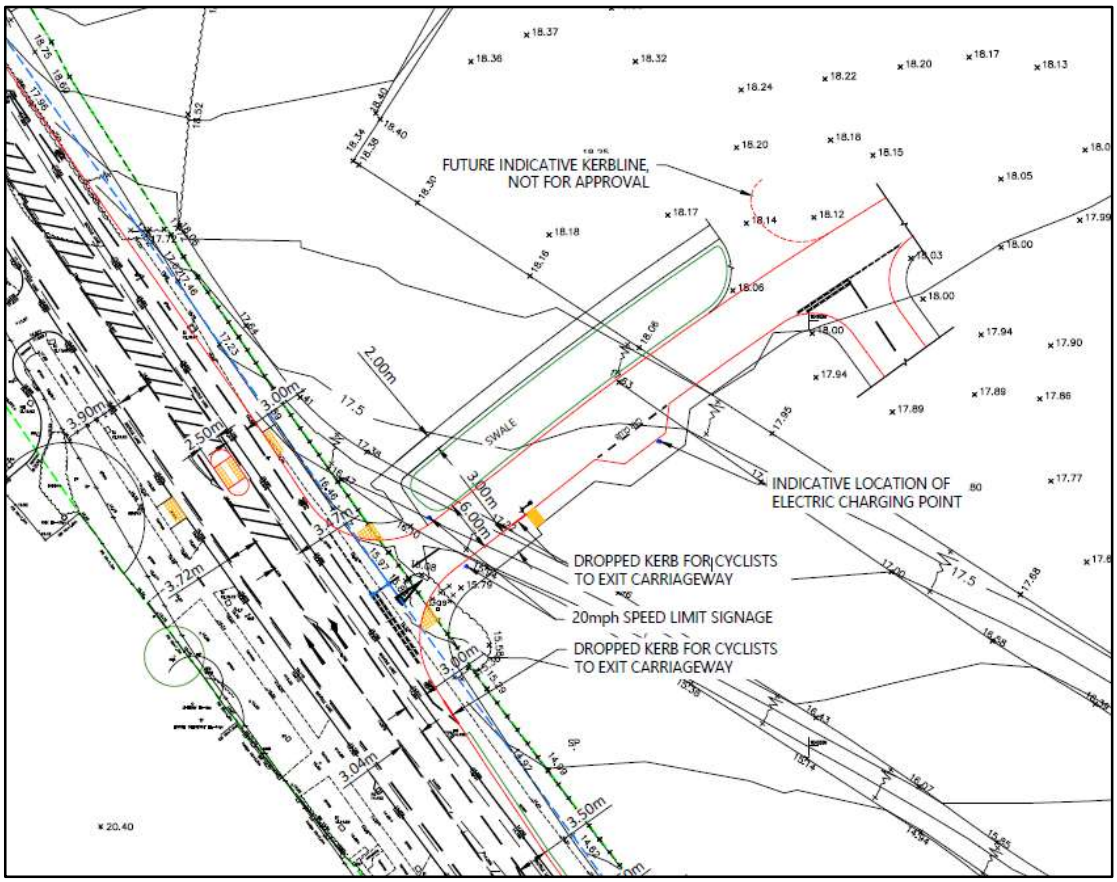
4.2.2 The proposed access arrangement has been designed with the following:

- A2270 Eastbourne Road;
  - Eastern kerbline realigned to enable a 3.47m wide ghost island right turn lane to be constructed;
  - Southbound running lane retained at 3.0m width, plus 1.25m wide advisory cycle lane to north of access;
  - Northbound running lane at 3.72m to 3.90m wide, plus 1.25m wide advisory cycle lane;
  - No alterations to western kerbline;
  - A formal, uncontrolled pedestrian crossing, incorporating 2.50m wide refuge island across the A2270 Eastbourne Road to the north of the site access to provide pedestrians with the ability to cross Eastbourne Road to the western footway – including footway connections and tactile paving and dropped kerbs;
  - A 3.0m wide shared foot / cycleway along the eastern side of the carriageway, between the site access and a point just south of the junction with Broad Road, to tie in with existing footway provision – shared foot/cycle way to be separated from carriageway by 0.5m wide verge;

- Dropped kerbs and signage to enable southbound cyclists to join the shared provision from the main carriageway;
- Introduction of tactile paving at the existing pedestrian crossing point south of Broad Road; and
- No alterations to the Broad Road junction alignment.

- Site Access
  - A carriageway of 6.0m into the site access, narrowing to 5.50m within the site;
  - Visibility splays at the access of 2.4m by 120m in accordance with the existing 40mph speed limit on Eastbourne Road (although stopping sight distance at 40mph is actually 65m);
  - 2.0m footways into the site, along both sides of the access, the northern one separated by a drainage swale;
  - Continuation of the 3.0m shared footway/cycleway from Eastbourne Road into the first part of the site access;
  - Access road deigned to provide access to the proposed medical centre, to ensure a fully serviced land parcel is delivered;
  - Road signed as 20mph limit;
  - Dropped kerbs and tactile paving provision across the access; and
  - Introduction of on-street electric car club parking bay.

Image 4.1: Proposed Site Access Extract



4.2.3 The vertical visibility splay drawing for the proposed site access is illustrated in Drawing No. ITL15734-GA-009.

HPE MAC Improvements

4.2.4 As set out previously, the HPEMAC improvements are located along the site frontage and begin towards the southern frontage of the site. Discussions have been held with ESCC during the pre-application process to discuss and understand the impact of the HPEMAC improvements on the proposed site access. Crucially, it was agreed that the proposal should not introduce any measures or infrastructure that would hinder implementation of the HPEMAC, or increase its costs. Both the access and the HPEMAC plans should be able to be constructed in isolation of each other.

4.2.5 The HPEMAC drawings were obtained directly from ESCC's design team in December 2020 and the site access was designed around the proposal to ensure the site would not prejudice the HPEMAC. A drawing has been prepared which illustrates the proposed site access alongside the HPEMAC improvements. This is shown in drawing ITL15734-GA-001 Rev F.

4.2.6 The access proposal further enhances the HPEMAC plans by allowing it to continue further north than currently planned, as the Hindsland site is able to deliver additional land on the eastern side of the carriageway. The main change is that the off carriageway cycle lane can now commence at the site access rather than at the new toucan crossing at Broad Road, providing a further 115m of off-carriageway cycle lane, and also allows the northbound bus lane to extend a further 40m north to beyond the site access.

4.2.7 The site layout is designed so that it makes no alterations to the western kerb line of the A2270 Eastbourne Road, so that the bus lanes can be fully implemented without any additional costs. Should the site access be constructed before the HPEMAC, then the only works required to facilitate the access by HPEMAC is a little extra white lining to incorporate the extension of the northbound bus lane beyond that originally planned for, and a change in the lining required in the centre of the carriageway to tie-in to the site access's ghost island (the HPEMAC would have to undertake lining here in any event to tie in with existing carriageway).

4.2.8 Should the HPEMAC be constructed before the site access, then the access proposal can be built around it, with no material changes.

4.3 Road Safety Audit

4.3.1 A Stage 1 Road Safety Audit (RSA) has been undertaken of the proposed site layout. The RSA included two audits of the site access junction; one with and one without the proposed HPEMAC improvements. The proposed site access arrangements (illustrated on drawings ITL15734-GA-003 Rev B and ITL15734-GA-001 Rev F) reflect comments made within the RSA.

4.3.2 The RSAs raised the following comments:

Without HPEMAC

- Signage on road speeds within the site to be shown (from 40mph Eastbourne Road to the site's 20mph (or 30mph as quoted in the RSA));
- Vertical visibility at the site access to be provided;
- A 'buffer zone' to be designed between the shared use footway/cycleway and the carriageway; and
- Further details to how the shared footway/cycleway to the south ties into the existing infrastructure.

With HPEMAC

- Same comments as above;
- Traffic speed data to be provided on the approach to the crossing; and
- Vehicle maintenance bay to be provided at the proposed crossing.

4.3.3 It has therefore been demonstrated that the site's access can safely be delivered to the adopted highway network, with no remaining road safety concerns.

4.3.4 The full RSA reports, including the Designer's Responses, are provided at Appendix C.

4.4 Parking

4.4.1 Whilst the form and layout of car and cycle parking within the site is not a matter for determination within this outline planning application, car and cycle parking provision as part of a future reserved matters application will have regard to the standards contained in the ESCC car parking calculator (or any subsequent guidance at the time reserved matters applications are determined).

4.4.2 It is envisaged that parking provision will accord with the following broad principles:

- To be provided having regard to local car parking standards at the time for all land uses on the site;
- Any residential non-curtilage allocated car parking ideally to be located within 25m of individual dwellings;
- Within discrete residential parking courts, a proportion of parking should be unallocated to provide for efficient use;
- On-street parking to be accommodated but to be provided within discrete parking bays on the residential streets (so as not to obstruct refuse vehicle access); and
- Cycle parking spaces will be provided for the proposed houses in garages/ covered cycle stands within gardens, and suitable secure communal cycle parking facilities will be provided for the flatted units.

4.4.3 Notwithstanding this, a review of the parking provision presented within the illustrative masterplan for the site is provided below. All car parking spaces are a minimum of 2.5 x 5m in dimension.

Residential

4.4.4 Using the illustrative masterplan and ESCC's parking demand calculator, the residential units will generate the following parking demands:

- 293 allocated spaces (based on one space per flat and two per house;
- 18 unallocated space for residents;
- 36 unallocated space for visitors; and
- 347 total parking demand.

4.4.5 The masterplan demonstrates a total of 353 spaces for the residential units. This level of parking is in accordance with the anticipated demand estimated using ESCC's car parking calculator. These spaces are broken down as follows:

- 295 allocated spaces;
- 30 unallocated spaces; and
- 28 visitor spaces

4.4.6 A copy of the ESCC car parking calculator is provided at Appendix D.

Medical Centre

4.4.7 The parking standards for medical centres are set out within Table 2.1. At this stage of the development, the future occupier and exact requirements are unknown. The Applicant has approached a local medical centre operator who has confirmed the site has the potential to provide:

- 19 consulting rooms, six treatment rooms, five multi-purpose rooms, one phlebotomy room = 31 clinical rooms in total; and
- Up to 60 members of staff (including GPs, nurses and admin staff). It is noted that not all staff will be present on site at any one time.

4.4.8 The parking standards therefore suggest anywhere between 97-154[1] parking spaces to be provided.

4.4.9 The illustrative masterplan demonstrates some 113 car parking spaces will be provided. This equates to a parking ratio of 5.2 spaces per 100sqm. A review of the medical centre approved at Victoria Drive in Eastbourne (planning ref: 18/0450), which is of a similar scale and within a comparable local environment to the proposed centre, was permitted with a parking ratio of 2.5 spaces per 100sqm.

4.4.10 In addition, the illustrative masterplan demonstrates a loading and delivery bay for the medical centre.

Electric Vehicle Charging Provision

4.4.11 There are no local standards for electric vehicle charging. However, all units with garages/car ports will have access to a charging point.

4.5 Car Club

4.5.1 Car clubs offer an alternative model to private car ownership, whereby members can rent vehicles on a short-term service that allows them to pay by the minute, hour or day.

4.5.2 The development includes the provision of one electric car club parking space to be allocated for a car club close to the site access, and therefore in a highly visible location for all future residential occupiers, users of the medical centre, and the surrounding existing residential areas. The spaces would be located on the site but in a publicly accessible location so it could be used by existing local residents and visitors/ staff of the medical centre. Discussions have been held with Enterprise Car Club who have confirmed support of providing a car club(s) within the site.

4.5.3 The space will be equipped with an electric vehicle charging point and would be supplied with an electric car club.

4.5.4 As a result of car club membership resulting in members selling/not replacing private vehicles, CoMo (a charity supporting the introduction of sustainable transport modes) have calculated

[1] This is based on how one classifies the consulting rooms and number of staff. Various options have been assessed against the parking standards, including assessing all clinical rooms, assessing just the consulting rooms, assessing all staff present at any one time and assessing up to 70% of staff onsite at any one time.

that for every car club vehicle, it leads to a removal of 10.5 private cars from the road network. Accordingly, the provision of a car club vehicle is equivalent to providing 10 - 11 additional car parking spaces.

4.6 Refuse and Servicing Arrangements

4.6.1 A vehicle swept path analysis of a large refuse vehicle (11.2m) at the proposed site access has been undertaken and is shown in Drawing Nos. ITL15734-GA-004 and ITL15734-GA-005. In addition, this drawing includes swept path analysis of various vehicles at the junction, including large vehicles passing along Eastbourne Road with a vehicle in the right turn lane. This drawing demonstrates the ability for a large reuse to enter and exit the site access.

4.6.2 Whilst the internal layout is not for determination in this outline application, the swept path analysis of a large refuse vehicle has also been undertaken within the site. The Drawing No. ITL15734-GA- 006 demonstrates the ability of the vehicle to manoeuvre around the site as well as load within close proximity to bin stores.

4.6.3 In addition to the larger refuse within the site, the Drawing No. ITL15734-GA- 010 demonstrates the ability for a 7.5t box van to enter and exit the site.

SECTION 5 Promoting Sustainable Transport

5.1 Overview

5.1.1 This section sets out the sustainable transport strategy for the proposed development, including a review of the opportunities for future residents of the site to travel by sustainable travel modes.

5.2 Key Destinations

Journey Purpose

5.2.1 In promoting sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys. The Department of Transport's National Travel Survey (NTS) identifies the proportion of all trips by purpose as set out in Table 5.1 below.

Table 5.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education/Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table NTS0409 Average number of trips (trip rates) by purpose and main mode: England, 2019, National Travel Survey 2019

5.2.2 The main reasons for travelling are therefore for leisure, shopping, commuting/ business, and education.

5.3 Local Facilities

5.3.1 The NTS data also identifies the mode share of journeys of different lengths. The data identifies that the vast majority (81%) of trips up to one mile (1.6km) are undertaken on foot. The data also shows that 30% of journeys between one and two miles will be on foot, i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km). With regards to cycling, 8km is considered an acceptable cycling distance.

5.3.2 On this basis, the following walking and cycling distances have been used in this assessment:

- 1.6km – a comfortable walking distance where most people (circa 81%) will walk;
- 3.2km – an acceptable walking distance where walking is a realistic alternative to car use and where some people (circa 31%) are still prepared to walk; and
- 8km – an acceptable cycling distance.

5.3.3 A review of the existing local facilities in the vicinity of the site has been undertaken and is summarised in Table 5.2, including the walking and cycling journey times. A plan highlighting the location of these facilities to the site is provided at Figure 5.1 with an extract at Image 5.1. All distances are from the site access. No allowance for new facilities within the remainder of the allocation is made.

Table 5.2: Summary of Local Facilities

Destination	Approx. Distance from Site (m)	Walking Time (mins)	Cycling Time (mins)
Retail			
Tesco Express	350	4	1
ATM Machine	350	4	1
Co-op & Post Office, Willingdon	850	10	3
One Stop Convenience, Polegate	950	11	3
Co-op & Post Office, Polegate	1,000	12	4
Polegate High Street	1,000	12	4
Tesco Express, Freshwater Square	1,200	14	5
Education			
Willingdon Community School	600	7	2
Willingdon Primary School	700	8	3
Step by Step Children's Nursery Polegate	1,300	15	5
Polegate School	1,400	17	5
Leisure			
Polegate Town FC	550	7	2
Willingdon Community Library	1,000	12	4
Brightling Road Leisure Ground	1,100	13	4
Health			
Proposed Medical Centre	0	1	1

Destination	Approx. Distance from Site (m)	Walking Time (mins)	Cycling Time (mins)
Manor Park Surgery	650	8	2
Polegate Dental Surgery	650	8	2
Kamsons Pharmacy	850	10	3
Employment			
Polegate High Street	1000	9	3
Chaucer Industrial Estate	2,800	33	11
Chaucer Business Park	3,000	36	11
Other			
Saint George's Catholic Church	550	7	2
St John's Church of England Church	650	8	2

Key:

Within a 'Walkable Neighbourhood' (800m)

Within a distance where most people (circa 81%) will walk (1,600m)

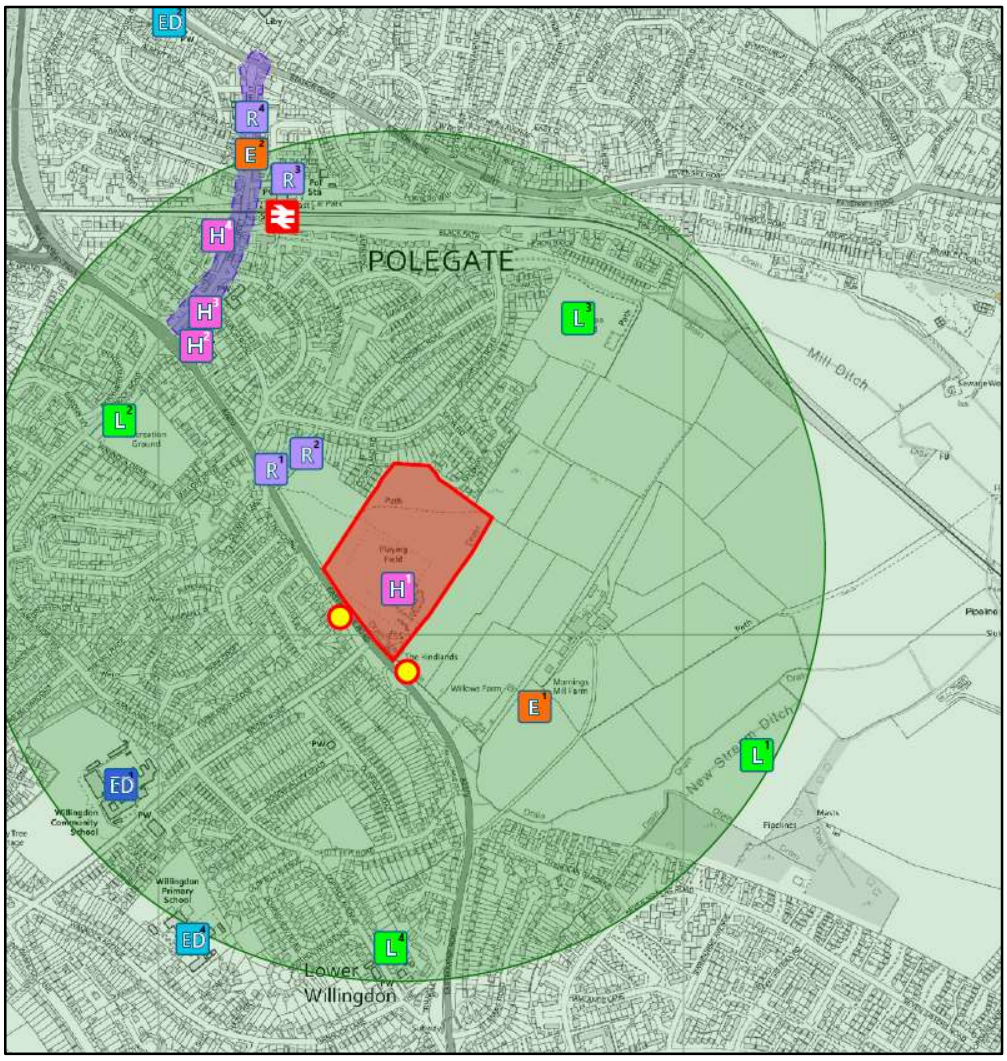
Within a distance where walking is a realistic alternative to car use and where some people (circa 31%) are still prepared to walk (3,200m)

Source: Consultant's Estimates

Walking speed – 1.33m/s

Cycling speed – 15km per hour

Image 5.1: Local Facilities Plan Extract



5.3.4 Table 5.2 demonstrates that the majority of everyday services and facilities are within a comfortable 1.6km walking distance from the site. Importantly, both primary and secondary education facilities are provided less than 10 minutes walk to the west of the site access. Such proximity ensures no need to travel by car of this purposed. In addition, bus services along Eastbourne Road provide access to Eastbourne town centre which provide a wider range of services and facilities. These bus services are to be further enhanced as part of the HPEMAC plans, for which the development will be providing a proportionate financial contribution towards.

5.3.5 Furthermore, the remainder of the site allocation includes potential provision of employment, retail and community spaces which will be accessible via proposed walking and cycling links through the site.

5.4 Framework Travel Plan

5.4.1 A Framework Travel Plan (FTP) has been produced (report ref: ITL15734-006) and should be read in conjunction with this TA. The FTP is produced in line with ESCC's Travel Plan Guidance and sets out a number of measures that will be implemented at the site to encourage sustainable travel, such as:

- A resident's travel information pack, including:
  - Information leaflet of local bus and rail services;
  - Information regarding local facilities, including a map and walking and cycling times; and
  - Details of local walking and cycling routes;
  - Information and details to residents on the car club, including membership options and its benefits; and
  - Details of local cycle training information.

5.5 Summary

5.5.1 Polegate is one of five main towns in Wealden District, i.e. one of the most sustainable locations for new development in the District. The site is well located to a range of everyday services and facilities, the majority within a reasonable walking and cycling distance. These are accessible by the existing foot and cycle facilities and will be further enhanced by the HPEMAC improvements.

5.5.2 Future residents will be informed of these sustainable travel options, which will be actively advertised to them, by way of the Travel Plan measures to be secured as part of the development.

SECTION 6 Impact Assessment Methodology

6.1 Overview

6.1.1 This section of the report sets out the method for calculating the impact of the development proposal on the local highway network.

6.2 Committed Development

6.2.1 As agreed as part of the scoping of the TA, and subsequent correspondence regarding scoping of the Environmental Impact Assessment, the following developments are assessed as committed developments:

- Mornings Mill Farm – 520 dwellings with two accesses off Eastbourne Road to the south of the proposed development and 8,600 sqm of employment space;
- Mornings Mill Farm – 700 dwellings with two accesses off Eastbourne Road to the south of the proposed development and 8,600 sqm of employment space;
- Brodricksland and Hamlands Farm – 440 dwellings with two accesses onto Hazelwood Avenue. The outline application (planning ref: WD/2016/0986/MAO) was granted permission in October 2016. A recent application (planning ref: WD/2020/2379) has been submitted to provide an uplift of 50 units to that permitted in the outline application. The 440 unit scheme reflects this uplift;
- Land at Little Shepham – 108 units (planning ref: WD/2016/3047); and
- Land at Greenleaf Gardens – 40 units (planning ref: WD/2016/0644/MAO).

6.2.2 Since the scoping response, an application for the Mornings Mill Farm development was submitted in February 2021 (planning ref: WD/2021/0174/MEA). The application is in outline form (except for access) and includes all proposed land uses set out within the SD4 allocation, including the proposed provision of 700 dwellings. As set out previously, the proposed site, as well as Mornings Mill Farm, are located within the SD4 allocation. As such it is considered that a proportional review of the allocation of residential dwellings across the two sites is a "fair" assessment criteria. Therefore, a quantum of 520[2] residential units has been assessed in the

[2] A figure of 520 has been assessed based on the SD4 allocation, in which both sites are located within, which subtracts the proposed 180 units from the 700 unit allocation.

design year. In addition, as requested by ESCC during the pre-application discussions a 700 dwelling scheme has also been assessed. It is noted that the Mornings Mill Farm application has not assessed the additional dwellings proposed at Brodricksland. It has also made no assessment of what level of development could be delivered on the (more sustainably located) Hindsland site, and has merely assumed a higher density of development on its own land. Clearly such an assessment is short sighted in terms of undertaking a realistic future assessment of delivery of housing on the remainder of the allocation[3].

6.2.3 In addition, the assessment considers the proposed HPEMAC improvements along the Eastbourne Road and the impact on mode shift changes. This is detailed further later in this Section.

Distribution and Assignment

6.2.4 It is noted that both the Mornings Mill Farm and Brodricksland Farm applications are supported by the South Wealden and Eastbourne Transport Study (SWETS) model. The SWETS model has been used in both applications to assess future traffic impacts, including trip generation, distribution and assignment. Within the reports the full distribution and assignment of the development traffic can therefore not be determined. For the purposes of this assessment, the trip generation and distribution of traffic associated with these developments has been based on the parameters outlined in this section below.

6.2.5 A summary of the assumptions used with regard to the committed developments in this assessment is provided below:

Mornings Mill Farm

- Trip rates based on the agreed rates for the Hindsland site at Table 6.1;
- Assumed 50% of development traffic would use the proposed northern access junction into the site and the remaining 50% would use the southern access junction;
- Distribution and assignments assumptions as per those set out below.

[3] Whilst the applicant of the Mornings Mill Farm did not know the full details of the forthcoming application on the Hindsland site, they were aware that the Danescoft (FREOF V Willingdon) LLP had acquired the site and had development aspirations as a result of an attempt to engage in relation to sharing of traffic data.

Brodricksland and Hamlands Farm

- Trip rates based on the agreed rates for the Hindsland site at Table 6.1;
- Assume 20% of development traffic heading south (based on distribution set out in Tables 6.8 and 6.9) would route via Huggetts Lane and then south on the A2270 Eastbourne Road.

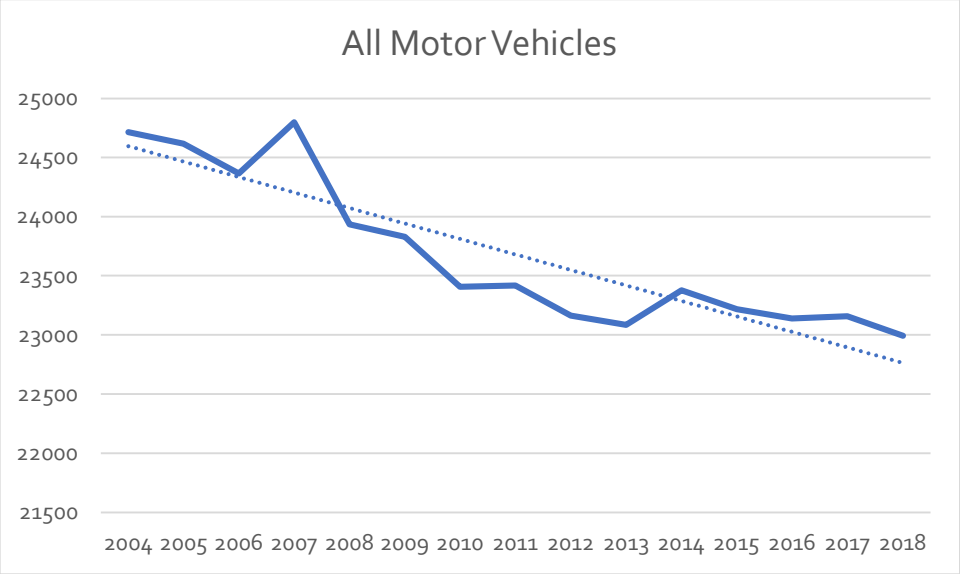
6.2.6 The committed development flows for the Mornings Mill Farm, both the 520 and 700 dwelling scenarios, are shown illustratively in Figures 6.1-6.4 for the morning and evening peak hours. The Brodricksland and Hamlands Farm committed development flows are provided in Figures 6.5 and 6.6 for the morning and evening peak hour respectively.

6.3 Future Design Year

6.3.1 The applicant considers that it is appropriate to test development impacts at the initial year of opening of the development, which is the year when the first part of the development is open for occupation. In this case, the year of opening would be 2024.

6.3.2 A review of the Annual Average Daily Traffic (AADT) flows along the A2270 Eastbourne Road (to the north of Broad Road) from the Department for Transport (DfT) demonstrates that there has been a steady decline in traffic flows at this location over the last 15 year period, as summarised in Image 6.1.

Image 6.1: A2270 Eastbourne Road (North of Broad Road) AADF 2004-2018



Source: DfT Traffic Count 16249

6.3.3 In addition, the HPMEAC improvements will not only seek to improve, encourage, and increase sustainable journeys but also support a corresponding reduction in vehicular traffic through this corridor and mode shift. The HPEMAC Business Case Report (dated November 2016) sets out that the proposals will support a mode shift and reduce traffic congestion along this corridor

6.3.4 As such, for the reasons set out above, it is considered robust not to add any background growth the to 2021 base traffic flows. It is noted that the traffic counts obtained from ESCC were from 2011, 2015, 2019, and these had growth rates of circa 10%, 4%, and 1% applied to represent at 2021 year of assessment. In reality, it is likely that traffic would have fallen along the corridor during this time (by as much as 5% from 2011 to 2021), and therefore the growth already applied to the data to obtain a base year is likely an overestimate.

6.3.5 It is considered that the correct assessment year is the year of opening (i.e. 2024), plus committed development as it is not for the development proposal to assess and mitigate for future background growth. However, on the basis that it is considered that there is no background growth in traffic along the A2270 Eastbourne Road corridor (and actually a reduction), there is no purpose in assessing both a 2024 year and a sensitivity test of 2030 as requested by ESCC, as the flows will be identical. Therefore, a 2030 year of assessment is presented as a future base.

6.3.6 The committed development flows (as shown in Figures 6.1-6.6) have been added to the base flows to create a 2030 without development baseline traffic flow scenario. These are presented in Figures 6.7 to 6.10 for the 520 and 700 dwelling scenarios (both morning and evening peak hours). These are considered to be the base flows for assessment.

6.4 Proposed Development Trip Rates and Trip Generation

Residential

6.4.1 The TRICS database has been used to extract residential trip rates for private houses. The sites have been filtered based on the following parameters:

- Residential/A – Houses Privately Owned;
- Sites in England only, excluding Greater London;
- Sites with a range of 50 – 363 units;
- Weekday surveys only (Monday to Friday); and

- Edge of Town Centre and Suburban Area locations.

6.4.2 The full residential TRICS outputs are provided at Appendix E. These trips rates were set out during the pre-application discussions and agreed with ESCC.

6.4.3 A summary of the residential vehicular trip rates and resultant trip generation of the proposed development (based on 180 dwellings) is provided in Table 6.1.

Table 6.1: Residential Trip Rates and Trip Generation

	Trip Rates (per dwelling)			Trip Generation (180 dwellings)		
	In	Out	Two-Way	In	Out	Two-Way
Vehicles						
AM Peak Hour	0.135	0.382	0.517	24	69	93
PM Peak Hour	0.364	0.158	0.522	66	28	94
Daily (12 Hour)	2.383	2.444	4.827	429	440	869

Source: TRICS v.7.5.1 and Consultant's Estimates

Note: Numbers may not sum due to rounding

6.4.4 Table 6.1 reveals the residential units have the potential to generate circa 95 (two-way) traffic flows during the network peaks. This is equivalent to less than two vehicles per minute in the peak hours

Multi-Modal Trip Generation

6.4.5 The proposed multi-modal trip generation of the site has been estimated using the TRICS data and the local modal split data (see Table 3.7). The vehicular trip generation has been applied to the local mode split data. The resultant multi-modal trip generation of the proposed development is summarised in Table 6.2.

Table 6.2: Residential Multi-Modal Trip Generation

Mode and Modal Split		Trips Generation					
		AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		In	Out	Two-Way	In	Out	Two-Way
Car or Van Driver	75%	24	69	93	66	28	94
Train	6%	2	6	7	5	2	8
On Foot	6%	2	6	7	5	2	8
Passenger in a Car or Van	5%	2	5	6	4	2	6
Bus, Minibus, Coach	4%	1	4	5	3	2	5
Bicycle	2%	1	2	2	2	1	3
Motorcycle, Scooter, Moped	1%	0	1	1	1	0	1
Other	1%	0	1	1	1	0	1
Taxi	0%	0	0	0	0	0	0
Underground, Metro, Light Rail	0%	0	0	0	0	0	0
Total	100%	32	92	124	87	38	125

Source: Consultant's Estimates Note: Numbers may not sum due to rounding.

6.4.6 The HPEMAC improvements will be accessible directly outside of the proposed site access and will allow future residents to benefit from both improved walking and cycling infrastructure as well as enhanced bus services to the Hailsham to the north and Eastbourne to the south. As such it is considered that the implementation of these improvements (to which the application site will provide a proportionate financial contribution towards as well as delivering direct links to) alongside the implementation of the site's Travel Plan, will result in a modal shift to walking, cycling, and public transport, from private car use.

6.4.7 A revised mode share has been estimated based on the following assumptions:

- 10% reduction in car driver trips;
- 5% increase in walking and cycling trips; and
- 5% increase in bus trips.

6.4.8 The revised mode shares, and resultant trip generation, is set out in Table 6.3.

Table 6.3: Residential Multi-Modal Trip Generation – Revised with HPEMAC Improvements

Mode and Modal Split		Trips Generation					
		AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
		In	Out	Two-Way	In	Out	Two-Way
Car or Van Driver	65%	21	60	81	57	25	81
Train	6%	2	6	7	5	2	8
On Foot	8%	3	7	10	7	3	10
Passenger in a Car or Van	5%	2	5	6	4	2	6
Bus, Minibus, Coach	9%	3	8	11	8	3	11
Bicycle	5%	2	5	6	4	2	6
Motorcycle, Scooter, Moped	1%	0	1	1	1	0	1
Other	1%	0	1	1	1	0	1
Taxi	0%	0	0	0	0	0	0
Underground, Metro, Light Rail	0%	0	0	0	0	0	0
Total	100%	32	92	124	87	38	125

Source: Consultant's Estimates Note: Numbers may not sum due to rounding.

6.4.9 Table 6.3 reveals the revised mode share, taking into account the HPEMAC improvements and the implementation of the Travel Plan has the potential to lead to a modest increase in bus passengers from five to 11 in the peak hour, an increase in those walking from five to seven, and for those cycling from circa two to six. There would be a corresponding reduction in vehicle trips by some 13 two-way trips during the peak hours.

6.4.10 The mode share set out in Table 6.3 will be used in the remainder of this assessment.

Medical Centre

6.4.11 The proposal also includes a 2,170 sqm medical centre. The site will include a GP surgery and an ancillary pharmacy within the building. The TRICS database has also been reviewed for comparable GP surgery sites. A summary of the resultant trips rates, and trip attraction, is presented in Table 6.4. The full trip rates are provided at Appendix F.

Table 6.4: Medical Centre Trip Rates and Trip Attraction

	Trip Rates (per 100sqm)			Trip Attraction (2,170 sqm)		
	In	Out	Two-Way	In	Out	Two-Way
Vehicles						
AM Peak Hour	3.683	1.739	5.422	80	38	118
PM Peak Hour	1.846	2.479	4.325	40	54	94
Daily (12 Hour)	30.916	30.588	61.504	671	664	1,335
Total Persons						
AM Peak Hour	6.403	3.255	9.658	139	71	210
PM Peak Hour	3.228	4.477	7.705	70	97	167
Daily (12 Hour)	57.860	57.519	115.379	1,256	1,248	2,504

Source: TRICS v.7.5.1 and Consultant's Estimates

Note: Numbers may not sum due to rounding

6.4.12 Table 6.4 reveals the medical centre has the potential to attract up to 118 two-way vehicle trips during the network peak hour and some 210 two-way total person trips.

6.4.13 It is noted that the vehicular trip attraction of the medical centre, across the peak hour, is the equivalent of, on average, some 210 additional residential units.

6.4.14 Discussions have been held with the future potential occupier regarding future appointments and the potential for virtual consultations at the sites. The occupier has confirmed that three, of the total 19 consulting rooms, will be 'virtual consulting rooms' for virtual/ online appointments. As such this will reduce the need for future patients to physically travel to and from the site. This is further supported by anecdotal evidence from local health providers that is anticipated that post Covid up to 30% of medical appointments may be undertaken virtually. As such, it is considered that as a result of future travel patterns there is the potential for the number of trips to reduce. For this assessment a reduction in trips to the medical centre by 20% has been assessed for a robust case.

6.4.15 The trip generation set out within Table 6.4 has been reduced by 20% to take into account the propensity for future virtual appointments, with the resultant trip generation set out within Table 6.5.

Table 6.5: Proposed Medical Centre Trip Attraction with Virtual Appointment Discount

	Trip Attraction (2,170 sqm)		
	In	Out	Two-Way
Vehicles			
AM Peak Hour	64	30	94
PM Peak Hour	32	43	75
Daily (12 Hour)	537	531	1,068
Total Persons			
AM Peak Hour	111	57	168
PM Peak Hour	56	78	134
Daily (12 Hour)	1,005	998	2,003

Source: Sanderson Associates Transport Assessment and Consultant's Estimates
Note: Numbers may not sum due to rounding

6.4.16 As a result of future online and remote appointments, it is anticipated that the medical centre will attract the following:

- Up to 94 (two-way) vehicle movements during the morning peak hour;
- Some 75 (two-way) vehicle trips during the evening pear hour; and
- Circa 168 (two-way) total person trips in the morning peak hour and 134 (two-way) total person trips in the evening.

Total Development Traffic

6.4.17 The total development traffic generated by the development proposal (including the residential units and the medical centre) is presented in Table 6.6.

Table 6.6: Total Development Trip Generation

	Trip Generation		
	In	Out	Two-Way
Vehicles			
AM Peak Hour	85	90	175
PM Peak Hour	89	68	156
Total Persons			
AM Peak Hour	143	149	292
PM Peak Hour	143	116	259

Source: TRICS v.7.5.1 and Consultant's Estimates
Note: Numbers may not sum due to rounding

6.4.18 The total development, including the residential units and the medical centre, is therefore anticipated to generate up to 175 (two-way) vehicle trips during the network peak hours and some 292 (two-way) total person trips during the peak hours.

6.5 Trip Distribution

Residential

6.5.1 The trip distribution of future residential trips has been derived from the NTS table 'Proportion of Peak Hour Trips by Journey Purpose (Car Driver only'). This table sets out the proportion of peak hour trips by journey purpose and is summarised in Table 6.7.

Table 6.7: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	AM Peak (0800-0900)	PM Peak (1700-1800)
Commuting/Business	37.6%	43.9%
All Other Journey Purposes	62.4%	56.1%
Total	**100%**	**100%**

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2014/18, National Travel Survey, DfT, 2019

6.5.2 Table 6.7 demonstrates that some 38% of the total vehicular trips generated by the residential development will be for employment journeys in the morning peak hour period. The remaining 62% of the vehicle trips will be all other purposes, including education, shopping, leisure, and personal business trips. In the evening peak hour, 44% of journeys are employment related with other journeys comprising 56% of the total vehicular trips.

6.5.3 In the morning peak hour, up to 30% of trips are associated with educational trips. The site is located within easy walking distance to both primary and secondary education facilities in Willingdon (as set out in Section 5). In addition, the site's allocation includes a primary school (for which the recent Mornings Mill Farm application seeks permission for land for). It is therefore likely that nearly all educational trips from the site will be by foot. However, as a robust assessment, no discount in vehicle numbers to reflect this is made.

6.5.4 To provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes:

- For commuting and business trips, the 2011 National Census Journey to Work statistics (for car drivers) has been used based on the existing local residents. This dataset identifies existing resident's employment locations and so existing commuting patterns; and
- For other journey purpose trips, a P/T^2 gravity model has been undertaken using the population of key urban areas (from the 2011 Census) within a 30-minute drive time of the site (estimated from Google Maps Directions facility).

6.5.5 The 2011 Census Journey to Work data is provided at Appendix G alongside the gravity model. The combined distributions of commuting and business trips and all other trips, based on the data above, is presented in Tables 6.8 and 6.9 for the morning and evening peak hours respectively.

Table 6.8: Combined Distribution – Morning Peak Hour

Destination	Commuting/ Business	All Other	Combined
Eastbourne	18%	35%	53%
Wealden	10%	7%	16%
Lewes	3%	3%	5%
Brighton and Hove	1%	13%	14%
Hastings	1%	4%	5%
Rother	1%	1%	2%
All other destinations	5%	-	5%
Total	**38%**	**62%**	**100%**

Source: Census and Consultant's Estimates
Note: Numbers may not sum due to rounding

Table 6.9: Combined Distribution – Evening Peak Hour

Destination	Commuting/ Business	All Other	Combined
Eastbourne	21%	31%	52%
Wealden	11%	6%	17%
Lewes	3%	2%	5%
Brighton and Hove	1%	12%	13%
Hastings	1%	3%	4%
Rother	1%	1%	2%
All other destinations	5%	-	5%
Total	**44%**	**56%**	**100%**

Source: Census and Consultant's Estimates
Note: Numbers may not sum due to rounding

Medical Centre

6.5.6 The distribution of the proposed medical centre trips has been based on the population gravity model only, noting that the centre is anticipated to serve local residents and thus the majority of trips (both future patients and staff) are likely to be local and well within a 30 minute drive. The medical centre distribution, based on the gravity model, is reproduced in Table 6.10.

Table 6.10: Gravity Model Distribution – Medical Centre

Destination	Distribution
Eastbourne	56%
Hailsham	8%
Bexhill	2%
Hastings	6%
Crowborough	1%
Uckfield	1%
Lewes	2%
Brighton	21%
Seaford	2%
Total	**100%**

Source: Consultant's Estimates. Note: numbers may not sum due to rounding.

6.6 Trip Assignment

6.6.1 The proposed development traffic has been assigned to the local highway network using the Google Maps journey planner for a weekday morning peak hour. The assignment of the main destinations by route is provided in the tables at Appendix H.

6.6.2 The resultant development assignment of the residential dwellings is provided in Figures 6.11 and 6.12 for the morning and evening peak hour, and Figures 6.13 and 6.14 illustrates the medical centre development assignment. The combined proposed development assignment is illustrated in Figures 6.15 and 6.16 for the morning and evening peak hours respectively.

6.6.3 The 2030 with proposed development traffic flows during the morning and evening peak hours are provided in Figures 6.17 to 6.20, for the two Mornings Mill Farm scenarios.

6.7 A2270 Eastbourne Road Traffic Flows Review

6.7.1 Both the Mornings Mill Farm and Brodricksland applications utilise the SWETS model. This is a strategic level traffic model that distributes traffic flows over a wide network. By its nature, it will assign traffic away from highway links and junctions that are approaching capacity. This cannot be replicated in a simple spreadsheet based model. A review of the A2270 Eastbourne Road flows using growthed traffic survey data and the flows presented in the SWETS model (from the outputs in the Mornings Mill Farm application) are presented in Table 6.11.

6.7.2 The table below summarises the 'through flow' of traffic along Eastbourne Road to the north of the site access.

Table 6.11: A2270 Eastbourne Road Total Vehicles Review

	Proposed Site	Mornings Mill Farm	Difference
	2030 With Development[1]	2027 With Development	
Morning Peak Hour			
Northbound	1,012	952	+60 (6%)
Southbound	1,000	847	+153 (18%)
Two-Way	2,012	1,799	+213 (12%)
Evening Peak Hour			
Northbound	978	883	+95 (11%)
Southbound	1,313	1,057	+256 (24%)
Two-Way	2,291	1,940	+351 (18%)

Source: Consultant's Estimates

1: With Mornings Mill Farm at 700 dwellings

6.7.3 Table 6.11 reveals that the future year flows along Eastbourne Road using the growthed traffic survey data, and within this assessment, provides an overly robust case for which to assess this application. All other sites, many of which are much larger than this proposal, assume a much lower volume of traffic utilising the Eastbourne Road corridor north of the site access.

6.7.4 For example, the assessments presented within this application are using traffic flows 12% higher in the AM peak hour and 18% higher in the PM peak hour than that utilised in the Mornings Mill Farm application, due to the difference in methodology. Such a large increase cannot be simply put down to the additional traffic from the 180 units and medical centre or any background growth (which in any event is considered to be non-existent along this corridor). In reality, the

additional development traffic to the north of the site will be around 80 two-way movements in the peak hours. Therefore, the SWETS model mush be reassigning over 100 two-way movement in the AM peak hour and 250 two-way movements in the PM peak hour away from the Eastbourne Road.

6.8 Assessment Scenarios

6.8.1 The following assessment scenarios to be tested are as follows:

- 2021 base traffic flows – taken from the ESCC traffic data (see Figures 3.1 and 3.2);
- 2030 future year without development with committed development with MMF at 520 dwellings (see Figures 6.7 and 6.8);
- 2030 future year without development with committed development with MMF at 700 dwellings (see Figures 6.9 and 6.10);
- 2030 future year with development and with committed development with MMF at 520 dwellings (see Figures 6.17 and 6.18); and
- 2030 future year with development and with committed development with MMF at 700 dwellings (see Figures 6.19 and 6.20).

SECTION 7 Impact Assessment

7.1 Proportional Impact

7.1.1 The proportional increase in traffic flows as a result of the development in the 2030 future year compared to traffic flows without development is summarised in Table 7.1.

Table 7.1: Proportional Increase in Total Junction Traffic Flows

Junction	Total Peak Hour Traffic Flows					
	2030 Base (MMF 520 dwellings)	2030 With Dev't (MMF 520 dwellings	% Increase	2030 Base (MMF 700 dwellings)	2030 With Dev't (MMF 700 dwellings	% Increase
Morning Peak Hour						
A2270 Eastbourne Road/ High Street/ Wannock Road	2,677	2,753	*+2.8%*	2,718	2,794	*+2.8%*
A2270 Eastbourne Road/ Broad Road	2,289	2,382	*+4.1%*	2,335	2,428	*+4.0%*
A2270 Eastbourne Road/ Huggetts Lane	3,103	3,196	*+3.0%*	3,149	3,242	*+3.0%*
Evening Peak Hour						
A2270 Eastbourne Road/ High Street/ Wannock Road	2,943	3,011	*+2.3%*	2,985	3,053	*+2.3%*
A2270 Eastbourne Road/ Broad Road	2,506	2,588	*+3.3%*	2,553	2,634	*+3.2%*
A2270 Eastbourne Road/ Huggetts Lane	3,362	3,444	*+2.4%*	3,408	3,490	*+2.4%*

Source: Consultant's Estimates

7.1.2 Table 7.1 demonstrates that the proportional impact of the development proposal will result in a significantly less than 5% increase in total flows at the local junctions during the peak hours. This level of increase is well within daily variations of traffic and below that which the impact of the proposal would usually be considered necessary to test its impact across a wide highway network. If a standard growth rate hand been applied, then the proportional impact would have been even less.

7.1.3 As set out in earlier sections of the report, it has been demonstrated and agreed by the Planning Inspectorate, that full development of the allocation of up to 700 dwellings can be

accommodated on the wider highway network, with an agreed set of mitigation measures (that can be proportionally funded by various applicants). The most important point is to demonstrate that an access can be delivered that is safe for all users and will not cause undue delay to buses on the future HPEMAC corridor. With the Mornings Mills Farm site recently applying for the full 700 dwelling allocation on its land, it is for this Hindsland application to demonstrate that the additional demand over and above the allocation can be safely accommodated on the network. However, as also set out previously, it is considered that 180 dwellings on the Hindsland site is a fair and proportionate delivery of new housing on this element of the allocation, and the impact from the development traffic from the additional 180 dwellings now to be delivered across the allocation land is more to do with the higher density being applied for on the Mornings Mill Farm site. Any such impact and mitigation that may be necessary of the combined 880 units on the allocation site should be considered across all application sites.

7.1.4 In reality, the additional 180 dwellings only results in an additional 41 two-way vehicular movements at the junction with High Street, and an additional 46 two-way trips at the junctions with Broad Road and Huggetts Lane during the morning peak hour. The increases are 42 and 46 in the evening peak hour respectively. Therefore, the additional level of traffic is equivalent to a 1% increase in traffic flows at the Broad Road junction and less than 2% increase at the High Street and Huggetts Lane junctions.

7.1.5 However, despite the small increase in vehicular flow anticipated as a result of the development, the impact of the proposal on the operation of the next significant junctions on the Eastbourne Road north and south of the development (at High Street and at Huggetts Lane) has been undertaken, as well as at the neighbouring Broad Road junction.

7.2 Operational Assessments

7.2.1 The assessment scenarios have been tested using LinSIG (signalised junctions) and Junctions 9 (priority junctions) software. These are industry standard software packages that model capacity, queuing, and delay at junctions.

7.2.2 The proposed site access and the A2270 Eastbourne Road / Broad Road junction have been modelled with a FLAT profile. This is justified through a review of the observed traffic flows along Eastbourne Road during the network peak periods which demonstrates a constant flow of traffic with no evidence of 'peaking' through these periods. This is summarised in Table 3.5.

7.2.3 The junctions that have subject to detailed operational testing are:

- Proposed site access/ A2270 Eastbourne Road;
- A2270 Eastbourne Road/ High Street/ Wannock Road;
- A2270 Eastbourne Road/ Broad Road; and
- A2270 Eastbourne Road/ Huggetts Lane.

7.2.4 A summary of the operational assessments for these junctions is provided in the following tables. The full results are provided at Appendix I.

Proposed Site Access/ A2270 Eastbourne Road

Table 7.2: Operational Assessments – Site Access

	Morning Peak Hour			Evening Peak Hour		
	RFC	Delay (s/PCU)	Queue (PCU)	RFC	Delay (s/PCU)	Queue (PCU)
2030 With Development (Mornings Mill Farm 520 dwellings)						
Site Access	0.42	29	1	0.60	80	2
Eastbourne Road South	0.09	8	<1	0.11	10	<1
2030 With Development (Mornings Mill Farm 700 dwellings)						
Site Access	0.45	33	1	0.72	132	2
Eastbourne Road South	0.09	8	<1	0.11	10	<1

Source: Junctions 9

7.2.5 The results of the site access operational assessments demonstrate the site access will operate well within capacity with minimal delays and queues during both the morning and evening peak hours. The additional test of Mornings Mill Farm with 700 dwellings demonstrates the junction will continue to operate well below theoretical capacity.

7.2.6 Crucially, the development will not result in any significant queues on the right turn in lane within the ghost island junction. The queue will be fully contained with the ghost island lane, with no queue more than one vehicle, when the lane can safely accommodate up to five vehicles before blocking back. This is important, as this demonstrates that the introduction of this access junction in this form and location will have no impact on the through flow of traffic on the Eastbourne Road. This is contrast to a traffic signal controlled junction which will by its nature, introduce some delays to through movements. Therefore, the site access will also not have any

impact on the operation of the future bus priority measures to be introduced as part of the HPEMAC plans.

A2270 Eastbourne Road/ High Street/ Wannock Road

Table 7.3: Operational Assessments – Eastbourne Road/ High Street/ Wannock Road

	Morning Peak Hour			Evening Peak Hour		
	Deg. Saturation	Delay (s/PCU)	Mean Max Queue	Deg. Saturation	Delay (s/PCU)	Mean Max Queue
2021 Base						
Eastbourne Road (North)	84.5%	42	24	108.7%	68	95
High Street	84.7%	69	9	92.4%	4	7
Eastbourne Road (South)	82.7%	39	24	78.2%	7	20
Wannock Road	72.2%	51	12	84.0%	6	12
2030 Without Development (Mornings Mill Farm 520 dwellings)						
Eastbourne Road (North)	96.2%	63	39	110.6%	225	118
High Street	90.1%	86	11	115.2%	146	14
Eastbourne Road (South)	97.8%	72	42	81.3%	28	23
Wannock Road	74.5%	53	12	109.8%	263	32
2030 Without Development (Mornings Mill Farm 700 dwellings)						
Eastbourne Road (North)	96.0%	61	39	113.0%	262	135
High Street	99.1%	134	15	115.2%	146	14
Eastbourne Road (South)	99.5%	84	47	82.5%	29	24
Wannock Road	77.0%	56	13	109.8%	263	32
2030 With Development (Mornings Mill Farm 520 dwellings)						
Eastbourne Road (North)	98.6%	76	45	113.7%	272	139
High Street	100.1%	142	16	115.2%	146	14
Eastbourne Road (South)	100.9%	98	52	83.8%	30	25
Wannock Road	77.4%	56	13	109.8%	263	32
2030 With Development (Mornings Mill Farm 700 dwellings)						
Eastbourne Road (North)	100.5%	74	45	114.5%	282	146
High Street	99.1%	134	15	115.2%	154	15
Eastbourne Road (South)	101.7%	106	57	83.6%	29	25
Wannock Road	77.0%	56	13	115.9%	349	40

Source: LinSIG

7.2.7 The results in Table 7.3 demonstrate a very similar pattern to that established in the assessment that were agreed as part of the original planning submission and subsequent appeal for the overall Mornings Mill Farm site that also included the Hindsland site. The models supporting that application demonstrated that the network was effectively already operating at capacity, and ultimately it was agreed by ESCC and the Inspector that the further increase in traffic flows at the junction could not be considered as severe. That was based on the site accommodating 700 dwellings. This is ultimately the same as the "2030 with Development (Mornings Mill Farm 520 dwellings)" assessment presented in Table 7.3, and it has therefore been agreed that the reduction in performance at the junction between that scenario and that presented in the "2021 base" is acceptable.

7.2.8 This proposal is introducing a further 180 dwellings to the network. This is effectively the "2030 with development (Mornings Mill Farm 700 dwellings)" assessment. It is clear that the during the morning peak hour, the overall performance of the junction is not altered by the introduction of the additional units, with the performance of some arms improving by the same amount as those worsening on other arms. In the PM peak the pattern is slightly different, with the RFC increasing slightly (by 1%) on the northern arm, remaining the same and slightly improving on the High Street and southern arms respectively, whilst worsening by 5% on the Wannock Road arm. However, such small increases cannot be considered severe, and in any event that are plans as part of the HPEMAC scheme to significantly increase capacity at the junction. Overall, the development is only adding 80 two-way vehicle trips in the peak hours across all the arms of the junction.

A2270 Eastbourne Road/ Broad Road

Table 7.4: Operational Assessments – Eastbourne Road/ Broad Road

	Morning Peak Hour			Evening Peak Hour		
	RFC	Delay (s/PCU)	Queue (PCU)	RFC	Delay (s/PCU)	Queue (PCU)
2021 Base						
Broad Road (left turn)	0.11	7	<1	0.04	7	<1
Broad Road (right turn)	0.21	22	<1	0.13	28	<1
Eastbourne Road North	0.16	8	<1	0.12	8	<1
2030 Without Development (Mornings Mill Farm 520 dwellings)						
Broad Road (left turn)	0.14	10	<1	0.05	9	<1
Broad Road (right turn)	0.40	54	1	0.30	78	<1
Eastbourne Road North	0.18	9	<1	0.13	9	<1
2030 Without Development (Mornings Mill Farm 700 dwellings)						
Broad Road (left turn)	0.14	10	<1	0.05	9	<1
Broad Road (right turn)	0.41	56	1	0.38	108	1
Eastbourne Road North	0.18	9	<1	0.14	9	<1
2030 With Development (Mornings Mill Farm 520 dwellings)						
Broad Road (left turn)	0.16	12	<1	0.06	10	<1
Broad Road (right turn)	0.50	80	1	0.44	138	1
Eastbourne Road North	0.18	10	<1	0.14	9	<1
2030 With Development (Mornings Mill Farm 700 dwellings)						
Broad Road (left turn)	0.18	13	<1	0.10	18	<1
Broad Road (right turn)	0.56	102	1	0.61	265	1
Eastbourne Road North	0.18	10	<1	0.14	10	<1

Source: Junctions 9

7.2.9 The Broad Road / Eastbourne Road junction has also been subject to detailed operational assessments for the future with and without development scenarios. The junction has the same layout as the proposed access junction, and have very similar peak hour turning movements (i.e. the flow of traffic turning in and out of Broad Road at present is of a similar magnitude to that to be experienced at the proposed access junction to the site.

7.2.10 The results demonstrate the junction is anticipated to operate within capacity during both 'without development' scenarios. The addition of the development traffic will result in the

junction continuing to operate within capacity during both the morning and evening peak hours, with limited queuing and delays on all arms.

7.2.11 The results demonstrate the junction is, and will operate, within capacity in the with development scenarios. The model suggests there will be an increase in delay to vehicles, particularly along Broad Road in the evening peak hour. This is as a result of the flows along Eastbourne Road and vehicles seeking to exit the Broad Road arm. It is noted that this modelling assesses the Eastbourne Road to have 18% higher traffic flows than that set out in the Mornings Mill Farm application. In reality, the increase of some 80 (two-way) vehicle trips (including residential and medical centre trips) traveling through this junction will have an immaterial impact on queues.

A2270 Eastbourne Road/ Huggetts Lane

Table 7.5: Operational Assessments – Eastbourne Road/ Huggetts Lane

	Morning Peak Hour			Evening Peak Hour		
	Deg. Saturation	Delay (s/PCU)	Mean Max Queue	Deg. Saturation	Delay (s/PCU)	Mean Max Queue
2021 Base						
Eastbourne Road (north)	97.3%	45	44	101.3%	80	68
Huggetts Lane	88.1%	70	13	55.1%	48	5
Eastbourne Road South (ahead)	34.8%	6	4	45.9%	8	6
Eastbourne Road South (right)	36.1%	9	4	50.6%	13	5
2030 Without Development (Mornings Mill Farm 520 dwellings)						
Eastbourne Road (north)	114.3%	281	157	115.1%	289	174
Huggetts Lane	115.5%	337	58	102.5%	172	15
Eastbourne Road South (ahead)	42.3%	8	5	49.9%	9	7
Eastbourne Road South (right)	43.7%	11	5	56.3%	14	6
2030 Without Development (Mornings Mill Farm 700 dwellings)						
Eastbourne Road (north)	116.7%	315	176	116.0%	302	182
Huggetts Lane	117.0%	358	61	108.5%	344	22
Eastbourne Road South (ahead)	42.7%	8	5	50.7%	9	7
Eastbourne Road South (right)	44.1%	11	5	56.5%	14	6

	Morning Peak Hour			Evening Peak Hour		
	Deg. Saturation	Delay (s/PCU)	Mean Max Queue	Deg. Saturation	Delay (s/PCU)	Mean Max Queue
2030 With Development (Mornings Mill Farm 520 dwellings)						
Eastbourne Road (north)	118.9%	347	191	117.3%	320	193
Huggetts Lane	116.7%	3529	61	111.0%	277	25
Eastbourne Road South (ahead)	44.2%	9	5	51.0%	9	7
Eastbourne Road South (right)	45.7%	12	5	56.6%	14	7
2030 With Development (Mornings Mill Farm 700 dwellings)						
Eastbourne Road (north)	121.1%	378	209	118.2%	333	200
Huggetts Lane	117.6%	365	63	116.1%	342	31
Eastbourne Road South (ahead)	44.6%	9	6	51.8%	9	7
Eastbourne Road South (right)	46.1%	12	5	57.1%	14	7

Source: LinSIG

7.2.12 Similar to the High Street junction, this assessment of the Huggetts lane junction presents a very similar pattern to that established in the assessment that were agreed as part of the original planning submission and subsequent appeal for the overall Mornings Mill Farm. Again, the models supporting that application demonstrated that the network was effectively already operating at capacity, and ultimately it was agreed by ESCC and the Inspector that the further increase in traffic flows at the junction could not be considered as severe. That was based on the site accommodating 700 dwellings. This is ultimately the same as the "2030 with Development (Mornings Mill Farm 520 dwellings)" assessment presented in Table 7.5, and it has therefore been agreed that the reduction in performance at the junction between that scenario and that presented in the "2021 base" is acceptable.

7.2.13 This proposal is introducing a further 180 dwellings to the network. This is effectively the "2030 with development (Mornings Mill Farm 700 dwellings)" assessment. It is clear that the during the morning peak hour, the overall performance of the junction is not materially altered by the introduction of the additional units. Whilst increases occur in the PM peak assessment, these are at a significantly lower magnitude than those agreed for the whole Mornings Mill Farm site. Overall, the development is only adding 80 two-way vehicle trips in the peak hours across all the arms of the junction, and such small increases cannot be considered severe. Future

improvements, as well as a modal shift, will also be provided by the HPEMAC scheme at this junction.

7.3 Impact on the A27 and A22

7.3.1 The anticipated distribution and assignment of proposed development trips onto the A27 and A22 is set out within the assignment tables in Appendix H. The estimated distribution, and resultant assignment, of the residential development traffic routing along these roads is presented in Table 7.6. The vehicular trips associated with the medical centre is not included within the table below as it considered that these trips, and the local catchment, will predominately result in additional vehicles on the local highway network, rather than the strategic network.

Table 7.6: Distribution and Assignment – A27 and A22

	A22 North of Polegate	A27 West (Lewes Road)	A27 East (Polegate Bypass)	Total
Morning Peak Hour				
Distribution	20%	23%	1%	44%
In	4	5	0	9
Out	12	14	1	26
Two-Way	16	19	1	36
Evening Peak Hour				
Distribution	21%	22%	1%	44%
In	12	13	1	25
Out	5	6	0	11
Two-Way	17	18	1	36

Source: Consultant's Estimates

7.3.2 Table 7.6 demonstrates that less than 40 two-way trips are anticipated to be generated by the development traveling on the A27 and A22 during the network peak hours. This equates to less than one vehicle per minute in the peak hours and such an increase will not result in a 'severe' impact on the operation or capacity of these key junctions.

A27 Improvements

7.3.3 As set out in Section 1.3.5, as part of the previous application and Appeal for the Mornings Mill Farm site, it was agreed that a Condition restricting no more than 150 dwellings to be occupied

until works on the A27 Polegate junction and A27 Cophall roundabout have been completed. The various documents supporting the previous planning application and Appeal do not state where the 150 unit 'trigger' has been derived.

7.3.4 A review of the anticipated residential development trip generation traveling through these junctions during the network peak hours is provided in Table 7.7. The figures are based on the assignment assumptions set out in Appendix H and the residential development trip generation (set out in Table 6.3). The figures are shown per arm.

7.3.5 The figures below are based on the residential trip generation only, noting the previously agreed Conditions related to the residential units only. The medical centre is anticipated to include the re-location of existing practices and thus the trips will not be 'new' trips onto the network.

Table 7.7: Development Traffic – A27 Polegate Junction and A27 Cophall Roundabout

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way
A27 Polegate Junction						
A2270 Eastbourne Road (South)	9	26	36	25	11	36
A27 Lewes Road (West	5	14	19	13	6	18
A27 (North-East)	4	13	17	13	6	18
A27 Cophall Roundabout						
A27 South	4	13	17	13	6	18
A22 North	4	12	16	13	6	18
A27 Polegate Bypass (East)	0	1	1	13	6	18

Source: Consultant's Estimates

Note: Numbers may not sum due to rounding.

7.3.6 Table 7.7 demonstrates that the residential development is likely to generate up to 36 (two-way) additional vehicles at the Polegate junction during the network peak hours. Of which, some 19 (two-way) trips are to route on the A27 Lewes Road and the remaining 17 (two-way) trips to continue on the A27 (north-east). The additional 36 vehicle is equivalent to one additional vehicle every two minutes during the peak hours.

7.3.7 At the A27 Cophall roundabout, the residential development is anticipated to generate some 17 (two-way) vehicle movements at the junction in the morning peak hour and 18 (two-way) vehicle movements in the evening junction. This equates to one additional vehicle every three minutes.

Of these, the majority are anticipated to continue onto the A22 north, with only one vehicle trip anticipated to route onto the A27 Polegate bypass.

7.3.8 This level of additional traffic, on each arm, during the network peak hours is considered to be well within daily variations of traffic and have no discernible impact on the operation of these junctions. The difference between the seemingly arbitrary trigger of 150 dwellings for the contributions established ay the previous Appeal, and the 180 dwellings applied for here is the equivalent to just a further six vehicles at the A27 Polegate junction and three vehicles at the A27 Cophall roundabout. It is therefore considered that the 150 trigger previously used would equally be applied to the 180 dwellings now applied for, without any material impact on the strategic highway network.

7.4 Multi-Modal Impact

7.4.1 The estimated multi-modal trip generation of the residential development is set out in Table 6.3. This demonstrates:

- Up to 10 (two-way) trips on foot in each of the network peak hours;
- Some six (two-way) trips by cycling in the network peak hours; and
- Up to 19 (two-way) trips by public transport in the network peak hours.

7.4.2 Of the 19 public transport trips, eight are associated with rail travel and 11 with local buses. It is assumed that passengers traveling by train will walk to Polegate station and the bus passengers will utilise the bus stops directly outside of the site.

7.4.3 The proposal therefore has the potential to generate some 18 (two-way) trips along Eastbourne Road (including those traveling on foot and those traveling towards Polegate railway station). The proposed footways around the site, including the proposed shared footway/cycleway along Eastbourne Road, and the improvements as part of the HPEMAC are anticipated to accommodate the future demand for walking and cycling as a result of the development.

7.5 Summary

7.5.1 This assessment takes into account a number of local developments that are considered as committed developments. This includes the Mornings Mill Farm development and the Brodricklands Farm development. The estimated vehicular traffic impacts of these developments

have been assessed and considered within the future year assessments. For a robust assessment it is assumed that the full occupation of these sites in the future year.

7.5.2 A review of the traffic flows on the Eastbourne Road, taken from the DfT, over the last 14 years demonstrates a consistent reduction in traffic. As such, the 2021 base traffic flows have not had any background traffic growth applied, although traffic has been growthed up to a 2021 base year (despite it likely have reduced by up to 5%). This is also supported through the new HPEMAC improvements which seek a modal shift from private vehicle to more sustainable modes and thus will reduce future vehicular growth along this corridor.

7.5.3 The traffic impact of the proposed development has been assessed for a future year of 2030 with the full occupation of the committed developments also assessed. A review of the assessed traffic flows along the Eastbourne Road demonstrates this assessment provides a robust and 'worst case' assessment of such traffic flows compared to the Mornings Mill Farm application with this assessment considering 12-18% higher flows in the peak hours.

7.5.4 The likely trip generation of the proposal has been estimated based on similar private house schemes within the TRICS database and the local 2011 Census mode share data. In addition, the medical centre trip rates are comparable TRICS sites.

7.5.5 The vehicular trip distribution of the proposed site has been based on the local Census journey to work data and a gravity model. The vehicle trips have been assigned onto the local highway network using Google Maps.

7.5.6 The proportional impact of the proposed development on the local junctions has been assessed and reveals a less than 5% increase as a result of the development. This level of increase is well within daily variations of traffic. Notwithstanding this, these junctions have been subject to additional capacity testing.

7.5.7 The capacity of the local junctions, including the proposed site access, have been tested using junction capacity software. The results reveal the proposed site access will operate in the future with development year within capacity. In particularly, no delays will be introduced to through movements on the Eastbourne Road, including to bus passengers. In addition, the Broad Road/ Eastbourne Road junction will also continue to operate within theoretical capacity with and without the development.

7.5.8 Whilst the signal controlled junction to High Street to the north and Huggetts Lane to the south are demonstrating a network at capacity, the level of increased pressure on these junctions created by the 180 dwellings and medical centre is significantly less than the level of impact considered to be acceptable as part of the previous application and appeal. It is therefore considered that the further slight worsening of performance cannot be seen as "severe" in NPPF terms. In any event, the traffic flows used for the assessment are significantly higher than those presented as part of the previous application and appeal, due to the spreadsheet modelling technique used (which does not reassign traffic away from junction like the strategic SWETS model does), and also provides for a growth in traffic on the network over recent year, when the evidence points towards a slight reduction in traffic flows along the Eastbourne Road corridor.

7.5.9 Similarly, the impact on the strategic roads of the A22 and A27 has been demonstrated to by very small, and well within daily variations of traffic at their respective junction, such that no direct assessment is necessary, nor any mitigation being required as part of the proposal.

7.5.10 The residential site also has the potential to generate 18 (two-way) trips along Eastbourne Road (including those traveling on foot and those traveling towards Polegate railway station).

SECTION 8 Framework Construction Traffic Management Plan

8.1 Overview

8.1.1 This section of the TA sets out the framework Construction Traffic Management Plan (CTMP) that will form the basis / foundation for the CTMP, once any consent is granted.

8.1.2 A CTMP will be Conditioned as part of any future consent. This report will identify the construction programme, vehicle routing and management measures. Construction vehicles will be routed to use the strategic road network and will be discouraged from routing along residential streets and estates.

8.1.3 This section sets out a high level review of the likely management measures that will be implemented within the CTMP.

8.2 Vehicle Routing and Construction Traffic Movements

8.2.1 The site is well located to the primary and strategic road networks, including access from the A2270 Eastbourne Road and the A22 and A27 to the north. As such, it is unlikely that construction vehicles will need to route along residential roads in the vicinity of the site and will be limited from doing so unless strictly necessary.

8.2.2 All construction vehicles will enter and exit the site via the site access onto the A2270 Eastbourne Road. The proposed access is designed of sufficient width to accommodate timed and managed construction activity. As part of the final CTMP, the appointed contractor will be required to provide a vehicle routing strategy which shall set out the primary construction routes to and from the site.

8.2.3 All construction vehicle drivers will be informed that they must not wait/park on the surrounding highway network; any drivers who ignore this directive will face disciplinary action.

8.3 Mitigation Measures

8.3.1 A detailed list of measures and site protocols will be agreed with WDC/ESCC through the submission of a full CTMP. This should include and make reference to at least the following:

- All contractors to be members of the Considerate Contractors Scheme and Fleet Operators Recognition Scheme (FORS);
- HGVs will be brought to and from site outside of the network peak hours of 0800-0900 and 1700-1800 hours;
- Temporary construction vehicle routing signage on the local highway network;
- Site hoarding to enclose the site on all sides and suitable signage to be installed to warn pedestrians and highways users of the presence of HGVs;
- The regular inspection of the local highway network for any deposits of soil/debris deposited by construction traffic and if necessary, the road to be swept using a mechanical sweeper or similar;
- Wheel washing facilities;
- Dust, noise and vibration and its management; and
- Given that the site is located off the A2270 Eastbourne Road, it is anticipated that at least one banksman will always be present at the site access when construction vehicles are expected.

8.4 Management, Monitoring and Review

8.4.1 The Applicant, or future developer, will work with the appointed Principal Contractor to implement the measures identified above. The continuing management of the CTMP will be the responsibility of the Principal Contractor and will cover the lifetime of the planned construction works.

8.4.2 The Principal Contractor will nominate a member of staff to be responsible for the day-to-day organisation and monitoring of construction logistics for the Site, which given the complexity of the project will be a full time role. The responsibilities of this Logistics Manager role will include the implementation and management of the CTMP for the lifetime of the construction project.

8.4.3 The final CTMP will be implemented from commencement of construction activities on the Site.

8.4.4 The Logistics Manager will monitor vehicle movements on a daily basis and will carry out surveys of vehicle movements and routing at regular intervals throughout the construction project.

8.4.5 The final CTMP shall be a 'live' document and will be regularly reviewed with key stakeholders and updated throughout the project's construction. The CTMP will be reviewed no less than annually. Should updates be required, these will be undertaken, and an updated version issued to WDC/ESCC and other key stakeholders for review and information.

SECTION 9 Summary and Conclusions

9.1.1 Summary

9.1.2 Danescroft (FREOF V Willingdon) LLP has appointed i-Transport LLP to provide highways and transport advice for a forthcoming planning application for the development of up to 180 residential dwellings and a 2,170 sqm medical centre on land to the east of the A2270 Eastbourne Road, Willingdon.

9.1.3 The proposed development is for:

> ***"Outline Application All Matters Reserved except for Access (excluding internal estate roads beyond the access to serve the Medical Centre Plot) for demolition of existing vacant dwelling and erection of up to 180 no. dwellings and medical centre together with all parking, servicing and onsite open space".***

9.1.4 The site is located to the south of Polegate and comprises of the disused Hindsland Playing Fields. The site is within the planning jurisdiction of Wealden District Council (WDC), with East Sussex County Council (ESCC) the local highway authority.

9.1.5 The site is located within the Land at South Polegate and East Willingdon allocation which is set out in WDC's adopted Core Strategy. The site allocation is contained within Policy WCS4 – Strategic Development Areas – SD4, an allocation for some 700 residential dwellings, employment land uses and community facilities.

9.1.6 The proposed site formed part of a larger site, which also included the adjacent land at Mornings Mill Farm, for which an outline planning application (planning ref: WD/2017/1942) was submitted in 2017. An appeal for non-determination (appeal ref: APP/C1435/W/19/3230484) was submitted on the site and an Inquiry was held in October 2019. The appeal was dismissed.

9.1.7 The Hailsham, Polegate and Eastbourne Movement and Access Corridor (HPEMAC) is a committed and secure package of integrated transport improvements along the A22/A2270/A2021 corridor between Hailsham, Polegate and Eastbourne. The proposals include improvements along the A2270 Eastbourne Road which begin outside of the proposed site's southern frontage. It was due to the impacts of the previous site's signal controlled access on users of the HPEMAC buses that the Appeal was dismissed. Overall highway impact was considered acceptable.

9.1.8 Pre-application discussions have been held with ESCC, including the submission of a scoping report and a meeting in November 2020. In addition, a meeting was held with ESCC to specifically discuss the HPEMAC improvements.

9.1.9 The site is well located to existing, and future, walking and cycling infrastructure in the area. There is a footway along the western side of Eastbourne Road which provide access north towards Polegate and south through Willingdon. An on-carriageway advisory cycle lane is provided along both sides of Eastbourne Road. The proposed HPEMAC improvements propose a shared footway/ cycleway along the Eastbourne Road as well as new crossings.

9.1.10 There are local bus stops on Eastbourne Road, directly outside of the site, which provide access to routes which serve Eastbourne town centre, Uckfield and Lewes. The site is within a 850m (equivalent to a 11 minute walk) of Polegate railway station which is served by Southern services.

9.1.11 A review of the 2011 Census data for the local area reveals the majority of residents travel to work by car (75% of the mode share), with a further 10% traveling by public transport and 8% by active modes (i.e. walking and cycling). A review of the car ownership data reveals an average car ownership of 1.3 cars per household with up to 47% living car free.

9.1.12 The proposed development is for the construction of up to 180 residential units and a 2,170 sqm medical centre. The development will be accessed via a ghost island right turn priority junction via Eastbourne Road. The proposed access will be located circa 90m north of the junction with Broad Road. The proposed access arrangements take account of the HPEMAC scheme and do not prejudice the delivery of the works.

9.1.13 Whilst the form and layout of car and cycle parking within the site is not a matter for determination within this planning application, a review of the parking provision presented within the illustrative masterplan has been undertaken. The review demonstrates the illustrative layout can provide the sufficient number of spaces required to meet ESCC's car parking demand calculator, with ample visitor and unallocated spaces.

9.1.14 A suite of swept path analysis has been undertaken at the site access, and within the illustrative internal layout, to demonstrate the ability of all vehicles, including refuse and servicing vehicles, to manoeuvre around the site.

9.1.15 Two Stage 1 Road Safety Audits were undertaken on the proposed access arrangements, including one with and the other without the HPEMAC improvements. The audits raised minor

comments, of which the majority can be picked up within the detailed design stage or have been updated within the proposed arrangements. The audit did not raise any issues with the overall arrangement of the site access junction with the HPEMAC improvements.

9.1.16 The proposed access arrangements have been updated in line with the comments and proposed recommendations.

9.1.17 A review of the everyday services and facilities within a comfortable (1.6km) walking distance from the site has been undertaken and demonstrates a vast array of destinations are located within this distance.

9.1.18 A Framework Travel Plan has been prepared and is submitted alongside this Transport Assessment. The report has been prepared in line with ESCC's guidance and includes a number of measures that will be implemented at the site to encourage sustainable travel to and from the site for all future users.

9.1.19 This assessment takes into account a number of local developments that are considered as committed developments. This includes the Mornings Mill Farm development and the Brodricklands Farm development. The estimated vehicular traffic impacts of these developments have been assessed and considered within the future year assessments.

9.1.20 A review of the traffic flows on the Eastbourne Road, taken from the DfT, over the last 14 years demonstrates a consistent reduction in traffic. As such, the 2021 base traffic flows have not had any background traffic growth applied.

9.1.21 The traffic impact of the proposed development has been estimated using the TRICS database for the residential dwellings and medical centre. The vehicular trip distribution of the proposed site has been based on the local Census journey to work data and a gravity model. The vehicle trips have been assigned onto the local highway network using Google Maps.

9.1.22 A future year of 2030 with the full occupation of the committed developments also assessed. The proportional impact of the proposed development on the local junctions reveals a less than 5% increase as a result of the development. This level of increase is well within daily variations of traffic. Notwithstanding this, these junctions have been subject to additional capacity testing.

9.1.23 The capacity of the local junctions, including the proposed site access, have been tested using junction capacity software. The results reveal the proposed site access will operate in the future

with development year within capacity. In addition, the Broad Road/ Eastbourne Road junction will also continue to operate within theoretical capacity with and without the development.

9.1.24 The Eastbourne Road/ High Street/ Wannock Road and Eastbourne Road/ Huggetts Lane models demonstrate both junctions are operating at capacity in the base year. As a result of the committed developments and proposed development traffic, the junctions will operate above capacity with increased queuing and delay, particularly in the evening peak hour. The increase in development traffic at these junctions (up to 80 two-way trips across both junctions) will have a minor impact in the overall operation of such and the increases, and such changes are small compared to those considered as acceptable for the whole 700 units assessment on the allocation land.

9.2 Conclusions

9.2.1 Overall, the site is in in general accordance with the previous planning application on the wider sited. The impact of that site was agreed to be acceptable on the local and wider highway networks (following mitigation for its larger quantum of development), with only the localised impacts of the introduction of signal controlled accesses considered to a material concern warranting a refusal at Appeal.

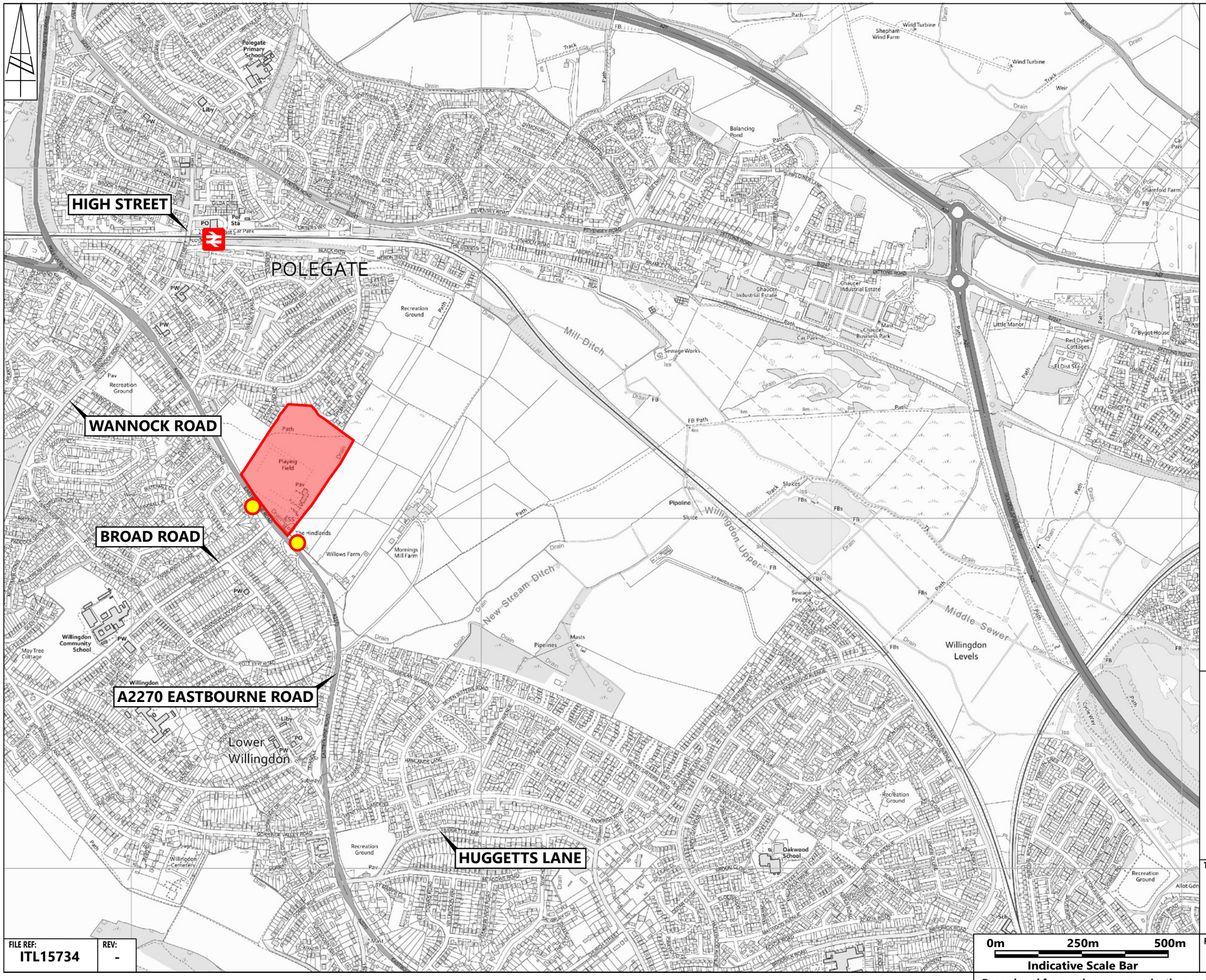
9.2.2 This assessment has demonstrated that, following relevant local mitigation, it is in a sustainable location, that can accommodate the increase in all mode trips generated by its proposed 180 dwellings and medical centre. Whilst it is considered that it should really be assessment as a proportionate part of the wider 700 dwelling allocation, it has been demonstrated that even if considered in addition to the allocation housing numbers, the overall highways impact is acceptable.

9.2.3 Turning to the reason for refusal of the previous Appeal on the land for which the site is a small part of, it has been demonstrated that the site's access to the A2270 Eastbourne Road can not only be safely accommodated within ESCC's HPEMAC bus corridor proposals (without creating any additional delays to future bus users), but it can actually benefit the scheme, by increasing the available length of northbound bus lane and southbound cycle lane.

9.2.4 The site's full 180 dwellings, accounting for its sustainable location and access to the new bus corridor, can also be accommodated on the local and strategic highway networks in advance of improvements at the A22 and A27.

9.2.5 It is therefore considered that the proposed development fully satisfies and addresses the transport and highways concerns relating to the previous application and appeal site in which it is contained, and can be brought forward without delay, without significant infrastructure requirements.

FIGURES



KEY

- SITE BOUNDARY
- POLEGATE RAIL STATION
- BUS STOP

i-Transport

85 Gresham Street, London
EC2V 7NQ
Tel: 020 3705 9215

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TITLE:

LAND AT EASTBOURNE ROAD, POLEGATE

SITE LOCATION PLAN

FIGURE No:

FIGURE 1.1

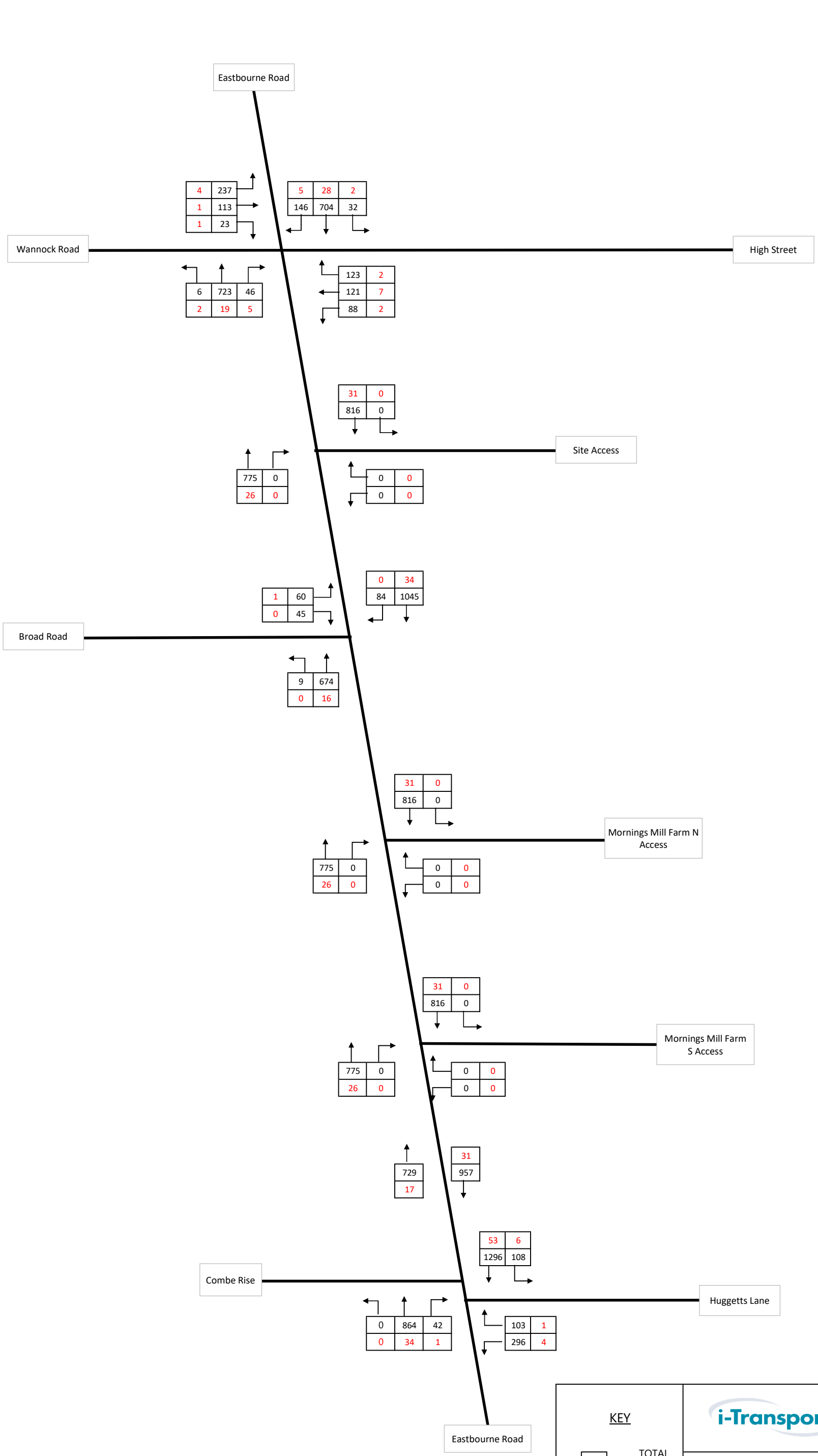
FILE REF: **ITL15734**

REV: **-**

0m 250m 500m

Indicative Scale Bar

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KEY

500 = TOTAL VEHICLES

25 = HGVs

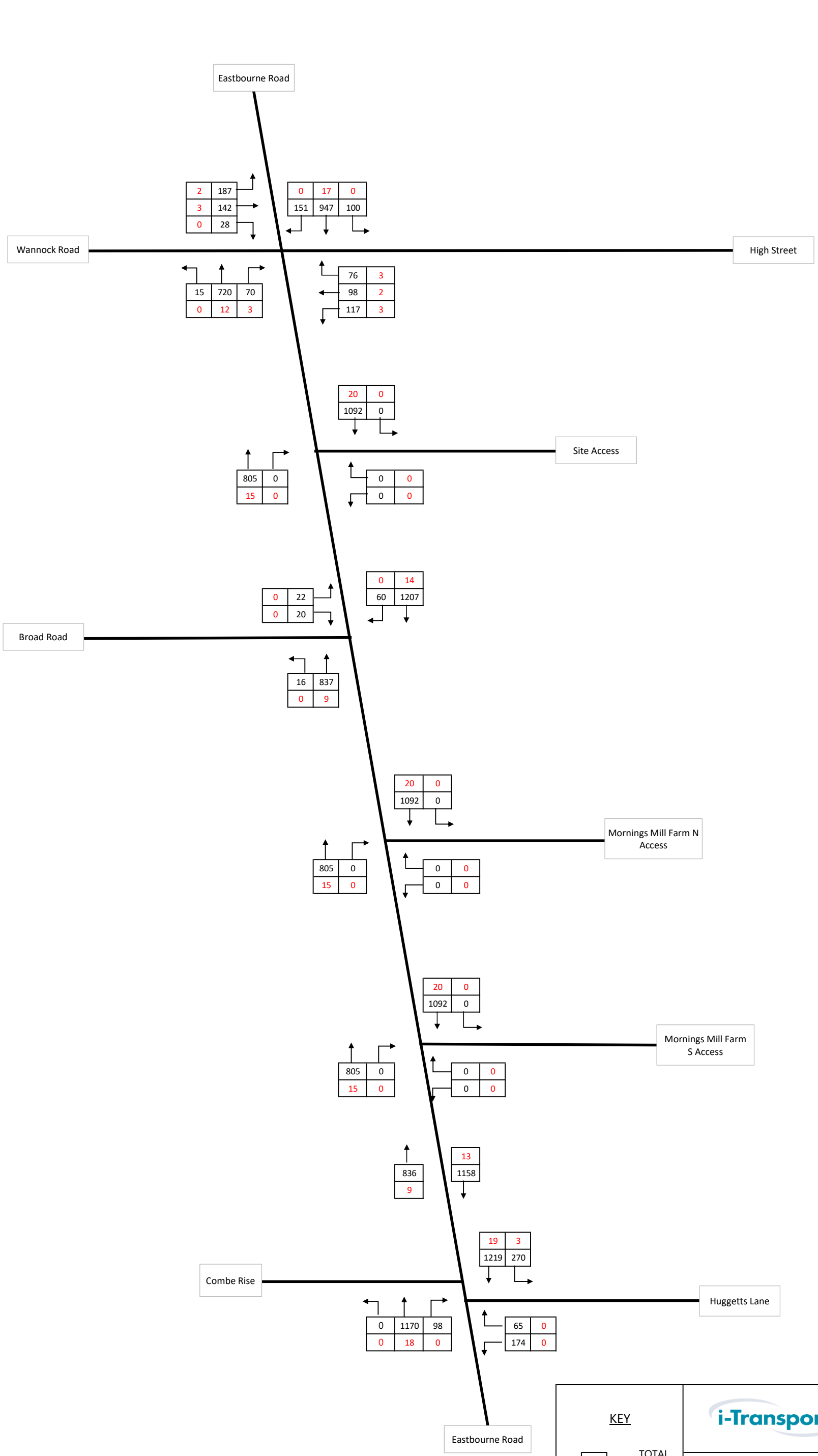
i-Transport

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Eastbourne Road, Willingdon

Figure 3.1

2021 Base Traffic Flows - AM Peak Hour (0800 - 0900)



KEY

500 = TOTAL VEHICLES

25 = HGVs

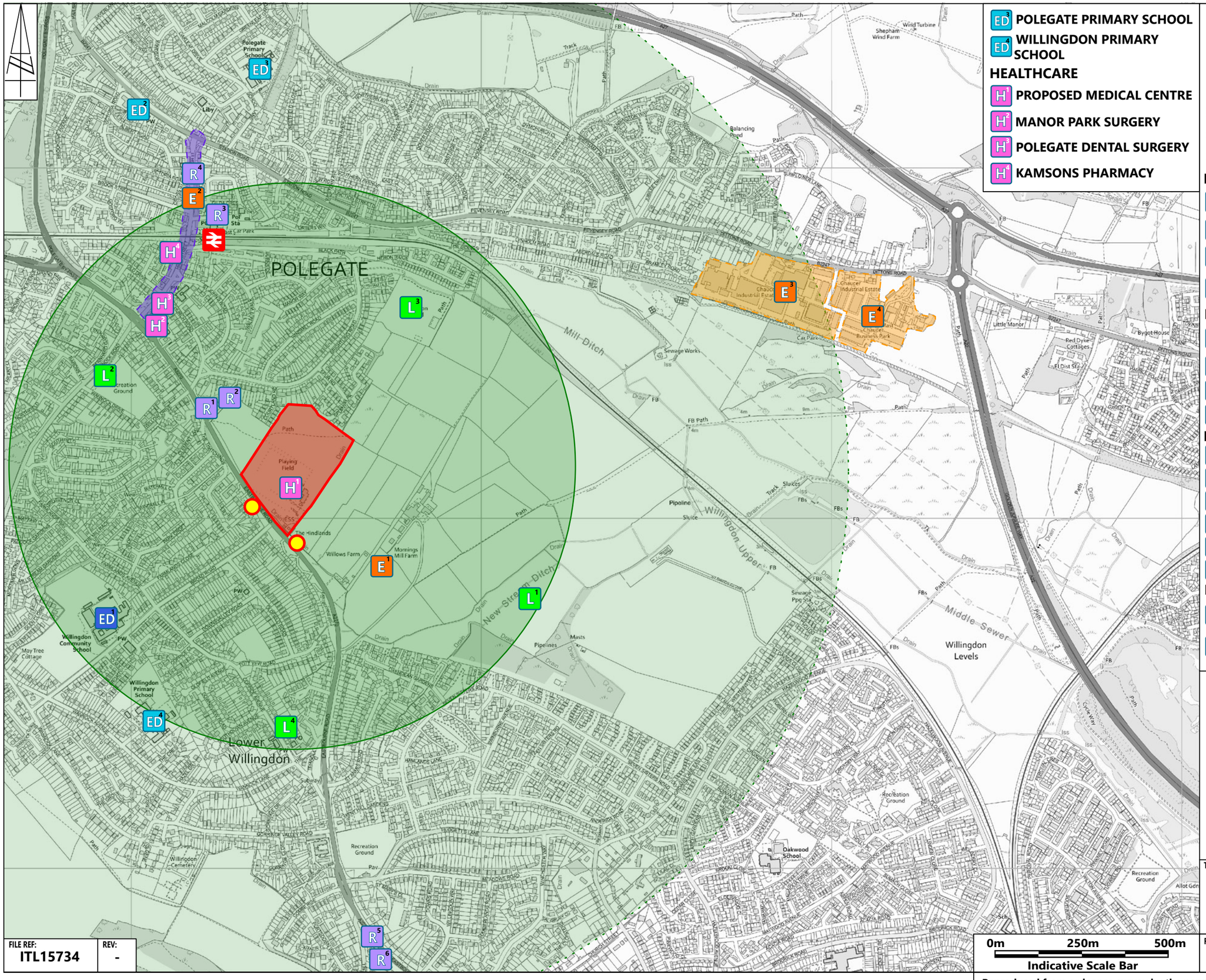
i-Transport

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Eastbourne Road, Willingdon

Figure 3.2

2021 Base Traffic Flows - PM Peak Hour (1700 - 1800)



KEY

- SITE BOUNDARY
- POLEGATE RAIL STATION
- POLEGATE TOWN CENTRE
- EMPLOYMENT AREA
- BUS STOP
- 800M RADIUS
- 1.6KM RADIUS

LEISURE

- L1 NEW COMMUNITY SPORTS PITCH
- L2 POLEGATE TOWN FC
- L3 BRIGHTLING ROAD LEISURE GROUND
- L4 WILLINGDON COMMUNITY LIBRARY

EMPLOYMENT

- E1 FUTURE EMPLOYMENT / COMMUNITY LAND USES
- E2 POLEGATE HIGH STREET
- E3 CHAUCER INDUSTRIAL ESTATE
- E4 CHAUCER BUSINESS PARK

RETAIL

- R1 TESCO EXPRESS
- R2 ATM MACHINE
- R3 COOP FOOD POLEGATE
- R4 POLEGATE HIGH STREET
- R5 M&S SIMPLY FOOD
- R6 BP GARAGE

EDUCATION

- ED1 WILLINGDON COMMUNITY SCHOOL
- ED2 STEP BY STEP CHILDRENS' NURSERY
- ED3 POLEGATE PRIMARY SCHOOL
- ED4 WILLINGDON PRIMARY SCHOOL

HEALTHCARE

- H1 PROPOSED MEDICAL CENTRE
- H2 MANOR PARK SURGERY
- H3 POLEGATE DENTAL SURGERY
- H4 KAMSONS PHARMACY

i-Transport

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Tel: 020 3705 9215

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TITLE:

LAND AT EASTBOURNE ROAD, POLEGATE

LOCAL FACILITIES PLAN

FIGURE No:

FIGURE 5.1

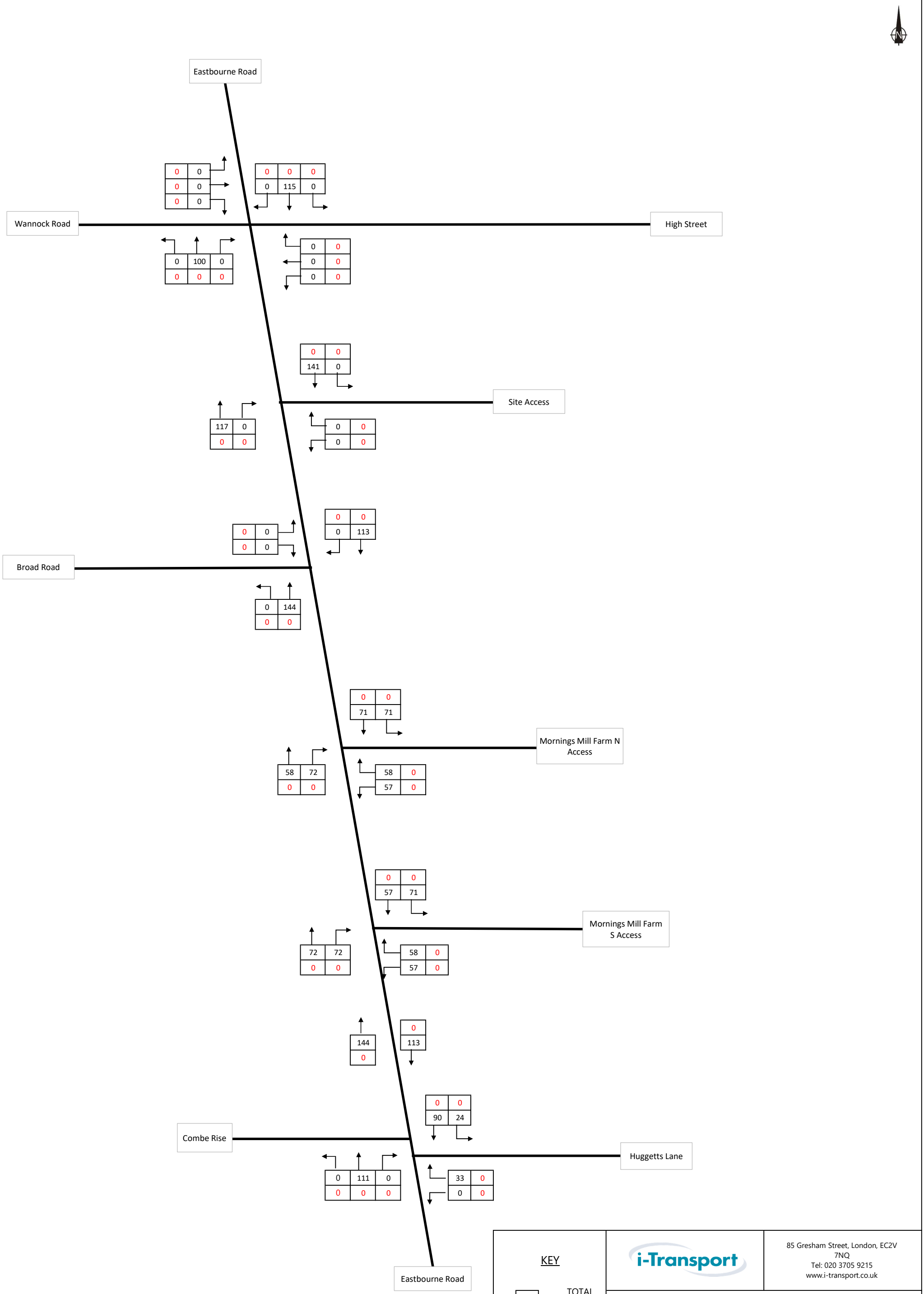
FILE REF: **ITL15734**

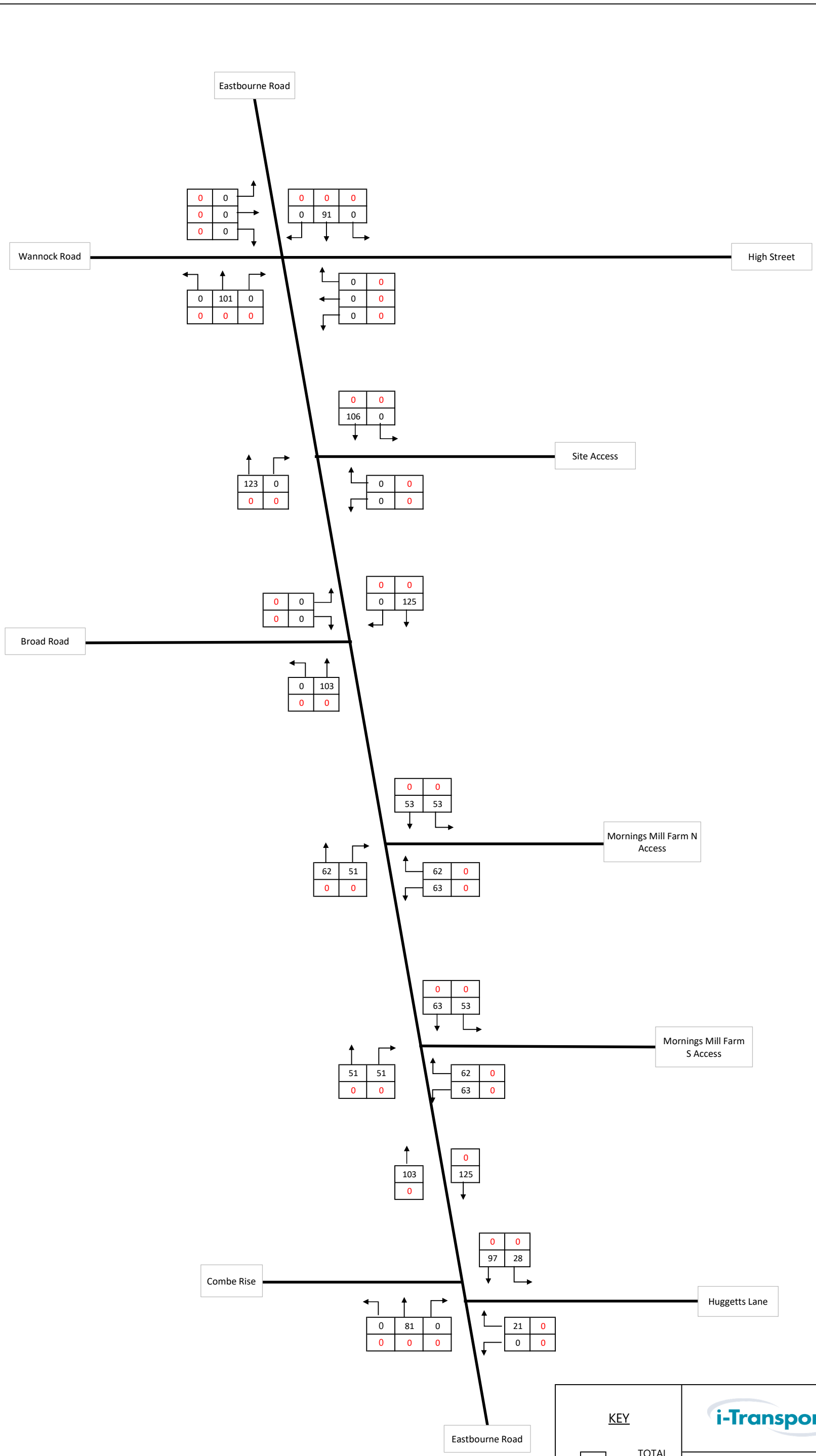
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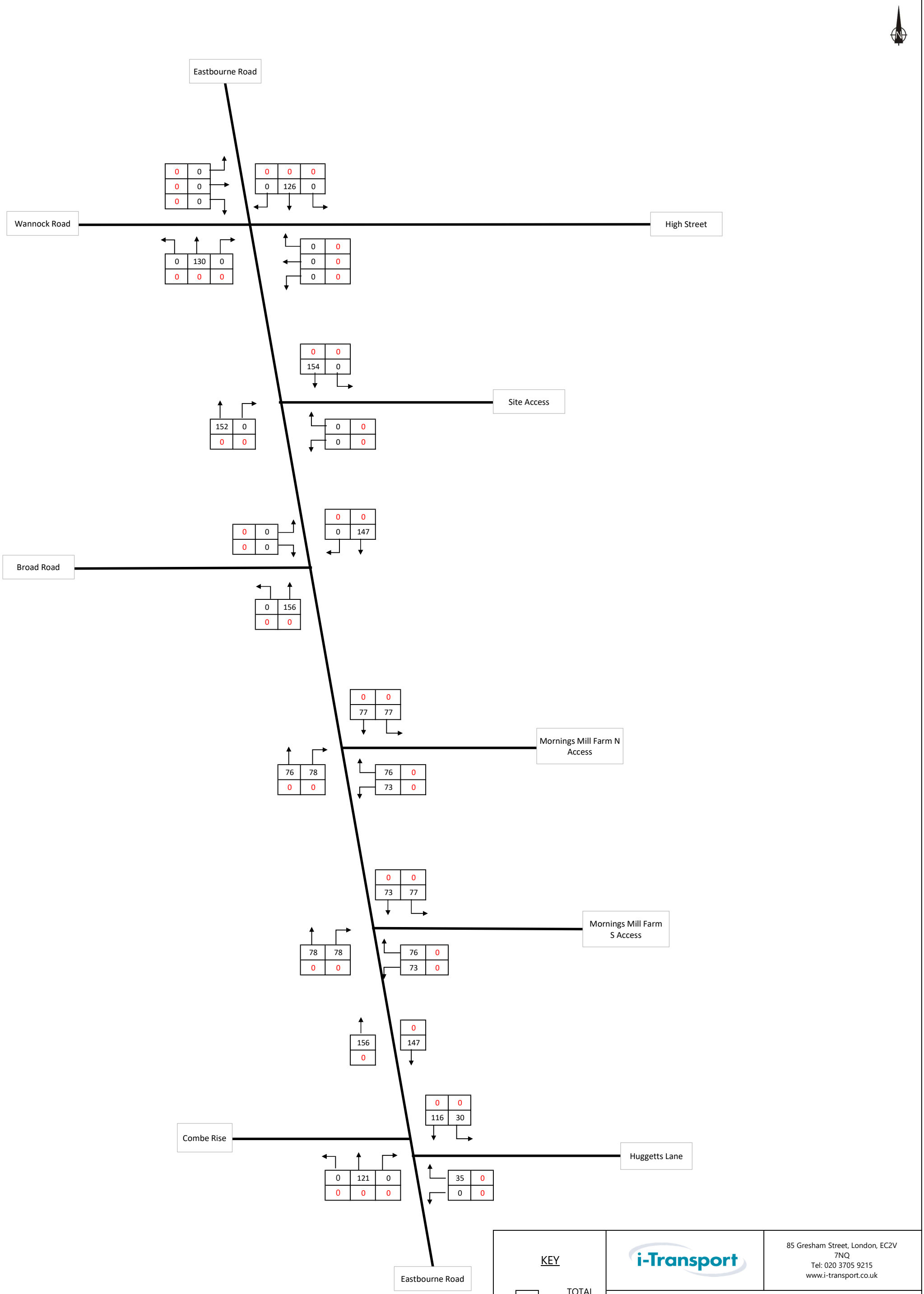
0m 250m 500m

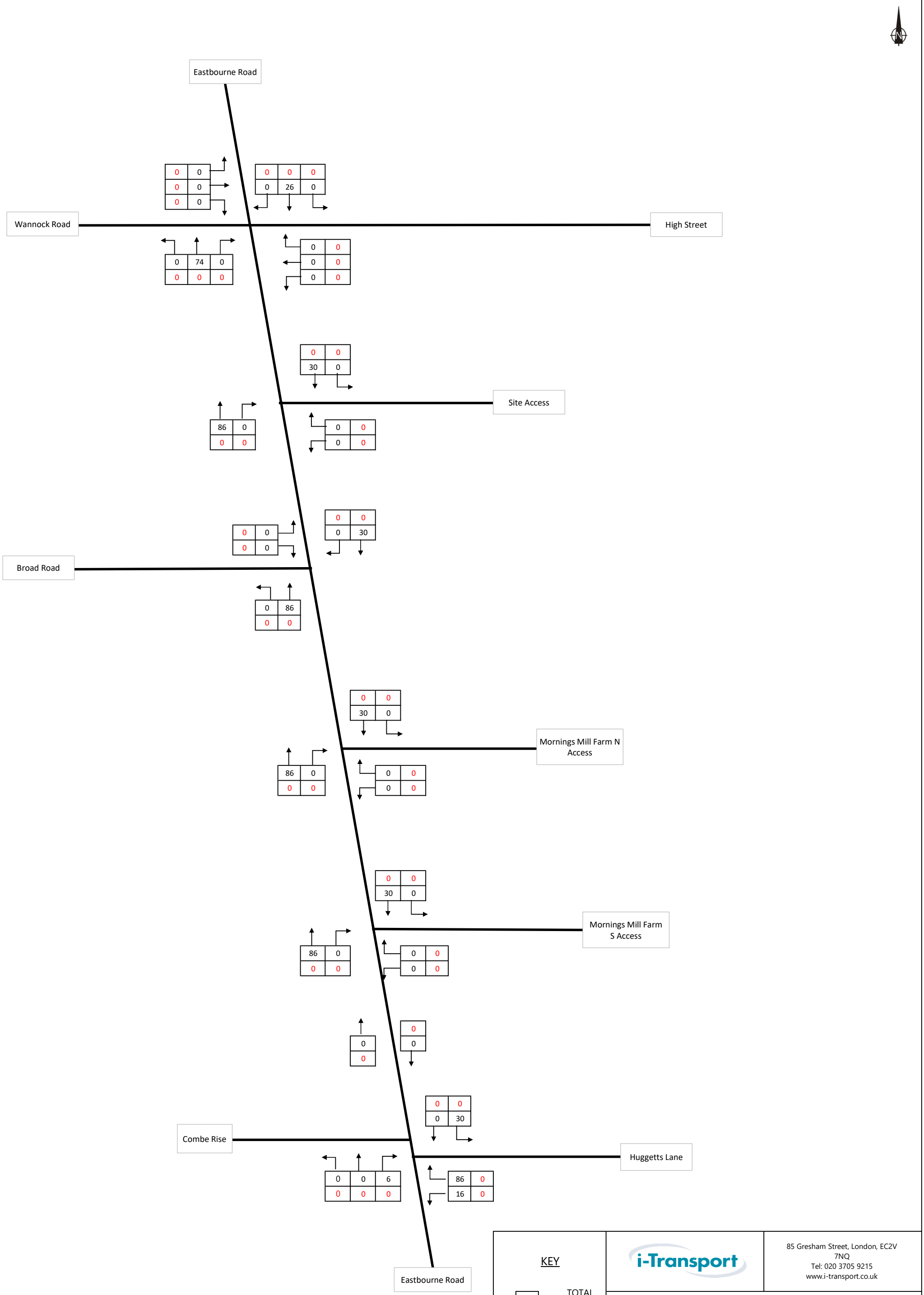
Indicative Scale Bar

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Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
0 0
0 0
0 0
0 0 0
0 115 0
0 100 0
0 0 0
0 0
0 0
0 0
0 141 0
117 0
0 0
0 0
0 0
0 113
0 144
0 0
0 0
71 71
58 72
0 0
58 0
57 0
0 0
57 71
72 72
0 0
58 0
57 0
144
0
0
113
0 0
90 24
0 111 0
0 0 0
33 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk
Eastbourne Road, Willingdon
Figure 6.1
Total Mornings Mill (520 units + Employment) AM Peak


Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
0 0
0 0
0 0
0 0 0
0 91 0
0 101 0
0 0 0
0 0
0 0
0 0
0 106
123 0
0 0
0 0
0 0
0 125
0 103
0 0
0 0
53 53
62 51
0 0
62 0
63 0
0 0
63 53
51 51
0 0
62 0
63 0
103
0
0
125
0 0
97 28
0 81 0
0 0 0
21 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
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Tel: 020 3705 9215
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Eastbourne Road, Willingdon
Figure 6.2
Total Mornings Mill (520 units + Employment) PM Peak


Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
0 0
0 0
0 0
0 0 0
0 126 0
0 130 0
0 0 0
0 0
0 0
0 0
0 154
152 0
0 0
0 0
0 0
0 147
0 156
0 0
0 0
77 77
76 78
0 0
76 0
73 0
0 0
73 77
78 78
0 0
76 0
73 0
156
0
0
147
0 0
116 30
0 121 0
0 0 0
35 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
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Tel: 020 3705 9215
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Eastbourne Road, Willingdon
Figure 6.3
Total Mornings Mill (700 units + Employment) AM Peak



KEY

500 = TOTAL VEHICLES

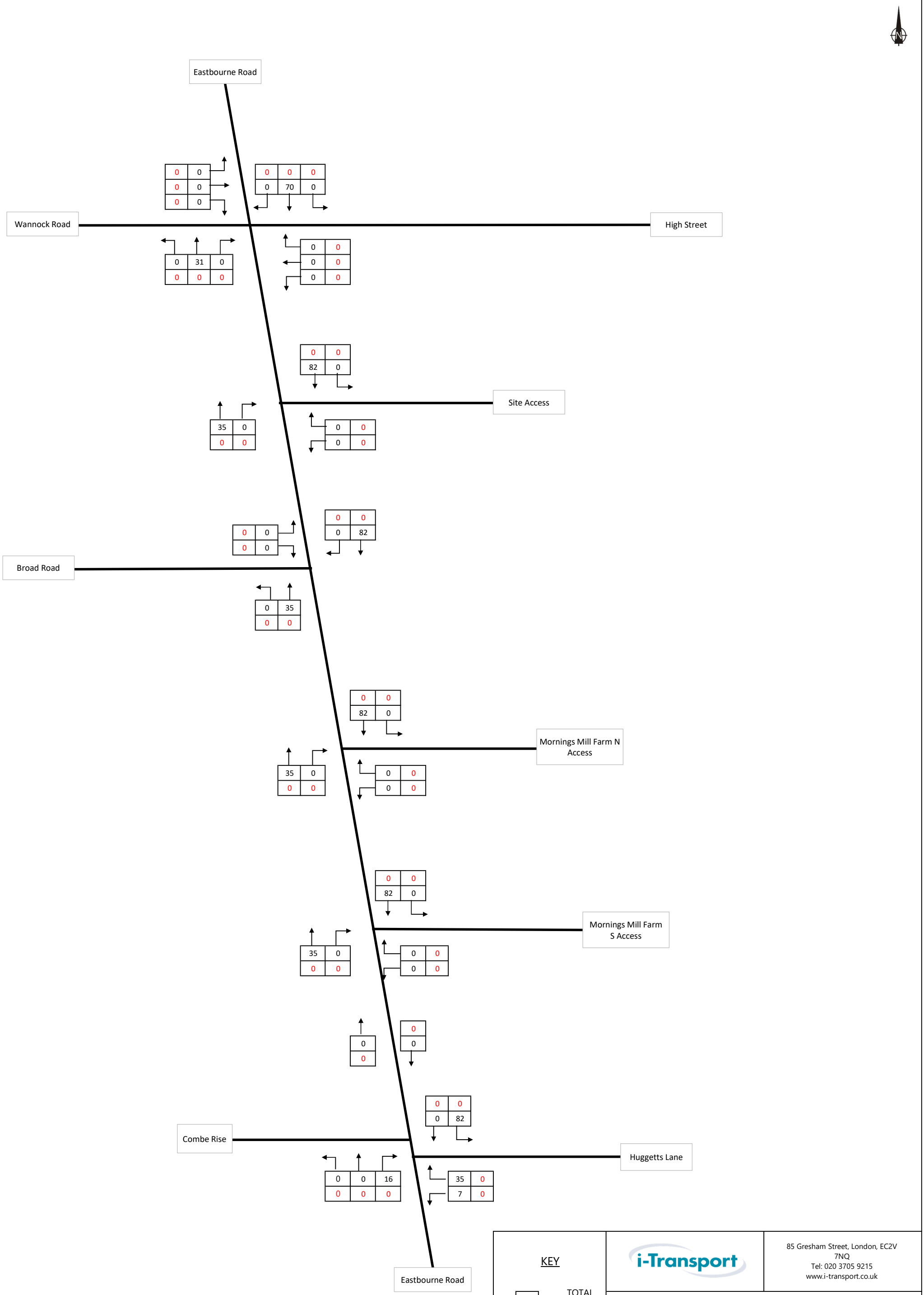
25 = HGVs

i-Transport
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Eastbourne Road, Willingdon

Figure 6.5

Brodricklands and Hamlands Farm Assignment TOTAL (AM Peak Hour)

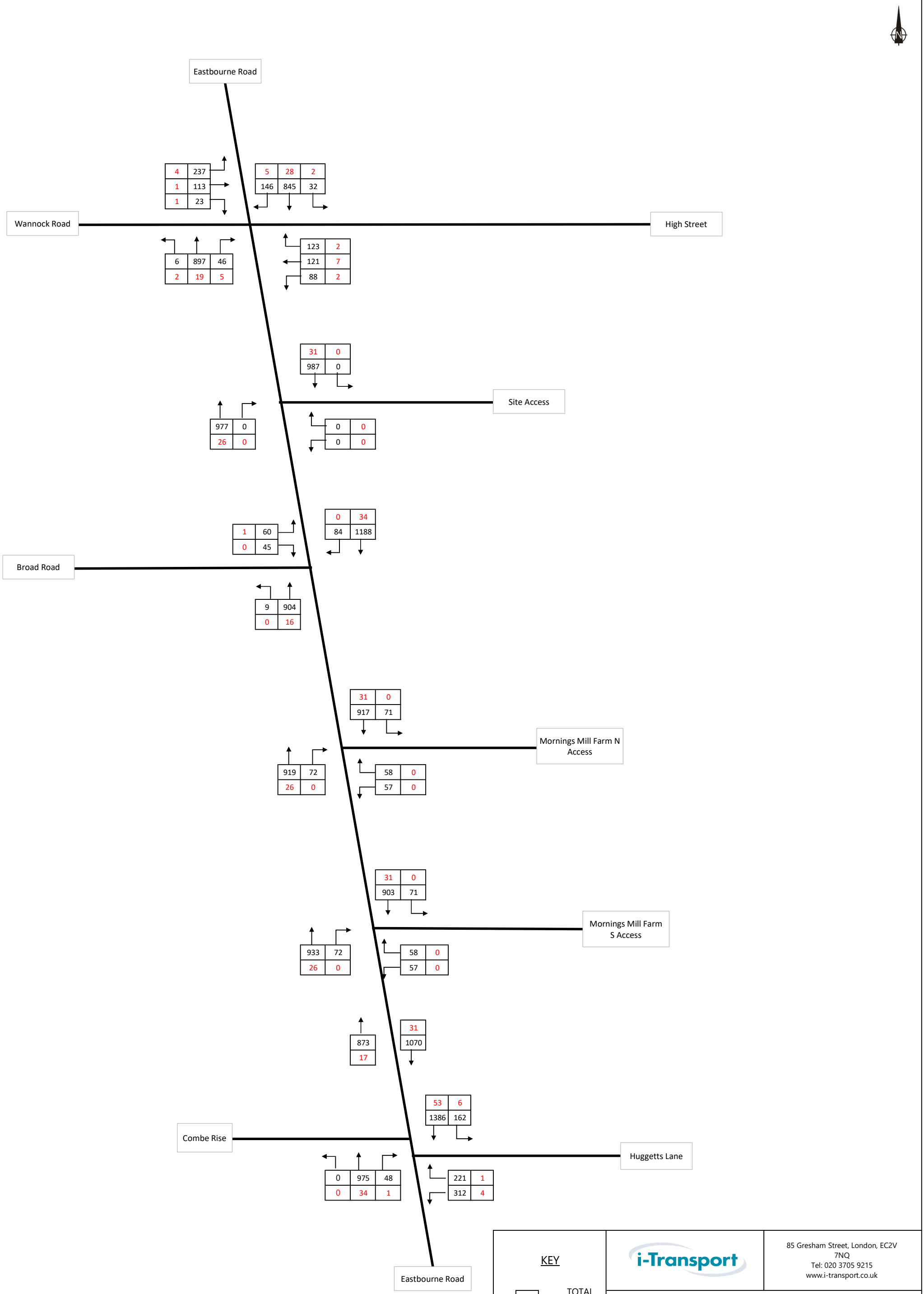


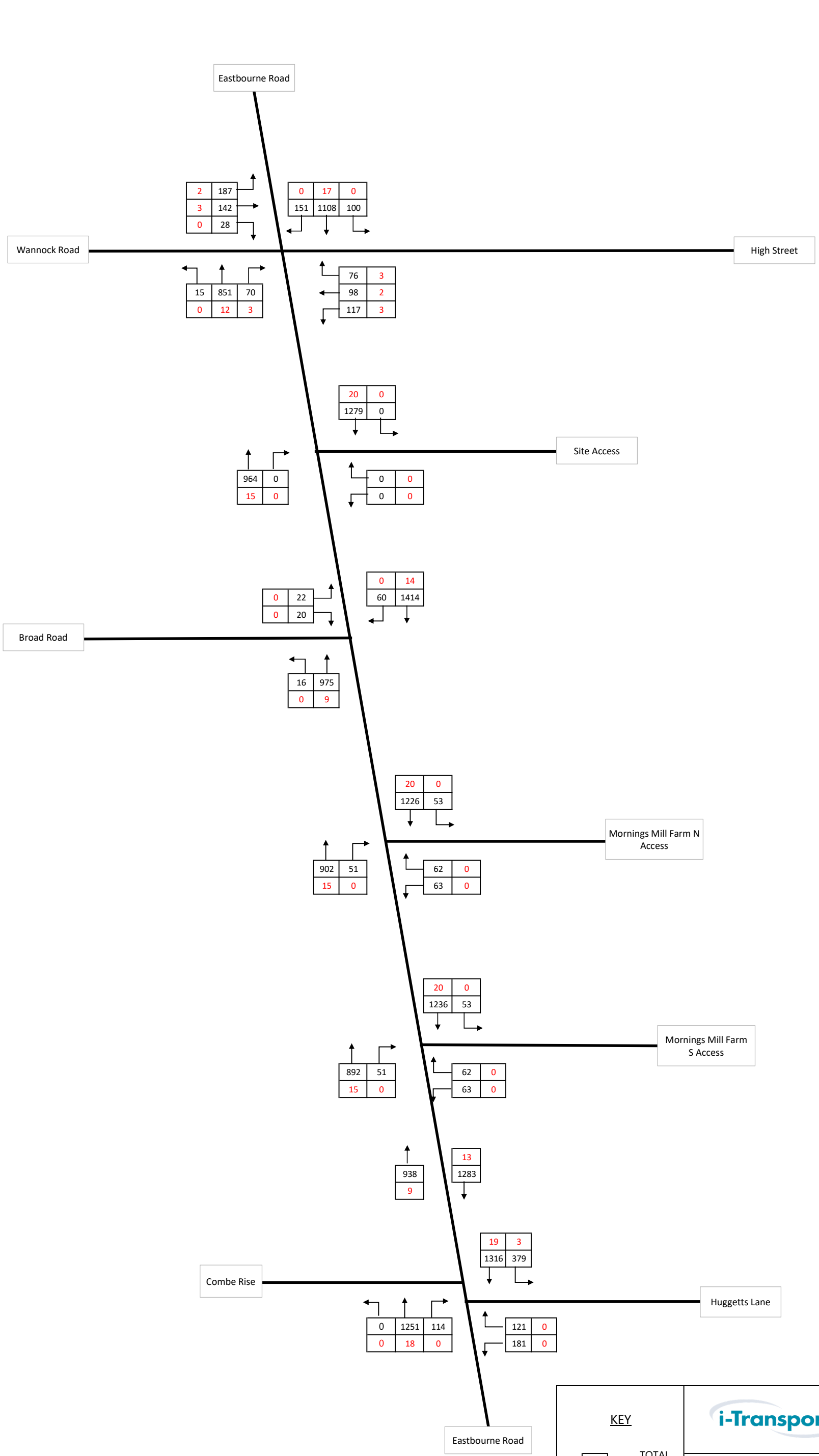
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Tel: 020 3705 9215
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Eastbourne Road, Willingdon

Figure 6.6

Brodricklands and Hamlands Farm Assignment TOTAL (PM Peak Hour)


Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
4 237
1 113
1 23
5 28 2
146 845 32
6 897 46
2 19 5
123 2
121 7
88 2
31 0
987 0
977 0
26 0
0 0
0 0
1 60
0 45
0 34
84 1188
9 904
0 16
31 0
917 71
919 72
26 0
58 0
57 0
31 0
903 71
933 72
26 0
58 0
57 0
873
17
31
1070
53 6
1386 162
0 975 48
0 34 1
221 1
312 4
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk
Eastbourne Road, Willingdon
Figure 6.7
2030 Without Development (520 MMF) AM Peak Hour



KEY

500 = TOTAL VEHICLES

25 = HGVs

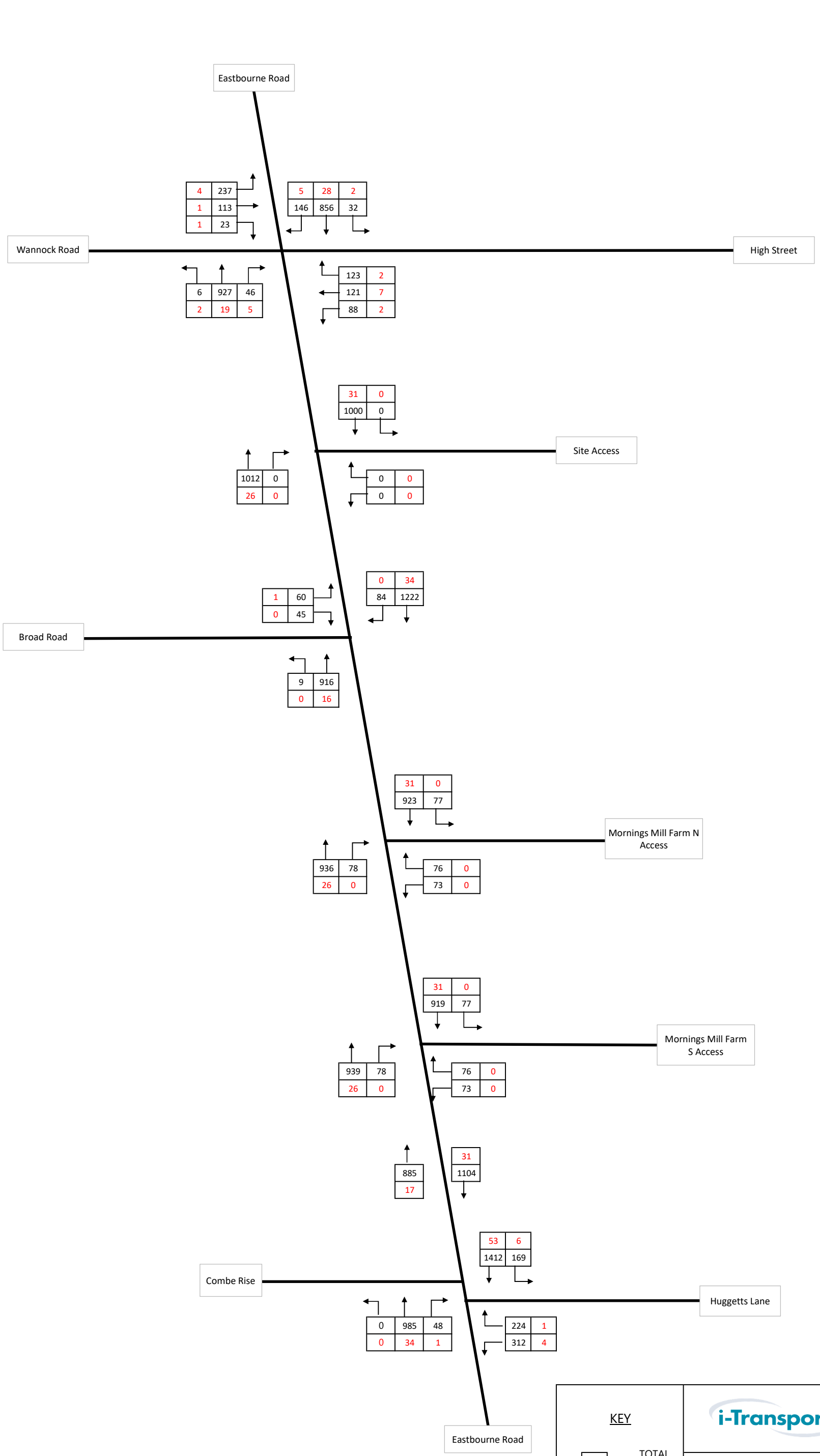
i-Transport

85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
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Eastbourne Road, Willingdon

Figure 6.8

2030 Without Development (520 MMF) PM Peak Hour



KEY

500 = TOTAL VEHICLES

25 = HGVs

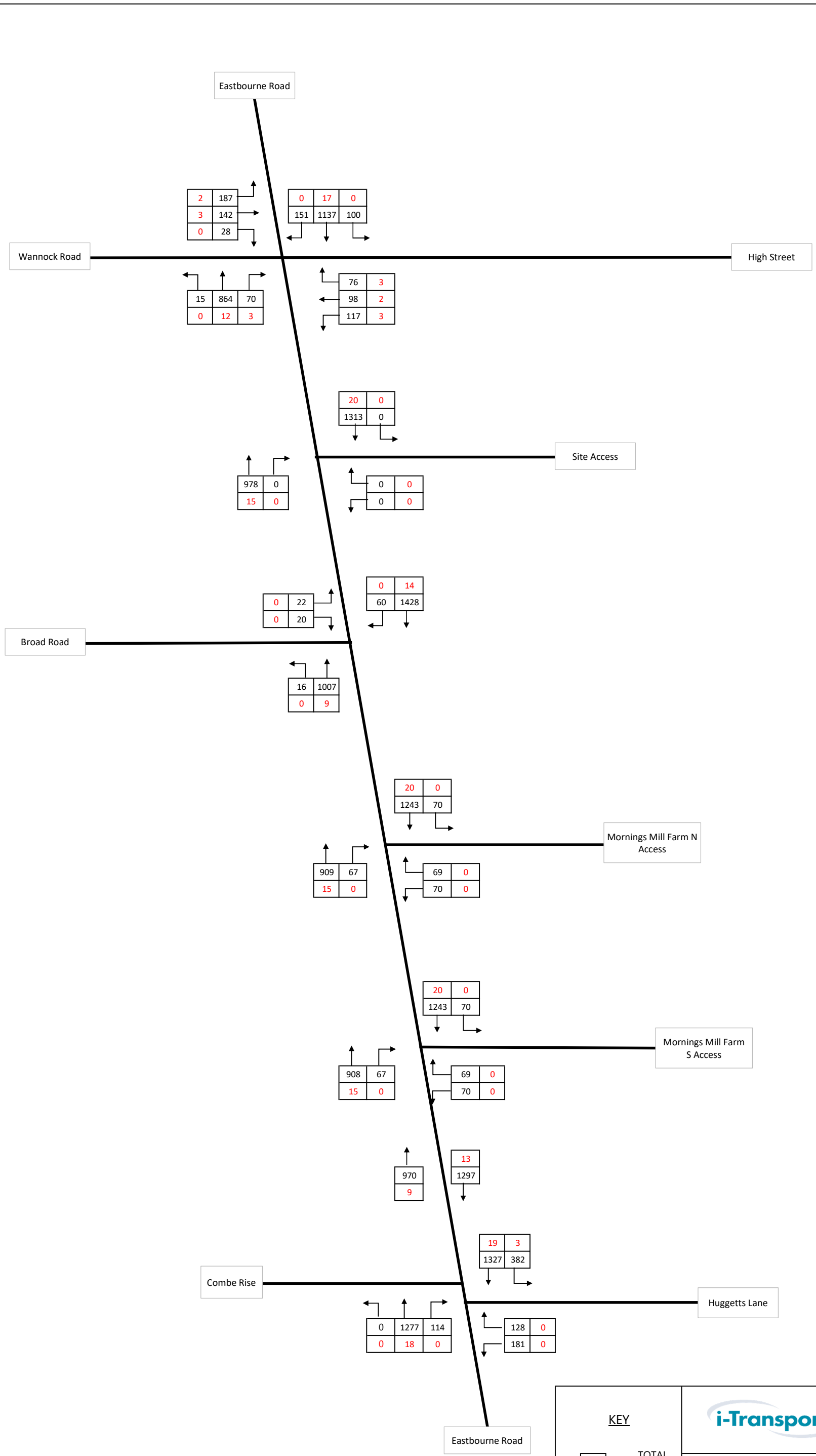
i-Transport

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Eastbourne Road, Willingdon

Figure 6.9

2030 Without Development (700 MMF) AM Peak Hour



KEY

500 = TOTAL VEHICLES

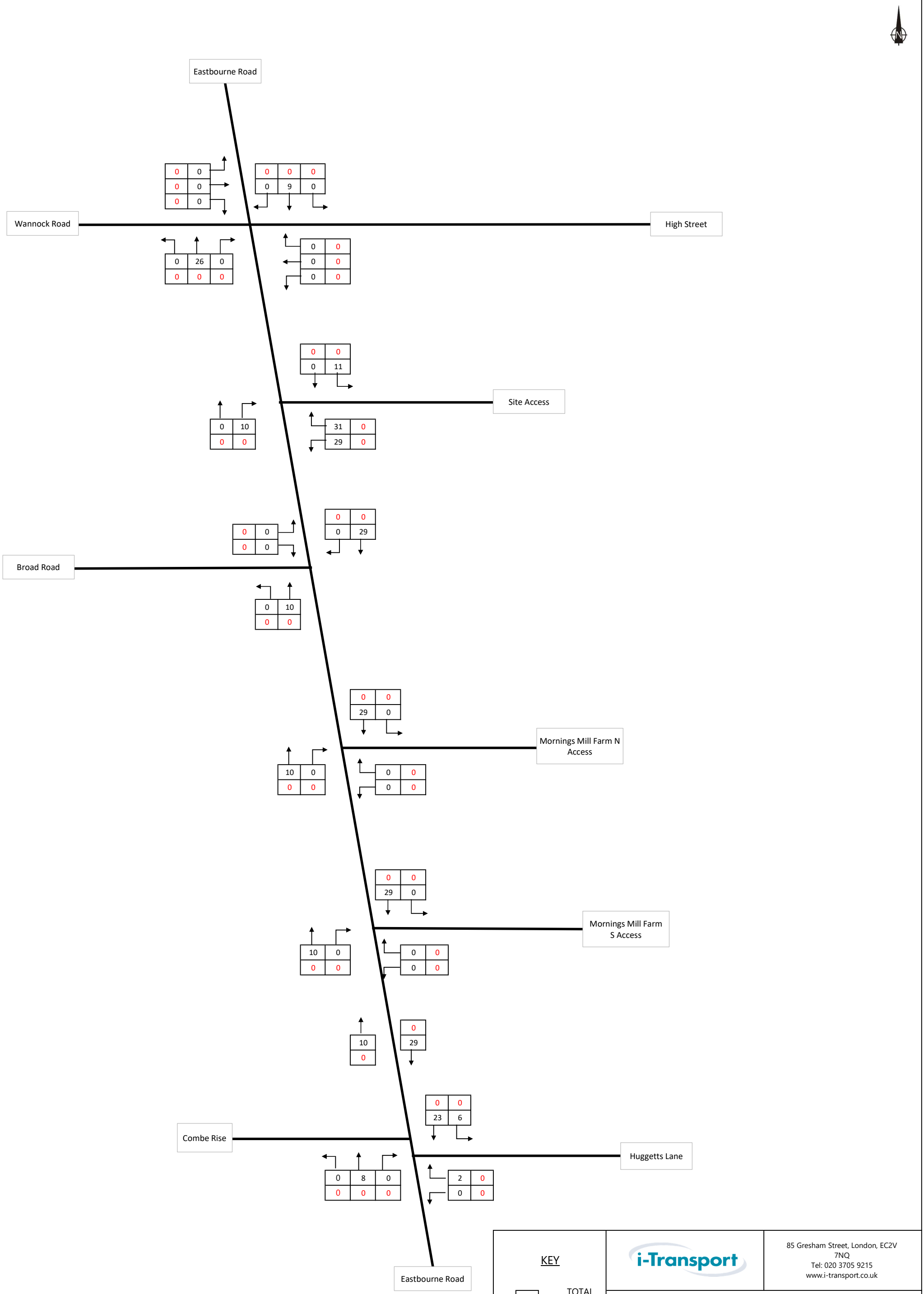
25 = HGVs

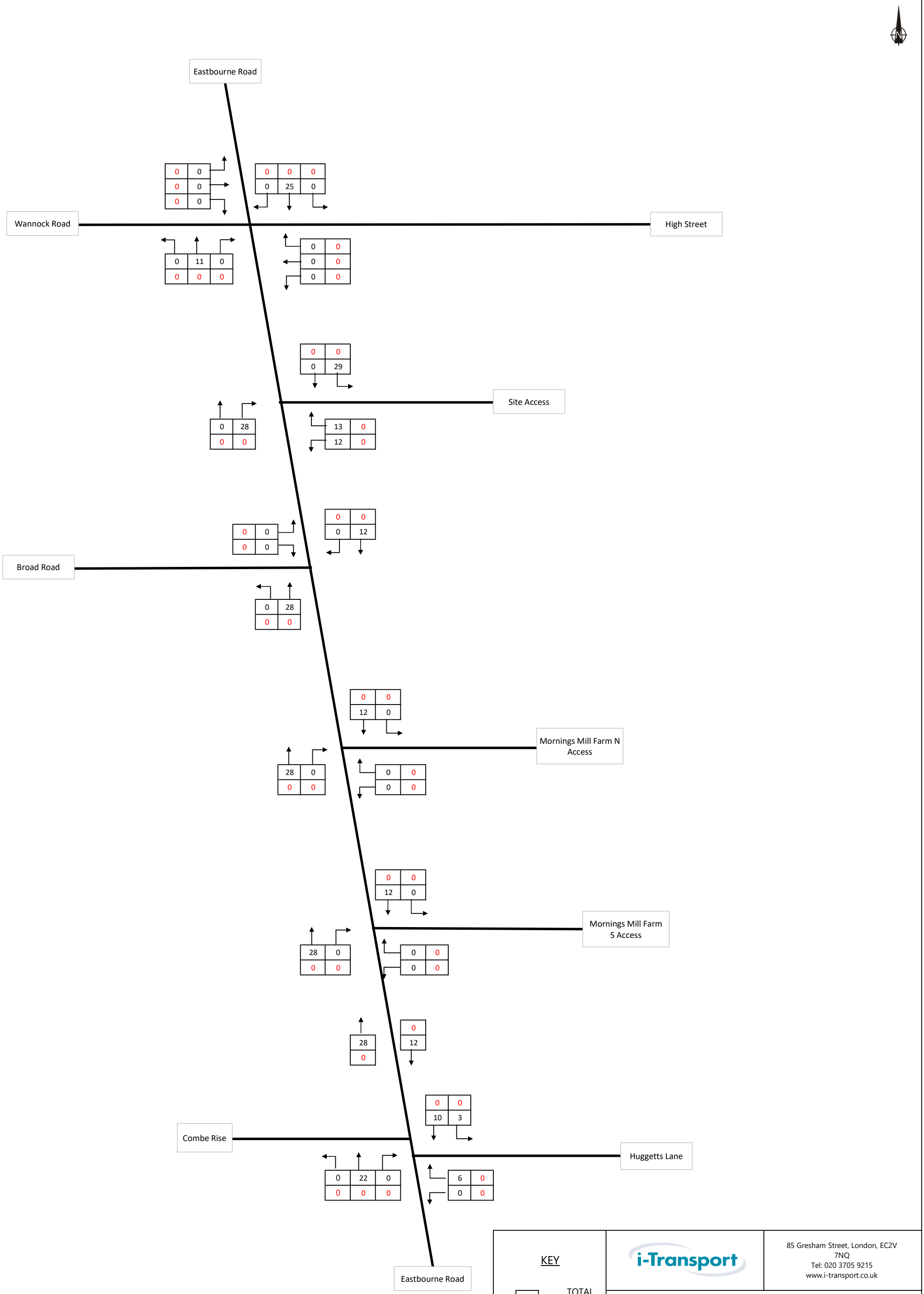
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk

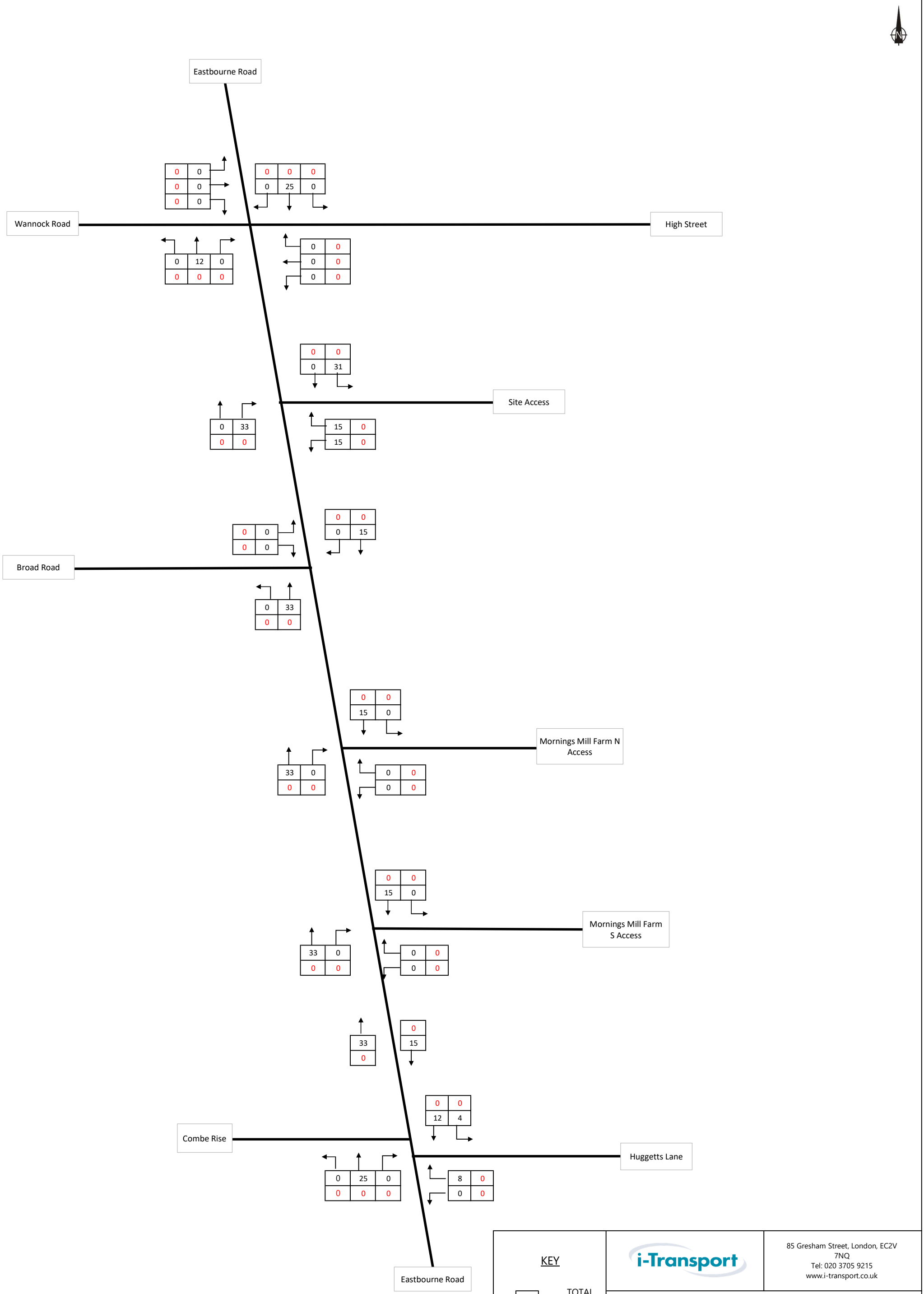
Eastbourne Road, Willingdon

Figure 6.10

2030 Without Development (700 MMF) PM Peak Hour


Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
0 0
0 0
0 0
0 0 0
0 9 0
0 26 0
0 0 0
0 0
0 0
0 0
0 11
0 10
0 0
31 0
29 0
0 0
0 29
0 10
0 0
0 0
29 0
10 0
0 0
0 0
29 0
10 0
0 0
0 0
0 0
10
0
0
29
0 0
23 6
0 8 0
0 0 0
2 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk
Eastbourne Road, Willingdon
Figure 6.11
Development Assignment Resi TOTAL (AM Peak Hour)


Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
0 0
0 0
0 0
0 0 0
0 25 0
0 11 0
0 0 0
0 0
0 0
0 0
0 29
0 28
0 0
13 0
12 0
0 0
0 0
0 12
0 28
0 0
0 0
12 0
28 0
0 0
0 0
0 0
12 0
28 0
0 0
0 0
0 0
28
0
0
12
0 0
10 3
0 22 0
0 0 0
6 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk
Eastbourne Road, Willingdon
Figure 6.12
Development Assignment Resi TOTAL (PM Peak Hour)

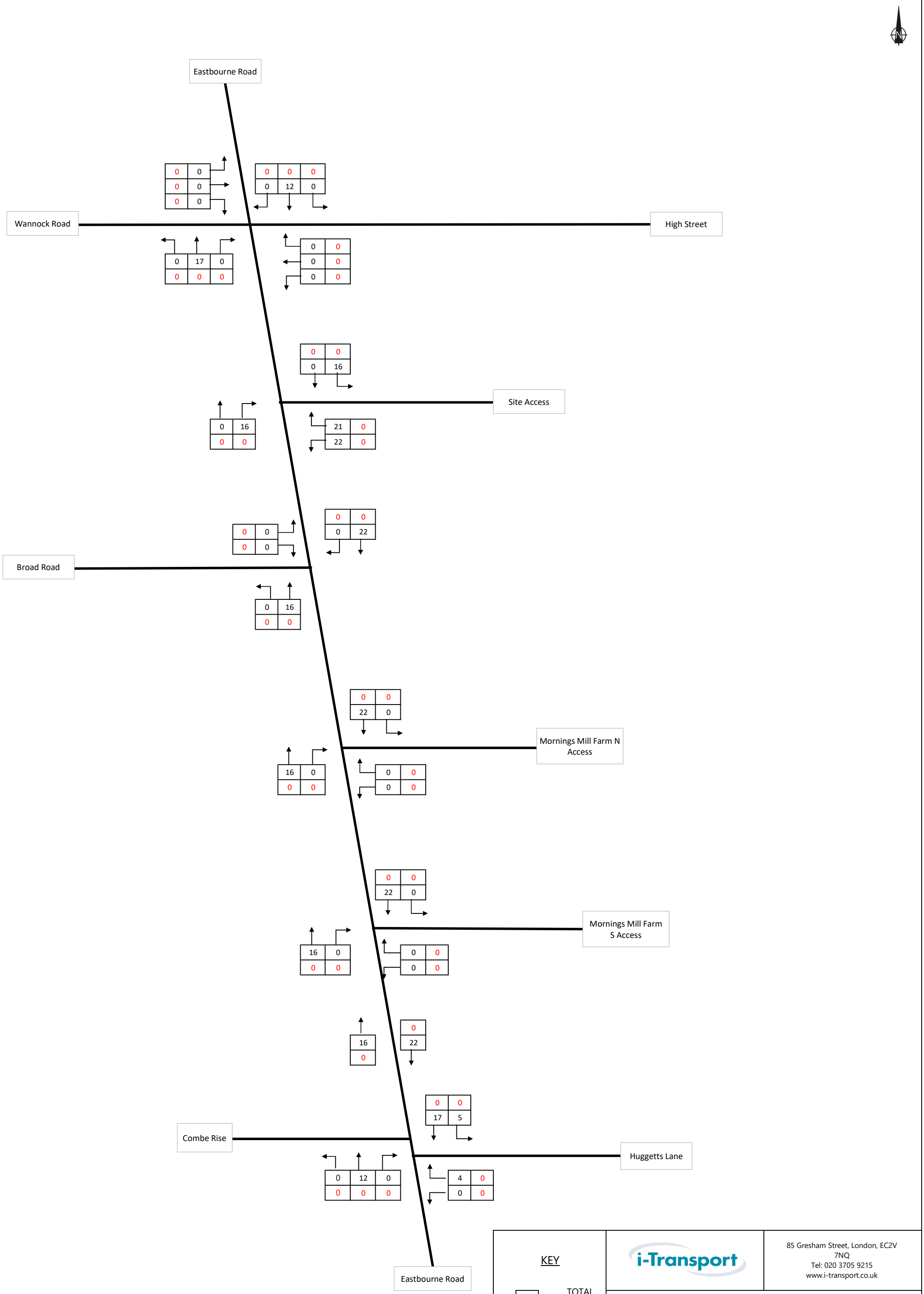


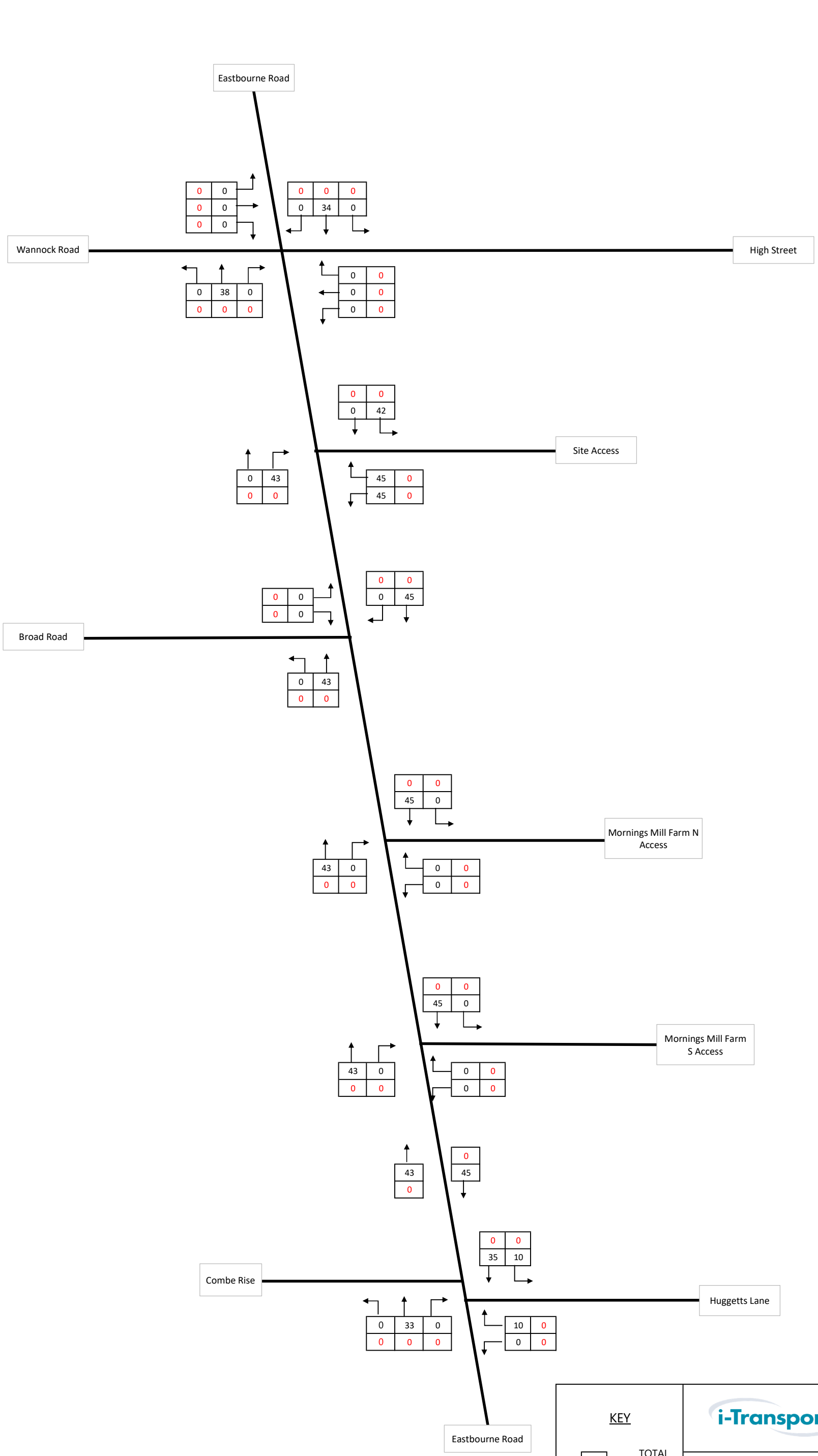
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk

Eastbourne Road, Willingdon

Figure 6.13

Development Assignment Medical Centre TOTAL (AM Peak Hour)


Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
0 0
0 0
0 0
0 0 0
0 12 0
0 17 0
0 0 0
0 0
0 0
0 0
0 16
0 0
21 0
22 0
0 0
0 22
0 16
0 0
0 0
22 0
16 0
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16 0
0 0
0 0
0 0
16
0
0
22
0 0
17 5
0 12 0
0 0 0
4 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk
Eastbourne Road, Willingdon
Figure 6.14
Development Assignment Medical Centre TOTAL (PM Peak Hour)



KEY

500 = TOTAL VEHICLES

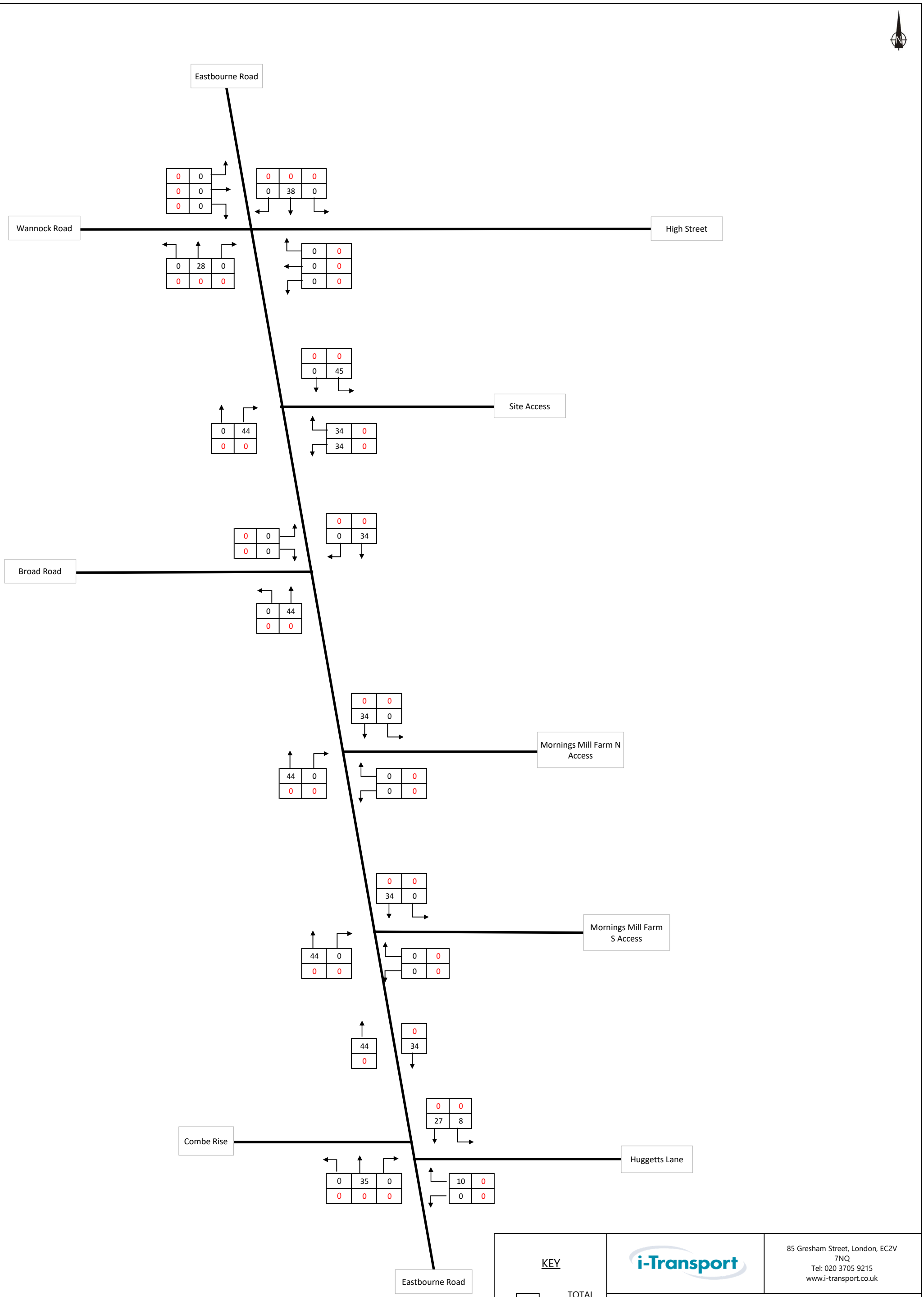
25 = HGVs

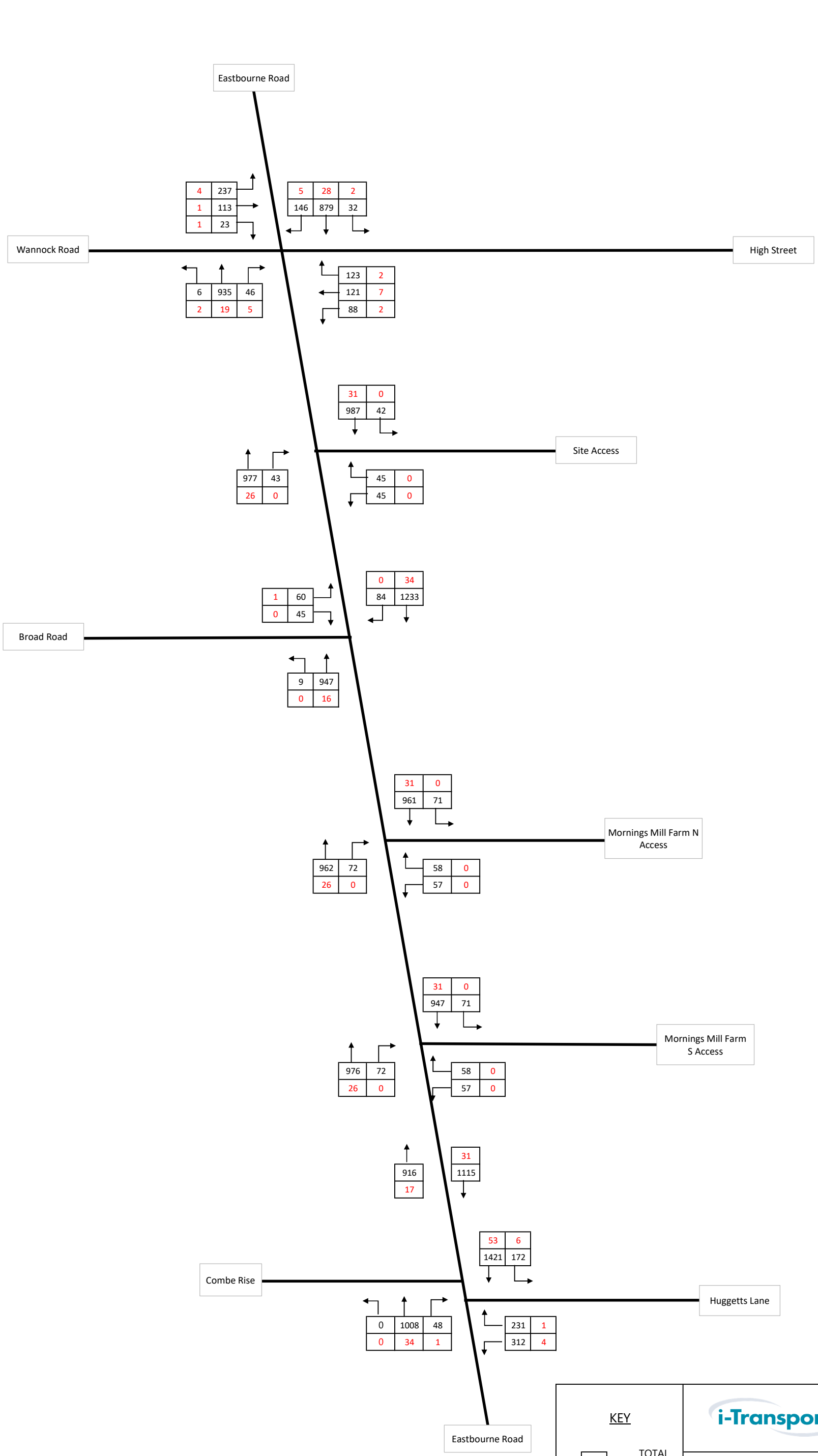
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk

Eastbourne Road, Willingdon

Figure 6.15

Total Development AM Peak


Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
0 0
0 0
0 0
0 0 0
0 38 0
0 28 0
0 0 0
0 0
0 0
0 0
0 45
0 44
0 0
34 0
34 0
0 0
0 34
0 44
0 0
0 0
34 0
34 0
44 0
0 0
0 0
0 0
44 0
0 0
0 0
0 34
0 0
27 8
0 35 0
0 0 0
10 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk
Eastbourne Road, Willingdon
Figure 6.16
Total Development PM Peak



KEY

500 = TOTAL VEHICLES

25 = HGVs

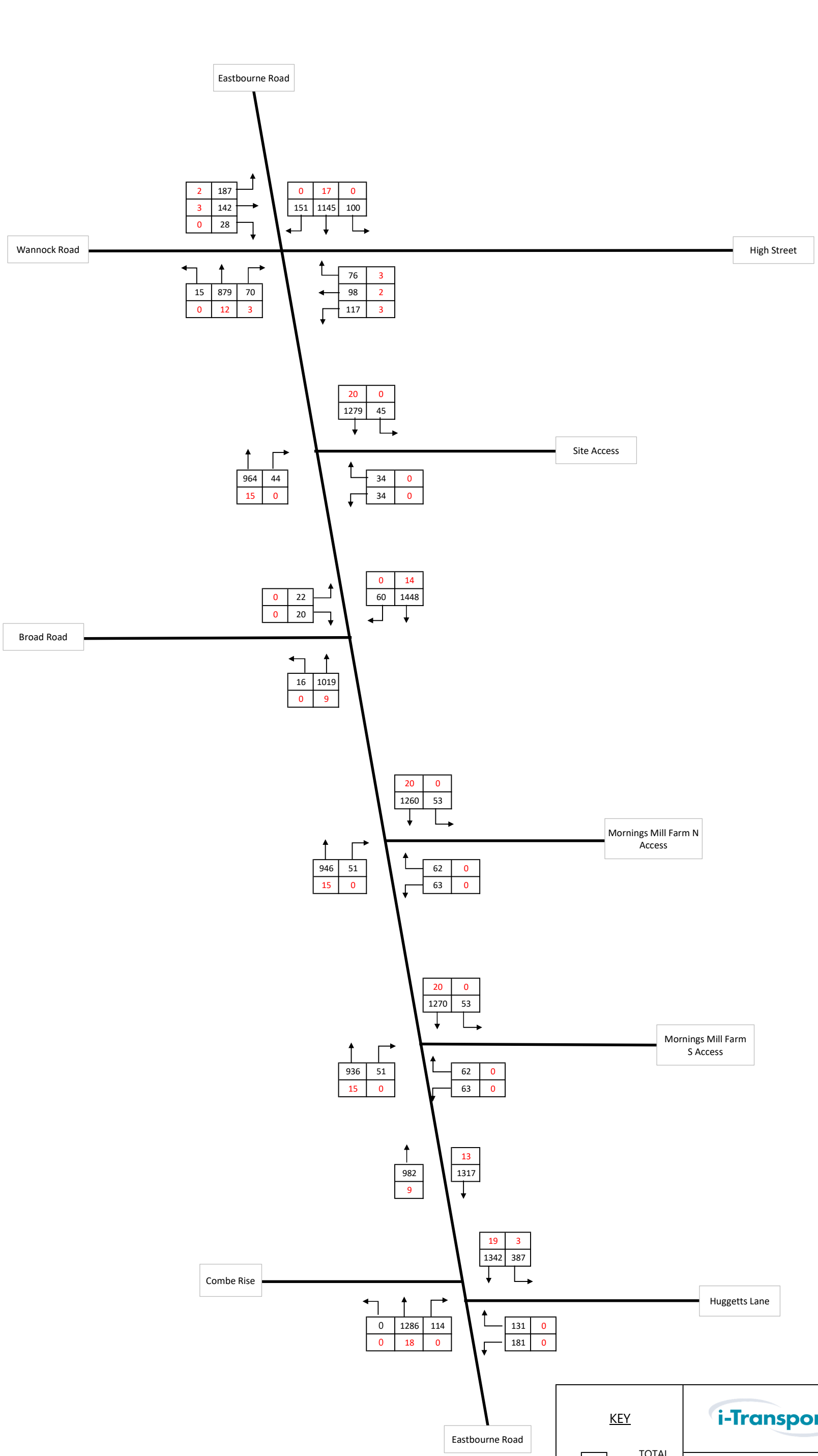
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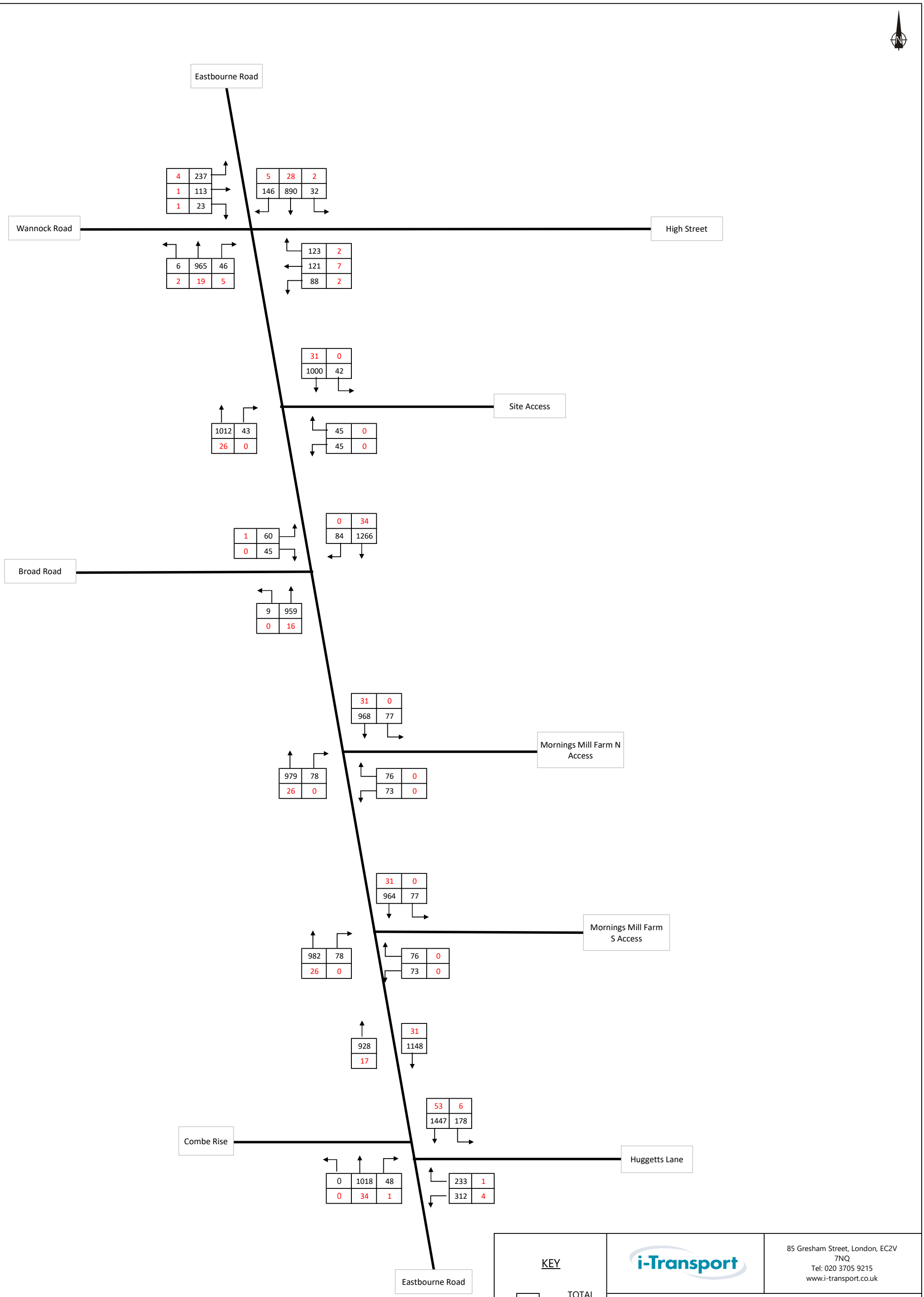
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk

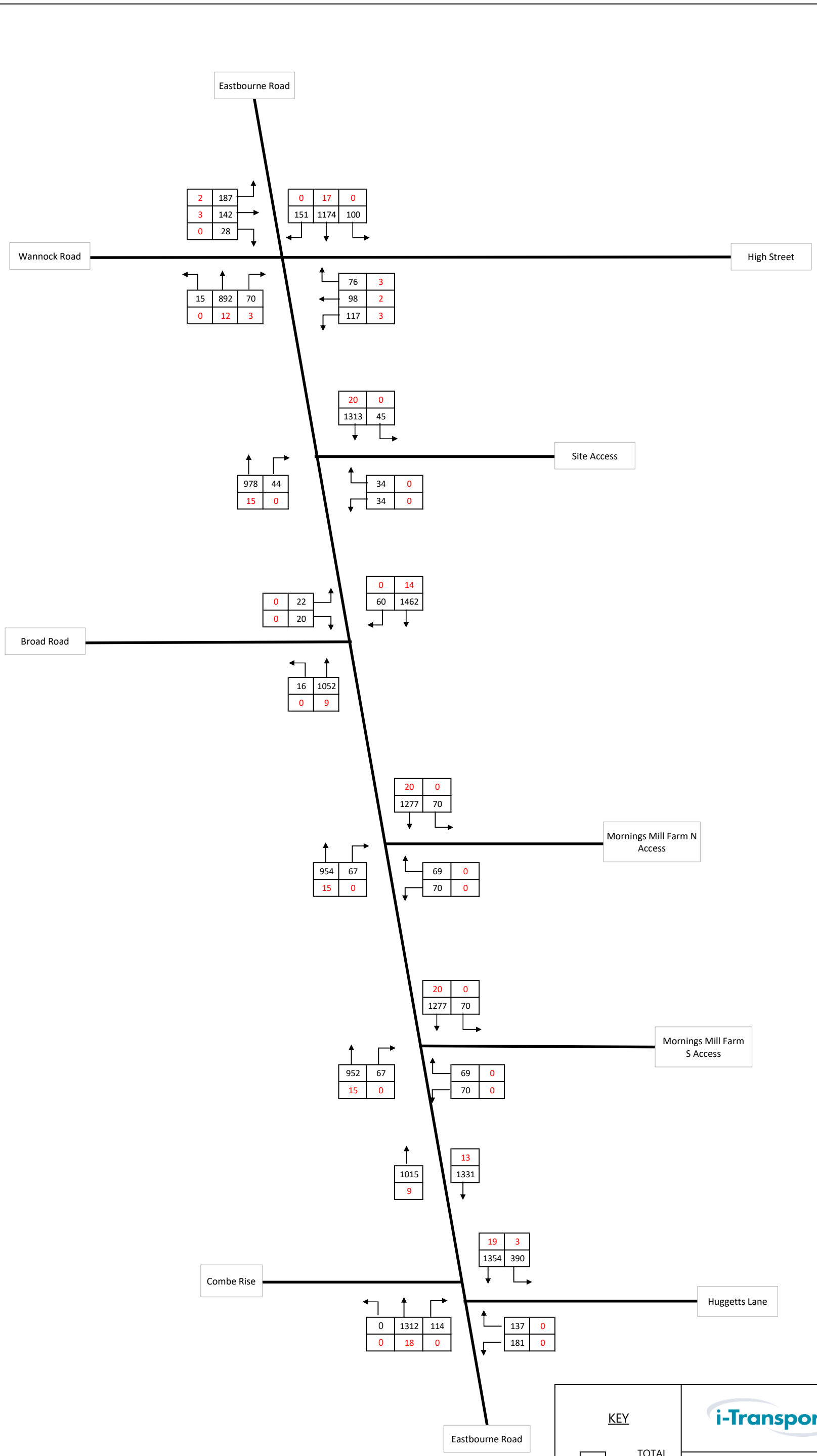
Eastbourne Road, Willingdon

Figure 6.17

2030 With Development (520 MMF) AM Peak Hour


Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
2 187
3 142
0 28
0 17 0
151 1145 100
15 879 70
0 12 3
76 3
98 2
117 3
20 0
1279 45
964 44
15 0
34 0
34 0
0 22
0 20
0 14
60 1448
16 1019
0 9
20 0
1260 53
946 51
15 0
62 0
63 0
20 0
1270 53
936 51
15 0
62 0
63 0
13
1317
982
9
19 3
1342 387
0 1286 114
0 18 0
131 0
181 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk
Eastbourne Road, Willingdon
Figure 6.18
2030 With Development (520 MMF) PM Peak Hour


Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
4 237
1 113
1 23
5 28 2
146 890 32
6 965 46
2 19 5
123 2
121 7
88 2
31 0
1000 42
1012 43
26 0
45 0
45 0
1 60
0 45
0 34
84 1266
9 959
0 16
31 0
968 77
979 78
26 0
76 0
73 0
31 0
964 77
982 78
26 0
76 0
73 0
928
17
31
1148
53 6
1447 178
0 1018 48
0 34 1
233 1
312 4
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk
Eastbourne Road, Willingdon
Figure 6.19
2030 With Development (700 MMF) AM Peak Hour


Eastbourne Road
Wannock Road
High Street
Site Access
Broad Road
Mornings Mill Farm N Access
Mornings Mill Farm S Access
Combe Rise
Huggetts Lane
Eastbourne Road
2 187
3 142
0 28
0 17 0
151 1174 100
15 892 70
0 12 3
76 3
98 2
117 3
20 0
1313 45
978 44
15 0
34 0
34 0
0 22
0 20
0 14
60 1462
16 1052
0 9
20 0
1277 70
954 67
15 0
69 0
70 0
20 0
1277 70
952 67
15 0
69 0
70 0
13
1331
1015
9
19 3
1354 390
0 1312 114
0 18 0
137 0
181 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
85 Gresham Street, London, EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk
Eastbourne Road, Willingdon
Figure 6.20
2030 With Development (700 MMF) PM Peak Hour

DRAWINGS

2.4m x 120m VISIBILITY SPLAY

INDICATIVE LOCATION OF ELECTRIC CHARGING POINT

20mph SPEED LIMIT SIGNAGE

EXISTING GHOST ISLAND RIGHT TURN TO BE WIDENED TO TIE IN WITH NEW ROAD MARKINGS.

END OF SHARED SURFACE TACTILE PAVING ADDED & CYCLIST REJOIN CARRIAGEWAY SIGNAGE ADDED

DROPPED KERB EXTENDED FOR CYCLIST TO REJOIN CARRIAGEWAY

2.4m x 120m VISIBILITY SPLAY

SCALE BAR @ 1:500

0 5 10 25 50

i-Transport

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REV	DATE	BY	DESCRIPTION	CHK	APP
F	24.02.21	JMc	UPDATED FOLLOWING RSA 1	MD	NM
E	11.02.21	JMc	SITE LAYOUT ADDED	MD	NM
D	21.01.21	JMc	NORTHBOUND MERGE LANE EXTENDED NORTH	NM	NM
C	23.12.20	SH	GHOST ISLAND AMENDED TO INCORORATE ESCC SCHEME	NM	NM
B	27.11.20	JMc	TOPOGRAPHICAL SURVEY UPDATED, NORTHERN & SOUTHERN PEDESTRIAN / CYCLE FACILITIES EXTENDED	NM	NM
A	01.10.20	JMc	VISIBILITY INCREASED TO 120m, HIGHWAY BOUNDARY ADDED	NM	NM

STATUS: FOR INFORMATION

TITLE: POTENTIAL GHOST ISLAND RIGHT TURN SITE ACCESS

PROJECT: LAND AT FORMER HINDSLAND PLAYING FIELDS, EASTBOURNE, POLEGATE, EAST SUSSEX

CLIENT: DANESCROFT LAND LIMITED

DRAWN:	CHECKED:	APPROVED:
JMc	NM	NM
PROJECT No:	SCALE @ A1:	DATE:
ITL15734	1:500	08.09.20
DRAWING No:		REV:
ITL15734-GA-001		F

L:\PROJECTS\ITL15734\ITL15734 - Hailsham Road, Willingdon\Drawings\Engineering Drawings\ITL15734-GA-001F.dwg

2.4m x 120m VISIBILITY SPLAY

FUTURE INDICATIVE KERBLINE, NOT FOR APPROVAL

INDICATIVE LOCATION OF ELECTRIC CHARGING POINT

DROPPED KERB FOR CYCLISTS TO EXIT CARRIAGEWAY

20mph SPEED LIMIT SIGNAGE

DROPPED KERB FOR CYCLISTS TO EXIT CARRIAGEWAY

EXISTING GHOST ISLAND RIGHT TURN TO BE WIDENED TO TIE IN WITH NEW ROAD MARKINGS.

DROPPED KERB FOR CYCLISTS TO REJOIN CARRIAGEWAY

END OF SHARED SURFACE TACTILE PAVING ADDED & CYCLIST REJOIN CARRIAGEWAY SIGNAGE ADDED

2.4m x 120m VISIBILITY SPLAY

SCALE BAR @ 1:500
0 5 10 25 50

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REV	DATE	BY	DESCRIPTION	CHK	APP
B	25.02.21	JMc	UPDATED FOLLOWING RSA1	MD	NM
A	11.02.21	JMc	SWALE ADDED AT SITE ACCESS	MD	NM

STATUS: FOR INFORMATION

TITLE: POTENTIAL GHOST ISLAND RIGHT TURN SITE ACCESS

PROJECT: LAND AT FORMER HINDSLAND PLAYING FIELDS, EASTBOURNE, POLEGATE, EAST SUSSEX

CLIENT: DANESCROFT LAND LIMITED

DRAWN:	CHECKED:	APPROVED:
JMc	NM	NM
PROJECT No:	SCALE @ A1:	DATE:
ITL15734	1:500	26.01.21
DRAWING No:		REV:
ITL15734-GA-003		B

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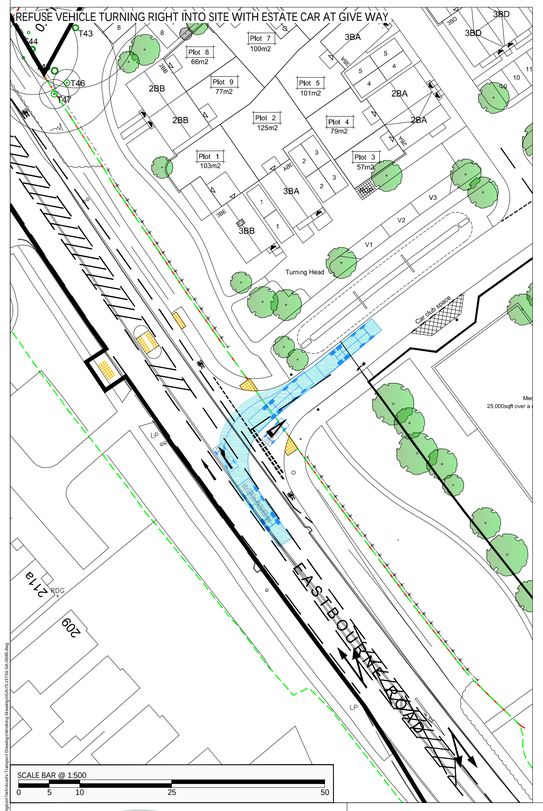
ESTATE CAR WAITING TO TURN RIGHT WITH REFUSE VEHICLE PASSING EITHER SIDE



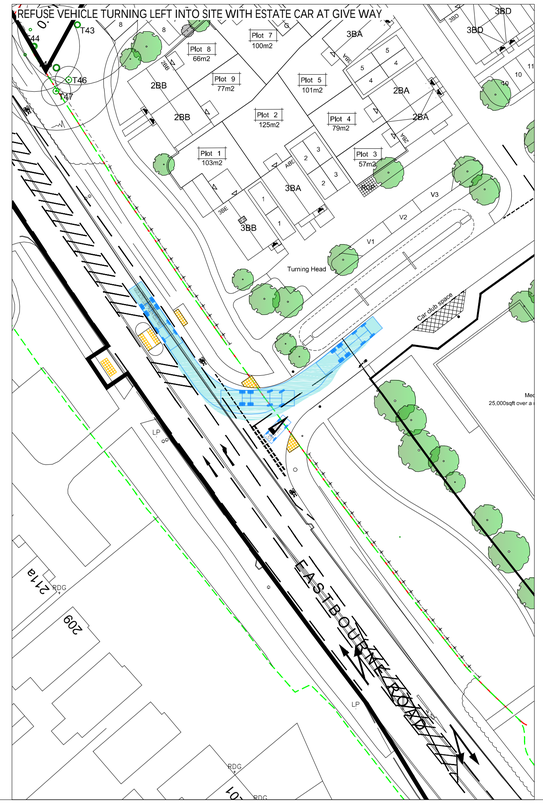
ESTATE CAR TURNING RIGHT WITH ESTATE CAR AT GIVE WAY



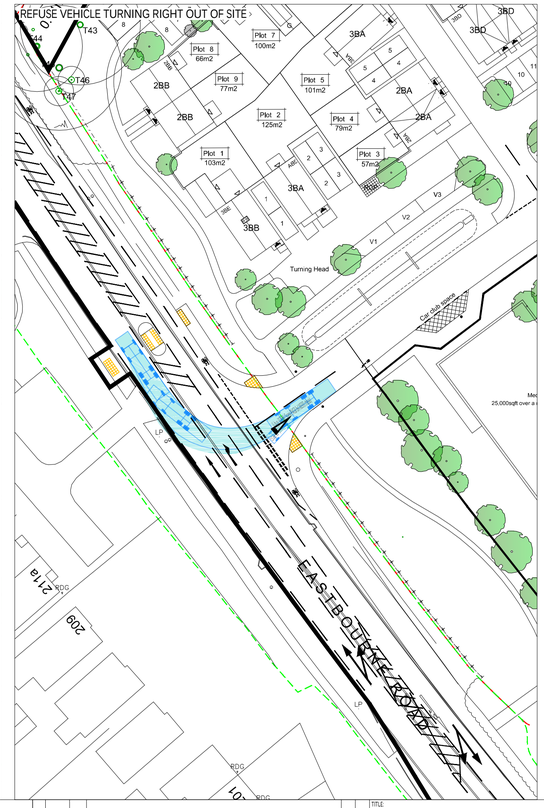
REFUSE VEHICLE TURNING RIGHT INTO SITE WITH ESTATE CAR AT GIVE WAY



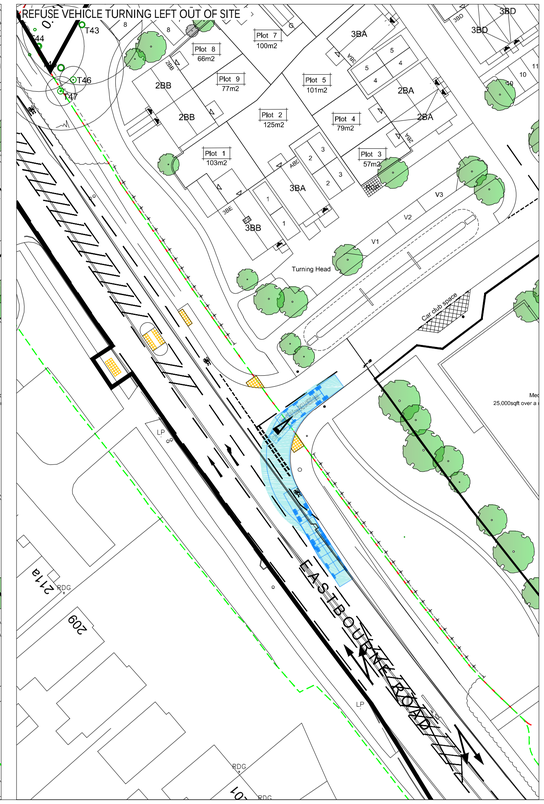
REFUSE VEHICLE TURNING LEFT INTO SITE WITH ESTATE CAR AT GIVE WAY



REFUSE VEHICLE TURNING RIGHT OUT OF SITE

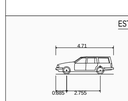


REFUSE VEHICLE TURNING LEFT OUT OF SITE



SCALE BAR @ 1:500
0 5 10 25 50

Vulture 3025(N) (Scania P94GB 8x4 NB300 chassis)



Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Max Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

ESTATE CAR (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

SCALE BAR @ 1:500
0 5 10 25 50

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	03.03.21	JMc	UPDATED SITE LAYOUT	MD	NM
A	02.10.21	JMc	SWALE ADDED AT SITE ACCESS	MD	NM

STATUS: FOR INFORMATION

PROJECT: LAND AT FORMER HINDSLAND PLAYING FIELDS, EASTBOURNE, POLEGATE, EAST SUSSEX

CLIENT: DANESCROFT LAND LIMITED

TITLE: SITE ACCESS - VEHICLE TRACK ANALYSIS

DRAWN:	CHECKED:	APPROVED:
JMc	NM	NM
PROJECT No:	SCALE @ A1:	DATE:
ITL15734	1:500	09.02.21
DRAWING No:		REV:
ITL15734-GA-004		B

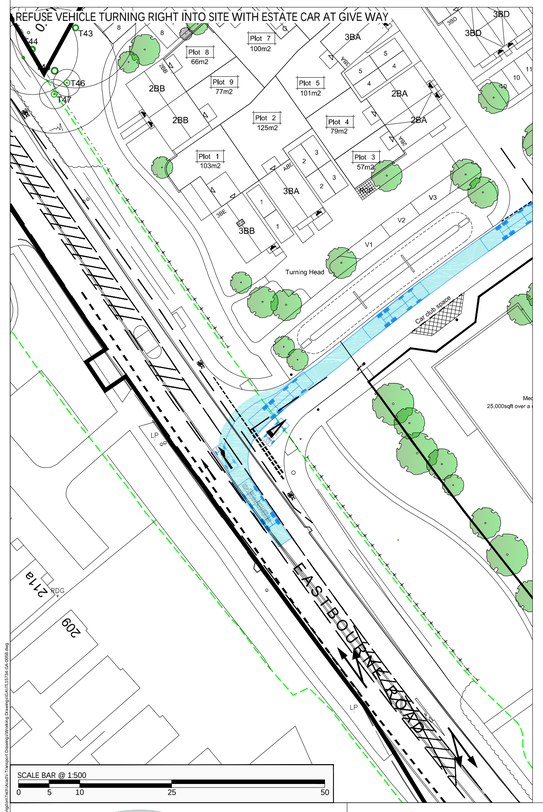
ESTATE CAR WAITING TO TURN RIGHT WITH REFUSE VEHICLE PASSING EITHER SIDE



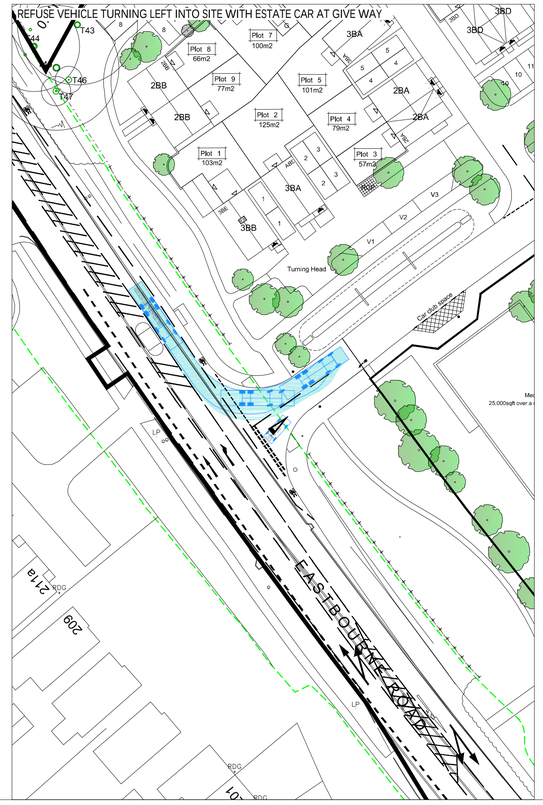
ESTATE CAR TURNING RIGHT WITH ESTATE CAR AT GIVE WAY



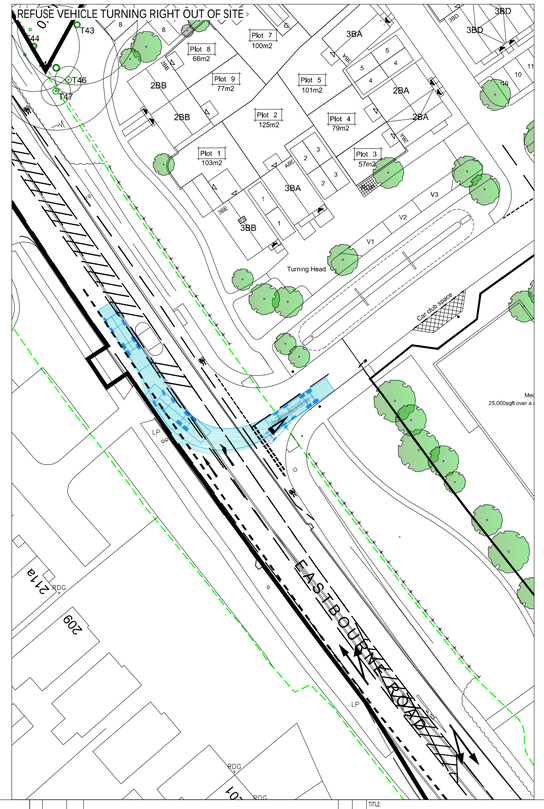
REFUSE VEHICLE TURNING RIGHT INTO SITE WITH ESTATE CAR AT GIVE WAY



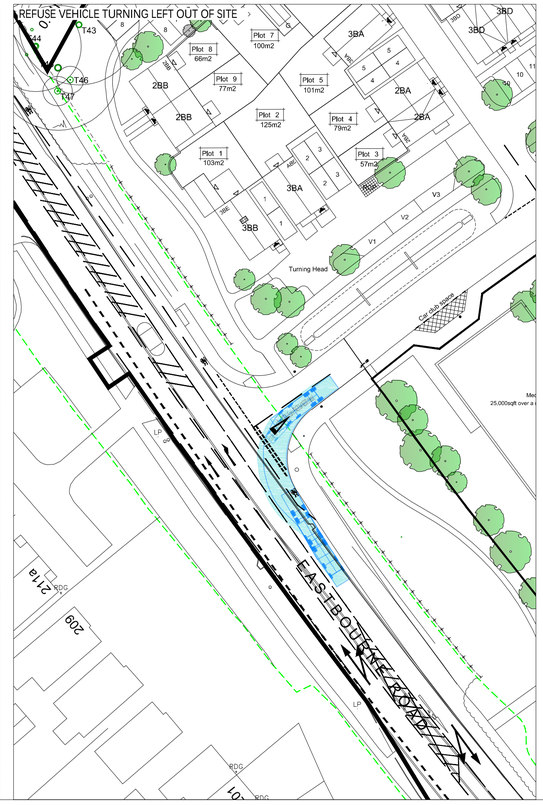
REFUSE VEHICLE TURNING LEFT INTO SITE WITH ESTATE CAR AT GIVE WAY



REFUSE VEHICLE TURNING RIGHT OUT OF SITE

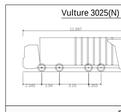


REFUSE VEHICLE TURNING LEFT OUT OF SITE



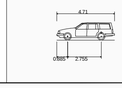
SCALE BAR @ 1:500
0 5 10 25 50

Vulture 3025(N) (Scania P94GB 8x4 NB300 chassis)



Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Max Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

ESTATE CAR (2006)



Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

SCALE BAR @ 1:500
0 5 10 25 50

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	03.03.21	JMc	SITE LAYOUT ADDED	MD	NM
A	11.02.21	JMc	SITE LAYOUT ADDED	MD	NM

STATUS: FOR INFORMATION

TITLE: SITE ACCESS - FUTURE SCENARIO - VEHICLE TRACK ANALYSIS

PROJECT: LAND AT FORMER HINDSLAND PLAYING FIELDS, EASTBOURNE, POLEGATE, EAST SUSSEX

CLIENT: DANESCROFT LAND LIMITED

DRAWN:	CHECKED:	APPROVED:
JMc	NM	NM
PROJECT No:	SCALE @ A1:	DATE:
ITL15734	1:500	09.02.21
DRAWING No:		REV:
ITL15734-GA-005		B



Vulture 3025(N) (Scania P94GB 8x4 NB300 chassis)

Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Max Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	03.03.21	JMc	SITE LAYOUT UPDATED	MD	NM
A	26.02.21	JMc	SITE LAYOUT UPDATED	MD	NM

STATUS: FOR INFORMATION

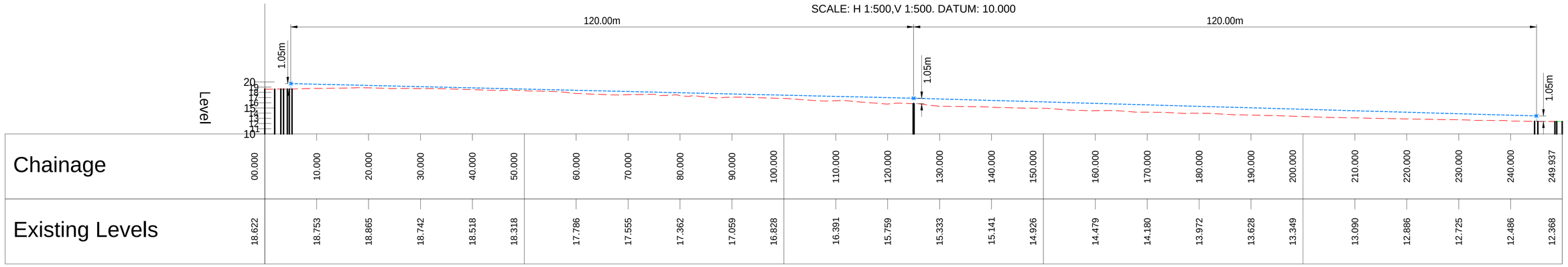
TITLE: VEHICLE TRACK ANLYSIS - REFUSE VEHICLE

PROJECT: LAND AT FORMER HINDSLAND PLAYING FIELDS, EASTBOURNE, POLEGATE, EAST SUSSEX

CLIENT: DANESCROFT LAND LIMITED

DRAWN:	CHECKED:	APPROVED:
JMc	NM	NM
PROJECT No:	SCALE @ A1:	DATE:
ITL15734	1:500 / 1:1000	15.02.21
DRAWING No:		REV:
ITL15734-GA-006		B

ALIGNMENT - EXISTING GROUND PROFILE - LONGSECTION
SCALE: H 1:500,V 1:500. DATUM: 10.000



Chainage	00.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	200.000	210.000	220.000	230.000	240.000	249.937
Existing Levels	18.622	18.753	18.865	18.742	18.518	18.318	17.786	17.555	17.362	17.059	16.828	16.391	15.759	15.333	15.141	14.926	14.479	14.180	13.972	13.628	13.349	13.090	12.886	12.725	12.486	12.368

SCALE BAR @ 1:1000
0 10 25 50 100

i-Transport
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www.i-transport.co.uk

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: VERICAL VISIBILITY 40mph

PROJECT: LAND AT FORMER HINDSLAND PLAYING FIELDS, EASTBOURNE, POLEGATE, EAST SUSSEX

CLIENT: DANESCROFT LAND LIMITED

DRAWN:	CHECKED:	APPROVED:
JMc	NM	NM
PROJECT No:	SCALE @ A1:	DATE:
ITL15734	NTS	25.02.21
DRAWING No:		REV:
ITL15734-GA-009		

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COURTLAND ROAD

SPURWAY PARK

Possible boundary dispute - based on local knowledge

Medical Centre 1661m2 (1-43 inclusive)

EASTBOURNE ROAD

Flat Block A 11no.x 1.5bed 1no. x 2 bed

Flat Block B 3no.x 1.5bed 3no.x 2 bed

Flat Block C 6no.x 1.5bed 3no. x 2 bed

Flat Block D 10no.x 2 bed

Flat Block E 6no.x 1 bed 3no. x 2.5bed

Flat Block F 5no.x 1.5bed 3no. x 2 bed

Flat Block G 9no.x 2 bed

Bin & Bike Store

Turning Head

Play Area (trim trail) 221m2

Play Area 312m2

Play Area (trim trail) 143m2

Play Area 143m2

Club House

Medical Centre

SCALE BAR @ 1:1000
0 10 25 50 100

SCALE BAR @ 1:500
0 5 10 25 50

7.5T BOX VAN

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

i-Transport

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REV	DATE	BY	DESCRIPTION	CHK	APP

STATUS: FOR INFORMATION

TITLE: VEHICLE TRACK ANLYSIS - 7.5t BOX VAN

PROJECT: LAND AT FORMER HINDSLAND PLAYING FIELDS, EASTBOURNE, POLEGATE, EAST SUSSEX

CLIENT: DANESCROFT LAND LIMITED

DRAWN:	CHECKED:	APPROVED:
JMc	NM	NM
PROJECT No:	SCALE @ A1:	DATE:
ITL15734	1:500 / 1:1000	03.03.21
DRAWING No:		REV:
ITL15734-GA-011		

APPENDIX A. ESCC September 2020 Meeting Minutes

i-Transport LLP
85 Gresham Street, London, EC2V 7NQ

Tel: 020 3705 9215

Notes of Meeting

Project No: ITL15731
Project Title: Hindsland, Eastbourne Road, Willingdon
Date: 12 November 2020
Venue: MS Teams

Attendees

Kal Kamboh	—	East Sussex County Council (KK)
Dominic Fryer	—	Danescroft (DF)
Aidan Robson	—	Danescroft (AR)
David Neame	—	Neame Sutton (DN)
Neil Marshall	—	i-Transport (NM)
Melanie Dobson	—	i-Transport (MD)

Item		Actions
1.0	**Background to site incl. Appeal Scheme, planning policy, and Wealden pre-application advice**	
1.1	NM summarised background to the site, establishing that Danescroft recently purchased the freehold of the Hindsland site (formerly owned by the University of Brighton (UoB)) that was included as part of the previous application / Appeal scheme. The Vine family still control the land to the south (Mornings Mill Farm (MMF)) and are likely to progress a planning application, either on the land within their control or that matching the previous application (i.e. also including Hindsland within the red line).	
1.2	DF remains in constant dialogue with the Vine family. A resubmission following the same broad parameter as the previous application needs to be made by 12th December 2020 if they are to avoid paying a planning application fee. DF understands it is likely that if the Vine family cannot seek agreement from the UoB (noting that they are no longer the freeholder of the site) to re-submit then they will re-draw the red line, excluding the Hindsland land, and submit a new application.	
1.3	KK notes the transport consultant for MMF has indicated that their updated assessment work is for the same quantum of development as the previous application (700 dwellings plus other uses) covers the same red line area (i.e. including Hindsland). KK also indicated that no recent dialogue with MMF has been held, and therefore potential for an agreed access strategy by 12th December 2020 will be difficult to achieve.	
1.4	DF to keep ESCC updated with regard to any updates they receive on the above.	DF
1.5	Notwithstanding the MMF status above, Danescroft are seeking to submit a separate application which just covers the Hindsland land only, with all access from Eastbourne Road within land within their control.	
1.6	Previous conversations between KK and NM noted that ESCC sought clarity from Wealden District Council (WDC) on the potential for a separate application at Hindsland.	

Item		Actions
1.7	A pre-application meeting between the applicant team and WDC occurred on 2nd October 2020. The minutes of the meeting have been shared with ESCC by the applicant. DN summarised the main points including that WDC has no fundamental issues with two separate applications being brought forward, subject to consideration of pedestrian and cyclist connectivity between the two sites.	
2.0	**Proposed Development incl. independent access arrangements**	
2.1	NM confirmed the application is as set out in the pre-application scoping note, for up to 199 residential dwellings and a medical centre.	
2.2	The development will be independently accessed (for vehicular traffic) via a ghost island right turn junction from the Eastbourne Road (as set out in the drawing within the pre-application scoping note). The proposal will demonstrate potential future pedestrian and cyclist links to neighbouring site/s, where possible. NM confirmed that no vehicular route would be provided between the site and MMF.	
2.3	AR noted that WDC are keen for the medical centre to be provided on the Hindsland site due to proximity to Polegate and is considered a better location than MMF.	
2.4	KK requested that the TA is clear in terms of what the access is going to deliver in terms of land uses at the site.	
2.5	NM confirmed that layout will not prejudice the delivery of the emerging Hailsham Polegate and Eastbourne Movement and Access Corridor (HPEMAC) and the form of junction will remove delays to through traffic/buses.	
2.6	KK confirmed that subject to a positive RSA, junction modelling, provision of future pedestrian and cyclist links within the site and consideration of the HPEMAC, ESCC would have no objections to the proposed access arrangements.	
2.7	NM confirmed that future application will account for emerging MMF access arrangements.	NM
2.8	KK confirmed that the site can be delivered by way of its own access, separate to MMF, if proven that meets design standards. NM confirmed that adequate spacing (in accordance with DMRB) can be achieved between proposed access and that for MMF (as well as existing Broad Road junction).	NM
2.9	KK confirmed that the overall number of accesses to the site and MMF combined not a concern if to design standards and meet capacity testing needs. At this stage, emerging plans for ghost island to the site, and the potential signal controlled junctions to MMF, appear satisfactory.	
3.0	**Committed Development/Infrastructure (incl. HPEMAC), and consideration of Mornings Mill Farm site**	
	MMF Access Arrangements	
3.1	MMF's current access arrangements (as set out in a transport note produced by Intermodal Transport Consultants) demonstrate the provision of two signalised	

Item		Actions
	junctions. KK stated that justification for the type, location, number and layout of these junctions has been sought by ESCC, however no data or evidence has been provided to date by the MMF applicant.	
3.2	KK confirmed that depending on timescales of submission, it may be up to MMF to consider Hindsland access rather than the other way around.	
3.3	NM confirmed that in receipt of MMF draft technical note. Initial review suggests that provision of an independent access to the Hindsland site may reduce demand on MMF proposed junctions and therefore may enable a betterment for all road users. KK agreed, subject to final testing.	
3.4	KK request that MMF and Hindsland applicants work together regarding access arrangements to ensure a reduction in delay across the wider network.	NM
3.5	KK requires a review of the pedestrian and cyclist impacts of both developments to be undertaken.	NM
	HPEMAC	
3.6	KK shared most recent layout plans (dated June 2020) in advance of the meeting. NM noted that currently the design for HPEMAC do not extend north of Broad Road but that the Hindsland development provides the opportunity facilitate an extension to the improvements (including cycle infrastructure) further north along site frontage. This will be reviewed as part of the design process.	NM
3.7	KK to introduce i-Transport to Jacobs to discuss HPEMAC status and opportunities	KK
4.0	**Scope of Transport Assessment, incl. geographic extent, trip rates, modelling scenarios and parameters**	
	Transport Modelling	
4.1	KK confirmed that no wider modelling required (including testing again the ESCC strategic highway models) as demonstrated (at Appeal) that the wider highway network can accommodated a development of 700 units (plus accompanying other land use).	
4.2	KK requested capacity testing of the following junctions: • Site access/ Eastbourne Road; • Broad Road / Eastbourne Road; • Eastbourne Road / High Street / Wannock Road; and • Eastbourne Road / Huggetts Lane.	NM
4.3	NM noted that a review of ESCC's traffic flow figures revealed a reduction in traffic over the past few years on the A2270.	
4.4	NM queried whether the HPEMAC modelling assumes any modal shifts from private car to bus. KK confirmed ESCC would agree to such modal shift through the supporting Travel Plan, including either annual bus passes or a £200 sustainable travel voucher,	

Item		Actions
	per dwelling, which can be spent on bicycle, bicycle equipment, bus tickets or shopping delivery etc.	
	Trip Rates, Distribution and Assignment	
4.5	KK agreed that the proposed trip rates, distribution and assignment assumptions were broadly in line with previously agreed parameters.	
4.6	KK requested that the MMF is tested as a committed development with two scenarios; one assuming a proposal of 500 dwellings and one with 700 dwellings.	NM
	Future Year Scenario Testing	
4.7	NM set out the proposed future year assessment of 2025. KK requested this be 2028 and 2030 to coincide with Local Plan.	NM
	Medical Centre	
4.8	DN/AR to confirm type of medical centre and whether it is an agglomeration of existing services plus some additional new services (as requested by WDC).	AR/DN
4.9	KK / NM discussion on whether reduction in trips to medical centres in wake of Covid-19 and remote appointments. AR to question thoughts from potential occupiers to determine if needs to be accounted for in assessment work.	AR
	S106	
4.10	KK confirmed the s106 triggers need to be reviewed compared to those used for the Appeal. KK to provide background to previous 150 unit trigger.	NM & KK
4.11	KK to send through the agreed and preferred proposed improvement works for Polegate High Street. It was agreed that the applicant will provide a fair and proportionate contribution to the necessary off-site improvements as determined through the assessment process.	NM
	Planning Application Submission	
4.12	KK confirmed the planning application would be required to be supported by a Transport Assessment, Travel Plan and RSA. A Construction Management Plan (CMP) will be secured by condition.	
4.13	NM and KK agreed to issue these meeting notes to Highways England to keep them aware of latest status and progress of the site.	
5.0		
5.1	Meeting closed at noon. All agreed to keep communication channels open	

Circulation

- All attendees

Author

MD/NM

APPENDIX B. Personal Injury Accident Data

Eastbourne Road – I-Transport –

Collision report 01/12/2015 – 30/11/2020

Date produced
12 January 2021

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

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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.

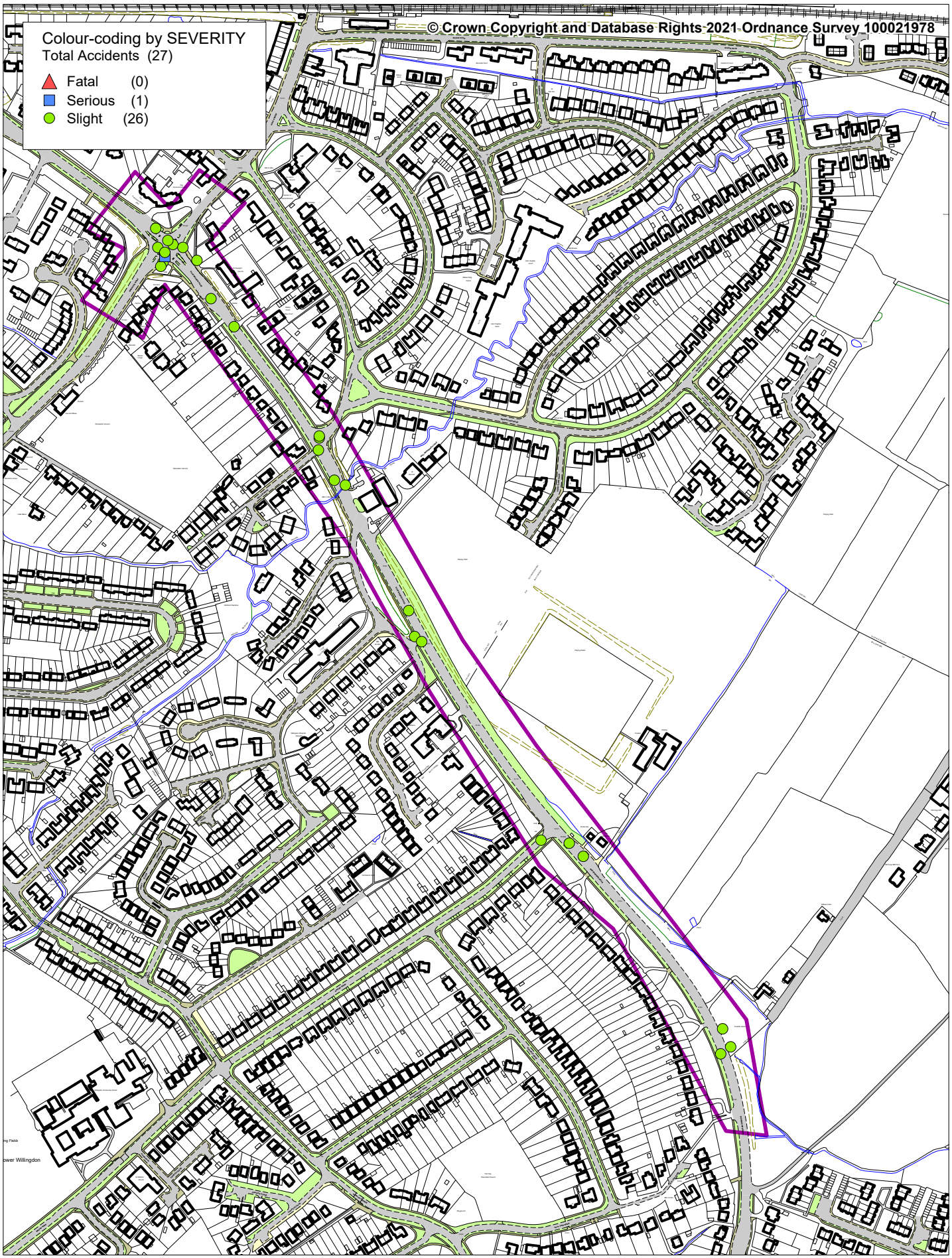
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

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



Sussex Safer Roads PARTNERSHIP

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Eastbourne Road, Polegate
Collision Dates 01/12/2015 - 30/11/2020
i-Transport

SCALE	1 : 5000
DATE	12/01/2021
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/12/2015** **to** **30/11/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1600524 Tuesday 26/01/2016 0901hrs — U BROAD ROAD EASTBOURNE AT JUNCTION OF A2270 OUTSIDE DIRECTLY AT THE JUNCTION

Veh 1	Car	Stopping	W	to E	Ped	F	72	Slight

R1: U
R2: A 2270
E 558,389
N 103,973

Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	

WHILE VEHICLE ONE WAS APPROACHING JUNCTION PEDESTRIAN FROM NEARSIDE OF PAVEMENT HAS WALKED INTO CARRIAGEWAY COLLIDING WITH VEHICLE ONES NEARSIDE WING MIRROR CAUSING SLIGHT INJURY.

1601901 Saturday 02/04/2016 0020hrs — A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U WANNOCK ROAD OUTSIDE ON THE

Veh 1	Car	Going ahead	SE	to NW	FSP	F	17	Slight
Veh 1	Car	Going ahead	SE	to NW	RSP	F	17	Slight
Veh 1	Car	Going ahead	SE	to NW	RSP	F	16	Slight
Veh 1	Car	Going ahead	SE	to NW	RSP	F	15	Slight
Veh 2	Car	Turning right	NW	to SW	Dri	M	70	Slight

R1: A 2270
R2: U
E 558,014
N 104,556

Darkness: street lighting unkno
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 1	Very Likely

THIS IS A SERIOUS INJURY COLLISION INVOLVING TWO MOTOR CARS. ONE VEHICLE TURNING RIGHT FROM THE A2270 INTO WANNOCK ROAD WAS HIT BY A VEHICLE HEADING NORTH ON THE A2270.

1602673 Saturday 07/05/2016 2058hrs — A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U CHURCH ROAD

Veh 1	Car	Turning right	SE	to NE				
Veh 2	M/C < 125 cc	Going ahead	NW	to SE	Dri	M	20	Slight

R1: A 2270
R2: U
E 558,168
N 104,374

Darkness: street lights present a
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

V2 RIDING ON MAIN CARRIAGEWAY IN THE GENERAL DIRECTION OF EASTBOURNE, V1 PULLED ACROSS V2 PATH. V2 STRUCK V1 TO THE RNS.

Details of Personal Injury Accidents for Period - **01/12/2015** **to** **30/11/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1604534
R1: A 2270
R2: U
E 558,007
N 104,564

Tuesday 26/07/2016 1448hrs
A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U HIGH STREET
Daylight:street lights present
Dry
Fine without high winds
40 mph

Veh 1	Car	Turning right	E	to	N	Dri	M	19	Slight
Veh 2	Car	Going ahead	W	to	E				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Poor turn or manoevre	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	

V1 IN HIGH STREET AT THE TRAFFIC LIGHTS WAITING TO TURN RIGHT ONTO A2270 (NORTH) V2 IN WANNOCK ROAD AT TRAFFIC LIGHTS WAITING TO GO STRAIGHT AHEAD ONTO HIGH STREET. LIGHTS TURN GREEN FOR BOTH PARTIES. V1 PULLS AWAY INTO MIDDLE OF JUNCTION AND TURN RIGHT
ACROSS THE PATH OF V2. V1 ENDS UP COLLIDING WITH TRAFFIC LIGHTS MINOR INJURY TO V1 DRIVER

1603462
R1: A 2270
R2: U
E 558,012
N 104,549

Saturday 04/06/2016 1930hrs
A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U WANNOCK ROAD
Daylight:street lights present
Dry
Fine without high winds
30 mph

Veh 1	Car	Going ahead	W	to	E	Dri	F	18	Slight
Veh 2	Car	Going ahead	S	to	N	Dri	F	22	Slight

VEH 2 TRAVELLING NORTH ON A2270. VEH 1 EMERGED FROM WANNOCK ROAD AND STRUCK SIDE OF VEH 2. S170 COMPLIED WITH AT SCENE

Details of Personal Injury Accidents for Period - **01/12/2015** **to** **30/11/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1603966 Sunday 03/07/2016 2050hrs — A2270 POLEGATE CROSS ROADS POLEGATE AT JUNCTION OF U HIGH ST. POLEGATE OUTSIDE THE

Veh 1	Goods < 3.5t	Going ahead	NW	to	SE				
Veh 2	Car	Turning right	NE	to	W	Dri	F	46	Slight

R1: A 2270
R2: U Daylight:street lights present
E 558,022 Dry
N 104,567 Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Junction overshoot	Vehicle 1	Very Likely
4th:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
5th:	Stolen vehicle	Vehicle 1	Possible

V2 WAS TURNING RIGHT AT A SET OF TRAFFIC LIGHTS AT A CROSS ROAD JUNCTION. V2 WAS IN THE MIDDLE OF THE JUNCTION WHEN V1 HAS DRIVEN THROUGH A RED TRAFFIC LIGHT AND HIT V2 AT 90 DEGREES, ON THE OFF SIDE FRONT AND REAR DOOR. V2 WAS SPUN ROUND AND REMAINED IN
THE CENTRE OF THE JUNCTION. V1 SLOWED AS OF THE RESULT OF THE IMPACT BUT THEN SPED OFF IN THE DIRECTION OF EASTBOURNE WITH THE FRONTAL DAMAGE.

1604124 Monday 11/07/2016 0138hrs — A2270 EASTBOURNE ROAD WILLINGDON AT JUNCTION OF U BROAD ROAD OUTSIDE 185

Veh 1	Car	Going ahead	N	to	S	Dri	M	22	Slight

R1: A 2270
R2: U Darkness: street lights present a
E 558,417 Dry
N 103,970 Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Fatigue	Vehicle 1	Very Likely

DRIVER OF VEH 1 HAS HIT KEEP LEFT BOLLARD IN CENTRAL ISLAND AFTER FEELING SLEEPY. VEHICLE HAS THEN COLLECTED A SIGNPOST AND LEFT THE CARRIAGEWAY NEARSIDE BEFORE REBOUNDING ON THE GRASS VERGE TO THE OFFSIDE. EXTENSIVE DAMAGE TO VEHICLE AND ROAD FURNITU
RE.

1605330 Friday 02/09/2016 1630hrs — A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U WILLOW DRIVE

Veh 1	Minibus	Stopping	S	to	N				
Veh 2	Car	Wait go ahead held	S	to	N	RSP	F	17	Slight
Veh 2	Car	Wait go ahead held	S	to	N	RSP	M	18	Slight

R1: A 2270
R2: U Daylight:street lights present
E 558,167 Dry
N 104,362 Fine without high winds
30 mph

VH2 WAS IN STATIONARY TRAFFIC BY THE TESCOS GARAGE, HEADING OUT OF EASTBOURNE POLEGATE WHEN HIT FROM BEHIND BY VH1, THIS HAS CAUSED SLIGHT INJURIES TO THE TWO REAR SEAT PASSENGERS OF VH2

Details of Personal Injury Accidents for Period - **01/12/2015** **to** **30/11/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1703678
R1: A 2270
R2: U
E 558,194
N 104,327

Friday 30/06/2017 1600hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U ENTRANCE TO GARAGE OUTSIDE 94

Veh 1	Goods < 3.5t	Going ahead	N	to	S	
Veh 2	Car	Going ahead	N	to	S	RSP F 7 Slight
Veh 3	Car	Wait to turn left	E	to	S	

VEH 2 BRAKED SUDDENLY AS THOUGHT V3 WAS EXITING GARAGE. V1 RAN ITO BACK OF VEH 2 CAUSING DAMAGE TO VEHICLE AND INJURY TO CHILD FRONT SEAT PASSANGER.

1705394
R1: A 2270
E 558,578
N 103,767

Sunday 24/09/2017 1441hrs
Daylight:street lights present
Dry
Fine without high winds
40 mph

A2270 EASTBOURNE ROAD WILLINGDON 150M SOUTH OF U BROAD ROAD

Veh 1	Car	Going ahead	N	to	S	Dri M 84 Slight
Veh 2	Car	Wait to turn right	N	to	S	

Causation Factor:	**Participant:**	**Confidence:**
1st: Poor turn or manoevre	Vehicle 1	Very Likely

VEH 1 TRAVELLING SOUTHBOUND HAS ATTEMPTED TO PASS DOWN THE NEARSIDE OF UNKNOWN VEH THAT WAS POSITIONED TO TURN RIGHT. VEH 1 HAS MOUNTED THE NEARSIDE KERB AND LOST CONTROL CAUSING HIM TO COLLIDE WITH A LAMP POST.

1706293
R1: A 2270
E 558,431
N 103,957

Wednesday 08/11/2017 1607hrs
Daylight:street lights present
Dry
Fine without high winds
40 mph

A2270 EASTBOURNE ROAD POLEGATE 30M EAST OF U BROAD ROAD

Veh 1	M/C > 500 cc	Going ahead	N	to	S	Ped F 12 Slight
Veh 2	Goods < 3.5t	Stopping	N	to	S	

Causation Factor:	**Participant:**	**Confidence:**
1st: Crossed road masked by stationary veh	Casualty 1	Very Likely

VEH 1 - MOTORCYCLE FILTERING IN SLOW MOVING, STOP/START TRAFFIC. VEH 2 - FORD TRANSIT, STOPPED AND FLASHED HEADLIGHTS TO CHILD PEDESTRIAN TO CROSS ROAD TO CENTRAL ISLAND. PEDESTRIAN BEGAN CROSSING ROAD WHEN VEH 1 BEGAN PASSING VEH 2 AND STRUCK PEDESTRIAN
. PEDESTIRAN RECIEVED MINOR GRAZE TO ELBOW AND TENDERNESS TO RIBS.

Details of Personal Injury Accidents for Period - **01/12/2015** **to** **30/11/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1705885 Wednesday 18/10/2017 0805hrs
R1: A 2270
R2: U
E 558,263
N 104,176

A2270 EASTBOURNE RD EASTBOURNE AT JUNCTION OF U THE THATCHINGS

Veh 1 Car Turning right N to SW
Veh 2 Pedal cycle Going ahead S to N Dri M 33 Slight

Daylight:street lights present
Dry
Fine without high winds
30 mph

VEH 2 WAS RIDING DOWN THE ROAD HEADING NORTH WHEN VEH 1 WAS COMING THE OPPOSITE WAY HEADING SOUTH THEN TURNED RIGHT INTO JUNCTION FAILING TO SEE PEDAL CYCLIST AND HIT HIM KNOCKING HIM OFF HIS BIKE CAUSING INJURIES, VEH 1 DROVE OFF FAILING TO STOP AND EXC
HANGE DETAILS.

1802599 Monday 14/05/2018 0955hrs
R1: A 2270
R2: U
E 558,005
N 104,583

A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U HIGH STREET

Veh 1 Car Going ahead NW to SE
Veh 2 Car Going ahead NW to SE Dri F 67 Slight

Daylight:street lights present
Dry
Fine without high winds
40 mph

V1 AND V2 TRAVELLING IN A SOUTHBOUND DIRECTION ALONG MAIN ROAD, V2 SLOWED AND STOPPED AND V1 FAILED TO SLOW AND COLLIDED WITH THE REAR OF V2.

1706614 Thursday 23/11/2017 0850hrs
R1: A 2270
R2: U
E 558,257
N 104,202

A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U THE THATCHINGS

Veh 1 Car Going ahead NW to SE
Veh 2 Car Stopping NW to SE Dri F 33 Slight

Daylight:street lights present
Wet/Damp
Fine without high winds
40 mph

Causation Factor:	**Participant:**	**Confidence:**
1st: Fatigue	Vehicle 1	Very Likely

V2 TRAVELLING SOUTH IN SLOW MOVING TRAFFIC. V1 ALSO TRAVELLING SOUTH BEHIND V2. V1 DRIVES INTO REAR OF V2.

Details of Personal Injury Accidents for Period - **01/12/2015** **to** **30/11/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1803368	Monday	A2270 EASTBOURNE ROAD	Veh 1	Car	Going ahead RH bend	NW to S	Dri	F	31	Slight
	18/06/2018	WILLINGDON 229M SOUTH OF U	Veh 1	Car	Going ahead RH bend	NW to S	RSP	F	4	Slight
R1: A 2270	0637 hrs	BROAD ROAD OUTSIDE OPPOSITE								
	Daylight:street lights present									
E 558,570	Dry									
N 103,785	Fine without high winds									
	40 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Fatigue	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible

V1 TRAVELLING S/B EASTBOURNE ROAD DRIFTS ONTO N/S GRASS VERGE AND COLLIDES WITH LAMP POST CAUSING V1 TO SPIN AND COME TO REST ON GRASS VERGE.

1804892	Sunday	A2270 EASTBOURNE ROAD	Veh 1	Bus/coach	Stopping	NW to SE	Seat	M	70	Slight
	02/09/2018	POLEGATE AT JUNCTION OF U								
R1: A 2270	1030 hrs	WANNOCK ROAD								
R2: U	Daylight:street lights present									
E 558,046	Dry									
N 104,551	Fine without high winds									
	30 mph									

VEHICLE IS A BUS AND WHEN HE STOPPED THE BUS AT TRAFFIC LIGHTS A FEMALE PASSENGER FELL OFF HER SEAT

1806289	Wednesday	A2270 HIGH STREET POLEGATE AT	Veh 1	Car	Starting	N to S				
	14/11/2018	JUNCTION OF U WANNOCK ROAD	Veh 2	Car	Turning right	S to E	Dri	M	27	Slight
R1: A 2270	1130 hrs		Veh 3	Car	Turning right	N to W				
R2: U	Daylight:street lights present									
E 558,010	Dry									
N 104,545	Fine without high winds									
	30 mph									

V2 WAS AT JUNCTION WAITING TO GO STRAIGHT ONTO WANNOCK ROAD. V1 HAD COME FROM WANNOCK ROAD AND WAS IN THE MIDDLE OF THE JUNCTION WAITING TO TURN RIGHT HOWEVER AN UNKNOWN VEHICLE 3 WHO WAS TURNING RIGHT ONTO THE A2270 FLASHED V1 WHICH THEN TURNED RIGHT AN
D HIT INTO V2 AS HE WAS HEADING STRAIGHT. SLIGHT INJURY CAUSED

Details of Personal Injury Accidents for Period - **01/12/2015** **to** **30/11/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1806586
R1: A 2270
R2: U
E 558,168
N 104,376

Monday 26/11/2018 1900hrs
A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U CHURCH ROAD
Darkness: street lights present a
Dry
Fine without high winds
30 mph

Veh 1	Car	Turning right	SE	to	NE				
Veh 2	Pedal cycle	Going ahead	NW	to	SE	Dri	M	38	Slight

V2 TRAVELLING SE ON A2270 WHEN V1 TRAVELLING NW TURNED RIGHT INTO OFFSIDE OF V2 CAUSING INJURY/DAMAGE

1806076
R1: A 2270
R2: U
E 558,014
N 104,555

Monday 05/11/2018 1322hrs
A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U HIGH STREET
Daylight:street lights present
Dry
Fine without high winds
30 mph

Veh 1	M/C > 500 cc	Turning right	NE	to	NW	Dri	M	44	Serious

Causation Factor:		**Participant:**	**Confidence:**
1st:	Junction restart	Vehicle 1	Possible

MOTORBIKE TURNING RIGHT AT CROSSROADS, LOST GRIP & DROPPED BIKE, CAUSING SERIOUS INJURY TO RIGHT LEG.

1900590
R1: A 2270
R2: U
E 558,270
N 104,171

Thursday 31/01/2019 1756hrs
A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U THE THACHINGS OUTSIDE JUNCTION
Darkness: street lights present a
Wet/Damp
Fine without high winds
30 mph

Veh 1	Car	Going ahead	S	to	N	Dri	M	80	Slight
Veh 2	Car	Wait go ahead held	S	to	N	Dri	F	22	Slight
Veh 3	Car	Wait go ahead held	S	to	N				
Veh 4	Car	Wait go ahead held	W	to	S				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible

V1 FOLLOWING SHOW MOVING TRAFFIC FAILED TO NOTICE V2 HAD STOPPED TO ALLOW V4 TO EMERGE FROM A JUNCTION. V1 COLLIDED WITH REAR OF V2 WHICH WAS PUSHED INTO V3.

Details of Personal Injury Accidents for Period - **01/12/2015** **to** **30/11/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1900288 Wednesday 16/01/2019 1142hrs — A2270 EASTBOURNE ROAD POLEGATE AT JUNCTION OF U HIGH STREET OUTSIDE AT TRAFFIC LIGHT

Veh 1	Car	Going ahead	N	to	S					
Veh 2	Car	Turning left	E	to	S	FSP	M	52	Slight	

R1: A 2270
R2: U
E 558,032
N 104,564

Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Driver using mobile phone	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	

V1 TRAVELLING SOUTH EAST ON A2270 APPROACHING TRAFFIC LIGHT JUNCTION WITH HIGH STREET. FOR UNKNOWN REASON DRIVER OF VEHICLE 1 SEES RED LIGHT AND STATIONARY TRAFFIC AHEAD BUT ACCELERATES INSTEAD OF BRAKING. IN PANIC MOUNTS NEARSIDE KERB AND CONTINUES ALON
G FOOTPATH/GRASS VERGE. DESTROYS TRAFFIC LIGHT CONTROL BOX. RE-JOINS ROAD MID JUNCTION AND COLLIDES WITH REAR OF V2 THAT HAD BEEN TURNING LEFT FROM HIGH STREET. V2 COLLIDES WITH METAL RAILINGS. V1 COLLIDES WITH SEPARATE METAL RAILINGS.

0855357 Saturday 06/07/2019 1307hrs — EASTBOURNE ROAD (A2270) - 33 METRES FROM JUNCTION WITH EASTBOURNE ROAD

Veh 1	Car	Stopping	N	to	S					
Veh 2	Car	Wait go ahead held	N	to	S	Dri	M	34	Slight	
Veh 2	Car	Wait go ahead held	N	to	S	FSP	F	29	Slight	

R1: A 2270
E 558,568
N 103,760

Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction outside vehicle	Vehicle 1	Very Likely

HEAVY SLOW MOVING TRAFFIC, VEHICLE 1 RAN INTO VEHICLE 2 AT AROUND 20MPH, VEHICLE 2 WAS STATIONARY WAITING TO MOVE. APPEARS VEHICLE 1 WAS DISTRACTED ON APPROACH TO VEHICLE 2 CAUSING THE COLLISION.

0857907 Tuesday 16/07/2019 0830hrs — UNKNOWNEASTBOURNE ROAD (A2270)

Veh 1	Goods < 3.5t	Going ahead	N	to	S					
Veh 2	Goods < 3.5t	Wait go ahead held	N	to	S	Dri	M	54	Slight	

R1: A 2270
E 558,183
N 104,332

Daylight:street lights present
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely

V2 TRAVELLING SOUTH ON MAIN ROAD SLOWED AND STOPPED DUE TO RED TRAFFIC LIGHT AT PEDESTRIAN CROSSING. V1 ALSC TRAVELLING SOUTH FAILED TO SEE V2 WAS STATIONARY AND COLLIDED WITH REAR.

Details of Personal Injury Accidents for Period - **01/12/2015** **to** **30/11/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles				Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev		
	Date								
Road No.	Time								
2nd Road No.									
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

20923149 Friday EASTBOURNE ROAD (A2270) AT JUNCTION WITH HIGH STREET
24/01/2020 0107hrs
R1: A 2270
R2: U
E 558,017
N 104,571
Darkness: street lights present a
Dry
Fine without high winds
40 mph

Veh 1	Car	Going ahead	SW to NE						
Veh 2	Car	Going ahead	NW to SE	Dri	M	27	Slight		

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Disobeyed automatic traffic signal	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	

V1 FAILED TO STOP AT RED TRAFFIC LIGHT AND HAS DRIVEN ACROSS THE JUNCTION AND HIT V2.

20939824 Thursday EASTBOURNE ROAD (A2270) AT JUNCTION WITH PRIVATE ROAD
12/03/2020 1725hrs
R1: A 2270
R2: U
E 558,083
N 104,485
Daylight:street lights present
Dry
Fine without high winds
30 mph

Veh 1	Goods < 3.5t	Turning right	NE to NW						
Veh 2	Pedal cycle	Going ahead	NW to SE	Dri	M	29	Slight		

VICTIM WAS RIDING HIS PEDAL CYCLE IN A CYCLE LANE A VAN WAS TURNING RIGHT INTO A ROAD WOULDNT WAIT FOR CYCLIST VICTIM WENT OVER THE HANDLE BARS AND HIT HIS HEAD ON THE VAN NO

20930634 Saturday EASTBOURNE ROAD (A2270) AT JUNCTION WITH WANNOCK ROAD
15/02/2020 2220hrs
R1: A 2270
R2: U
E 558,014
N 104,559
Darkness: street lighting unkno
Dry
Unknown
40 mph

Veh 1	Car	Going ahead	SE to NW						
Veh 2	Car	Going ahead	NE to SW	Dri	M	20	Slight		

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible

VEHICLE TWO WAS WAITING AT THE TRAFFIC LIGHTS ON HIGH STREET, POLEGATE. THE LIGHTS WERE SHOWING RED. THE LIGHTS WENT THROUGH THEIR SEQUENCE TURNING TO GREEN. VEHICLE TWO PROCEEDED ACROSS THE JUNCTION TOWARDS WANNOCK ROAD. VEHICLE ONE WAS TRAVELLING
NORTH BOUND ON THE A2270 EASTBOURNE ROAD, POLEGATE. VEHICLE ONE HAS COLLIDED WITH VEHICLE TWO ON THE JUNCTION.

Details of Personal Injury Accidents for Period - **01/12/2015** **to** **30/11/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles				Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class				Sex / Age / Sev		
	Date								
Road No.	Time								
2nd Road No.	D/L								
Grid Ref.	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									
20981557	Saturday	EASTBOURNE ROAD (A2270) - 67	Veh 1	Car	U turn	SE to SE			
	12/09/2020	METRES FROM JUNCTION WITH	Veh 2	M/C < 50 cc	Going ahead	SE to NW Dri	M	17	Slight
R1: A 2270	1430hrs	WANNOCK ROAD							
	Daylight:street lights present								
E 558,060	Dry								
N 104,513	Fine without high winds								
	50 mph								

VEH 2 TRAVELING TOWARDS POLEGATE, VEHICLE 1 IN FRONT STOPPED AND DID U TURN IN THE MIDDLE OF THE ROAD, NO CONTACT MADE BUT DRIVER OF VEH 2 CAME OFF HIS BIKE CAUSING INJURY AND DAMAGE TO BIKE

APPENDIX C. Road Safety Audits and Designer's Responses

M & S Traffic

Road Safety Audit Stage 1

Land at Former Hindsland Playing Fields

Proposed Access

Eastbourne Road

Polegate

East Sussex

Date: 23rd February 2021

Report produced for: i-Transport

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from i-Transport. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Title:	Land at Former Hindsland Playing Fields, Eastbourne, Polegate, East Sussex Road Safety Audit Stage 1
Date:	23rd February 2021
Document reference and revision:	i-T/21/ITL15734/1/BS
Prepared by:	M & S Traffic
On behalf of:	East Sussex County Council

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CONTENTS

Document Control Sheet		2
Contents		3
1	Introduction	4
2	Safety issues raised at previous Audits	6
3	Items raised at the Stage 1 Audit	7
4	Issues identified during the Stage 1 Audit that are outside the terms of reference	11
5	Auditors Statement	12

Appendix A……. List of drawings

Appendix B……. Comment location drawing

Appendix C……. Designer's Response

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access associated with a residential development of 180 units and a medical centre off Eastbourne Road, Polegate, as detailed below:

- Priority access with a right turn lane facility on the northeastern side of the carriageway at an existing access, with a pedestrian crossing point. There is a proposed swale on the northwestern side of the carriageway of the access road.
- A pedestrian refuge to the immediate northwest of the proposed junction.
- A shared use footway / cycleway on the northeastern side of the carriageway leading from the access road.

The Audit was requested by the design organisation, i-Transport, 85 Gresham Street, London, EC2V 7NQ on behalf of Hertfordshire County Council, as the Highway Authority.

1.2 The Audit Team membership were as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA, Audit Team Leader
Highways England Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA, Audit Team Member
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken in accordance with GG 119, The Design Manual for Roads and Bridges.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in February 2021 and comprised an examination of the documents provided. A joint site visit was undertaken on the 18th February between 10:30 and 11:15. Weather conditions at the time were overcast and the road surface was dry. Traffic flows were low and free flow speeds were moderate. There were low pedestrian flows and low-level cyclist movements. However, the audit was undertaken in the Covid-19 period.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 No Departures from Standard were provided to the Audit Team. The net impact of vehicular flows at the junction were provided. It is predicted that in the morning peak hour there will be an additional 185 vehicle movements, whilst in the evening peak hour there would be a further 162 vehicle movements. Personal Injury Collision (PIC) data was obtained for the most recent available five-year period (p to the end of November 2020), where there have been no recorded collisions at the proposed access. Of the 27 collisions recorded in the study area, the majority of collisions were recorded at the High Street / Wannock Road signalised junction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed access road.

Summary: Lack of restraint system could increase severity of a loss of control collision.

There is a swale on the northwestern side of the carriageway of the proposed access road that may include headwalls. No details have been provided of any proposed vehicle restraint systems to prevent vehicles that may exit the carriageway being prevented from going down the into the swale. Should vehicles leave the carriageway, the severity of a loss of control collision could be increased. Further, vehicles that lose control and exit the carriageway may impact with a headwall, which could cause rapid deceleration, where injuries may be severe in nature.

RECOMMENDATION

It is recommended that a road restraints risk assessment for local roads should be undertaken to determine whether protection is needed.

3.1.2 PROBLEM

Location: Proposed access with Eastbourne Road.

Summary: Insufficient signing could lead to could lead to side impact collisions, vehicle to pedestrian collisions or collisions with parked vehicles.

A 40mph speed limit currently applies to this section of Eastbourne Road, where no 30mph speed limit signage is proposed on entry to the development. This could lead to inappropriate vehicle speeds within the residential development, which is likely to be designed for a lower speed. Inappropriate vehicle speeds could lead to side impact collisions, vehicle to pedestrian collisions, or collisions with parked vehicles.

RECOMMENDATION

It is recommended that the 30mph speed limit signage should be installed on entry to the junction.

3.1.3 **PROBLEM**

Location: Proposed shared use footway / cycleway.

Summary: Insufficient construction details could lead to overshoot at junctions or cyclist loss of control collisions.

No construction details for the proposed shared use footway / cycleway were provided for assessment. Surfacing with an insufficient Polished Stone Value (PSV) could lead to overshoot at junctions or cyclist loss of control collisions in the event of sudden braking manoeuvres.

RECOMMENDATION

It is recommended that the PSV of the footway / cycleway link surface material should be a minimum of 55PSV.

3.1.4 **PROBLEM**

Location: Eastbourne Road in the vicinity of the scheme.

Summary: High approach speeds could lead to side impact collisions or rear end shunts.

This section of Eastbourne Road is subject to 40mph speed limit; however, with the introduction of the right turn lane junction, leading to a residential development and a shared use footway / cycleway the area will be more urbanised. There is concern that high approach speeds could lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that the 40mph restriction should be reduced to 30mph in the vicinity of the scheme.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed access

Summary: Lack of visibility could lead to side impact collisions or rear end shunts.

On the southeastern approach to the proposed access, Eastbourne Road has a pronounced brow, where this change in vertical profile reduces the effective visibility splay from the proposed access, see figure 1 below. Further, pedestrian and vehicle intervisibility at the refuge could also be below standard. Vehicles were observed as being partially lost due to the brow. A lack of visibility could lead to side impact collisions or rear end shunts.



Figure 1: Vertical profile could restrict visibility.

RECOMMENDATION

It is recommended that forward and junction visibility splays should be provided, which show the vertical visibility envelope available considering the vertical crest.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed shared use footway / cycleway.

Summary: Lack of buffer zone could lead to cyclist collisions.

Whilst the width of the proposed share use footway / cycleway is 3.0m, the posted speed limit on Eastbourne Road is 40mph, where no buffer is proposed. There is concern that the lack of a buffer between the road and the shared use route, could lead to cyclist intimidation, where the cyclists may be susceptible to being struck by passing vehicles.

RECOMMENDATION

It is recommended that a buffer should be applied between the shared use route and the carriageway.

3.4.2 **PROBLEM**

Location: Southeastern end of proposed shared use footway / cycleway.

Summary: Lack of connectivity could lead to cyclist to pedestrian collisions.

A share use footway / cycleway proposed on the northeastern side of Eastbourne leading from the access road. However, the route ends at the bus stop to the southeast of the junction with Broad Road, where no details have been supplied on how cyclists will gain access to the on carriageway advisory cycle lane. It is unlikely that cyclists will dismount, rather they will continue to ride on the footway and may use the informal pedestrian crossing point at the pedestrian refuge, which could lead to cyclist to pedestrian collisions.

RECOMMENDATION

It is recommended that details should be supplied on how the shared use route will tie into on carriageway cycle route and pedestrian network.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 **PROBLEM**

Location: Proposed pedestrian refuge on Eastbourne Road.

Summary: Absence of high mounted 'Keep left' signs and illuminated bollards could lead to loss of control collisions.

No signing details have been provided with regards to the proposed pedestrian refuge, where the refuge is on a road that is subject to a 40mph speed restriction. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility may cause kerb strikes and possible loss of control collisions.

RECOMMENDATION

It is recommended that 'Keep left' bollards should be installed and that high mast mounted signs to diagram 610 (Keep left) should also be installed, further that the signage aspect to diagram 610 should be illuminated e.g. solar powered.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

4.2 No issues were identified by the audit team.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out in accordance with GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 23/02/2021

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 23/02/2021

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	**Title**
ITL15734-GA-003 A	Potential Ghost Island Right Turn
ITL15734-GA-004 A	Site Access - Vehicle Track Analysis
HGN-SCH0116-DR-CH-0001	General Arrangement, Sheet 1 of 6

Supporting Documentation:

- Road Safety Audit Brief, i-Transport.
- 5-year collision data for the period 01/12/2015 – 30/11/2020, Sussex Safer Roads Partnership, January 2021.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: DESIGNERS RESPONSE

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Land at Former Hindsland Playing Fields, Eastbourne, Polegate, East Sussex

Date Audit Completed: 23rd February 2021

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1.1	Yes	No	The swale adjacent to the access will be between 0.6m and 0.8m deep with a gradient of 1:3 side slopes set back 0.5m from the back edge of the kerb. There will be a headwalls at the downstream end (end closest to Eastbourne Road) and upstream ends. The headwall will be flush with the bank of the swale. The site has been designed with a 20mph speed limit, with the speed of vehicles entering and exiting the site considered to be low as they approach the junction.
3.1.2	Yes	Yes	The updated access drawing goes one step further, and includes 20mph speed limit signage on entry to the junction rather than 30mph, as this is an appropriate design speed for a new residential development.
3.1.3	Yes	Yes	This will be confirmed during the detailed design stage.
3.1.4	Yes	No	Whilst the posted speed limit is 40mph, the road is already semi-urban in character, with footway provision, street lighting, and direct residential frontage and access. The majority of junction to the road are currently in the form of a ghost island right turn junction, and therefore drivers will be familiar with such junction types. Appropriate visibility splays for the prevailing 40mph speed limit are also provided. Whilst this scheme is not reliant on it, the local highway authority is proposing introduction of a 30mph limit along the length of Eastbourne Road in conjunction with a suite of improvements

			association with the Hailsham Polegate and Eastbourne Movement and Access Corridor (HPEMAC) which may be constructed prior to this site access.
3.3.1	Yes	Yes	The vertical visibility splay from the site access junction, to the north, is provided in drawing ITL15734-GA-009. This demonstrates visibility to the right at 120m (from a 1.05m eyeline to eyeline). This is in accordance DMRB standards, the 40mph speed limit requires a visibility of 120m.
3.4.1	Yes	Yes	A 0.5m verge buffer has been designed between the shared footway/cycleway and the carriageway.
3.4.2	Yes	Yes	The access drawing has been updated to demonstrate the shared footway/cycleway connecting to the existing provision. This demonstrates the following: A dropped kerb for cyclists located just to the north of the existing refuge island whereby they will be filtered back onto the carriageway and in the existing advisory cycle lanes along Eastbourne Road; Tactile corduroy paving across the footway to inform pedestrians they are entering/ leaving a shared provision; Back of the new footway tied to the existing footway; and Provision of tactile paving on the pedestrian refuge island and crossing.
3.5.1	Yes	Yes	This will be confirmed during the detailed design stage.

M & S Traffic

Road Safety Audit Stage 1

Land at Former Hindsland Playing Fields

Proposed Access with HPEMAC Improvements

Eastbourne Road

Polegate

East Sussex

Date: 23rd February 2021

Report produced for: i-Transport

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

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Date:	23rd February 2021
Document reference and revision:	i-T/21/ITL15734/1R/BS
Prepared by:	M & S Traffic
On behalf of:	East Sussex County Council

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CONTENTS

Document Control Sheet		2
Contents		3
1	Introduction	4
2	Safety issues raised at previous Audits	6
3	Items raised at the Stage 1 Audit	7
4	Issues identified during the Stage 1 Audit that are outside the terms of reference	13
5	Auditors Statement	14

Appendix A……. List of drawings

Appendix B……. Comment location drawing

Appendix C……. Designer's Response

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access associated with a residential development of 180 units and a medical centre off Eastbourne Road, Polegate, as detailed below:

- Priority access with a right turn lane facility on the northeastern side of the carriageway at an existing access, with a pedestrian crossing point. There is a proposed swale on the northwestern side of the carriageway of the access road.
- A pedestrian refuge to the immediate northwest of the proposed junction.
- A shared use footway / cycleway on the northeastern side of the carriageway leading from the access road.

In addition to the proposed site access the Hailsham, Polegate and Eastbourne Movement and Access Corridor (HPEMAC) is a committed and secure package of integrated transport improvements in the A22 / A2270 / A2021 corridor between Hailsham, Polegate and Eastbourne. The improvements finish just to the south of proposed site and include walking and cycling improvements, as well as a bus lane along Eastbourne Road (northbound carriageway).

The Audit was requested by the design organisation, i-Transport, 85 Gresham Street, London, EC2V 7NQ on behalf of Hertfordshire County Council, as the Highway Authority.

1.2 The Audit Team membership were as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA, Audit Team Leader
Highways England Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA, Audit Team Member
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1.4 The Audit took place at the Gillingham offices of M&S Traffic in February 2021 and comprised an examination of the documents provided. A joint site visit was undertaken on the 18th February between 10:30 and 11:15. Weather conditions at the time were overcast and the road surface was dry. Traffic flows were low and free flow speeds were moderate. There were low pedestrian flows and low-level cyclist movements. However, the audit was undertaken in the Covid-19 period.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 No Departures from Standard were provided to the Audit Team. The net impact of vehicular flows at the junction were provided. It is predicted that in the morning peak hour there will be an additional 185 vehicle movements, whilst in the evening peak hour there would be a further 162 vehicle movements. Personal Injury Collision (PIC) data was obtained for the most recent available five-year period (p to the end of November 2020), where there have been no recorded collisions at the proposed access. Of the 27 collisions recorded in the study area, the majority of collisions were recorded at the High Street / Wannock Road signalised junction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed access road.

Summary: Lack of restraint system could increase severity of a loss of control collision.

There is a swale on the northwestern side of the carriageway of the proposed access road that may include headwalls. No details have been provided of any proposed vehicle restraint systems to prevent vehicles that may exit the carriageway being prevented from going down the into the swale. Should vehicles leave the carriageway, the severity of a loss of control collision could be increased. Further, vehicles that lose control and exit the carriageway may impact with a headwall, which could cause rapid deceleration, where injuries may be severe in nature.

RECOMMENDATION

It is recommended that a road restraints risk assessment for local roads should be undertaken to determine whether protection is needed.

3.1.2 PROBLEM

Location: Proposed access with Eastbourne Road.

Summary: Insufficient signing could lead to could lead to side impact collisions, vehicle to pedestrian collisions or collisions with parked vehicles.

A 40mph speed limit currently applies to this section of Eastbourne Road, where no 30mph speed limit signage is proposed on entry to the development. This could lead to inappropriate vehicle speeds within the residential development, which is likely to be designed for a lower speed. Inappropriate vehicle speeds could lead to side impact collisions, vehicle to pedestrian collisions, or collisions with parked vehicles.

RECOMMENDATION

It is recommended that the 30mph speed limit signage should be installed on entry to the junction.

3.1.3 **PROBLEM**

Location: Proposed shared use footway / cycleway.

Summary: Insufficient construction details could lead to overshoot at junctions or cyclist loss of control collisions.

No construction details for the proposed shared use footway / cycleway were provided for assessment. Surfacing with an insufficient Polished Stone Value (PSV) could lead to overshoot at junctions or cyclist loss of control collisions in the event of sudden braking manoeuvres.

RECOMMENDATION

It is recommended that the PSV of the footway / cycleway link surface material should be a minimum of 55PSV.

3.1.4 **PROBLEM**

Location: Eastbourne Road in the vicinity of the scheme.

Summary: High approach speeds could lead to side impact collisions or rear end shunts.

This section of Eastbourne Road is subject to 40mph speed limit; however, with the introduction of the right turn lane junction, leading to a residential development and a shared use footway / cycleway the area will be more urbanised. There is concern that high approach speeds could lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that the 40mph restriction should be reduced to 30mph in the vicinity of the scheme.

3.1.5 **PROBLEM**

Location: Approaches to the proposed signalised crossing.

Summary: Inappropriate surfacing could lead to vehicle to pedestrian collisions or rear end shunts.

The proposals do not include the introduction of anti-skid surfacing or a surface with a high PSV on the approaches to the signalised crossing. Surfacing with an inadequate PSV could lead to vehicles not being able to stop, leading to possible rear end shunt or vehicle to pedestrian / cyclist collisions.

RECOMMENDATION

It is recommended that antiskid surfacing or surfacing with a high PSV should be used on the approaches to the crossing.

3.1.6 **PROBLEM**

Location: Proposed signalised crossing.

Summary: Excessive speed on approaches to signals could lead to vehicle to pedestrian / cyclist collisions or rear end shunt collisions.

No traffic survey information was provided for assessment, where a 40mph speed limit applies. Excessive speeds on the approaches to the crossing may affect the safe operation of the crossing and could lead to vehicles not being able to stop, leading to possible rear end shunts, or vehicle to overshoot collisions.

RECOMMENDATION

It is recommended that the 85th percentile speeds should be checked to see if speed discrimination equipment is required.

3.1.7 **PROBLEM**

Location: Proposed signalised crossing.

Summary: Lack of maintenance provision could lead to side swipe collisions, rear end shunt or vehicle to pedestrian / cycle collisions.

No vehicle maintenance bay has been shown on the drawing provided, where a lack of provision may result in operatives parking in unsafe locations, resulting in sideswipe or rear end shunt type collisions, or result in conflicts with pedestrians if the vehicles mount the footway.

RECOMMENDATION

It is recommended that a vehicle maintenance bay should be provided at a location, which does not interfere with the visibility splays.

3.1.8 **PROBLEM**

Location: Eastbourne Road.

Summary: Proposed tie-ins could lead to loss of control collisions.

It is proposed to widen the carriageway of Eastbourne Road, where vehicles may be straddling two different surface types and may experience differential braking, which under sudden severe braking conditions could lead to loss of control collisions.

RECOMMENDATION

It is recommended that materials used in the carriageway construction should be of a consistent PSV to those used along the length of the existing carriageway.

3.1.9 **PROBLEM**

Location: Eastbourne Road.

Summary: Ponding of surface water could lead to loss of control collisions.

It is proposed to widen the carriageway of Eastbourne Road, where no details have been provided regarding the proposed carriageway drainage. Inadequate drainage provision could cause possible ponding, which could lead to loss of control collisions.

RECOMMENDATION

It is recommended that drainage details and carriageway profiles should be such that surface water is shed to an appropriate surface water system, where details should be supplied for assessment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 **PROBLEM**

Location: Proposed access

Summary: Lack of visibility could lead to side impact collisions or rear end shunts.

On the southeastern approach to the proposed access, Eastbourne Road has a pronounced brow, where this change in vertical profile reduces the effective visibility splay from the proposed access, see figure 1 overleaf. Further, pedestrian and vehicle intervisibility at the refuge could also be below standard. Vehicles were observed as being partially lost due to the brow. A lack of visibility could lead to side impact collisions, rear end shunts or vehicle to pedestrian collisions.



Figure 1: Vertical profile could restrict visibility.

RECOMMENDATION

It is recommended that forward and junction visibility splays and pedestrian / traffic intervisibility should be provided, which show the vertical visibility envelope available considering the vertical crest.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed shared use footway / cycleway.

Summary: Lack of buffer zone could lead to cyclist collisions.

Whilst the width of the proposed share use footway / cycleway is 3.0m, the posted speed limit on Eastbourne Road is 40mph, where no buffer is proposed. There is concern that the lack of a buffer between the road and the shared use route, could lead to cyclist intimidation, where the cyclists may be susceptible to being struck by passing vehicles.

RECOMMENDATION

It is recommended that a buffer should be applied between the shared use route and the carriageway.

3.4.2 **PROBLEM**

Location: Southeastern end of proposed shared use footway / cycleway.

Summary: Lack of connectivity could lead to cyclist loss of control collisions.

A shared use footway / cycleway is proposed on the northeastern side of Eastbourne leading from the access road. The route continues pass the bus stop to the southeast of the junction with Broad Road, where no details have been supplied on how cyclists will gain access to the on carriageway advisory cycle lane. It is unlikely that cyclists will dismount, which may lead to cyclist loss of control collisions.

RECOMMENDATION

It is recommended that details should be supplied on how the shared use route will tie into on carriageway cycle route.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 **PROBLEM**

Location: Proposed pedestrian refuge on Eastbourne Road.

Summary: Absence of high mounted 'Keep left' signs and illuminated bollards could lead to loss of control collisions.

No signing details have been provided with regards to the proposed pedestrian refuge, where the refuge is on a road that is subject to a 40mph speed restriction. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility may cause kerb strikes and possible loss of control collisions.

RECOMMENDATION

It is recommended that 'Keep left' bollards should be installed and that high mast mounted signs to diagram 610 (Keep left) should also be installed, further that the signage aspect to diagram 610 should be illuminated e.g. solar powered.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

4.2 No issues were identified by the audit team.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out in accordance with GG 119.

Audit Team Leader

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Signed: 

Date: 23/02/2021

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Signed: 

Date: 23/02/2021

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
ITL15734-GA-003 A	Potential Ghost Island Right Turn
ITL15734-GA-004 A	Site Access - Vehicle Track Analysis
HGN-SCH0116-DR-CH-0001	General Arrangement, Sheet 1 of 6

Supporting Documentation:

- Road Safety Audit Brief, i-Transport.
- 5-year collision data for the period 01/12/2015 – 30/11/2020, Sussex Safer Roads Partnership, January 2021.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: DESIGNERS RESPONSE

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Land at Former Hindsland Playing Fields, Eastbourne, Polegate, East Sussex

Date Audit Completed: 23rd February 2021

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1.1	Yes	No	The swale adjacent to the access will be between 0.6m and 0.8m deep with a gradient of 1:3 side slopes set back 0.5m from the back edge of the kerb. There will be a headwalls at the downstream end (end closest to Eastbourne Road) and upstream ends. The headwall will be flush with the bank of the swale. The site has been designed with a 20mph speed limit, with the speed of vehicles entering and exiting the site considered to be low as they approach the junction.
3.1.2	Yes	Yes	The updated access drawing goes one step further, and includes 20mph speed limit signage on entry to the junction rather than 30mph, as this is an appropriate design speed for a new residential development.
3.1.3	Yes	Yes	This will be confirmed during the detailed design stage.
3.1.4	Yes	Yes	As part of the Hailsham Polegate and Eastbourne Movement and Access Corridor (HPEMAC) improvements, this section of Eastbourne Road will be downgraded from a 40mph speed limit to 30mph and therefore this point is already addressed in the submitted layout.
3.1.5	Yes	No	The crossing is to be provided as part of the HPEMAC scheme progressed by ESCC and not for consideration as part of this

			scheme.
3.1.6	Yes	No	The crossing is to be provided as part of the HPEMAC scheme progressed by ESCC and not for consideration as part of this scheme.
3.1.7	Yes	No	The crossing is to be provided as part of the HPEMAC scheme progressed by ESCC and not for consideration as part of this scheme.
3.1.8	Yes	Yes	This will be confirmed during the detailed design stage.
3.1.9	Yes	Yes	This will be confirmed during the detailed design stage.
3.3.1	Yes	Yes	The Eastbourne Road is a 30mph speed limit in this scheme. Therefore visibility splays of 43m are necessary, which are more than achievable on this road layout.
3.4.1	Yes	Yes	A 0.5m verge buffer has been designed between the shared footway/cycleway and the carriageway.
3.4.2	Yes	Yes	The access drawing has been updated to demonstrate the shared footway/cycleway connecting to the existing provision. This demonstrates the following: A dropped kerb for cyclists located just to the north of the existing refuge island whereby they will be filtered back onto the carriageway and in the existing advisory cycle lanes along Eastbourne Road; Tactile corduroy paving across the footway to inform pedestrians they are entering/ leaving a shared provision; Back of the new footway tied to the existing footway; and Provision of tactile paving on the pedestrian refuge island and crossing.
3.5.1	Yes	Yes	This will be confirmed during the detailed design stage.

APPENDIX D. ESCC Car Parking Calculator

EAST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL

Ward 1	Willingdon
District	Wealden
Ward 2	Polegate South
District	Wealden
Ward 3	Polegate North
District	Wealden
Ward Tempro Factor 2011-2026	1.077
District Tempro Factor 2011-2026	1.059

STAGE 1

Please input the ward name for your development location by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please refer to http://www.neighbourhood.statistics.gov.uk/dissemination/ and input postcode or search on Map viewer. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size, the tool allows for 3 wards. If there is still a low sample then the tool will automatically choose district/borough data.

East Sussex County Council

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The Parking Deman
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STAGE 2

Please input the unit type, number of bedrooms, number of units of that type and number of allocated parking spaces

DEVELOPMENT MIX						ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Tenure	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
								per unit	Total	per unit	Total	
A	Flats	Private	3	2	19	1	19	0.19	3.64	0.20	3.80	26.44
B	Houses	Private	4	2	27	2	54	0.04	1.10	0.20	5.40	60.50
C	Houses	Private	5	3	53	2	106	0.07	3.56	0.20	10.60	120.16
D	Houses	Private	6	4	18	2	36	0.13	2.35	0.20	3.60	41.95
E	Flats	Affordable	2	1	35	1	35	0.08	2.81	0.20	7.00	44.81
F	Flats	Affordable	3	2	13	1	13	0.25	3.21	0.20	2.60	18.81
G	Houses	Affordable	4	2	5	2	10	0.06	0.32	0.20	1.00	11.32
H	Houses	Affordable	5	3	9	2	18	0.14	1.22	0.20	1.80	21.02
I	Houses	Affordable	6	4	1	2	2	0.11	0.11	0.20	0.20	2.31
J												
K												
L												
M												
N												
O												
P												
Q												
R												
S												
Total					180		293		18.32		36.00	347.32

Total Parking Demand for Development

APPENDIX E. Residential Trip Rates

Calculation Reference: AUDIT-236603-200908-0906

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	4 days
	KC	KENT	3 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	8 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	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: 7 to 371 (units:)
Range Selected by User: 6 to 500 (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: 01/01/12 to 19/11/19

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:

Tuesday	13 days
Wednesday	17 days
Thursday	14 days

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

Selected survey types:

Manual count	40 days
Directional ATC Count	4 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	17
Edge of Town	27

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	42
Out of Town	1
No Sub Category	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	44 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 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	14 days
10,001 to 15,000	9 days
15,001 to 20,000	7 days
20,001 to 25,000	6 days
25,001 to 50,000	3 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	2 days
25,001 to 50,000	8 days
50,001 to 75,000	8 days
75,001 to 100,000	11 days
100,001 to 125,000	2 days
125,001 to 250,000	10 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	33 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	17 days
No	27 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	44 days

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

5 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

6 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

7 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

8 HC-03-A-18 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *29/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

10 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

11 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

12 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

13 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

14 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

15 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

16 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

18 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

19 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

20 NF-03-A-07 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 297
Survey date: THURSDAY *19/09/19* *Survey Type: DIRECTIONAL ATC COUNT*

21 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY *12/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

22 NF-03-A-13 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 198
Survey date: TUESDAY *11/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

23 NF-03-A-16 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 138
Survey date: TUESDAY *20/10/15* *Survey Type: DIRECTIONAL ATC COUNT*

24 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

25 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

26 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

27 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

28 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

29 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL

30 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY 09/05/19 Survey Type: MANUAL

31 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

32 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY 22/05/14 Survey Type: MANUAL

33 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY 24/09/15 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

34 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

35 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

36 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

37 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

38 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

39 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

40 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

41 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

42 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

43 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: THURSDAY *05/07/18* *Survey Type: MANUAL*

44 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 199 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	44	86	0.099	19.732	44	86	0.357	71.086	44	86	0.456	90.818
08:00 - 09:00	44	86	0.135	26.835	44	86	0.382	75.980	44	86	0.517	102.815
09:00 - 10:00	44	86	0.147	29.255	44	86	0.178	35.464	44	86	0.325	64.719
10:00 - 11:00	44	86	0.136	26.993	44	86	0.162	32.202	44	86	0.298	59.195
11:00 - 12:00	44	86	0.142	28.308	44	86	0.156	31.097	44	86	0.298	59.405
12:00 - 13:00	44	86	0.162	32.202	44	86	0.155	30.781	44	86	0.317	62.983
13:00 - 14:00	44	86	0.168	33.412	44	86	0.159	31.676	44	86	0.327	65.088
14:00 - 15:00	44	86	0.170	33.833	44	86	0.200	39.884	44	86	0.370	73.717
15:00 - 16:00	44	86	0.269	53.460	44	86	0.190	37.885	44	86	0.459	91.345
16:00 - 17:00	44	86	0.289	57.458	44	86	0.175	34.886	44	86	0.464	92.344
17:00 - 18:00	44	86	0.364	72.507	44	86	0.158	31.413	44	86	0.522	103.920
18:00 - 19:00	44	86	0.302	60.089	44	86	0.172	34.149	44	86	0.474	94.238
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.383	474.084			2.444	486.503			4.827	960.587

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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Parameter summary

Trip rate parameter range selected:	7 - 371 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	46
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-236603-210127-0113

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	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: Gross floor area
Actual Range: 506 to 1592 (units: sqm)
Range Selected by User: 500 to 1592 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 25/09/19

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:

Tuesday	3 days
Wednesday	6 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	13 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	7

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
Built-Up Zone	1
No Sub Category	3

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:

D1	13 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	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 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
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	9 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	1 days
No	12 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	13 days

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

LIST OF SITES relevant to selection parameters

1 BU-05-G-02 GP SURGERY BUCKINGHAMSHIRE
HINDHEAD KNOLL
MILTON KEYNES
WALNUT TREE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 601 sqm
Survey date: TUESDAY *19/10/10* *Survey Type: MANUAL*

2 CH-05-G-03 GP SURGERY CHESHIRE
HEATH LANE
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 800 sqm
Survey date: TUESDAY *29/05/12* *Survey Type: MANUAL*

3 CH-05-G-04 GP SURGERY CHESHIRE
LONDON ROAD
NORTHWICH

Edge of Town Centre
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

4 DS-05-G-01 GP SURGERY DERBYSHIRE
OSMASTON ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 676 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

5 DV-05-G-01 GP SURGERY DEVON
MOUNT PLEASANT ROAD
EXETER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1319 sqm
Survey date: WEDNESDAY *03/04/19* *Survey Type: MANUAL*

6 LN-05-G-01 GP SURGERY LINCOLNSHIRE
95 MONKS ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total Gross floor area: 506 sqm
Survey date: TUESDAY *25/06/13* *Survey Type: MANUAL*

7 NF-05-G-02 GP SURGERY NORFOLK
OAK STREET
NORWICH

Edge of Town Centre
Residential Zone
Total Gross floor area: 575 sqm
Survey date: FRIDAY *24/09/10* *Survey Type: MANUAL*

8 NY-05-G-01 GP SURGERY NORTH YORKSHIRE
CHAPEL STREET
THIRSK

Edge of Town Centre
No Sub Category
Total Gross floor area: 900 sqm
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	SM-05-G-01	GP SURGERY		SOMERSET
	MANTLE STREET			
	NEAR TAUNTON			
	WELLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1592 sqm	
	Survey date: FRIDAY		*06/07/12*	*Survey Type: MANUAL*
10	SM-05-G-02	GP SURGERY		SOMERSET
	COAL ORCHARD			
	TAUNTON			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		775 sqm	
	Survey date: WEDNESDAY		*03/04/19*	*Survey Type: MANUAL*
11	TW-05-G-01	GP SURGERY		TYNE & WEAR
	DURHAM ROAD			
	SUNDERLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		600 sqm	
	Survey date: FRIDAY		*30/11/12*	*Survey Type: MANUAL*
12	WK-05-G-01	GP SURGERY		WARWICKSHIRE
	COURT STREET			
	LEAMINGTON SPA			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:		530 sqm	
	Survey date: THURSDAY		*25/10/12*	*Survey Type: MANUAL*
13	WY-05-G-01	GP SURGERY		WEST YORKSHIRE
	BURLEY ROAD			
	LEEDS			
	BURLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		940 sqm	
	Survey date: WEDNESDAY		*09/06/10*	*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.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	1.274	12	870	0.259	12	870	1.533
08:00 - 09:00	13	863	3.683	13	863	1.739	13	863	5.422
09:00 - 10:00	13	863	3.781	13	863	3.228	13	863	7.009
10:00 - 11:00	13	863	3.870	13	863	3.915	13	863	7.785
11:00 - 12:00	13	863	3.112	13	863	3.612	13	863	6.724
12:00 - 13:00	13	863	2.461	13	863	3.023	13	863	5.484
13:00 - 14:00	13	863	1.998	13	863	2.185	13	863	4.183
14:00 - 15:00	13	863	2.845	13	863	2.711	13	863	5.556
15:00 - 16:00	13	863	3.023	13	863	2.987	13	863	6.010
16:00 - 17:00	13	863	2.550	13	863	3.112	13	863	5.662
17:00 - 18:00	13	863	1.846	13	863	2.479	13	863	4.325
18:00 - 19:00	13	863	0.473	13	863	1.338	13	863	1.811
19:00 - 20:00	1	775	0.387	1	775	0.645	1	775	1.032
20:00 - 21:00	1	775	0.129	1	775	0.903	1	775	1.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			31.432			32.136			63.568

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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Parameter summary

Trip rate parameter range selected:	506 - 1592 (units: sqm)
Survey date date range:	01/01/10 - 25/09/19
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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 show. 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.000	12	870	0.000	12	870	0.000
08:00 - 09:00	13	863	0.036	13	863	0.045	13	863	0.081
09:00 - 10:00	13	863	0.125	13	863	0.071	13	863	0.196
10:00 - 11:00	13	863	0.071	13	863	0.098	13	863	0.169
11:00 - 12:00	13	863	0.107	13	863	0.080	13	863	0.187
12:00 - 13:00	13	863	0.027	13	863	0.071	13	863	0.098
13:00 - 14:00	13	863	0.054	13	863	0.054	13	863	0.108
14:00 - 15:00	13	863	0.018	13	863	0.018	13	863	0.036
15:00 - 16:00	13	863	0.036	13	863	0.027	13	863	0.063
16:00 - 17:00	13	863	0.036	13	863	0.036	13	863	0.072
17:00 - 18:00	13	863	0.009	13	863	0.018	13	863	0.027
18:00 - 19:00	13	863	0.000	13	863	0.000	13	863	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.519			0.518			1.037

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.010	12	870	0.010	12	870	0.020
08:00 - 09:00	13	863	0.009	13	863	0.009	13	863	0.018
09:00 - 10:00	13	863	0.000	13	863	0.000	13	863	0.000
10:00 - 11:00	13	863	0.009	13	863	0.009	13	863	0.018
11:00 - 12:00	13	863	0.000	13	863	0.000	13	863	0.000
12:00 - 13:00	13	863	0.000	13	863	0.000	13	863	0.000
13:00 - 14:00	13	863	0.000	13	863	0.000	13	863	0.000
14:00 - 15:00	13	863	0.000	13	863	0.000	13	863	0.000
15:00 - 16:00	13	863	0.000	13	863	0.000	13	863	0.000
16:00 - 17:00	13	863	0.009	13	863	0.009	13	863	0.018
17:00 - 18:00	13	863	0.000	13	863	0.000	13	863	0.000
18:00 - 19:00	13	863	0.000	13	863	0.000	13	863	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.000	12	870	0.000	12	870	0.000
08:00 - 09:00	13	863	0.000	13	863	0.000	13	863	0.000
09:00 - 10:00	13	863	0.018	13	863	0.018	13	863	0.036
10:00 - 11:00	13	863	0.018	13	863	0.018	13	863	0.036
11:00 - 12:00	13	863	0.000	13	863	0.000	13	863	0.000
12:00 - 13:00	13	863	0.000	13	863	0.000	13	863	0.000
13:00 - 14:00	13	863	0.000	13	863	0.000	13	863	0.000
14:00 - 15:00	13	863	0.018	13	863	0.000	13	863	0.018
15:00 - 16:00	13	863	0.009	13	863	0.018	13	863	0.027
16:00 - 17:00	13	863	0.009	13	863	0.009	13	863	0.018
17:00 - 18:00	13	863	0.000	13	863	0.000	13	863	0.000
18:00 - 19:00	13	863	0.000	13	863	0.000	13	863	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.063			0.135

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.057	12	870	0.019	12	870	0.076
08:00 - 09:00	13	863	0.125	13	863	0.080	13	863	0.205
09:00 - 10:00	13	863	0.134	13	863	0.107	13	863	0.241
10:00 - 11:00	13	863	0.098	13	863	0.071	13	863	0.169
11:00 - 12:00	13	863	0.054	13	863	0.089	13	863	0.143
12:00 - 13:00	13	863	0.098	13	863	0.116	13	863	0.214
13:00 - 14:00	13	863	0.009	13	863	0.045	13	863	0.054
14:00 - 15:00	13	863	0.107	13	863	0.080	13	863	0.187
15:00 - 16:00	13	863	0.089	13	863	0.080	13	863	0.169
16:00 - 17:00	13	863	0.036	13	863	0.062	13	863	0.098
17:00 - 18:00	13	863	0.036	13	863	0.054	13	863	0.090
18:00 - 19:00	13	863	0.000	13	863	0.000	13	863	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.843			0.803			1.646

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	1.446	12	870	0.268	12	870	1.714
08:00 - 09:00	13	863	4.494	13	863	1.989	13	863	6.483
09:00 - 10:00	13	863	5.021	13	863	4.254	13	863	9.275
10:00 - 11:00	13	863	4.878	13	863	4.949	13	863	9.827
11:00 - 12:00	13	863	3.977	13	863	4.432	13	863	8.409
12:00 - 13:00	13	863	3.094	13	863	3.736	13	863	6.830
13:00 - 14:00	13	863	2.657	13	863	2.862	13	863	5.519
14:00 - 15:00	13	863	3.719	13	863	3.674	13	863	7.393
15:00 - 16:00	13	863	4.548	13	863	4.191	13	863	8.739
16:00 - 17:00	13	863	3.683	13	863	4.637	13	863	8.320
17:00 - 18:00	13	863	2.399	13	863	3.282	13	863	5.681
18:00 - 19:00	13	863	0.633	13	863	1.712	13	863	2.345
19:00 - 20:00	1	775	0.774	1	775	1.677	1	775	2.451
20:00 - 21:00	1	775	0.258	1	775	1.677	1	775	1.935
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			41.581			43.340			84.921

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.182	12	870	0.096	12	870	0.278
08:00 - 09:00	13	863	1.605	13	863	1.159	13	863	2.764
09:00 - 10:00	13	863	1.801	13	863	1.971	13	863	3.772
10:00 - 11:00	13	863	1.605	13	863	1.721	13	863	3.326
11:00 - 12:00	13	863	1.543	13	863	2.033	13	863	3.576
12:00 - 13:00	13	863	1.320	13	863	1.373	13	863	2.693
13:00 - 14:00	13	863	0.954	13	863	0.999	13	863	1.953
14:00 - 15:00	13	863	1.489	13	863	1.141	13	863	2.630
15:00 - 16:00	13	863	1.578	13	863	1.766	13	863	3.344
16:00 - 17:00	13	863	0.990	13	863	0.999	13	863	1.989
17:00 - 18:00	13	863	0.651	13	863	0.892	13	863	1.543
18:00 - 19:00	13	863	0.276	13	863	0.250	13	863	0.526
19:00 - 20:00	1	775	1.161	1	775	0.387	1	775	1.548
20:00 - 21:00	1	775	0.774	1	775	0.387	1	775	1.161
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.929			15.174			31.103

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.029	12	870	0.010	12	870	0.039
08:00 - 09:00	13	863	0.169	13	863	0.018	13	863	0.187
09:00 - 10:00	13	863	0.294	13	863	0.169	13	863	0.463
10:00 - 11:00	13	863	0.303	13	863	0.321	13	863	0.624
11:00 - 12:00	13	863	0.214	13	863	0.294	13	863	0.508
12:00 - 13:00	13	863	0.205	13	863	0.214	13	863	0.419
13:00 - 14:00	13	863	0.187	13	863	0.205	13	863	0.392
14:00 - 15:00	13	863	0.178	13	863	0.178	13	863	0.356
15:00 - 16:00	13	863	0.214	13	863	0.143	13	863	0.357
16:00 - 17:00	13	863	0.178	13	863	0.169	13	863	0.347
17:00 - 18:00	13	863	0.143	13	863	0.187	13	863	0.330
18:00 - 19:00	13	863	0.027	13	863	0.080	13	863	0.107
19:00 - 20:00	1	775	0.000	1	775	0.129	1	775	0.129
20:00 - 21:00	1	775	0.000	1	775	0.129	1	775	0.129
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.141			2.246			4.387

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.019	12	870	0.000	12	870	0.019
08:00 - 09:00	13	863	0.009	13	863	0.009	13	863	0.018
09:00 - 10:00	13	863	0.062	13	863	0.000	13	863	0.062
10:00 - 11:00	13	863	0.045	13	863	0.027	13	863	0.072
11:00 - 12:00	13	863	0.045	13	863	0.018	13	863	0.063
12:00 - 13:00	13	863	0.018	13	863	0.018	13	863	0.036
13:00 - 14:00	13	863	0.009	13	863	0.036	13	863	0.045
14:00 - 15:00	13	863	0.036	13	863	0.036	13	863	0.072
15:00 - 16:00	13	863	0.009	13	863	0.018	13	863	0.027
16:00 - 17:00	13	863	0.027	13	863	0.036	13	863	0.063
17:00 - 18:00	13	863	0.000	13	863	0.062	13	863	0.062
18:00 - 19:00	13	863	0.000	13	863	0.027	13	863	0.027
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.279			0.287			0.566

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.000	12	870	0.000	12	870	0.000
08:00 - 09:00	13	863	0.000	13	863	0.000	13	863	0.000
09:00 - 10:00	13	863	0.000	13	863	0.000	13	863	0.000
10:00 - 11:00	13	863	0.045	13	863	0.045	13	863	0.090
11:00 - 12:00	13	863	0.000	13	863	0.000	13	863	0.000
12:00 - 13:00	13	863	0.000	13	863	0.000	13	863	0.000
13:00 - 14:00	13	863	0.000	13	863	0.000	13	863	0.000
14:00 - 15:00	13	863	0.000	13	863	0.000	13	863	0.000
15:00 - 16:00	13	863	0.009	13	863	0.000	13	863	0.009
16:00 - 17:00	13	863	0.000	13	863	0.009	13	863	0.009
17:00 - 18:00	13	863	0.000	13	863	0.000	13	863	0.000
18:00 - 19:00	13	863	0.000	13	863	0.000	13	863	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.054			0.108

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.048	12	870	0.010	12	870	0.058
08:00 - 09:00	13	863	0.178	13	863	0.027	13	863	0.205
09:00 - 10:00	13	863	0.357	13	863	0.169	13	863	0.526
10:00 - 11:00	13	863	0.392	13	863	0.392	13	863	0.784
11:00 - 12:00	13	863	0.259	13	863	0.312	13	863	0.571
12:00 - 13:00	13	863	0.223	13	863	0.232	13	863	0.455
13:00 - 14:00	13	863	0.196	13	863	0.241	13	863	0.437
14:00 - 15:00	13	863	0.214	13	863	0.214	13	863	0.428
15:00 - 16:00	13	863	0.232	13	863	0.161	13	863	0.393
16:00 - 17:00	13	863	0.205	13	863	0.214	13	863	0.419
17:00 - 18:00	13	863	0.143	13	863	0.250	13	863	0.393
18:00 - 19:00	13	863	0.027	13	863	0.107	13	863	0.134
19:00 - 20:00	1	775	0.000	1	775	0.129	1	775	0.129
20:00 - 21:00	1	775	0.000	1	775	0.129	1	775	0.129
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.474			2.587			5.061

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	1.734	12	870	0.393	12	870	2.127
08:00 - 09:00	13	863	6.403	13	863	3.255	13	863	9.658
09:00 - 10:00	13	863	7.312	13	863	6.501	13	863	13.813
10:00 - 11:00	13	863	6.973	13	863	7.134	13	863	14.107
11:00 - 12:00	13	863	5.832	13	863	6.866	13	863	12.698
12:00 - 13:00	13	863	4.735	13	863	5.457	13	863	10.192
13:00 - 14:00	13	863	3.817	13	863	4.147	13	863	7.964
14:00 - 15:00	13	863	5.529	13	863	5.110	13	863	10.639
15:00 - 16:00	13	863	6.447	13	863	6.198	13	863	12.645
16:00 - 17:00	13	863	4.914	13	863	5.912	13	863	10.826
17:00 - 18:00	13	863	3.228	13	863	4.477	13	863	7.705
18:00 - 19:00	13	863	0.936	13	863	2.069	13	863	3.005
19:00 - 20:00	1	775	1.935	1	775	2.194	1	775	4.129
20:00 - 21:00	1	775	1.032	1	775	2.194	1	775	3.226
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			60.827			61.907			122.734

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.*

APPENDIX F. Medical Centre Trip Rates

Calculation Reference: AUDIT-236603-210127-0113

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	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: Gross floor area
Actual Range: 506 to 1592 (units: sqm)
Range Selected by User: 500 to 1592 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 25/09/19

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:

Tuesday	3 days
Wednesday	6 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	13 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	7

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
Built-Up Zone	1
No Sub Category	3

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:

D1	13 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	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 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
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	9 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	1 days
No	12 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	13 days

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

LIST OF SITES relevant to selection parameters

1 BU-05-G-02 GP SURGERY BUCKINGHAMSHIRE
HINDHEAD KNOLL
MILTON KEYNES
WALNUT TREE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 601 sqm
Survey date: TUESDAY *19/10/10* *Survey Type: MANUAL*

2 CH-05-G-03 GP SURGERY CHESHIRE
HEATH LANE
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 800 sqm
Survey date: TUESDAY *29/05/12* *Survey Type: MANUAL*

3 CH-05-G-04 GP SURGERY CHESHIRE
LONDON ROAD
NORTHWICH

Edge of Town Centre
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

4 DS-05-G-01 GP SURGERY DERBYSHIRE
OSMASTON ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 676 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

5 DV-05-G-01 GP SURGERY DEVON
MOUNT PLEASANT ROAD
EXETER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1319 sqm
Survey date: WEDNESDAY *03/04/19* *Survey Type: MANUAL*

6 LN-05-G-01 GP SURGERY LINCOLNSHIRE
95 MONKS ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total Gross floor area: 506 sqm
Survey date: TUESDAY *25/06/13* *Survey Type: MANUAL*

7 NF-05-G-02 GP SURGERY NORFOLK
OAK STREET
NORWICH

Edge of Town Centre
Residential Zone
Total Gross floor area: 575 sqm
Survey date: FRIDAY *24/09/10* *Survey Type: MANUAL*

8 NY-05-G-01 GP SURGERY NORTH YORKSHIRE
CHAPEL STREET
THIRSK

Edge of Town Centre
No Sub Category
Total Gross floor area: 900 sqm
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	SM-05-G-01	GP SURGERY		SOMERSET
	MANTLE STREET			
	NEAR TAUNTON			
	WELLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1592 sqm	
	Survey date: FRIDAY		*06/07/12*	*Survey Type: MANUAL*
10	SM-05-G-02	GP SURGERY		SOMERSET
	COAL ORCHARD			
	TAUNTON			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		775 sqm	
	Survey date: WEDNESDAY		*03/04/19*	*Survey Type: MANUAL*
11	TW-05-G-01	GP SURGERY		TYNE & WEAR
	DURHAM ROAD			
	SUNDERLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		600 sqm	
	Survey date: FRIDAY		*30/11/12*	*Survey Type: MANUAL*
12	WK-05-G-01	GP SURGERY		WARWICKSHIRE
	COURT STREET			
	LEAMINGTON SPA			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:		530 sqm	
	Survey date: THURSDAY		*25/10/12*	*Survey Type: MANUAL*
13	WY-05-G-01	GP SURGERY		WEST YORKSHIRE
	BURLEY ROAD			
	LEEDS			
	BURLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		940 sqm	
	Survey date: WEDNESDAY		*09/06/10*	*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.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	1.274	12	870	0.259	12	870	1.533
08:00 - 09:00	13	863	3.683	13	863	1.739	13	863	5.422
09:00 - 10:00	13	863	3.781	13	863	3.228	13	863	7.009
10:00 - 11:00	13	863	3.870	13	863	3.915	13	863	7.785
11:00 - 12:00	13	863	3.112	13	863	3.612	13	863	6.724
12:00 - 13:00	13	863	2.461	13	863	3.023	13	863	5.484
13:00 - 14:00	13	863	1.998	13	863	2.185	13	863	4.183
14:00 - 15:00	13	863	2.845	13	863	2.711	13	863	5.556
15:00 - 16:00	13	863	3.023	13	863	2.987	13	863	6.010
16:00 - 17:00	13	863	2.550	13	863	3.112	13	863	5.662
17:00 - 18:00	13	863	1.846	13	863	2.479	13	863	4.325
18:00 - 19:00	13	863	0.473	13	863	1.338	13	863	1.811
19:00 - 20:00	1	775	0.387	1	775	0.645	1	775	1.032
20:00 - 21:00	1	775	0.129	1	775	0.903	1	775	1.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			31.432			32.136			63.568

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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Parameter summary

Trip rate parameter range selected:	506 - 1592 (units: sqm)
Survey date date range:	01/01/10 - 25/09/19
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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 show. 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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.000	12	870	0.000	12	870	0.000
08:00 - 09:00	13	863	0.036	13	863	0.045	13	863	0.081
09:00 - 10:00	13	863	0.125	13	863	0.071	13	863	0.196
10:00 - 11:00	13	863	0.071	13	863	0.098	13	863	0.169
11:00 - 12:00	13	863	0.107	13	863	0.080	13	863	0.187
12:00 - 13:00	13	863	0.027	13	863	0.071	13	863	0.098
13:00 - 14:00	13	863	0.054	13	863	0.054	13	863	0.108
14:00 - 15:00	13	863	0.018	13	863	0.018	13	863	0.036
15:00 - 16:00	13	863	0.036	13	863	0.027	13	863	0.063
16:00 - 17:00	13	863	0.036	13	863	0.036	13	863	0.072
17:00 - 18:00	13	863	0.009	13	863	0.018	13	863	0.027
18:00 - 19:00	13	863	0.000	13	863	0.000	13	863	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.519			0.518			1.037

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.010	12	870	0.010	12	870	0.020
08:00 - 09:00	13	863	0.009	13	863	0.009	13	863	0.018
09:00 - 10:00	13	863	0.000	13	863	0.000	13	863	0.000
10:00 - 11:00	13	863	0.009	13	863	0.009	13	863	0.018
11:00 - 12:00	13	863	0.000	13	863	0.000	13	863	0.000
12:00 - 13:00	13	863	0.000	13	863	0.000	13	863	0.000
13:00 - 14:00	13	863	0.000	13	863	0.000	13	863	0.000
14:00 - 15:00	13	863	0.000	13	863	0.000	13	863	0.000
15:00 - 16:00	13	863	0.000	13	863	0.000	13	863	0.000
16:00 - 17:00	13	863	0.009	13	863	0.009	13	863	0.018
17:00 - 18:00	13	863	0.000	13	863	0.000	13	863	0.000
18:00 - 19:00	13	863	0.000	13	863	0.000	13	863	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.000	12	870	0.000	12	870	0.000
08:00 - 09:00	13	863	0.000	13	863	0.000	13	863	0.000
09:00 - 10:00	13	863	0.018	13	863	0.018	13	863	0.036
10:00 - 11:00	13	863	0.018	13	863	0.018	13	863	0.036
11:00 - 12:00	13	863	0.000	13	863	0.000	13	863	0.000
12:00 - 13:00	13	863	0.000	13	863	0.000	13	863	0.000
13:00 - 14:00	13	863	0.000	13	863	0.000	13	863	0.000
14:00 - 15:00	13	863	0.018	13	863	0.000	13	863	0.018
15:00 - 16:00	13	863	0.009	13	863	0.018	13	863	0.027
16:00 - 17:00	13	863	0.009	13	863	0.009	13	863	0.018
17:00 - 18:00	13	863	0.000	13	863	0.000	13	863	0.000
18:00 - 19:00	13	863	0.000	13	863	0.000	13	863	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.063			0.135

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.057	12	870	0.019	12	870	0.076
08:00 - 09:00	13	863	0.125	13	863	0.080	13	863	0.205
09:00 - 10:00	13	863	0.134	13	863	0.107	13	863	0.241
10:00 - 11:00	13	863	0.098	13	863	0.071	13	863	0.169
11:00 - 12:00	13	863	0.054	13	863	0.089	13	863	0.143
12:00 - 13:00	13	863	0.098	13	863	0.116	13	863	0.214
13:00 - 14:00	13	863	0.009	13	863	0.045	13	863	0.054
14:00 - 15:00	13	863	0.107	13	863	0.080	13	863	0.187
15:00 - 16:00	13	863	0.089	13	863	0.080	13	863	0.169
16:00 - 17:00	13	863	0.036	13	863	0.062	13	863	0.098
17:00 - 18:00	13	863	0.036	13	863	0.054	13	863	0.090
18:00 - 19:00	13	863	0.000	13	863	0.000	13	863	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.843			0.803			1.646

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	1.446	12	870	0.268	12	870	1.714
08:00 - 09:00	13	863	4.494	13	863	1.989	13	863	6.483
09:00 - 10:00	13	863	5.021	13	863	4.254	13	863	9.275
10:00 - 11:00	13	863	4.878	13	863	4.949	13	863	9.827
11:00 - 12:00	13	863	3.977	13	863	4.432	13	863	8.409
12:00 - 13:00	13	863	3.094	13	863	3.736	13	863	6.830
13:00 - 14:00	13	863	2.657	13	863	2.862	13	863	5.519
14:00 - 15:00	13	863	3.719	13	863	3.674	13	863	7.393
15:00 - 16:00	13	863	4.548	13	863	4.191	13	863	8.739
16:00 - 17:00	13	863	3.683	13	863	4.637	13	863	8.320
17:00 - 18:00	13	863	2.399	13	863	3.282	13	863	5.681
18:00 - 19:00	13	863	0.633	13	863	1.712	13	863	2.345
19:00 - 20:00	1	775	0.774	1	775	1.677	1	775	2.451
20:00 - 21:00	1	775	0.258	1	775	1.677	1	775	1.935
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			41.581			43.340			84.921

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.182	12	870	0.096	12	870	0.278
08:00 - 09:00	13	863	1.605	13	863	1.159	13	863	2.764
09:00 - 10:00	13	863	1.801	13	863	1.971	13	863	3.772
10:00 - 11:00	13	863	1.605	13	863	1.721	13	863	3.326
11:00 - 12:00	13	863	1.543	13	863	2.033	13	863	3.576
12:00 - 13:00	13	863	1.320	13	863	1.373	13	863	2.693
13:00 - 14:00	13	863	0.954	13	863	0.999	13	863	1.953
14:00 - 15:00	13	863	1.489	13	863	1.141	13	863	2.630
15:00 - 16:00	13	863	1.578	13	863	1.766	13	863	3.344
16:00 - 17:00	13	863	0.990	13	863	0.999	13	863	1.989
17:00 - 18:00	13	863	0.651	13	863	0.892	13	863	1.543
18:00 - 19:00	13	863	0.276	13	863	0.250	13	863	0.526
19:00 - 20:00	1	775	1.161	1	775	0.387	1	775	1.548
20:00 - 21:00	1	775	0.774	1	775	0.387	1	775	1.161
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.929			15.174			31.103

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.029	12	870	0.010	12	870	0.039
08:00 - 09:00	13	863	0.169	13	863	0.018	13	863	0.187
09:00 - 10:00	13	863	0.294	13	863	0.169	13	863	0.463
10:00 - 11:00	13	863	0.303	13	863	0.321	13	863	0.624
11:00 - 12:00	13	863	0.214	13	863	0.294	13	863	0.508
12:00 - 13:00	13	863	0.205	13	863	0.214	13	863	0.419
13:00 - 14:00	13	863	0.187	13	863	0.205	13	863	0.392
14:00 - 15:00	13	863	0.178	13	863	0.178	13	863	0.356
15:00 - 16:00	13	863	0.214	13	863	0.143	13	863	0.357
16:00 - 17:00	13	863	0.178	13	863	0.169	13	863	0.347
17:00 - 18:00	13	863	0.143	13	863	0.187	13	863	0.330
18:00 - 19:00	13	863	0.027	13	863	0.080	13	863	0.107
19:00 - 20:00	1	775	0.000	1	775	0.129	1	775	0.129
20:00 - 21:00	1	775	0.000	1	775	0.129	1	775	0.129
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.141			2.246			4.387

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.019	12	870	0.000	12	870	0.019
08:00 - 09:00	13	863	0.009	13	863	0.009	13	863	0.018
09:00 - 10:00	13	863	0.062	13	863	0.000	13	863	0.062
10:00 - 11:00	13	863	0.045	13	863	0.027	13	863	0.072
11:00 - 12:00	13	863	0.045	13	863	0.018	13	863	0.063
12:00 - 13:00	13	863	0.018	13	863	0.018	13	863	0.036
13:00 - 14:00	13	863	0.009	13	863	0.036	13	863	0.045
14:00 - 15:00	13	863	0.036	13	863	0.036	13	863	0.072
15:00 - 16:00	13	863	0.009	13	863	0.018	13	863	0.027
16:00 - 17:00	13	863	0.027	13	863	0.036	13	863	0.063
17:00 - 18:00	13	863	0.000	13	863	0.062	13	863	0.062
18:00 - 19:00	13	863	0.000	13	863	0.027	13	863	0.027
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.279			0.287			0.566

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.000	12	870	0.000	12	870	0.000
08:00 - 09:00	13	863	0.000	13	863	0.000	13	863	0.000
09:00 - 10:00	13	863	0.000	13	863	0.000	13	863	0.000
10:00 - 11:00	13	863	0.045	13	863	0.045	13	863	0.090
11:00 - 12:00	13	863	0.000	13	863	0.000	13	863	0.000
12:00 - 13:00	13	863	0.000	13	863	0.000	13	863	0.000
13:00 - 14:00	13	863	0.000	13	863	0.000	13	863	0.000
14:00 - 15:00	13	863	0.000	13	863	0.000	13	863	0.000
15:00 - 16:00	13	863	0.009	13	863	0.000	13	863	0.009
16:00 - 17:00	13	863	0.000	13	863	0.009	13	863	0.009
17:00 - 18:00	13	863	0.000	13	863	0.000	13	863	0.000
18:00 - 19:00	13	863	0.000	13	863	0.000	13	863	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.054			0.108

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	0.048	12	870	0.010	12	870	0.058
08:00 - 09:00	13	863	0.178	13	863	0.027	13	863	0.205
09:00 - 10:00	13	863	0.357	13	863	0.169	13	863	0.526
10:00 - 11:00	13	863	0.392	13	863	0.392	13	863	0.784
11:00 - 12:00	13	863	0.259	13	863	0.312	13	863	0.571
12:00 - 13:00	13	863	0.223	13	863	0.232	13	863	0.455
13:00 - 14:00	13	863	0.196	13	863	0.241	13	863	0.437
14:00 - 15:00	13	863	0.214	13	863	0.214	13	863	0.428
15:00 - 16:00	13	863	0.232	13	863	0.161	13	863	0.393
16:00 - 17:00	13	863	0.205	13	863	0.214	13	863	0.419
17:00 - 18:00	13	863	0.143	13	863	0.250	13	863	0.393
18:00 - 19:00	13	863	0.027	13	863	0.107	13	863	0.134
19:00 - 20:00	1	775	0.000	1	775	0.129	1	775	0.129
20:00 - 21:00	1	775	0.000	1	775	0.129	1	775	0.129
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.474			2.587			5.061

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.*

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	12	870	1.734	12	870	0.393	12	870	2.127
08:00 - 09:00	13	863	6.403	13	863	3.255	13	863	9.658
09:00 - 10:00	13	863	7.312	13	863	6.501	13	863	13.813
10:00 - 11:00	13	863	6.973	13	863	7.134	13	863	14.107
11:00 - 12:00	13	863	5.832	13	863	6.866	13	863	12.698
12:00 - 13:00	13	863	4.735	13	863	5.457	13	863	10.192
13:00 - 14:00	13	863	3.817	13	863	4.147	13	863	7.964
14:00 - 15:00	13	863	5.529	13	863	5.110	13	863	10.639
15:00 - 16:00	13	863	6.447	13	863	6.198	13	863	12.645
16:00 - 17:00	13	863	4.914	13	863	5.912	13	863	10.826
17:00 - 18:00	13	863	3.228	13	863	4.477	13	863	7.705
18:00 - 19:00	13	863	0.936	13	863	2.069	13	863	3.005
19:00 - 20:00	1	775	1.935	1	775	2.194	1	775	4.129
20:00 - 21:00	1	775	1.032	1	775	2.194	1	775	3.226
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			60.827			61.907			122.734

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.*

APPENDIX G. 2011 Census Journey to Work Data and Gravity Model

	AM	PM
Business/ commuting	38%	44%
Other	62%	56%
	100%	100%

place of work : 2011 census merged local authority district	Driving a car or van	%	AM	PM
Eastbourne 001 - east of Shinewater Park	14	1%	0%	0%
Eastbourne 002 - north of Hampden Park	13	1%	0%	0%
Eastbourne 003 - Langnet Rise	5	0%	0%	0%
Eastbourne 004 - Hampden Park	109	6%	2%	3%
Eastbourne 006 - Willingdon Hill /Point	28	2%	1%	1%
Eastbourne 007 - Roselands	31	2%	1%	1%
				0%
Eastbourne 008 - Hospital and north of Eastbourne town centre	170	9%	3%	4%
Eastbourne 009 - Motcombe	46	3%	1%	1%
Eastbourne 010 - Eastbounr (east of town centre/ seafront	76	4%	2%	2%
Eastbourne 011 - town centre	220	12%	5%	5%
Eastbourne 012 - South east of Town Cenre	51	3%	1%	1%
Eastbourne 013 - Lottbridge Industrial Estate	97	5%	2%	2%
Eastbourne 014 - Sovereign Harbour	21	1%	0%	1%
Wealden	478	26%	10%	11%
Lewes	130	7%	3%	3%
Brighton and Hove	55	3%	1%	1%
Hastings	37	2%	1%	1%
Rother	32	2%	1%	1%
Crawley	26	1%	1%	1%
Mid Sussex	26	1%	1%	1%
Tunbridge Wells	23	1%	0%	1%
Worthing	12	1%	0%	0%
Tonbridge and Malling	10	1%	0%	0%
Adur	9	0%	0%	0%
Reigate and Banstead	8	0%	0%	0%
Tandridge	8	0%	0%	0%
Horsham	8	0%	0%	0%
Sutton	6	0%	0%	0%
Croydon	5	0%	0%	0%
Westminster,City of London	5	0%	0%	0%
Dartford	4	0%	0%	0%
Maidstone	4	0%	0%	0%
Sevenoaks	4	0%	0%	0%
Mole Valley	4	0%	0%	0%
Leeds	3	0%	0%	0%
Bromley	3	0%	0%	0%
Hillingdon	3	0%	0%	0%
Merton	3	0%	0%	0%
Richmond upon Thames	3	0%	0%	0%
Cornwall,Isles of Scilly	3	0%	0%	0%
Bexley	2	0%	0%	0%
Kingston upon Thames	2	0%	0%	0%
Southwark	2	0%	0%	0%
Wokingham	2	0%	0%	0%
Basingstoke and Deane	2	0%	0%	0%
Dover	2	0%	0%	0%
Chichester	2	0%	0%	0%
Poole	2	0%	0%	0%
Kirklees	1	0%	0%	0%
Leicester	1	0%	0%	0%
Amber Valley	1	0%	0%	0%
Warwick	1	0%	0%	0%
Dacorum	1	0%	0%	0%
North Hertfordshire	1	0%	0%	0%
St Albans	1	0%	0%	0%
Brent	1	0%	0%	0%
Camden	1	0%	0%	0%
Enfield	1	0%	0%	0%
Greenwich	1	0%	0%	0%
Hammersmith and Fulham	1	0%	0%	0%
Havering	1	0%	0%	0%
Hounslow	1	0%	0%	0%
Kensington and Chelsea	1	0%	0%	0%
Wandsworth	1	0%	0%	0%
Medway	1	0%	0%	0%
West Berkshire	1	0%	0%	0%
Milton Keynes	1	0%	0%	0%
Portsmouth	1	0%	0%	0%
Havant	1	0%	0%	0%
Epsom and Ewell	1	0%	0%	0%
Surrey Heath	1	0%	0%	0%
The Vale of Glamorgan	1	0%	0%	0%
Cardiff	1	0%	0%	0%
Rhondda Cynon Taf	1	0%	0%	0%
Total	1,835		38%	44%

Gravity Model

	AM	PM
Business/ commuting	38%	44%
Other	62%	56%
	100%	100%

Destinations within 30 minute drive	Time (Mins)	Population	P/T	P/T^2	% of Total	% AM	% PM
Eastbourne 001 - east of Shinewater Park	10	7492	749.2	75	3%	2%	2%
Eastbourne 002 - north of Hampden Park	6	7695	1282.5	214	9%	5%	5%
Eastbourne 003 - Langnet Rise	12	7779	648.25	54	2%	1%	1%
Eastbourne 004 - Hampden Park	6	7938	1323	221	9%	6%	5%
Eastbourne 006 - Willingdon Hill /Point	7	7984	1140.571429	163	7%	4%	4%
Eastbourne 007 - Roselands	12	8723	726.9166667	61	2%	2%	1%
Eastbourne 008 - Hospital and north of Eastbourne town centre	6	6728	1121.333333	187	8%	5%	4%
Eastbourne 009 - Motcombe	8	8214	1026.75	128	5%	3%	3%
Eastbourne 010 - Eastbounr (east of town centre/ seafront	12	7420	618.3333333	52	2%	1%	1%
Eastbourne 011 - town centre	10	6898	689.8	69	3%	2%	2%
Eastbourne 012 - South east of Town Cenre	14	7070	505	36	1%	1%	1%
Eastbourne 013 - Lottbridge Industrial Estate	10	8500	850	85	3%	2%	2%
Eastbourne 014 - Sovereign Harbour	15	6971	464.7333333	31	1%	1%	1%
Pevensey Bay	15	2864	190.9333333	13	1%	0%	0%
Hailsham	10	19977	1997.7	200	8%	5%	5%
Bexhill	25	32875	1315	53	2%	1%	1%
Hastings	30	133422	4447.4	148	6%	4%	3%
Crowborough	30	20607	686.9	23	1%	1%	1%
Uckfield	25	18452	738.08	30	1%	1%	1%
Lewes	20	17297	864.85	43	2%	1%	1%
Brighton	30	474485	15816.16667	527	21%	13%	12%
Seaford	20	22584	1129.2	56	2%	1%	1%
		841975	38332.6181	2467.173543	100.0%	62%	56%

APPENDIX H. Development Assignment

ASSIGNMENT - AM

	% MORNING					
	Commuting	**Non-Commuting**	**Combined**	**Route Distribution**		
Eastbourne 001 - east of Shinewater Park	0%	2%	2%	40%	1%	Church Road
			0%	40%	1%	A27 East
			0%	20%	0%	A2270 Eastbourne Road South
Eastbourne 002 - north of Hampden Park	0%	5%	6%	50%	3%	A2270 Eastbourne Road South / Huggets Lane
			0%	50%	3%	A2270 Eastbourne Road South
Eastbourne 003 - Langnet Rise	0%	1%	1%	50%	1%	Church Road
			0%	50%	1%	A2270 Eastbourne Road South
Eastbourne 004 - Hampden Park	2%	6%	8%	50%	4%	A2270 Eastbourne Road South / Huggets Lane
			0%	50%	4%	A2270 Eastbourne Road South
Eastbourne 006 - Willingdon Hill /Point	1%	4%	5%	20%	1%	A2270 Eastbourne Road South / Huggets Lane
			0%	80%	4%	A2270 Eastbourne Road South
Eastbourne 007 - Roselands	1%	2%	2%	60%	1%	A2270 Eastbourne Road South
			0%	40%	1%	Church Road
Eastbourne 008 - Hospital and north of Eastbourne town centre	3%	5%	8%	30%	2%	A2270 Eastbourne Road South / Huggets Lane
			0%	70%	6%	A2270 Eastbourne Road South
Eastbourne 009 - Motcombe	1%	3%	4%	100%	4%	A2270 Eastbourne Road South
Eastbourne 010 - Eastbounr (east of town centre/ seafront)	2%	1%	3%	100%	3%	A2270 Eastbourne Road South
Eastbourne 011 - town centre	5%	2%	6%	100%	6%	A2270 Eastbourne Road South
Eastbourne 012 - South east of Town Cenre	1%	1%	2%	100%	2%	A2270 Eastbourne Road South
Eastbourne 013 - Lottbridge Industrial Estate	2%	2%	4%	100%	4%	A2270 Eastbourne Road South
Eastbourne 014 - Sovereign Harbour	0%	1%	1%	100%	1%	A2270 Eastbourne Road South
Wealden	10%	7%	16%	30%	5%	A22 N
			0%	35%	6%	A22 N / A267
			0%	35%	6%	A22 / A26
Lewes	3%	3%	5%	90%	5%	A27 W
			0%	10%	1%	A22 N / B2124
Brighton and Hove	1%	13%	14%	100%	14%	A27 W
Hastings	1%	4%	5%	100%	5%	Church Road
Rother	1%	1%	2%	80%	2%	A22 N / A295
				20%	0%	A27 W
Crawley	1%		1%	100%	1%	A27 W
Mid Sussex	1%		1%	100%	1%	A27 W
Tunbridge Wells	0%		0%	100%	0%	A22 N / A267
Worthing	0%		0%	100%	0%	A27 W
Tonbridge and Malling	0%		0%	100%	0%	A22 N / A267
Adur	0%		0%	100%	0%	A27 W
Reigate and Banstead	0%		0%	100%	0%	A27 W
Tandridge	0%		0%	100%	0%	A27 W
Horsham	0%		0%	100%	0%	A27 W
Sutton	0%		0%	100%	0%	A27 W
Croydon	0%		0%	100%	0%	A27 W
Westminster,City of London	0%		0%	100%	0%	A27 W
Dartford	0%		0%	100%	0%	A22 N / A267
Maidstone	0%		0%	100%	0%	A22 N / A267
Sevenoaks	0%		0%	100%	0%	A22 N / A267
Mole Valley	0%		0%	100%	0%	A27 W
Leeds	0%		0%	100%	0%	A27 W
Bromley	0%		0%	100%	0%	A22 N / A267
Hillingdon	0%		0%	100%	0%	A27 W
Merton	0%		0%	100%	0%	A27 W
Richmond upon Thames	0%		0%	100%	0%	A27 W
Cornwall,Isles of Scilly	0%		0%	100%	0%	A27 W
Bexley	0%		0%	100%	0%	A22 N / A267
Kingston upon Thames	0%		0%	100%	0%	A27 W
Southwark	0%		0%	100%	0%	A27 W
Wokingham	0%		0%	100%	0%	A27 W
Basingstoke and Deane	0%		0%	100%	0%	A27 W
Dover	0%		0%	100%	0%	Church Road
Chichester	0%		0%	100%	0%	A27 W
Poole	0%		0%	100%	0%	A27 W
Kirklees	0%		0%	100%	0%	A27 W
Leicester	0%		0%	100%	0%	A27 W
Amber Valley	0%		0%	100%	0%	A27 W
Warwick	0%		0%	100%	0%	A27 W
Dacorum	0%		0%	100%	0%	A27 W
North Hertfordshire	0%		0%	100%	0%	A27 W
St Albans	0%		0%	100%	0%	A27 W
Brent	0%		0%	100%	0%	A27 W
Camden	0%		0%	100%	0%	A22 N / A267
Enfield	0%		0%	100%	0%	A22 N / A267
Greenwich	0%		0%	100%	0%	A22 N / A267
Hammersmith and Fulham	0%		0%	100%	0%	A27 W
Havering	0%		0%	100%	0%	A22 N / A267
Hounslow	0%		0%	100%	0%	A27 W
Kensington and Chelsea	0%		0%	100%	0%	A27 W
Wandsworth	0%		0%	100%	0%	A27 W
Medway	0%		0%	100%	0%	A22 N / A267
West Berkshire	0%		0%	100%	0%	A27 W
Milton Keynes	0%		0%	100%	0%	A27 W
Portsmouth	0%		0%	100%	0%	A27 W
Havant	0%		0%	100%	0%	A27 W
Epsom and Ewell	0%		0%	100%	0%	A27 W
Surrey Heath	0%		0%	100%	0%	A27 W
The Vale of Glamorgan	0%		0%	100%	0%	A27 W
Cardiff	0%		0%	100%	0%	A27 W
Rhondda Cynon Taf	0%		0%	100%	0%	A27 W
	38%	62%	100%		100.0%	

ASSIGNMENT - PM

	% EVENING					
	Commuting	Non-Commuting	Combined	Route Distribution		
Eastbourne 001 - east of Shinewater Park	0%	2%	2%	40%	1%	Church Road
				40%	1%	A27 East
				20%	0%	A2270 Eastbourne Road South
Eastbourne 002 - north of Hampden Park	0%	5%	5%	50%	3%	A2270 Eastbourne Road South / Huggets Lane
				50%	3%	A2270 Eastbourne Road South
Eastbourne 003 - Langnet Rise	0%	1%	1%	50%	1%	Church Road
				50%	1%	A2270 Eastbourne Road South
Eastbourne 004 - Hampden Park	3%	5%	8%	50%	4%	A2270 Eastbourne Road South / Huggets Lane
				50%	4%	A2270 Eastbourne Road South
Eastbourne 006 - Willingdon Hill /Point	1%	4%	4%	20%	1%	A2270 Eastbourne Road South / Huggets Lane
				80%	3%	A2270 Eastbourne Road South
Eastbourne 007 - Roselands	1%	1%	2%	60%	1%	A2270 Eastbourne Road South
				40%	1%	Church Road
Eastbourne 008 - Hospital and north of Eastbourne town centre	4%	4%	8%	30%	2%	A2270 Eastbourne Road South / Huggets Lane
				70%	6%	A2270 Eastbourne Road South
Eastbourne 009 - Motcombe	1%	3%	4%	100%	4%	A2270 Eastbourne Road South
Eastbourne 010 - Eastbounr (east of town centre/ seafront)	2%	1%	3%	100%	3%	A2270 Eastbourne Road South
Eastbourne 011 - town centre	5%	2%	7%	100%	7%	A2270 Eastbourne Road South
Eastbourne 012 - South east of Town Cenre	1%	1%	2%	100%	2%	A2270 Eastbourne Road South
Eastbourne 013 - Lottbridge Industrial Estate	2%	2%	4%	100%	4%	A2270 Eastbourne Road South
Eastbourne 014 - Sovereign Harbour	1%	1%	1%	100%	1%	A2270 Eastbourne Road South
Wealden	11%	6%	17%	30%	5%	A22 N
				35%	6%	A22 N / A267
				35%	6%	A22 / A26
Lewes	3%	2%	5%	90%	5%	A27 W
				10%	1%	A22 N / B2124
Brighton and Hove	1%	12%	13%	100%	13%	A27 W
Hastings	1%	3%	4%	100%	4%	Church Road
Rother	1%	1%	2%	80%	2%	A22 N / A295
				20%	0%	A27 W
Crawley	1%		1%	100%	1%	A27 W
Mid Sussex	1%		1%	100%	1%	A27 W
Tunbridge Wells	1%		1%	100%	1%	A22 N / A267
Worthing	0%		0%	100%	0%	A27 W
Tonbridge and Malling	0%		0%	100%	0%	A22 N / A267
Adur	0%		0%	100%	0%	A27 W
Reigate and Banstead	0%		0%	100%	0%	A27 W
Tandridge	0%		0%	100%	0%	A27 W
Horsham	0%		0%	100%	0%	A27 W
Sutton	0%		0%	100%	0%	A27 W
Croydon	0%		0%	100%	0%	A27 W
Westminster,City of London	0%		0%	100%	0%	A27 W
Dartford	0%		0%	100%	0%	A22 N / A267
Maidstone	0%		0%	100%	0%	A22 N / A267
Sevenoaks	0%		0%	100%	0%	A22 N / A267
Mole Valley	0%		0%	100%	0%	A27 W
Leeds	0%		0%	100%	0%	A27 W
Bromley	0%		0%	100%	0%	A22 N / A267
Hillingdon	0%		0%	100%	0%	A27 W
Merton	0%		0%	100%	0%	A27 W
Richmond upon Thames	0%		0%	100%	0%	A27 W
Cornwall,Isles of Scilly	0%		0%	100%	0%	A27 W
Bexley	0%		0%	100%	0%	A22 N / A267
Kingston upon Thames	0%		0%	100%	0%	A27 W
Southwark	0%		0%	100%	0%	A27 W
Wokingham	0%		0%	100%	0%	A27 W
Basingstoke and Deane	0%		0%	100%	0%	A27 W
Dover	0%		0%	100%	0%	Church Road
Chichester	0%		0%	100%	0%	A27 W
Poole	0%		0%	100%	0%	A27 W
Kirklees	0%		0%	100%	0%	A27 W
Leicester	0%		0%	100%	0%	A27 W
Amber Valley	0%		0%	100%	0%	A27 W
Warwick	0%		0%	100%	0%	A27 W
Dacorum	0%		0%	100%	0%	A27 W
North Hertfordshire	0%		0%	100%	0%	A27 W
St Albans	0%		0%	100%	0%	A27 W
Brent	0%		0%	100%	0%	A27 W
Camden	0%		0%	100%	0%	A22 N / A267
Enfield	0%		0%	100%	0%	A22 N / A267
Greenwich	0%		0%	100%	0%	A22 N / A267
Hammersmith and Fulham	0%		0%	100%	0%	A27 W
Havering	0%		0%	100%	0%	A22 N / A267
Hounslow	0%		0%	100%	0%	A27 W
Kensington and Chelsea	0%		0%	100%	0%	A27 W
Wandsworth	0%		0%	100%	0%	A27 W
Medway	0%		0%	100%	0%	A22 N / A267
West Berkshire	0%		0%	100%	0%	A27 W
Milton Keynes	0%		0%	100%	0%	A27 W
Portsmouth	0%		0%	100%	0%	A27 W
Havant	0%		0%	100%	0%	A27 W
Epsom and Ewell	0%		0%	100%	0%	A27 W
Surrey Heath	0%		0%	100%	0%	A27 W
The Vale of Glamorgan	0%		0%	100%	0%	A27 W
Cardiff	0%		0%	100%	0%	A27 W
Rhondda Cynon Taf	0%		0%	100%	0%	A27 W
	44%	56%	100%		100%	

APPENDIX I. Operational Assessment Reports

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site Access Flat Profile - No Growth.j9
Path: L:\PROJECTS\15000 SERIES\15734 - Eastbourne Road, Willingdon\Tech\Junction Assessments\Junctions 9
Report generation date: 02/03/2021 11:10:11

»2030 With Development (MMF 520), AM
»2030 With Development (MMF 520), PM
»2030 With Development (MMF 700), AM
»2030 With Development (MMF 700), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2030 With Development (MMF 520)									
Stream B-AC	D5	0.7	29.45	0.42	D	D6	1.5	79.93	0.60	F
Stream C-AB		0.1	8.04	0.09	A		0.1	10.00	0.11	A
	2030 With Development (MMF 700)									
Stream B-AC	D15	0.8	32.77	0.45	D	D16	2.4	132.27	0.72	F
Stream C-AB		0.1	8.12	0.09	A		0.1	10.30	0.11	B

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

File summary

File Description

Title	
Location	
Site number	
Date	19/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\alicetwyning
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2030 With Development (MMF 520)	AM	FLAT	07:45	09:15	90	15
D6	2030 With Development (MMF 520)	PM	FLAT	16:45	18:15	90	15
D15	2030 With Development (MMF 700)	AM	FLAT	07:45	09:15	90	15
D16	2030 With Development (MMF 700)	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 With Development (MMF 520), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Eastbourne Road (N)		Major
B	Site Access		Minor
C	Eastbourne Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50		✓	3.50	248.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	200	163

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	630	0.112	0.284	0.178	0.405
B-C	727	0.109	0.275	-	-
C-B	819	0.310	0.310	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2030 With Development (MMF 520)	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1029	100.000
B		✓	90	100.000
C		✓	1020	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	42	987
	B	45	0	45
	C	977	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.42	29.45	0.7	D
C-AB	0.09	8.04	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	212	0.424	87	0.7	28.197	D
C-AB	43	490	0.088	43	0.1	8.032	A
C-A	977			977			
A-B	42			42			
A-C	987			987			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	212	0.424	90	0.7	29.395	D
C-AB	43	490	0.088	43	0.1	8.045	A
C-A	977			977			
A-B	42			42			
A-C	987			987			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	212	0.424	90	0.7	29.427	D
C-AB	43	490	0.088	43	0.1	8.045	A
C-A	977			977			
A-B	42			42			
A-C	987			987			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	212	0.424	90	0.7	29.438	D
C-AB	43	490	0.088	43	0.1	8.045	A
C-A	977			977			
A-B	42			42			
A-C	987			987			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	212	0.424	90	0.7	29.444	D
C-AB	43	490	0.088	43	0.1	8.045	A
C-A	977			977			
A-B	42			42			
A-C	987			987			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	212	0.424	90	0.7	29.450	D
C-AB	43	490	0.088	43	0.1	8.045	A
C-A	977			977			
A-B	42			42			
A-C	987			987			

2030 With Development (MMF 520), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2030 With Development (MMF 520)	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1324	100.000
B		✓	68	100.000
C		✓	1008	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	45	1279
	B	34	0	34
	C	964	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.60	79.93	1.5	F
C-AB	0.11	10.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	113	0.602	63	1.3	66.951	F
C-AB	44	404	0.109	44	0.1	9.971	A
C-A	964			964			
A-B	45			45			
A-C	1279			1279			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	113	0.603	68	1.4	78.013	F
C-AB	44	404	0.109	44	0.1	9.997	A
C-A	964			964			
A-B	45			45			
A-C	1279			1279			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	113	0.603	68	1.4	79.114	F
C-AB	44	404	0.109	44	0.1	9.997	A
C-A	964			964			
A-B	45			45			
A-C	1279			1279			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	113	0.603	68	1.4	79.548	F
C-AB	44	404	0.109	44	0.1	9.997	A
C-A	964			964			
A-B	45			45			
A-C	1279			1279			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	113	0.603	68	1.5	79.786	F
C-AB	44	404	0.109	44	0.1	9.997	A
C-A	964			964			
A-B	45			45			
A-C	1279			1279			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	113	0.603	68	1.5	79.932	F
C-AB	44	404	0.109	44	0.1	9.997	A
C-A	964			964			
A-B	45			45			
A-C	1279			1279			

2030 With Development (MMF 700), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D15	2030 With Development (MMF 700)	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1042	100.000
B		✓	90	100.000
C		✓	1055	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	42	1000
	B	45	0	45
	C	1012	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.45	32.77	0.8	D
C-AB	0.09	8.12	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	200	0.450	87	0.8	31.094	D
C-AB	43	486	0.088	43	0.1	8.108	A
C-A	1012			1012			
A-B	42			42			
A-C	1000			1000			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	200	0.451	90	0.8	32.687	D
C-AB	43	486	0.088	43	0.1	8.120	A
C-A	1012			1012			
A-B	42			42			
A-C	1000			1000			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	200	0.451	90	0.8	32.739	D
C-AB	43	486	0.088	43	0.1	8.120	A
C-A	1012			1012			
A-B	42			42			
A-C	1000			1000			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	200	0.451	90	0.8	32.756	D
C-AB	43	486	0.088	43	0.1	8.120	A
C-A	1012			1012			
A-B	42			42			
A-C	1000			1000			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	200	0.451	90	0.8	32.766	D
C-AB	43	486	0.088	43	0.1	8.120	A
C-A	1012			1012			
A-B	42			42			
A-C	1000			1000			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	200	0.451	90	0.8	32.770	D
C-AB	43	486	0.088	43	0.1	8.120	A
C-A	1012			1012			
A-B	42			42			
A-C	1000			1000			

2030 With Development (MMF 700), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D16	2030 With Development (MMF 700)	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1358	100.000
B		✓	68	100.000
C		✓	1022	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	45	1313
	B	34	0	34
	C	978	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.72	132.27	2.4	F
C-AB	0.11	10.30	0.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	95	0.719	61	1.8	93.921	F
C-AB	44	393	0.112	44	0.1	10.273	B
C-A	978			978			
A-B	45			45			
A-C	1313			1313			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	94	0.721	67	2.1	122.130	F
C-AB	44	393	0.112	44	0.1	10.302	B
C-A	978			978			
A-B	45			45			
A-C	1313			1313			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	94	0.721	67	2.2	127.395	F
C-AB	44	393	0.112	44	0.1	10.302	B
C-A	978			978			
A-B	45			45			
A-C	1313			1313			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	94	0.721	68	2.3	129.862	F
C-AB	44	393	0.112	44	0.1	10.302	B
C-A	978			978			
A-B	45			45			
A-C	1313			1313			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	94	0.721	68	2.3	131.309	F
C-AB	44	393	0.112	44	0.1	10.302	B
C-A	978			978			
A-B	45			45			
A-C	1313			1313			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	94	0.721	68	2.4	132.273	F
C-AB	44	393	0.112	44	0.1	10.302	B
C-A	978			978			
A-B	45			45			
A-C	1313			1313			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Eastbourne Road JW Broad Road - Flat Profile - No Growth.j9
Path: L:\PROJECTS\15000 SERIES\15734 - Eastbourne Road, Willingdon\Tech\Junction Assessments\Junctions 9
Report generation date: 02/03/2021 11:32:13

»2021 Base, AM
»2021 Base, PM
»2030 Without Development (520 MMF), AM
»2030 Without Development (520 MMF), PM
»2030 Without Development (700 MMF), AM
»2030 Without Development (700 MMF), PM
»2030 With Development (520 MMF), AM
»2030 With Development (520 MMF), PM
»2030 With Development (700 MMF), AM
»2030 With Development (700 MMF), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2021 Base									
Stream B-C	D1	0.1	7.33	0.11	A	D2	0.0	7.21	0.04	A
Stream B-A		0.3	21.77	0.21	C		0.2	28.04	0.13	D
Stream C-AB		0.2	7.91	0.16	A		0.1	8.32	0.12	A
	2030 Without Development (520 MMF)									
Stream B-C	D5	0.2	9.74	0.14	A	D6	0.1	8.60	0.05	A
Stream B-A		0.7	53.64	0.40	F		0.4	78.36	0.30	F
Stream C-AB		0.2	9.26	0.18	A		0.2	9.15	0.13	A
	2030 Without Development (700 MMF)									
Stream B-C	D11	0.2	9.64	0.14	A	D12	0.1	9.38	0.05	A
Stream B-A		0.7	55.88	0.41	F		0.6	107.58	0.38	F
Stream C-AB		0.2	9.28	0.18	A		0.2	9.37	0.14	A
	2030 With Development (520 MMF)									
Stream B-C	D13	0.2	11.49	0.16	B	D14	0.1	10.29	0.06	B
Stream B-A		1.0	79.54	0.50	F		0.7	138.47	0.44	F
Stream C-AB		0.2	9.56	0.18	A		0.2	9.46	0.14	A
	2030 With Development (700 MMF)									
Stream B-C	D15	0.2	13.25	0.18	B	D16	0.1	18.44	0.10	C
Stream B-A		1.2	102.06	0.56	F		1.4	264.60	0.61	F
Stream C-AB		0.2	9.65	0.18	A		0.2	9.70	0.14	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	11/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\alicetwyning
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2021 Base	AM	FLAT	07:45	09:15	90	15
D2	2021 Base	PM	FLAT	16:45	18:15	90	15
D5	2030 Without Development (520 MMF)	AM	FLAT	07:45	09:15	90	15
D6	2030 Without Development (520 MMF)	PM	FLAT	16:45	18:15	90	15
D11	2030 Without Development (700 MMF)	AM	FLAT	07:45	09:15	90	15
D12	2030 Without Development (700 MMF)	PM	FLAT	16:45	18:15	90	15
D13	2030 With Development (520 MMF)	AM	FLAT	07:45	09:15	90	15
D14	2030 With Development (520 MMF)	PM	FLAT	16:45	18:15	90	15
D15	2030 With Development (700 MMF)	AM	FLAT	07:45	09:15	90	15
D16	2030 With Development (700 MMF)	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Eastbourne Road (S)		Major
B	Broad Road		Minor
C	Eastbourne Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.20		✓	2.81	201.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.57	4.05	3.61	3.53	✓	1.00	149	149

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	658	0.119	0.300	0.189	0.429
B-C	818	0.124	0.314	-	-
C-B	736	0.283	0.283	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2021 Base	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	683	100.000
B		✓	105	100.000
C		✓	1129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	674
	B	45	0	60
	C	1045	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	7.33	0.1	A
B-A	0.21	21.77	0.3	C
C-AB	0.16	7.91	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	552	0.109	60	0.1	7.297	A
B-A	45	210	0.214	44	0.3	21.487	C
C-AB	84	539	0.156	83	0.2	7.882	A
C-A	1045			1045			
A-B	9			9			
A-C	674			674			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	551	0.109	60	0.1	7.334	A
B-A	45	210	0.214	45	0.3	21.763	C
C-AB	84	539	0.156	84	0.2	7.907	A
C-A	1045			1045			
A-B	9			9			
A-C	674			674			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	551	0.109	60	0.1	7.334	A
B-A	45	210	0.214	45	0.3	21.764	C
C-AB	84	539	0.156	84	0.2	7.907	A
C-A	1045			1045			
A-B	9			9			
A-C	674			674			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	551	0.109	60	0.1	7.334	A
B-A	45	210	0.214	45	0.3	21.763	C
C-AB	84	539	0.156	84	0.2	7.907	A
C-A	1045			1045			
A-B	9			9			
A-C	674			674			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	551	0.109	60	0.1	7.334	A
B-A	45	210	0.214	45	0.3	21.765	C
C-AB	84	539	0.156	84	0.2	7.907	A
C-A	1045			1045			
A-B	9			9			
A-C	674			674			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	551	0.109	60	0.1	7.334	A
B-A	45	210	0.214	45	0.3	21.765	C
C-AB	84	539	0.156	84	0.2	7.907	A
C-A	1045			1045			
A-B	9			9			
A-C	674			674			

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2021 Base	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	853	100.000
B		✓	42	100.000
C		✓	1267	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	837
	B	20	0	22
	C	1207	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	7.21	0.0	A
B-A	0.13	28.04	0.2	D
C-AB	0.12	8.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	523	0.042	22	0.0	7.187	A
B-A	20	148	0.135	19	0.2	27.791	D
C-AB	60	493	0.122	59	0.1	8.301	A
C-A	1207			1207			
A-B	16			16			
A-C	837			837			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	521	0.042	22	0.0	7.211	A
B-A	20	148	0.135	20	0.2	28.029	D
C-AB	60	493	0.122	60	0.1	8.320	A
C-A	1207			1207			
A-B	16			16			
A-C	837			837			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	521	0.042	22	0.0	7.212	A
B-A	20	148	0.135	20	0.2	28.033	D
C-AB	60	493	0.122	60	0.1	8.320	A
C-A	1207			1207			
A-B	16			16			
A-C	837			837			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	521	0.042	22	0.0	7.212	A
B-A	20	148	0.135	20	0.2	28.033	D
C-AB	60	493	0.122	60	0.1	8.320	A
C-A	1207			1207			
A-B	16			16			
A-C	837			837			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	521	0.042	22	0.0	7.212	A
B-A	20	148	0.135	20	0.2	28.036	D
C-AB	60	493	0.122	60	0.1	8.320	A
C-A	1207			1207			
A-B	16			16			
A-C	837			837			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	521	0.042	22	0.0	7.212	A
B-A	20	148	0.135	20	0.2	28.036	D
C-AB	60	493	0.122	60	0.1	8.320	A
C-A	1207			1207			
A-B	16			16			
A-C	837			837			

2030 Without Development (520 MMF), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2030 Without Development (520 MMF)	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	913	100.000
B		✓	105	100.000
C		✓	1272	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	904
	B	45	0	60
	C	1188	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	9.74	0.2	A
B-A	0.40	53.64	0.7	F
C-AB	0.18	9.26	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	439	0.137	59	0.2	9.478	A
B-A	45	112	0.401	43	0.6	50.275	F
C-AB	84	473	0.178	83	0.2	9.215	A
C-A	1188			1188			
A-B	9			9			
A-C	904			904			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	430	0.139	60	0.2	9.725	A
B-A	45	112	0.402	45	0.6	53.411	F
C-AB	84	473	0.178	84	0.2	9.255	A
C-A	1188			1188			
A-B	9			9			
A-C	904			904			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	430	0.140	60	0.2	9.736	A
B-A	45	112	0.402	45	0.7	53.633	F
C-AB	84	473	0.178	84	0.2	9.255	A
C-A	1188			1188			
A-B	9			9			
A-C	904			904			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	430	0.140	60	0.2	9.739	A
B-A	45	112	0.402	45	0.7	53.599	F
C-AB	84	473	0.178	84	0.2	9.255	A
C-A	1188			1188			
A-B	9			9			
A-C	904			904			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	430	0.140	60	0.2	9.741	A
B-A	45	112	0.402	45	0.7	53.625	F
C-AB	84	473	0.178	84	0.2	9.255	A
C-A	1188			1188			
A-B	9			9			
A-C	904			904			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	429	0.140	60	0.2	9.742	A
B-A	45	112	0.402	45	0.7	53.640	F
C-AB	84	473	0.178	84	0.2	9.255	A
C-A	1188			1188			
A-B	9			9			
A-C	904			904			

2030 Without Development (520 MMF), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2030 Without Development (520 MMF)	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	991	100.000
B		✓	42	100.000
C		✓	1474	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	975
	B	20	0	22
	C	1414	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	8.60	0.1	A
B-A	0.30	78.36	0.4	F
C-AB	0.13	9.15	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	449	0.049	22	0.1	8.417	A
B-A	20	66	0.304	18	0.4	74.035	F
C-AB	60	453	0.132	59	0.2	9.127	A
C-A	1414			1414			
A-B	16			16			
A-C	975			975			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	441	0.050	22	0.1	8.583	A
B-A	20	66	0.304	20	0.4	78.008	F
C-AB	60	453	0.132	60	0.2	9.154	A
C-A	1414			1414			
A-B	16			16			
A-C	975			975			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	441	0.050	22	0.1	8.591	A
B-A	20	66	0.304	20	0.4	78.215	F
C-AB	60	453	0.132	60	0.2	9.154	A
C-A	1414			1414			
A-B	16			16			
A-C	975			975			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	441	0.050	22	0.1	8.595	A
B-A	20	66	0.304	20	0.4	78.290	F
C-AB	60	453	0.132	60	0.2	9.154	A
C-A	1414			1414			
A-B	16			16			
A-C	975			975			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	441	0.050	22	0.1	8.596	A
B-A	20	66	0.304	20	0.4	78.328	F
C-AB	60	453	0.132	60	0.2	9.154	A
C-A	1414			1414			
A-B	16			16			
A-C	975			975			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	441	0.050	22	0.1	8.597	A
B-A	20	66	0.304	20	0.4	78.357	F
C-AB	60	453	0.132	60	0.2	9.154	A
C-A	1414			1414			
A-B	16			16			
A-C	975			975			

2030 Without Development (700 MMF), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	2030 Without Development (700 MMF)	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	925	100.000
B		✓	105	100.000
C		✓	1306	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	916
	B	45	0	60
	C	1222	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	9.64	0.2	A
B-A	0.41	55.88	0.7	F
C-AB	0.18	9.28	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	443	0.135	59	0.2	9.363	A
B-A	45	109	0.411	42	0.6	52.139	F
C-AB	84	472	0.178	83	0.2	9.236	A
C-A	1222			1222			
A-B	9			9			
A-C	916			916			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	434	0.138	60	0.2	9.625	A
B-A	45	109	0.412	45	0.7	55.613	F
C-AB	84	472	0.178	84	0.2	9.276	A
C-A	1222			1222			
A-B	9			9			
A-C	916			916			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	434	0.138	60	0.2	9.637	A
B-A	45	109	0.412	45	0.7	55.776	F
C-AB	84	472	0.178	84	0.2	9.276	A
C-A	1222			1222			
A-B	9			9			
A-C	916			916			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	433	0.138	60	0.2	9.641	A
B-A	45	109	0.412	45	0.7	55.834	F
C-AB	84	472	0.178	84	0.2	9.276	A
C-A	1222			1222			
A-B	9			9			
A-C	916			916			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	433	0.138	60	0.2	9.643	A
B-A	45	109	0.412	45	0.7	55.865	F
C-AB	84	472	0.178	84	0.2	9.276	A
C-A	1222			1222			
A-B	9			9			
A-C	916			916			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	433	0.138	60	0.2	9.644	A
B-A	45	109	0.412	45	0.7	55.881	F
C-AB	84	472	0.178	84	0.2	9.276	A
C-A	1222			1222			
A-B	9			9			
A-C	916			916			

2030 Without Development (700 MMF), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D12	2030 Without Development (700 MMF)	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1023	100.000
B		✓	42	100.000
C		✓	1488	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	1007
	B	20	0	22
	C	1428	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	9.38	0.1	A
B-A	0.38	107.58	0.6	F
C-AB	0.14	9.37	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	422	0.052	22	0.1	8.999	A
B-A	20	53	0.376	18	0.5	97.823	F
C-AB	60	444	0.135	59	0.2	9.343	A
C-A	1428			1428			
A-B	16			16			
A-C	1007			1007			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	407	0.054	22	0.1	9.338	A
B-A	20	53	0.375	20	0.5	106.430	F
C-AB	60	444	0.135	60	0.2	9.372	A
C-A	1428			1428			
A-B	16			16			
A-C	1007			1007			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	406	0.054	22	0.1	9.365	A
B-A	20	53	0.375	20	0.6	107.096	F
C-AB	60	444	0.135	60	0.2	9.372	A
C-A	1428			1428			
A-B	16			16			
A-C	1007			1007			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	406	0.054	22	0.1	9.375	A
B-A	20	53	0.375	20	0.6	107.358	F
C-AB	60	444	0.135	60	0.2	9.372	A
C-A	1428			1428			
A-B	16			16			
A-C	1007			1007			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	406	0.054	22	0.1	9.381	A
B-A	20	53	0.375	20	0.6	107.494	F
C-AB	60	444	0.135	60	0.2	9.372	A
C-A	1428			1428			
A-B	16			16			
A-C	1007			1007			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	406	0.054	22	0.1	9.384	A
B-A	20	53	0.375	20	0.6	107.576	F
C-AB	60	444	0.135	60	0.2	9.372	A
C-A	1428			1428			
A-B	16			16			
A-C	1007			1007			

2030 With Development (520 MMF), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D13	2030 With Development (520 MMF)	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	956	100.000
B		✓	105	100.000
C		✓	1317	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	947
	B	45	0	60
	C	1233	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.16	11.49	0.2	B
B-A	0.50	79.54	1.0	F
C-AB	0.18	9.56	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	393	0.153	59	0.2	10.768	B
B-A	45	90	0.499	42	0.9	70.344	F
C-AB	84	461	0.182	83	0.2	9.517	A
C-A	1233			1233			
A-B	9			9			
A-C	947			947			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	375	0.160	60	0.2	11.407	B
B-A	45	90	0.500	45	0.9	78.483	F
C-AB	84	461	0.182	84	0.2	9.560	A
C-A	1233			1233			
A-B	9			9			
A-C	947			947			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	374	0.160	60	0.2	11.456	B
B-A	45	90	0.500	45	0.9	79.107	F
C-AB	84	461	0.182	84	0.2	9.560	A
C-A	1233			1233			
A-B	9			9			
A-C	947			947			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	374	0.161	60	0.2	11.474	B
B-A	45	90	0.500	45	1.0	79.340	F
C-AB	84	461	0.182	84	0.2	9.560	A
C-A	1233			1233			
A-B	9			9			
A-C	947			947			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	373	0.161	60	0.2	11.483	B
B-A	45	90	0.500	45	1.0	79.464	F
C-AB	84	461	0.182	84	0.2	9.560	A
C-A	1233			1233			
A-B	9			9			
A-C	947			947			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	373	0.161	60	0.2	11.489	B
B-A	45	90	0.500	45	1.0	79.540	F
C-AB	84	461	0.182	84	0.2	9.560	A
C-A	1233			1233			
A-B	9			9			
A-C	947			947			

2030 With Development (520 MMF), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D14	2030 With Development (520 MMF)	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1035	100.000
B		✓	42	100.000
C		✓	1508	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	1019
	B	20	0	22
	C	1448	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	10.29	0.1	B
B-A	0.44	138.47	0.7	F
C-AB	0.14	9.46	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	399	0.055	22	0.1	9.542	A
B-A	20	46	0.438	18	0.6	120.480	F
C-AB	60	441	0.136	59	0.2	9.427	A
C-A	1448			1448			
A-B	16			16			
A-C	1019			1019			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	376	0.058	22	0.1	10.165	B
B-A	20	46	0.437	20	0.7	135.624	F
C-AB	60	441	0.136	60	0.2	9.456	A
C-A	1448			1448			
A-B	16			16			
A-C	1019			1019			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	374	0.059	22	0.1	10.235	B
B-A	20	46	0.437	20	0.7	137.249	F
C-AB	60	441	0.136	60	0.2	9.456	A
C-A	1448			1448			
A-B	16			16			
A-C	1019			1019			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	373	0.059	22	0.1	10.263	B
B-A	20	46	0.437	20	0.7	137.895	F
C-AB	60	441	0.136	60	0.2	9.456	A
C-A	1448			1448			
A-B	16			16			
A-C	1019			1019			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	372	0.059	22	0.1	10.278	B
B-A	20	46	0.437	20	0.7	138.251	F
C-AB	60	441	0.136	60	0.2	9.456	A
C-A	1448			1448			
A-B	16			16			
A-C	1019			1019			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	372	0.059	22	0.1	10.288	B
B-A	20	46	0.437	20	0.7	138.468	F
C-AB	60	441	0.136	60	0.2	9.456	A
C-A	1448			1448			
A-B	16			16			
A-C	1019			1019			

2030 With Development (700 MMF), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D15	2030 With Development (700 MMF)	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	968	100.000
B		✓	105	100.000
C		✓	1350	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	9	959
	B	45	0	60
	C	1266	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.18	13.25	0.2	B
B-A	0.56	102.06	1.2	F
C-AB	0.18	9.65	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	363	0.165	59	0.2	11.809	B
B-A	45	80	0.563	41	1.0	85.428	F
C-AB	84	457	0.184	83	0.2	9.612	A
C-A	1266			1266			
A-B	9			9			
A-C	959			959			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	336	0.178	60	0.2	13.017	B
B-A	45	80	0.563	45	1.1	99.436	F
C-AB	84	457	0.184	84	0.2	9.649	A
C-A	1266			1266			
A-B	9			9			
A-C	959			959			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	334	0.180	60	0.2	13.154	B
B-A	45	80	0.563	45	1.2	100.934	F
C-AB	84	457	0.184	84	0.2	9.649	A
C-A	1266			1266			
A-B	9			9			
A-C	959			959			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	333	0.180	60	0.2	13.206	B
B-A	45	80	0.563	45	1.2	101.533	F
C-AB	84	457	0.184	84	0.2	9.649	A
C-A	1266			1266			
A-B	9			9			
A-C	959			959			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	332	0.181	60	0.2	13.234	B
B-A	45	80	0.563	45	1.2	101.858	F
C-AB	84	457	0.184	84	0.2	9.649	A
C-A	1266			1266			
A-B	9			9			
A-C	959			959			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	332	0.181	60	0.2	13.252	B
B-A	45	80	0.563	45	1.2	102.063	F
C-AB	84	457	0.184	84	0.2	9.649	A
C-A	1266			1266			
A-B	9			9			
A-C	959			959			

2030 With Development (700 MMF), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D16	2030 With Development (700 MMF)	PM	FLAT	16:45	18:15	90	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1068	100.000
B		✓	42	100.000
C		✓	1522	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	1052
	B	20	0	22
	C	1462	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	18.44	0.1	C
B-A	0.61	264.60	1.4	F
C-AB	0.14	9.70	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	318	0.069	22	0.1	12.151	B
B-A	20	33	0.610	16	1.0	191.939	F
C-AB	60	431	0.139	59	0.2	9.664	A
C-A	1462			1462			
A-B	16			16			
A-C	1052			1052			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	247	0.089	22	0.1	15.970	C
B-A	20	33	0.608	19	1.2	242.523	F
C-AB	60	431	0.139	60	0.2	9.696	A
C-A	1462			1462			
A-B	16			16			
A-C	1052			1052			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	232	0.095	22	0.1	17.136	C
B-A	20	33	0.607	20	1.3	253.704	F
C-AB	60	431	0.139	60	0.2	9.696	A
C-A	1462			1462			
A-B	16			16			
A-C	1052			1052			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	225	0.098	22	0.1	17.763	C
B-A	20	33	0.607	20	1.3	259.147	F
C-AB	60	431	0.139	60	0.2	9.696	A
C-A	1462			1462			
A-B	16			16			
A-C	1052			1052			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	220	0.100	22	0.1	18.163	C
B-A	20	33	0.606	20	1.3	262.416	F
C-AB	60	431	0.139	60	0.2	9.696	A
C-A	1462			1462			
A-B	16			16			
A-C	1052			1052			

18:00 - 18:15

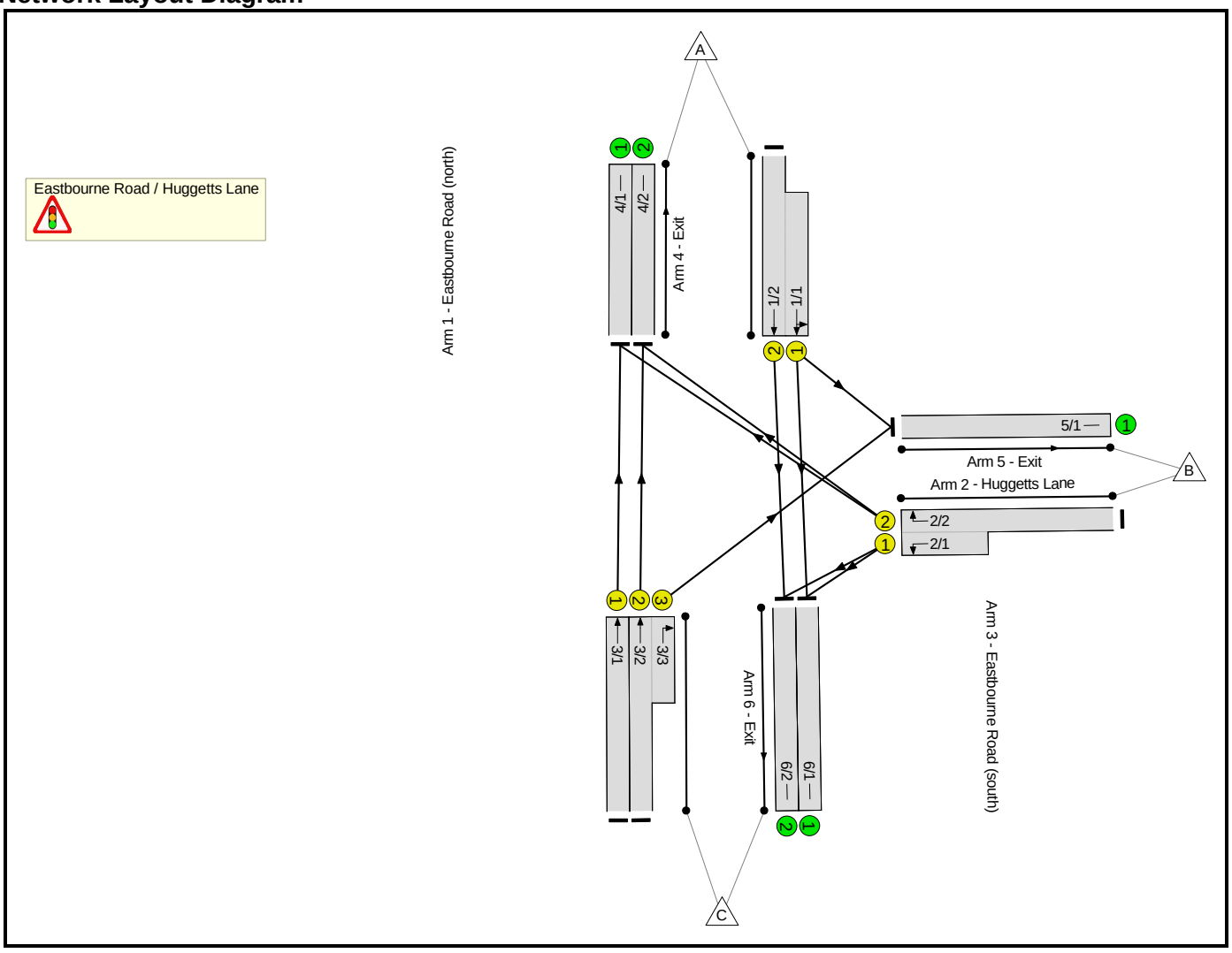
Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	217	0.101	22	0.1	18.439	C
B-A	20	33	0.606	20	1.4	264.595	F
C-AB	60	431	0.139	60	0.2	9.696	A
C-A	1462			1462			
A-B	16			16			
A-C	1052			1052			

Full Input Data And Results

User and Project Details

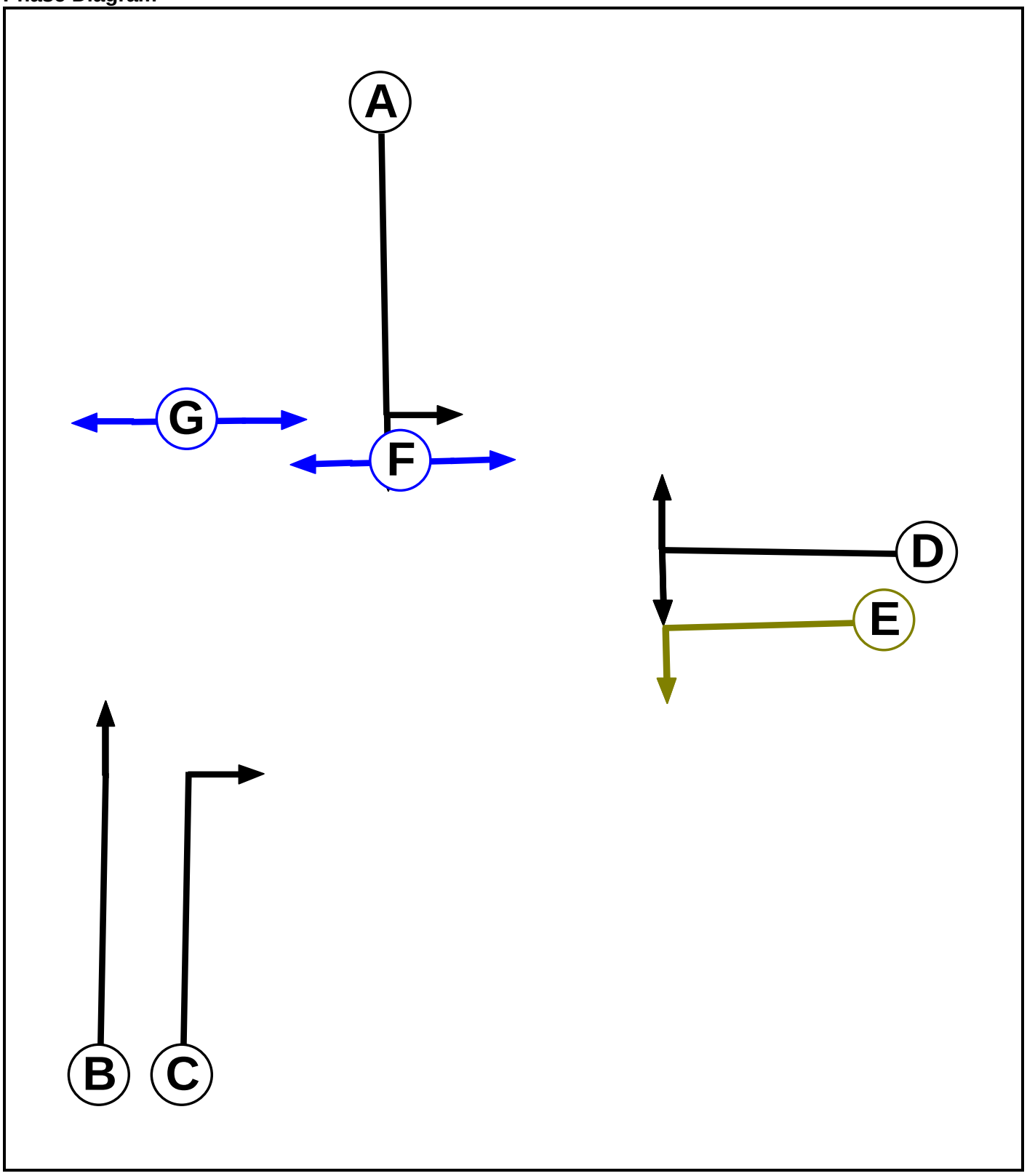
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Title:	**Eastbourne Road / Huggetts Lane**
Location:	
Date Started:	09/02/2021
Additional detail:	
File name:	Eastbourne Rd_Huggetts Lane.lsg3x
Author:	Mike Lancaster
Company:	i-Transport LLP
Address:	Manchester Office

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	D	1	0
F	Pedestrian		7	7
G	Pedestrian		7	7

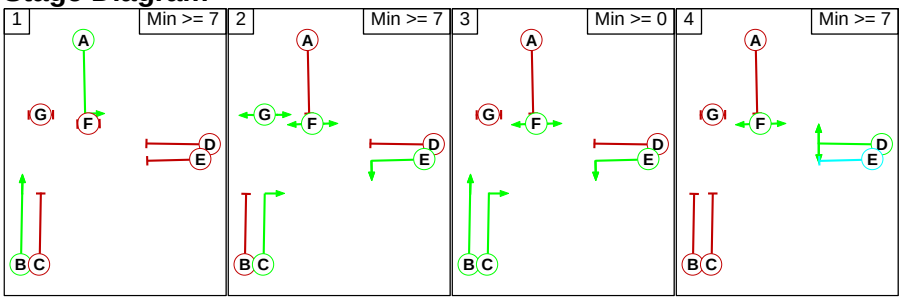
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	6	6	7	5	-
B	-		-	6	-	-	8
C	6	-		6	-	-	-
D	6	6	6		-	-	8
E	6	-	-	-		-	-
F	7	-	-	-	-		-
G	-	7	-	7	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C E F G
3	B C E F
4	D F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		8	7	6
	2	X		7	7
	3	X	8		6
	4	7	8	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Eastbourne Road / Huggetts Lane
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Eastbourne Road / Huggetts Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Eastbourne Road (north))	U	A	2	3	11.8	Geom	-	3.10	0.00	Y	Arm 5 Left	17.50
											Arm 6 Ahead	Inf
1/2 (Eastbourne Road (north))	U	A	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 6 Ahead	Inf
2/1 (Huggetts Lane)	U	D E	2	3	5.7	Geom	-	3.00	0.00	Y	Arm 6 Left	15.00
2/2 (Huggetts Lane)	U	D	2	3	60.0	Geom	-	2.95	0.00	Y	Arm 4 Right	19.00
3/1 (Eastbourne Road (south))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/2 (Eastbourne Road (south))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
3/3 (Eastbourne Road (south))	U	C	2	3	5.7	Geom	-	3.00	0.00	Y	Arm 5 Right	11.00
4/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base - AM'	08:00	09:00	01:00	
2: '2021 Base - PM'	17:00	18:00	01:00	
3: '2030 Without Development (MMF at 520 dwellings) - AM'	08:00	09:00	01:00	
4: '2030 Without Development (MMF at 520 dwellings) - PM'	17:00	18:00	01:00	
5: '2030 Without Development (MMF at 700 dwellings) - AM'	08:00	09:00	01:00	
6: '2030 Without Development (MMF at 700 dwellings) - PM'	17:00	18:00	01:00	
7: '2030 With Development (MMF at 520 dwellings) - AM'	08:00	09:00	01:00	
8: '2030 With Development (MMF at 520 dwellings) - PM'	17:00	18:00	01:00	
9: '2030 With Development (MMF at 700 dwellings) - AM'	08:00	09:00	01:00	
10: '2030 With Development (MMF at 700 dwellings) - PM'	17:00	18:00	01:00	

Scenario 1: '2021 Base - AM' (FG1: '2021 Base - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	114	1349	1463
	B	104	0	300	404
	C	898	43	0	941
	Tot.	1002	157	1649	2808

Traffic Lane Flows

Lane	Scenario 1: 2021 Base - AM
Junction: Eastbourne Road / Huggetts Lane	
1/1 (short)	731
1/2 (with short)	1463(In) 732(Out)
2/1 (short)	300
2/2 (with short)	404(In) 104(Out)
3/1	462
3/2 (with short)	479(In) 436(Out)
3/3 (short)	43
4/1	514
4/2	488
5/1	157
6/1	767
6/2	882

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Huggetts Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road (north))	3.10	0.00	Y	Arm 5 Left	17.50	15.6 %	1900	1900
				Arm 6 Ahead	Inf	84.4 %		
1/2 (Eastbourne Road (north))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
2/1 (Huggetts Lane)	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
2/2 (Huggetts Lane)	2.95	0.00	Y	Arm 4 Right	19.00	100.0 %	1770	1770
3/1 (Eastbourne Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Eastbourne Road (south))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/3 (Eastbourne Road (south))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 Base - PM' (FG2: '2021 Base - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	273	1238	1511
	B	65	0	174	239
	C	1188	98	0	1286
	Tot.	1253	371	1412	3036

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 Base - PM
Junction: Eastbourne Road / Huggetts Lane	
1/1 (short)	748
1/2 (with short)	1511(In) 763(Out)
2/1 (short)	174
2/2 (with short)	239(In) 65(Out)
3/1	609
3/2 (with short)	677(In) 579(Out)
3/3 (short)	98
4/1	641
4/2	612
5/1	371
6/1	562
6/2	850

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Huggetts Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road (north))	3.10	0.00	Y	Arm 5 Left	17.50	36.5 %	1867	1867
				Arm 6 Ahead	Inf	63.5 %		
1/2 (Eastbourne Road (north))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
2/1 (Huggetts Lane)	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
2/2 (Huggetts Lane)	2.95	0.00	Y	Arm 4 Right	19.00	100.0 %	1770	1770
3/1 (Eastbourne Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Eastbourne Road (south))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/3 (Eastbourne Road (south))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 Without Development (MMF at 520 dwellings) - AM' (FG3: '2030 Without Development (MMF at 520 dwellings) - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	168	1439	1607
	B	222	0	316	538
	C	1009	49	0	1058
	Tot.	1231	217	1755	3203

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2030 Without Development (MMF at 520 dwellings) - AM
Junction: Eastbourne Road / Huggetts Lane	
1/1 (short)	801
1/2 (with short)	1607(In) 806(Out)
2/1 (short)	316
2/2 (with short)	538(In) 222(Out)
3/1	519
3/2 (with short)	539(In) 490(Out)
3/3 (short)	49
4/1	630
4/2	601
5/1	217
6/1	791
6/2	964

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Huggetts Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road (north))	3.10	0.00	Y	Arm 5 Left	17.50	21.0 %	1891	1891
				Arm 6 Ahead	Inf	79.0 %		
1/2 (Eastbourne Road (north))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
2/1 (Huggetts Lane)	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
2/2 (Huggetts Lane)	2.95	0.00	Y	Arm 4 Right	19.00	100.0 %	1770	1770
3/1 (Eastbourne Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Eastbourne Road (south))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/3 (Eastbourne Road (south))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Without Development (MMF at 520 dwellings) - PM' (FG4: '2030 Without Development (MMF at 520 dwellings) - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	382	1335	1717
	B	121	0	181	302
	C	1269	114	0	1383
	Tot.	1390	496	1516	3402

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2030 Without Development (MMF at 520 dwellings) - PM
Junction: Eastbourne Road / Huggetts Lane	
1/1 (short)	853
1/2 (with short)	1717(In) 864(Out)
2/1 (short)	181
2/2 (with short)	302(In) 121(Out)
3/1	662
3/2 (with short)	721(In) 607(Out)
3/3 (short)	114
4/1	722
4/2	668
5/1	496
6/1	562
6/2	954

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Huggetts Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road (north))	3.10	0.00	Y	Arm 5 Left	17.50	44.8 %	1854	1854
				Arm 6 Ahead	Inf	55.2 %		
1/2 (Eastbourne Road (north))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
2/1 (Huggetts Lane)	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
2/2 (Huggetts Lane)	2.95	0.00	Y	Arm 4 Right	19.00	100.0 %	1770	1770
3/1 (Eastbourne Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Eastbourne Road (south))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/3 (Eastbourne Road (south))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2030 Without Development (MMF at 700 dwellings) - AM' (FG5: '2030 Without Development (MMF at 700 dwellings) - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	175	1465	1640
	B	225	0	316	541
	C	1019	49	0	1068
	Tot.	1244	224	1781	3249

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2030 Without Development (MMF at 700 dwellings) - AM
Junction: Eastbourne Road / Huggetts Lane	
1/1 (short)	817
1/2 (with short)	1640(In) 823(Out)
2/1 (short)	316
2/2 (with short)	541(In) 225(Out)
3/1	525
3/2 (with short)	543(In) 494(Out)
3/3 (short)	49
4/1	637
4/2	607
5/1	224
6/1	800
6/2	981

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Huggetts Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road (north))	3.10	0.00	Y	Arm 5 Left	17.50	21.4 %	1890	1890
				Arm 6 Ahead	Inf	78.6 %		
1/2 (Eastbourne Road (north))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
2/1 (Huggetts Lane)	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
2/2 (Huggetts Lane)	2.95	0.00	Y	Arm 4 Right	19.00	100.0 %	1770	1770
3/1 (Eastbourne Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Eastbourne Road (south))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/3 (Eastbourne Road (south))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 Without Development (MMF at 700 dwellings) - PM' (FG6: '2030 Without Development (MMF at 700 dwellings) - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	385	1346	1731
	B	128	0	181	309
	C	1295	114	0	1409
	Tot.	1423	499	1527	3449

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2030 Without Development (MMF at 700 dwellings) - PM
Junction: Eastbourne Road / Huggetts Lane	
1/1 (short)	861
1/2 (with short)	1731(In) 870(Out)
2/1 (short)	181
2/2 (with short)	309(In) 128(Out)
3/1	672
3/2 (with short)	737(In) 623(Out)
3/3 (short)	114
4/1	736
4/2	687
5/1	499
6/1	567
6/2	960

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Huggetts Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road (north))	3.10	0.00	Y	Arm 5 Left	17.50	44.7 %	1854	1854
				Arm 6 Ahead	Inf	55.3 %		
1/2 (Eastbourne Road (north))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
2/1 (Huggetts Lane)	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
2/2 (Huggetts Lane)	2.95	0.00	Y	Arm 4 Right	19.00	100.0 %	1770	1770
3/1 (Eastbourne Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Eastbourne Road (south))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/3 (Eastbourne Road (south))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2030 With Development (MMF at 520 dwellings) - AM' (FG7: '2030 With Development (MMF at 520 dwellings) - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	178	1474	1652
	B	232	0	316	548
	C	1042	49	0	1091
	Tot.	1274	227	1790	3291

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2030 With Development (MMF at 520 dwellings) - AM
Junction: Eastbourne Road / Huggetts Lane	
1/1 (short)	824
1/2 (with short)	1652(In) 828(Out)
2/1 (short)	316
2/2 (with short)	548(In) 232(Out)
3/1	535
3/2 (with short)	556(In) 507(Out)
3/3 (short)	49
4/1	651
4/2	623
5/1	227
6/1	804
6/2	986

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Huggetts Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road (north))	3.10	0.00	Y	Arm 5 Left	17.50	21.6 %	1890	1890
				Arm 6 Ahead	Inf	78.4 %		
1/2 (Eastbourne Road (north))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
2/1 (Huggetts Lane)	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
2/2 (Huggetts Lane)	2.95	0.00	Y	Arm 4 Right	19.00	100.0 %	1770	1770
3/1 (Eastbourne Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Eastbourne Road (south))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/3 (Eastbourne Road (south))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2030 With Development (MMF at 520 dwellings) - PM' (FG8: '2030 With Development (MMF at 520 dwellings) - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	391	1361	1752
	B	131	0	181	312
	C	1304	114	0	1418
	Tot.	1435	505	1542	3482

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2030 With Development (MMF at 520 dwellings) - PM
Junction: Eastbourne Road / Huggetts Lane	
1/1 (short)	874
1/2 (with short)	1752(In) 878(Out)
2/1 (short)	181
2/2 (with short)	312(In) 131(Out)
3/1	676
3/2 (with short)	742(In) 628(Out)
3/3 (short)	114
4/1	741
4/2	694
5/1	505
6/1	574
6/2	968

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Huggetts Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road (north))	3.10	0.00	Y	Arm 5 Left	17.50	44.7 %	1854	1854
				Arm 6 Ahead	Inf	55.3 %		
1/2 (Eastbourne Road (north))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
2/1 (Huggetts Lane)	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
2/2 (Huggetts Lane)	2.95	0.00	Y	Arm 4 Right	19.00	100.0 %	1770	1770
3/1 (Eastbourne Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Eastbourne Road (south))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/3 (Eastbourne Road (south))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2030 With Development (MMF at 700 dwellings) - AM' (FG9: '2030 With Development (MMF at 700 dwellings) - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	184	1500	1684
	B	234	0	316	550
	C	1052	49	0	1101
	Tot.	1286	233	1816	3335

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2030 With Development (MMF at 700 dwellings) - AM
Junction: Eastbourne Road / Huggetts Lane	
1/1 (short)	840
1/2 (with short)	1684(In) 844(Out)
2/1 (short)	316
2/2 (with short)	550(In) 234(Out)
3/1	541
3/2 (with short)	560(In) 511(Out)
3/3 (short)	49
4/1	658
4/2	628
5/1	233
6/1	814
6/2	1002

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Huggetts Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road (north))	3.10	0.00	Y	Arm 5 Left	17.50	21.9 %	1890	1890
				Arm 6 Ahead	Inf	78.1 %		
1/2 (Eastbourne Road (north))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
2/1 (Huggetts Lane)	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
2/2 (Huggetts Lane)	2.95	0.00	Y	Arm 4 Right	19.00	100.0 %	1770	1770
3/1 (Eastbourne Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Eastbourne Road (south))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/3 (Eastbourne Road (south))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2030 With Development (MMF at 700 dwellings) - PM' (FG10: '2030 With Development (MMF at 700 dwellings) - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	393	1373	1766
	B	137	0	181	318
	C	1330	114	0	1444
	Tot.	1467	507	1554	3528

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2030 With Development (MMF at 700 dwellings) - PM
Junction: Eastbourne Road / Huggetts Lane	
1/1 (short)	882
1/2 (with short)	1766(In) 884(Out)
2/1 (short)	181
2/2 (with short)	318(In) 137(Out)
3/1	687
3/2 (with short)	757(In) 643(Out)
3/3 (short)	114
4/1	755
4/2	712
5/1	507
6/1	580
6/2	974

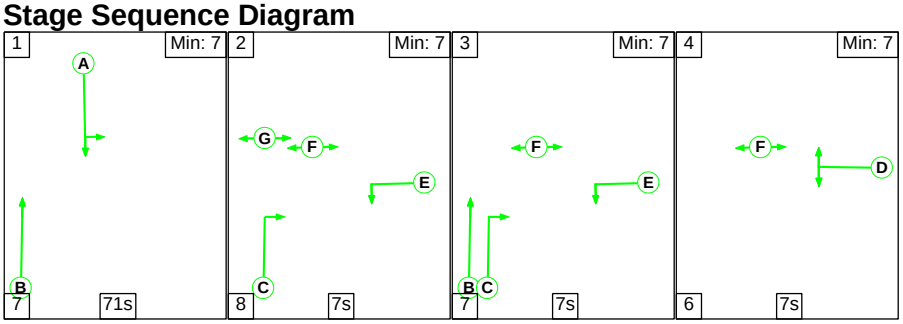
Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Huggetts Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road (north))	3.10	0.00	Y	Arm 5 Left	17.50	44.6 %	1854	1854
				Arm 6 Ahead	Inf	55.4 %		
1/2 (Eastbourne Road (north))	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
2/1 (Huggetts Lane)	3.00	0.00	Y	Arm 6 Left	15.00	100.0 %	1741	1741
2/2 (Huggetts Lane)	2.95	0.00	Y	Arm 4 Right	19.00	100.0 %	1770	1770
3/1 (Eastbourne Road (south))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Eastbourne Road (south))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/3 (Eastbourne Road (south))	3.00	0.00	Y	Arm 5 Right	11.00	100.0 %	1685	1685
4/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2021 Base - AM' (FG1: '2021 Base - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

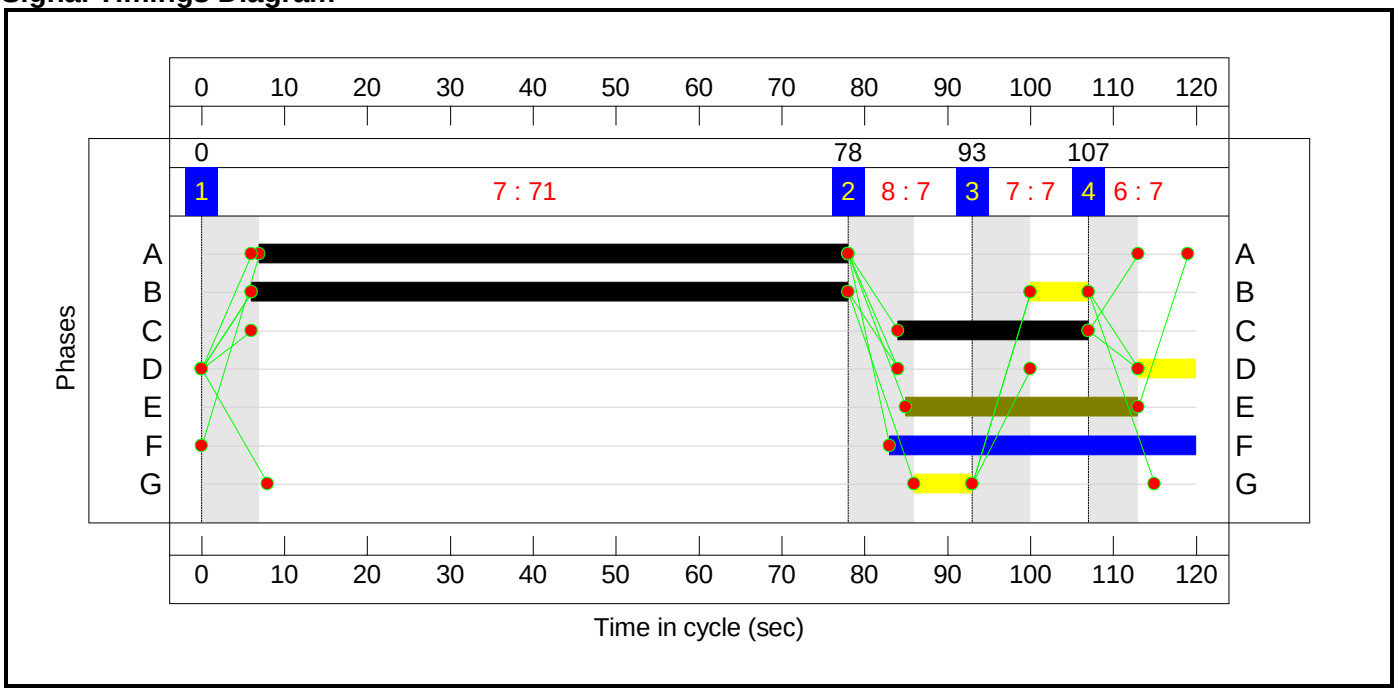


Stage Timings

Stage	1	2	3	4
Duration	71	7	7	7
Change Point	0	78	93	107

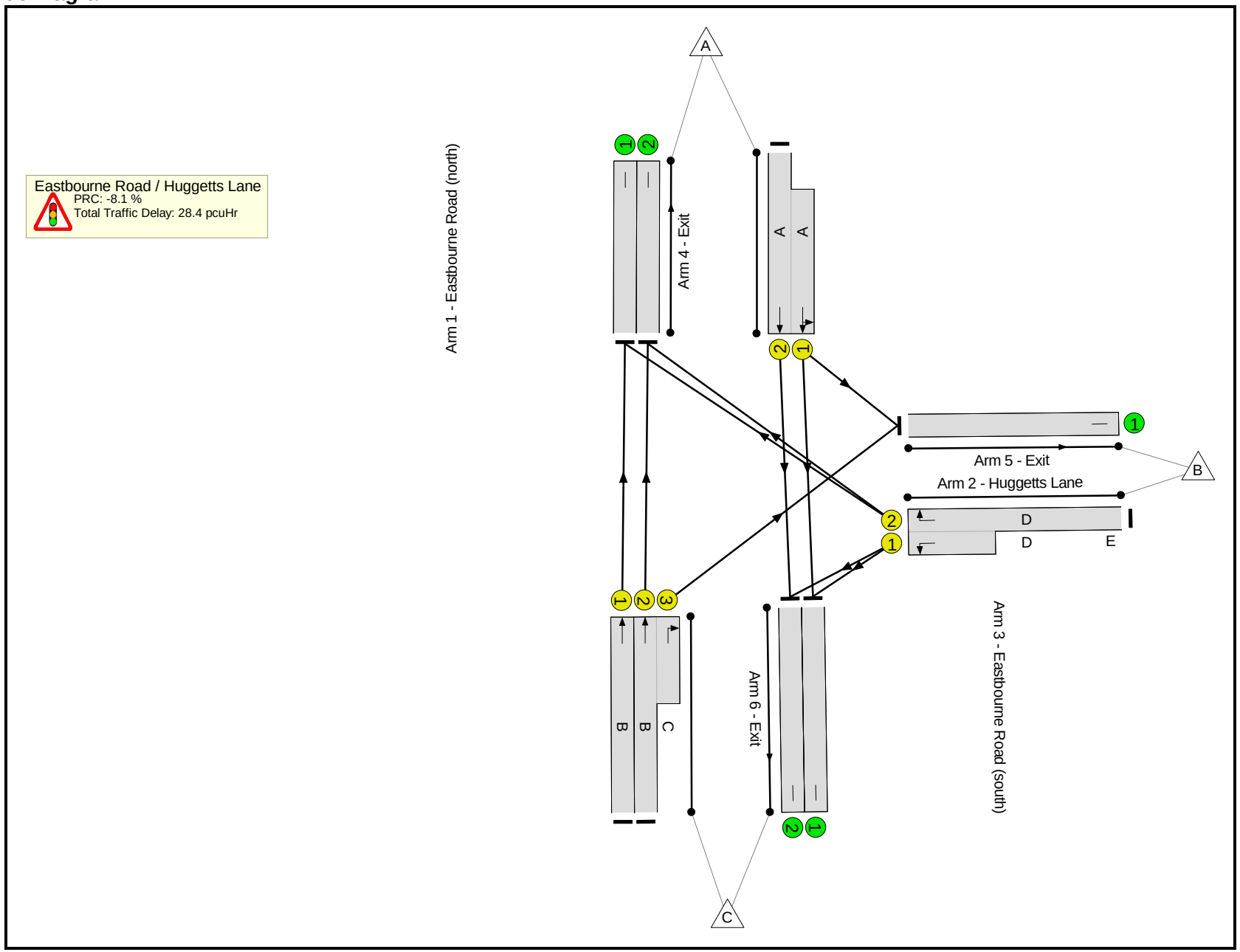
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.3%**
Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.3%**
1/2+1/1	Eastbourne Road (north) Left Ahead	U	N/A	N/A	A		1	71	-	1463	1905:1900	752+751	97.3 : 97.3%
2/2+2/1	Huggetts Lane Right Left	U	N/A	N/A	D	E	1	7:35	28	404	1770:1741	118+340	88.1 : 88.1%
3/1	Eastbourne Road (south) Ahead	U	N/A	N/A	B		2	79	-	462	1965	1326	34.8%
3/2+3/3	Eastbourne Road (south) Ahead Right	U	N/A	N/A	B C		2:1	79:23	-	479	1915:1685	1207+119	36.1 : 36.1%
4/1	Exit	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
4/2	Exit	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
6/2	Exit	U	N/A	N/A	-		-	-	-	882	Inf	Inf	0.0%

Full Input Data And Results

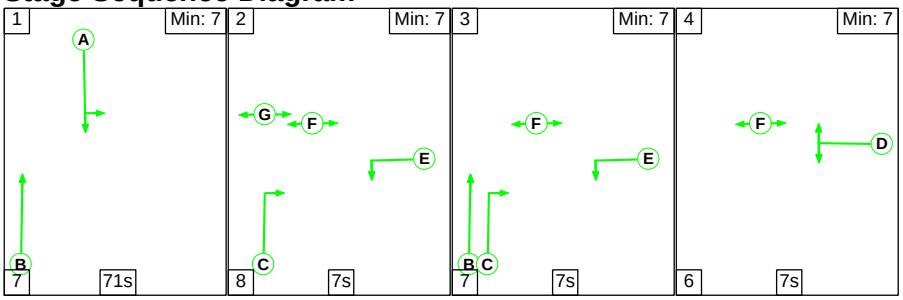
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**13.0**	**15.3**	**0.0**	**28.4**	**-**	**-**	**-**	**-**
Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**13.0**	**15.3**	**0.0**	**28.4**	**-**	**-**	**-**	**-**
1/2+1/1	1463	1463	-	-	-	6.9	11.5	-	18.4	45.3	32.3	11.5	43.8
2/2+2/1	404	404	-	-	-	4.6	3.3	-	7.9	70.2	9.5	3.3	12.8
3/1	462	462	-	-	-	0.5	0.3	-	0.8	6.3	3.5	0.3	3.7
3/2+3/3	479	479	-	-	-	1.0	0.3	-	1.3	9.4	3.3	0.3	3.6
4/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -8.1 Total Delay for Signalled Lanes (pcuHr): 28.35 Cycle Time (s): 120
PRC Over All Lanes (%): -8.1 Total Delay Over All Lanes(pcuHr): 28.35

Full Input Data And Results

Scenario 2: '2021 Base - PM' (FG2: '2021 Base - PM', Plan 1: 'Network Control Plan 1')

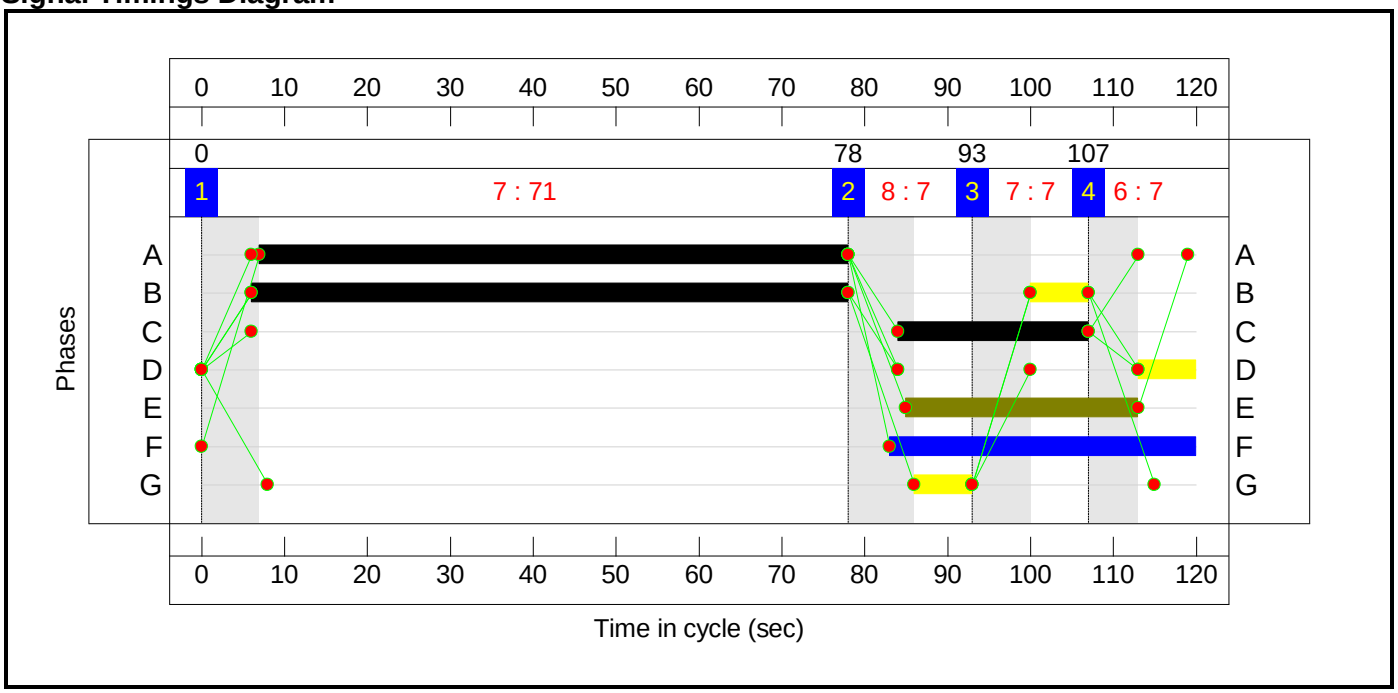
Stage Sequence Diagram



Stage Timings

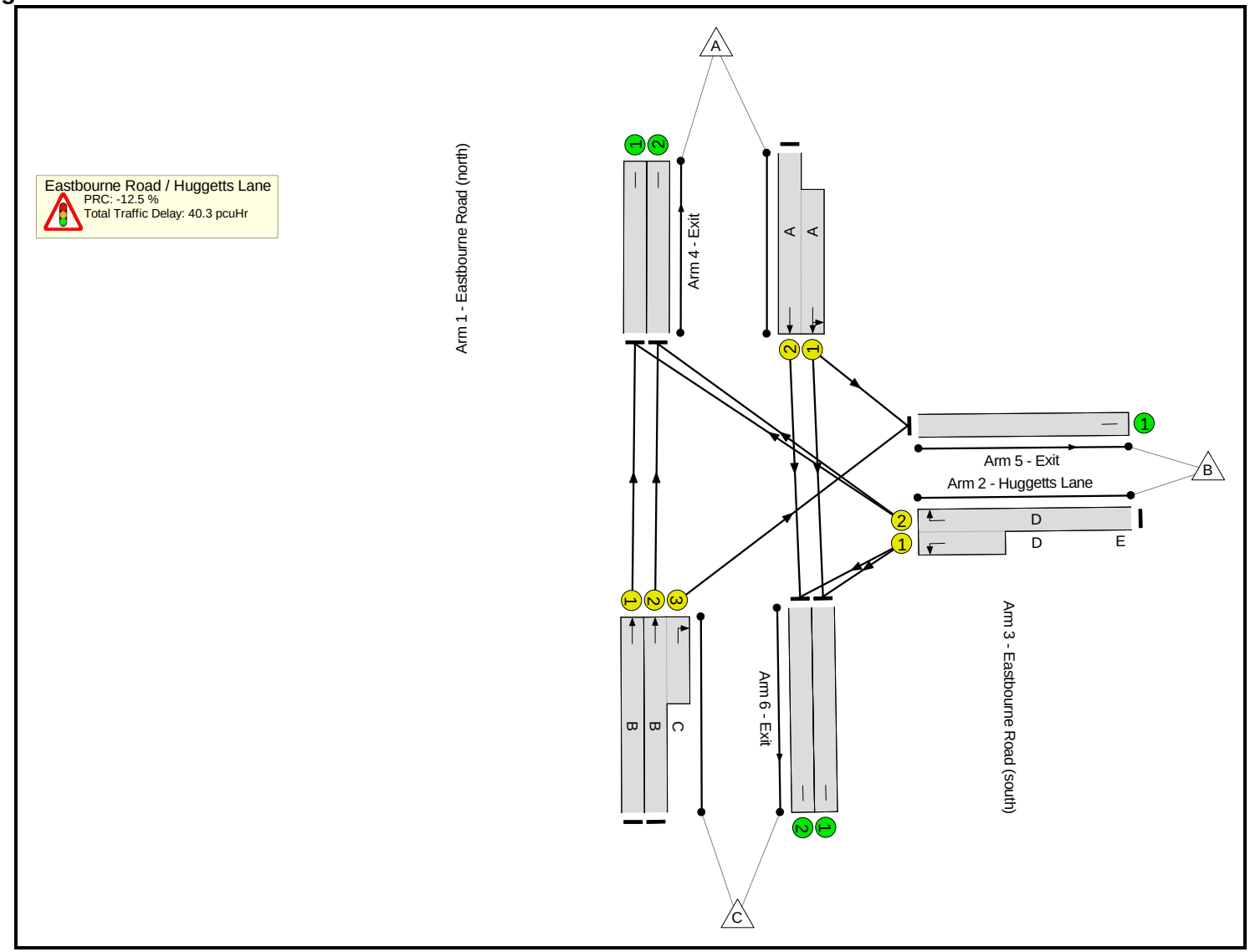
Stage	1	2	3	4
Duration	71	7	7	7
Change Point	0	78	93	107

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**
Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**
1/2+1/1	Eastbourne Road (north) Left Ahead	U	N/A	N/A	A		1	71	-	1511	1905:1867	753+739	101.3 : 101.3%
2/2+2/1	Huggetts Lane Right Left	U	N/A	N/A	D	E	1	7:35	28	239	1770:1741	118+316	55.1 : 55.1%
3/1	Eastbourne Road (south) Ahead	U	N/A	N/A	B		2	79	-	609	1965	1326	45.9%
3/2+3/3	Eastbourne Road (south) Ahead Right	U	N/A	N/A	B C		2:1	79:23	-	677	1915:1685	1144+194	50.6 : 50.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
4/2	Exit	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/2	Exit	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%

Full Input Data And Results

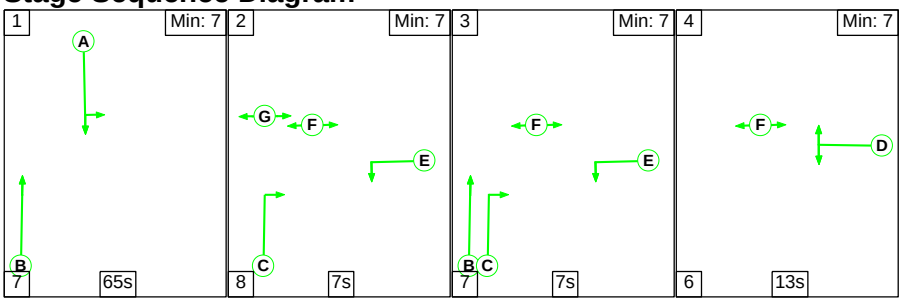
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**14.0**	**26.3**	**0.0**	**40.3**	**-**	**-**	**-**	**-**
Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**14.0**	**26.3**	**0.0**	**40.3**	**-**	**-**	**-**	**-**
1/2+1/1	1511	1492	-	-	-	8.6	24.8	-	33.4	79.6	43.6	24.8	68.4
2/2+2/1	239	239	-	-	-	2.6	0.6	-	3.2	47.7	4.5	0.6	5.1
3/1	609	609	-	-	-	0.9	0.4	-	1.3	7.8	5.1	0.4	5.5
3/2+3/3	677	677	-	-	-	1.9	0.5	-	2.4	13.0	4.7	0.5	5.2
4/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -12.5 Total Delay for Signalled Lanes (pcuHr): 40.34 Cycle Time (s): 120
PRC Over All Lanes (%): -12.5 Total Delay Over All Lanes(pcuHr): 40.34

Full Input Data And Results

Scenario 3: '2030 Without Development (MMF at 520 dwellings) - AM' (FG3: '2030 Without Development (MMF at 520 dwellings) - AM', Plan 1: 'Network Control Plan 1')

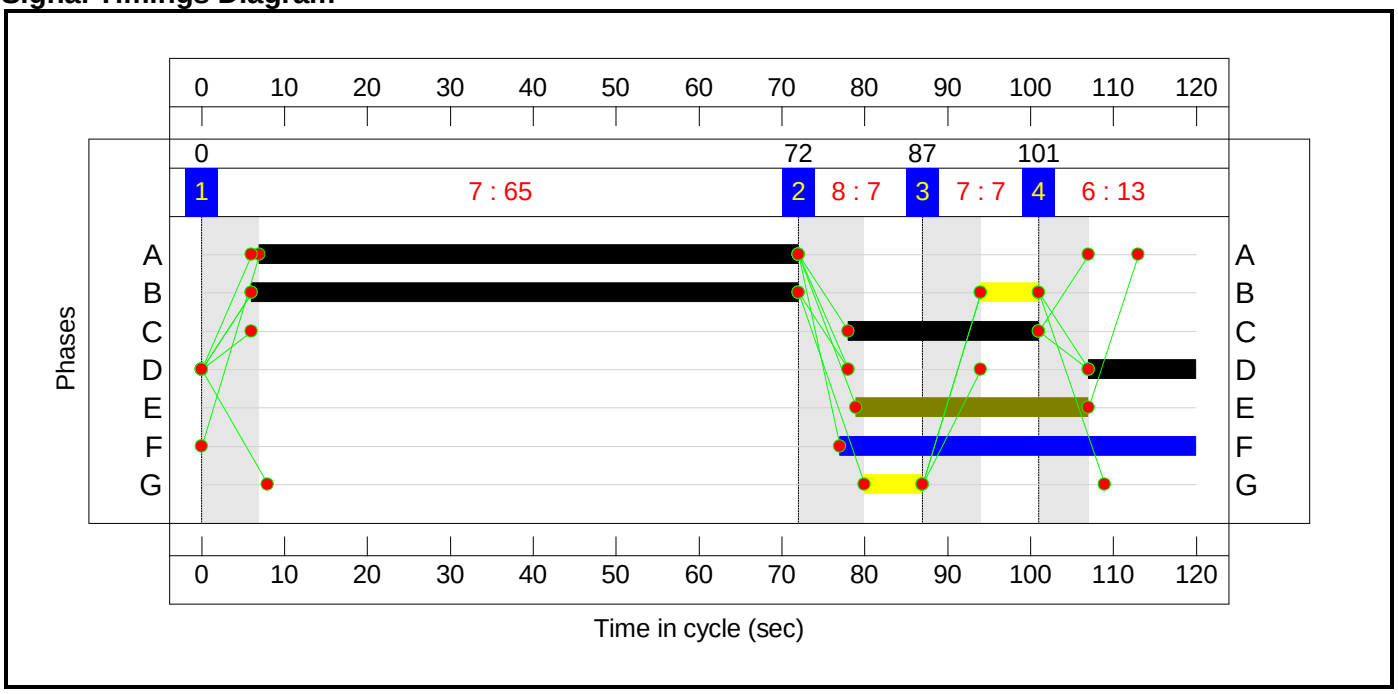
Stage Sequence Diagram



Stage Timings

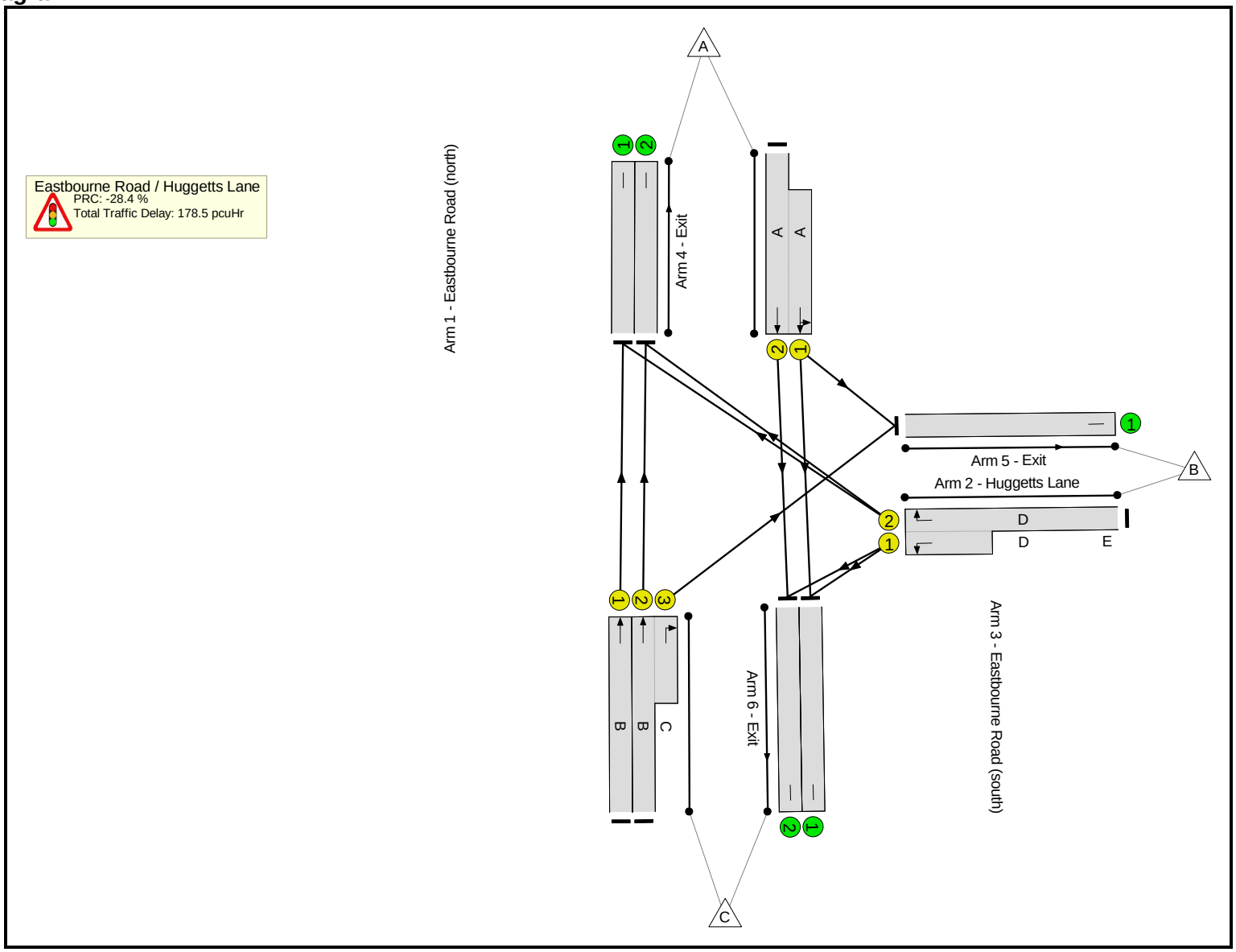
Stage	1	2	3	4
Duration	65	7	7	13
Change Point	0	72	87	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.5%**
Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.5%**
1/2+1/1	Eastbourne Road (north) Left Ahead	U	N/A	N/A	A		1	65	-	1607	1905:1891	705+701	114.3 : 114.3%
2/2+2/1	Huggetts Lane Right Left	U	N/A	N/A	D	E	1	13:41	28	538	1770:1741	192+274	115.5 : 115.5%
3/1	Eastbourne Road (south) Ahead	U	N/A	N/A	B		2	73	-	519	1965	1228	42.3%
3/2+3/3	Eastbourne Road (south) Ahead Right	U	N/A	N/A	B C		2:1	73:23	-	539	1915:1685	1120+112	43.7 : 43.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
4/2	Exit	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%
6/2	Exit	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%

Full Input Data And Results

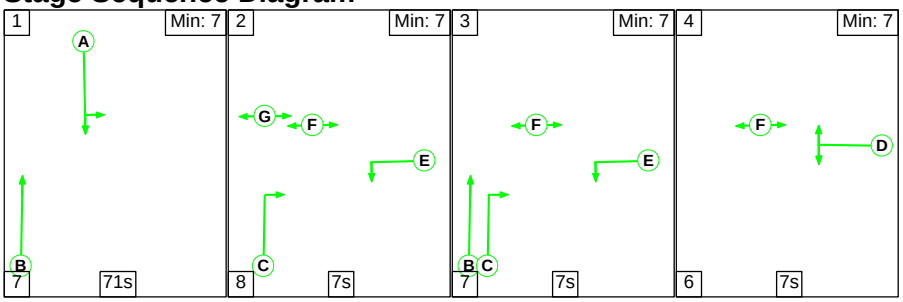
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**33.9**	**144.7**	**0.0**	**178.5**	**-**	**-**	**-**	**-**
Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**33.9**	**144.7**	**0.0**	**178.5**	**-**	**-**	**-**	**-**
1/2+1/1	1607	1406	-	-	-	21.0	104.4	-	125.3	280.7	53.0	104.4	157.4
2/2+2/1	538	466	-	-	-	10.8	39.5	-	50.3	336.7	18.0	39.5	57.6
3/1	519	519	-	-	-	0.8	0.4	-	1.2	8.3	4.6	0.4	5.0
3/2+3/3	539	539	-	-	-	1.3	0.4	-	1.7	11.4	4.4	0.4	4.7
4/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -28.4 Total Delay for Signalled Lanes (pcuHr): 178.53 Cycle Time (s): 120
PRC Over All Lanes (%): -28.4 Total Delay Over All Lanes(pcuHr): 178.53

Full Input Data And Results

Scenario 4: '2030 Without Development (MMF at 520 dwellings) - PM' (FG4: '2030 Without Development (MMF at 520 dwellings) - PM', Plan 1: 'Network Control Plan 1')

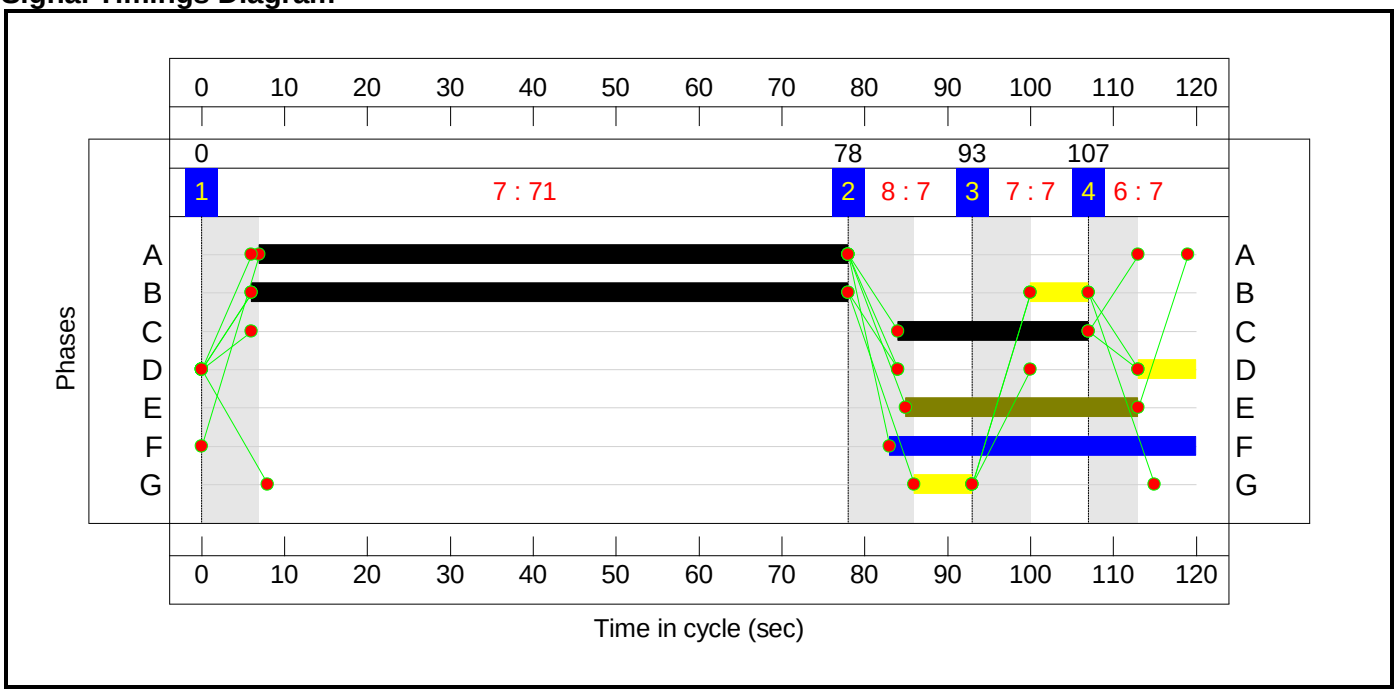
Stage Sequence Diagram



Stage Timings

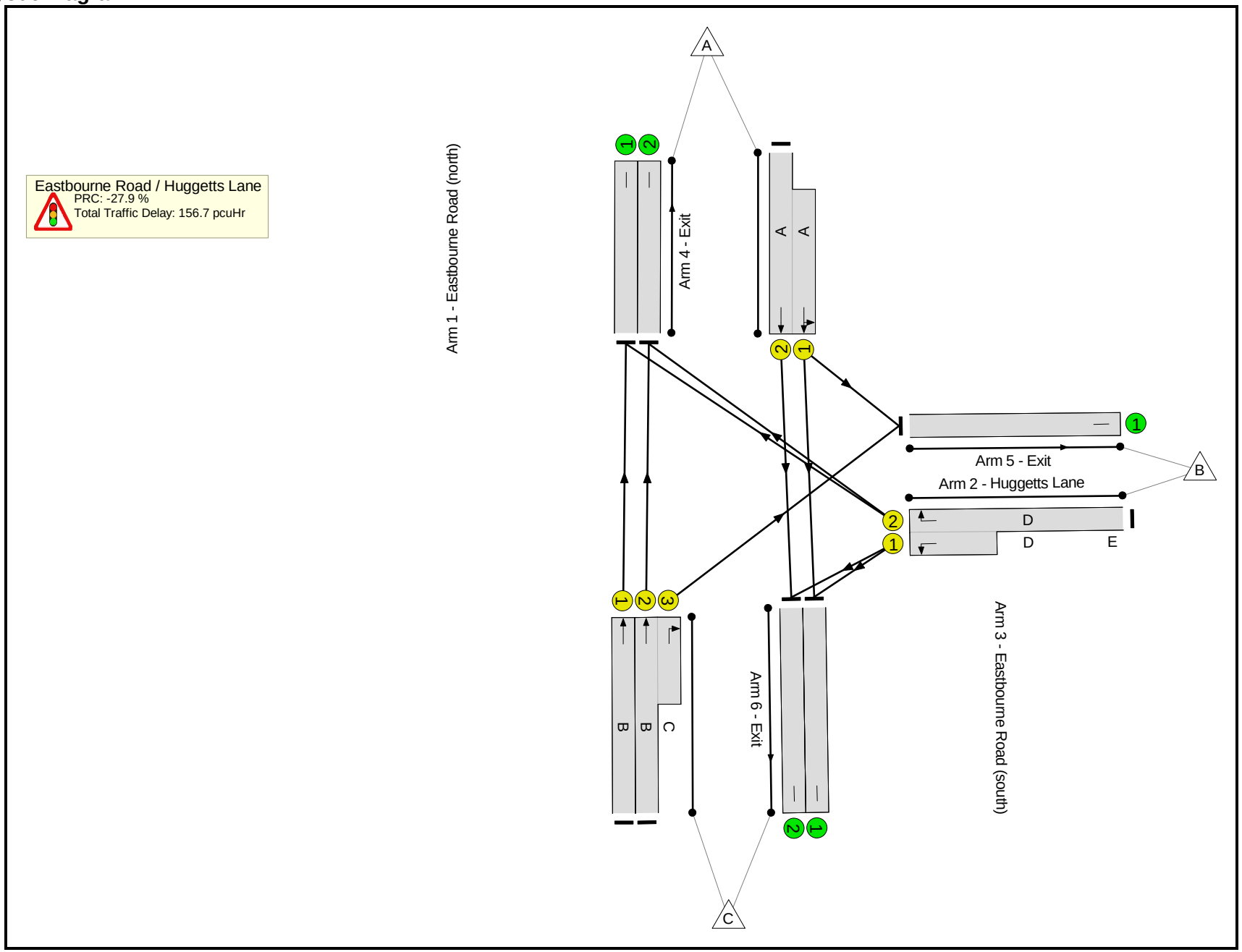
Stage	1	2	3	4
Duration	71	7	7	7
Change Point	0	78	93	107

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.1%**
Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.1%**
1/2+1/1	Eastbourne Road (north) Left Ahead	U	N/A	N/A	A		1	71	-	1717	1905:1854	750+741	115.1 : 115.1%
2/2+2/1	Huggetts Lane Right Left	U	N/A	N/A	D	E	1	7:35	28	302	1770:1741	118+177	102.5 : 102.5%
3/1	Eastbourne Road (south) Ahead	U	N/A	N/A	B		2	79	-	662	1965	1326	49.9%
3/2+3/3	Eastbourne Road (south) Ahead Right	U	N/A	N/A	B C		2:1	79:23	-	721	1915:1685	1078+202	56.3 : 56.3%
4/1	Exit	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
4/2	Exit	U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/2	Exit	U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%

Full Input Data And Results

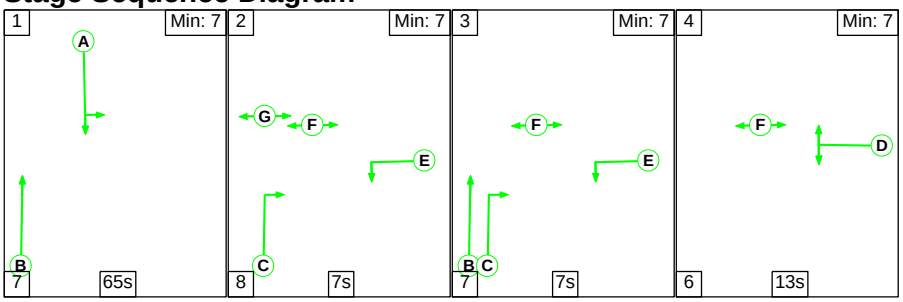
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**28.2**	**128.4**	**0.0**	**156.7**	**-**	**-**	**-**	**-**
Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**28.2**	**128.4**	**0.0**	**156.7**	**-**	**-**	**-**	**-**
1/2+1/1	1717	1491	-	-	-	21.2	116.5	-	137.8	288.8	57.9	116.5	174.4
2/2+2/1	302	299	-	-	-	3.7	10.8	-	14.4	172.0	4.7	10.8	15.4
3/1	662	662	-	-	-	1.1	0.5	-	1.6	8.7	6.3	0.5	6.8
3/2+3/3	721	721	-	-	-	2.2	0.6	-	2.9	14.3	5.4	0.6	6.0
4/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -27.9 Total Delay for Signalled Lanes (pcuHr): 156.65 Cycle Time (s): 120
PRC Over All Lanes (%): -27.9 Total Delay Over All Lanes(pcuHr): 156.65

Full Input Data And Results

Scenario 5: '2030 Without Development (MMF at 700 dwellings) - AM' (FG5: '2030 Without Development (MMF at 700 dwellings) - AM', Plan 1: 'Network Control Plan 1')

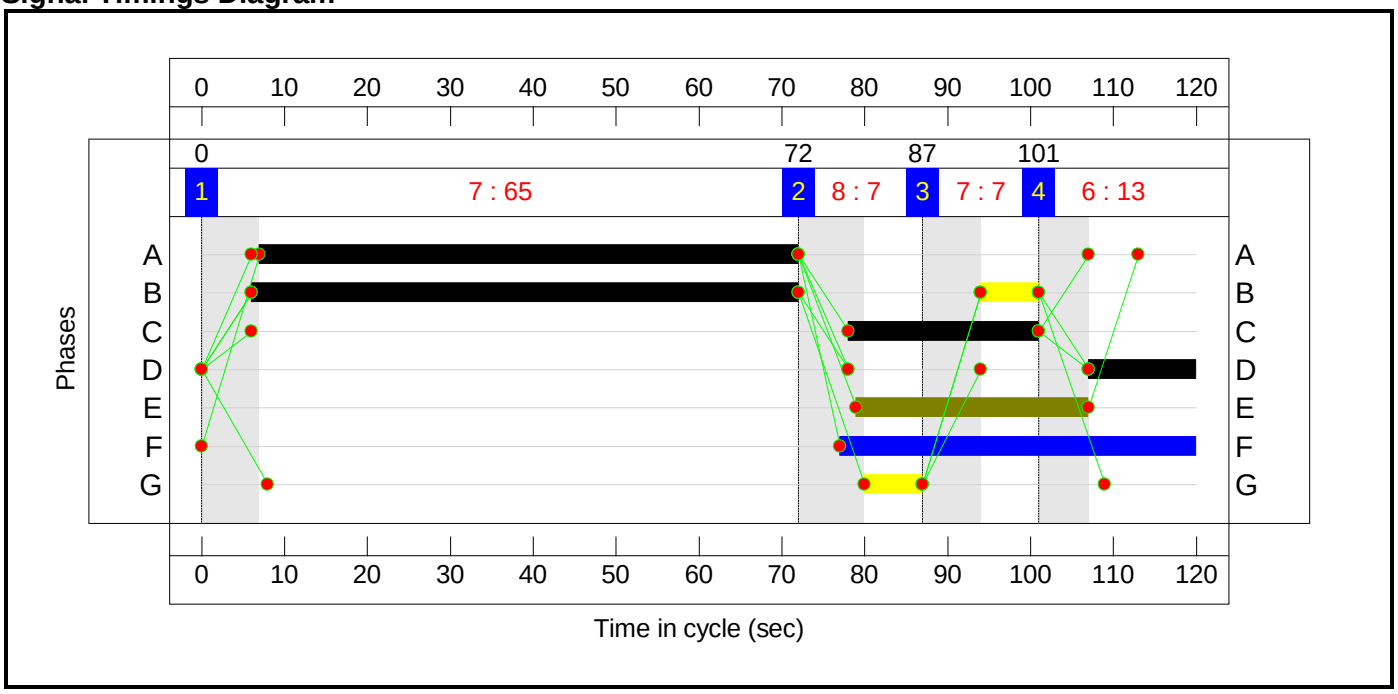
Stage Sequence Diagram



Stage Timings

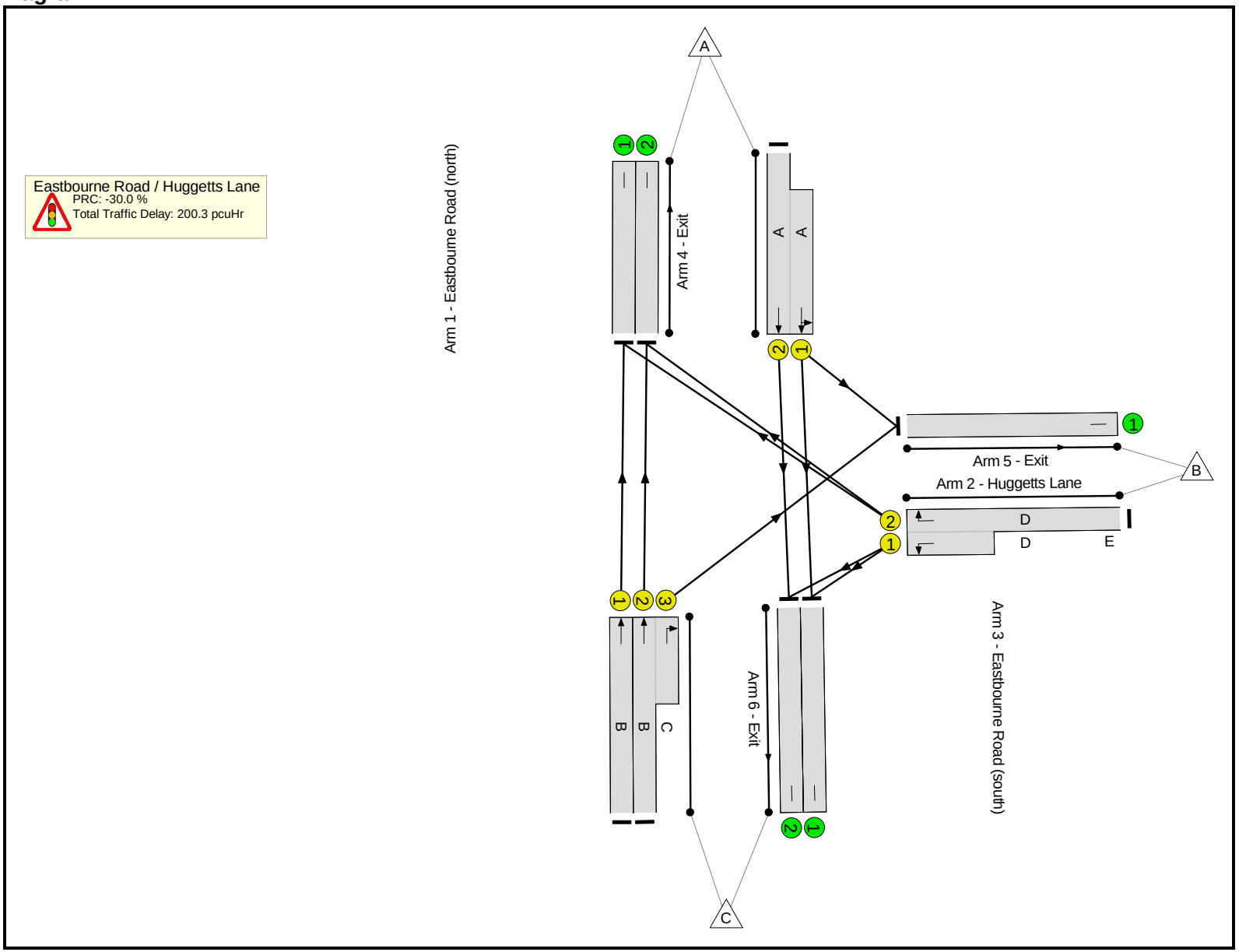
Stage	1	2	3	4
Duration	65	7	7	13
Change Point	0	72	87	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**117.0%**
Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**117.0%**
1/2+1/1	Eastbourne Road (north) Left Ahead	U	N/A	N/A	A		1	65	-	1640	1905:1890	705+700	116.7 : 116.7%
2/2+2/1	Huggetts Lane Right Left	U	N/A	N/A	D	E	1	13:41	28	541	1770:1741	192+270	117.0 : 117.0%
3/1	Eastbourne Road (south) Ahead	U	N/A	N/A	B		2	73	-	525	1965	1228	42.7%
3/2+3/3	Eastbourne Road (south) Ahead Right	U	N/A	N/A	B C		2:1	73:23	-	543	1915:1685	1121+111	44.1 : 44.1%
4/1	Exit	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
4/2	Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
6/2	Exit	U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%

Full Input Data And Results

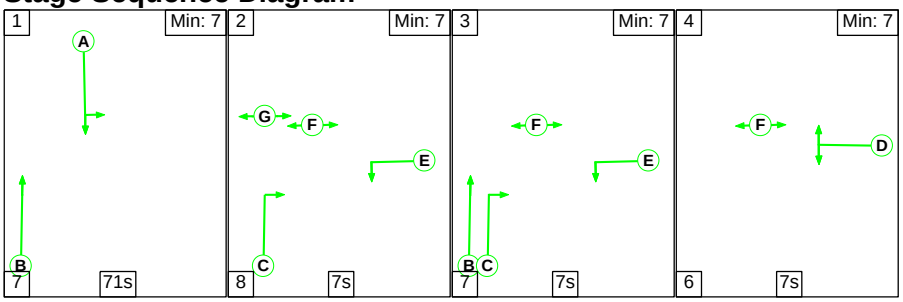
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**36.5**	**163.9**	**0.0**	**200.3**	**-**	**-**	**-**	**-**
Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**36.5**	**163.9**	**0.0**	**200.3**	**-**	**-**	**-**	**-**
1/2+1/1	1640	1406	-	-	-	23.1	120.6	-	143.7	315.4	55.3	120.6	175.9
2/2+2/1	541	462	-	-	-	11.3	42.5	-	53.7	357.5	18.5	42.5	60.9
3/1	525	525	-	-	-	0.8	0.4	-	1.2	8.3	4.7	0.4	5.0
3/2+3/3	543	543	-	-	-	1.3	0.4	-	1.7	11.4	4.4	0.4	4.8
4/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -30.0 Total Delay for Signalled Lanes (pcuHr): 200.34 Cycle Time (s): 120
PRC Over All Lanes (%): -30.0 Total Delay Over All Lanes(pcuHr): 200.34

Full Input Data And Results

Scenario 6: '2030 Without Development (MMF at 700 dwellings) - PM' (FG6: '2030 Without Development (MMF at 700 dwellings) - PM', Plan 1: 'Network Control Plan 1')

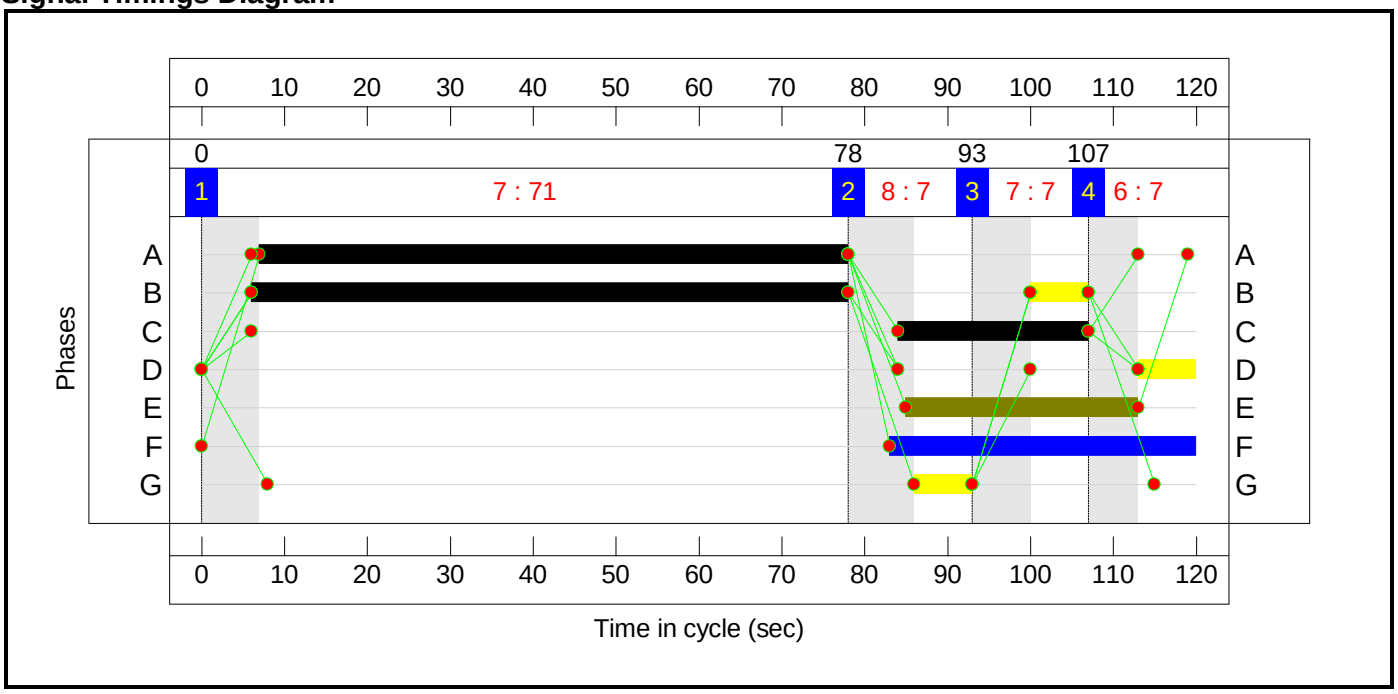
Stage Sequence Diagram



Stage Timings

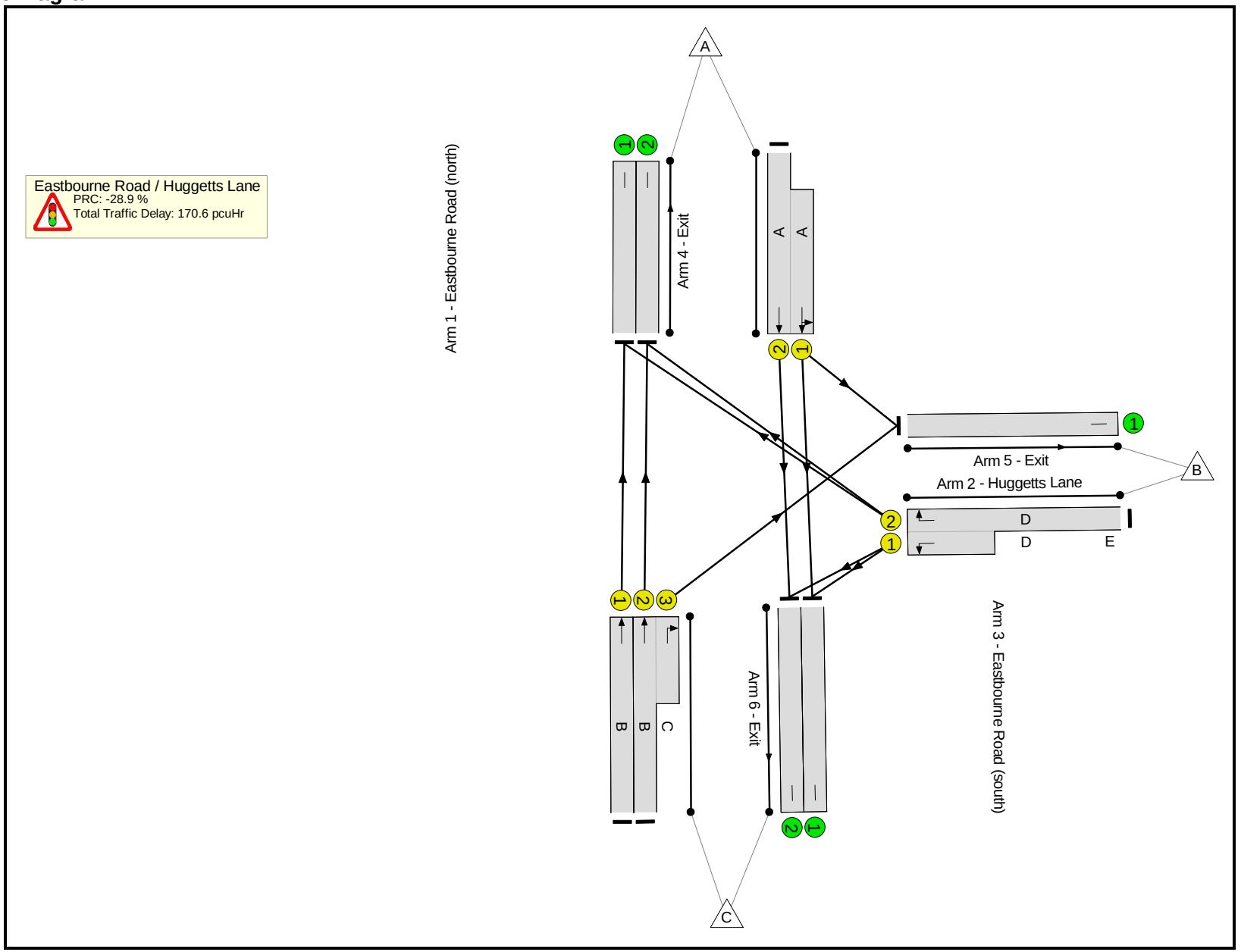
Stage	1	2	3	4
Duration	71	7	7	7
Change Point	0	78	93	107

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.0%**
Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.0%**
1/2+1/1	Eastbourne Road (north) Left Ahead	U	N/A	N/A	A		1	71	-	1731	1905:1854	750+742	116.0 : 116.0%
2/2+2/1	Huggetts Lane Right Left	U	N/A	N/A	D	E	1	7:35	28	309	1770:1741	118+167	108.5 : 108.5%
3/1	Eastbourne Road (south) Ahead	U	N/A	N/A	B		2	79	-	672	1965	1326	50.7%
3/2+3/3	Eastbourne Road (south) Ahead Right	U	N/A	N/A	B C		2:1	79:23	-	737	1915:1685	1102+202	56.5 : 56.5%
4/1	Exit	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
4/2	Exit	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
6/2	Exit	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%

Full Input Data And Results

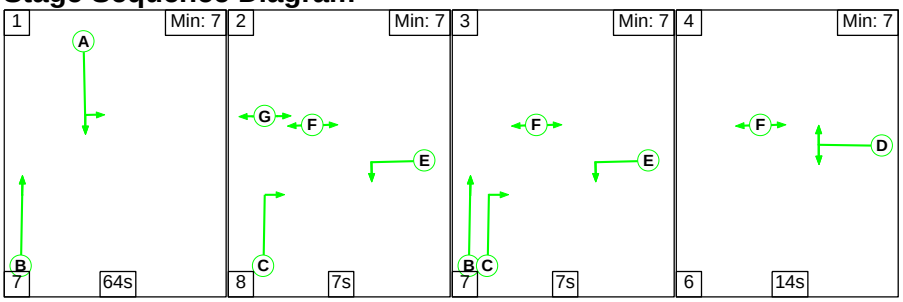
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**29.7**	**140.9**	**0.0**	**170.6**	**-**	**-**	**-**	**-**
Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**29.7**	**140.9**	**0.0**	**170.6**	**-**	**-**	**-**	**-**
1/2+1/1	1731	1492	-	-	-	22.0	123.0	-	145.1	301.7	58.8	123.0	181.8
2/2+2/1	309	299	-	-	-	4.2	16.7	-	20.9	243.9	4.8	16.7	21.5
3/1	672	672	-	-	-	1.1	0.5	-	1.7	8.9	6.6	0.5	7.2
3/2+3/3	737	737	-	-	-	2.3	0.6	-	2.9	14.4	5.6	0.6	6.3
4/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -28.9 Total Delay for Signalled Lanes (pcuHr): 170.59 Cycle Time (s): 120
PRC Over All Lanes (%): -28.9 Total Delay Over All Lanes(pcuHr): 170.59

Full Input Data And Results

Scenario 7: '2030 With Development (MMF at 520 dwellings) - AM' (FG7: '2030 With Development (MMF at 520 dwellings) - AM', Plan 1: 'Network Control Plan 1')

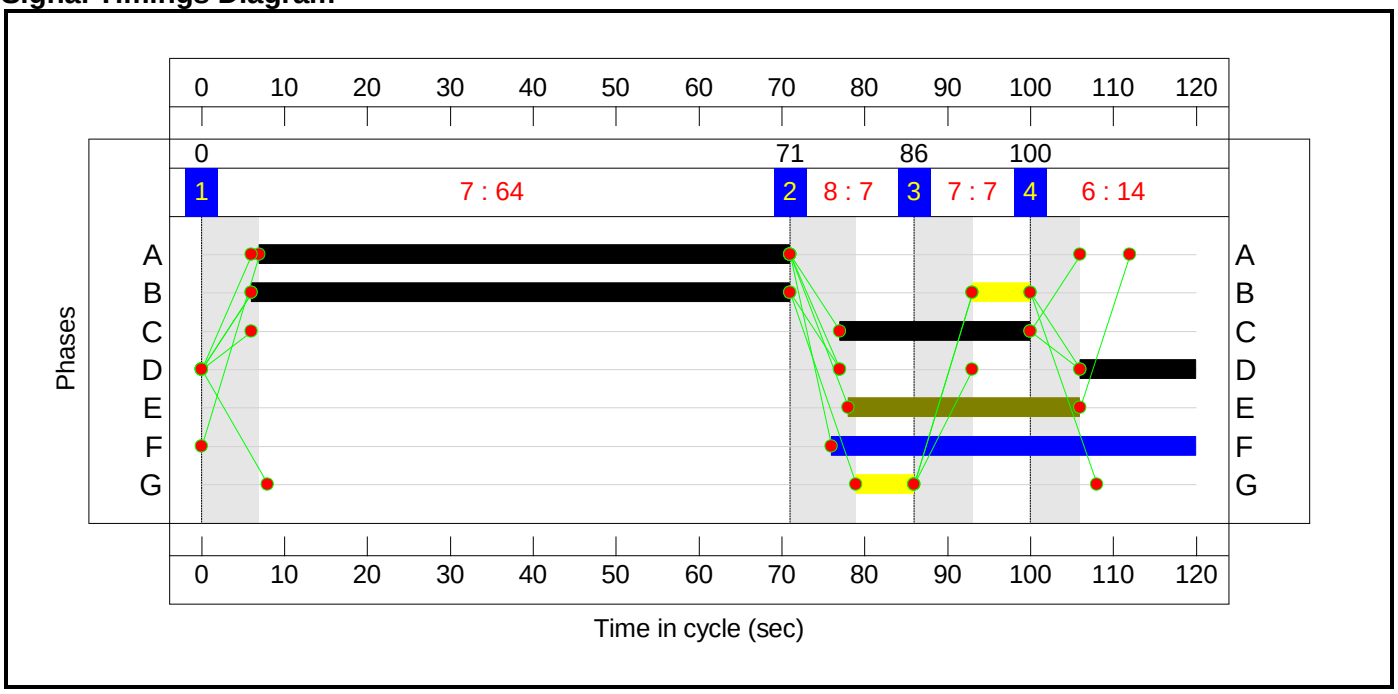
Stage Sequence Diagram



Stage Timings

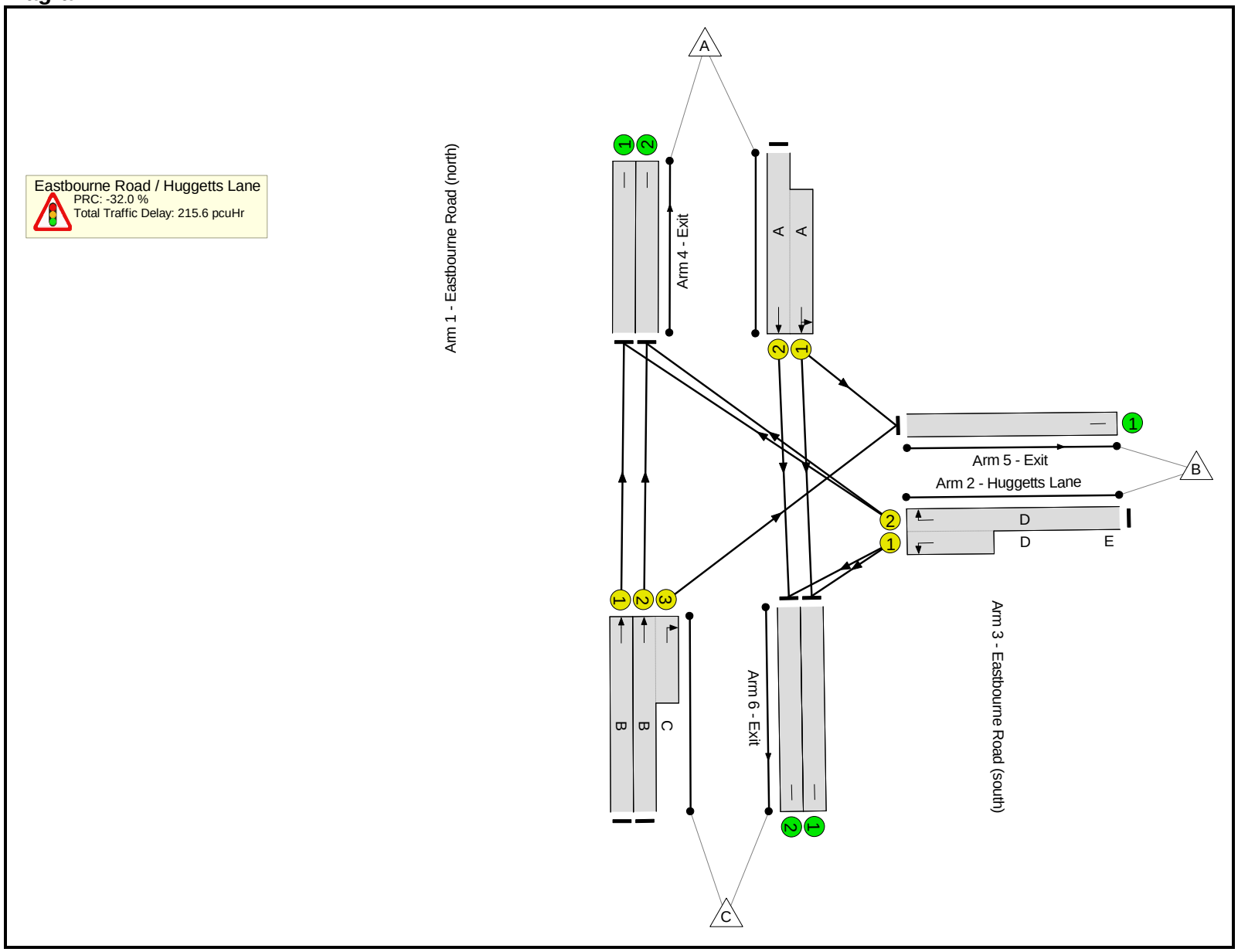
Stage	1	2	3	4
Duration	64	7	7	14
Change Point	0	71	86	100

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.8%**
Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.8%**
1/2+1/1	Eastbourne Road (north) Left Ahead	U	N/A	N/A	A		1	64	-	1652	1905:1890	697+693	118.8 : 118.8%
2/2+2/1	Huggetts Lane Right Left	U	N/A	N/A	D	E	1	14:42	28	548	1770:1741	199+271	116.7 : 116.7%
3/1	Eastbourne Road (south) Ahead	U	N/A	N/A	B		2	72	-	535	1965	1212	44.2%
3/2+3/3	Eastbourne Road (south) Ahead Right	U	N/A	N/A	B C		2:1	72:23	-	556	1915:1685	1109+107	45.7 : 45.7%
4/1	Exit	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
4/2	Exit	U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
6/2	Exit	U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%

Full Input Data And Results

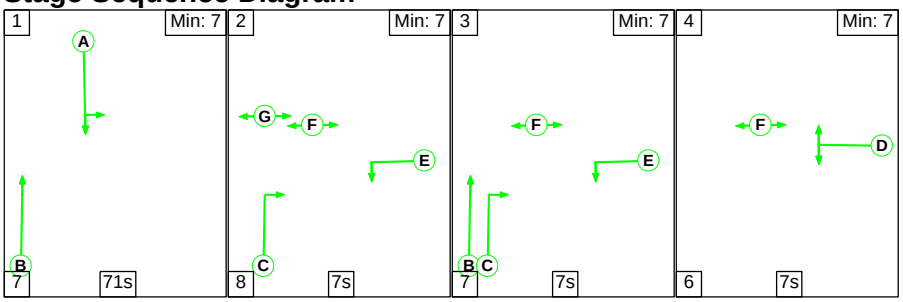
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**38.5**	**177.1**	**0.0**	**215.6**	**-**	**-**	**-**	**-**
Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**38.5**	**177.1**	**0.0**	**215.6**	**-**	**-**	**-**	**-**
1/2+1/1	1652	1390	-	-	-	25.0	133.9	-	158.9	346.3	56.6	133.9	190.6
2/2+2/1	548	470	-	-	-	11.3	42.4	-	53.6	352.3	18.5	42.4	60.9
3/1	535	535	-	-	-	0.9	0.4	-	1.3	8.8	5.1	0.4	5.4
3/2+3/3	556	556	-	-	-	1.4	0.4	-	1.8	11.7	4.8	0.4	5.2
4/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -32.0 Total Delay for Signalled Lanes (pcuHr): 215.64 Cycle Time (s): 120
PRC Over All Lanes (%): -32.0 Total Delay Over All Lanes(pcuHr): 215.64

Full Input Data And Results

Scenario 8: '2030 With Development (MMF at 520 dwellings) - PM' (FG8: '2030 With Development (MMF at 520 dwellings) - PM', Plan 1: 'Network Control Plan 1')

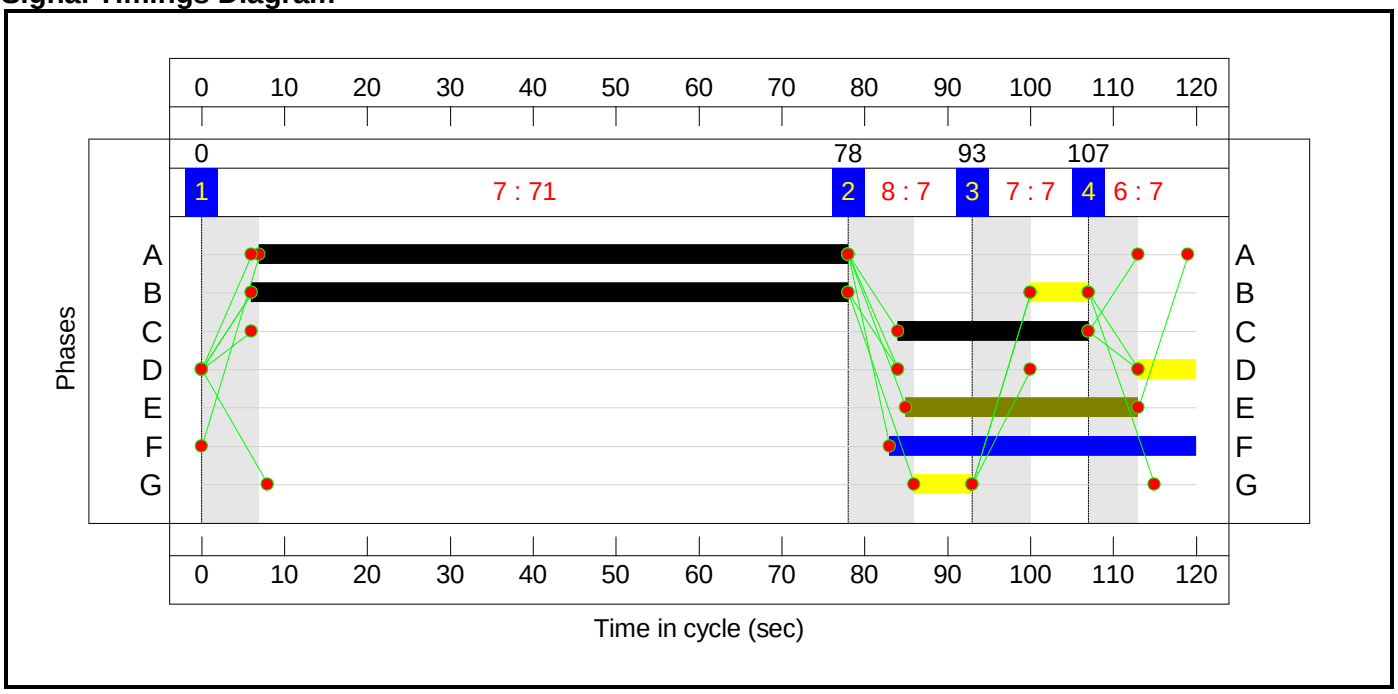
Stage Sequence Diagram



Stage Timings

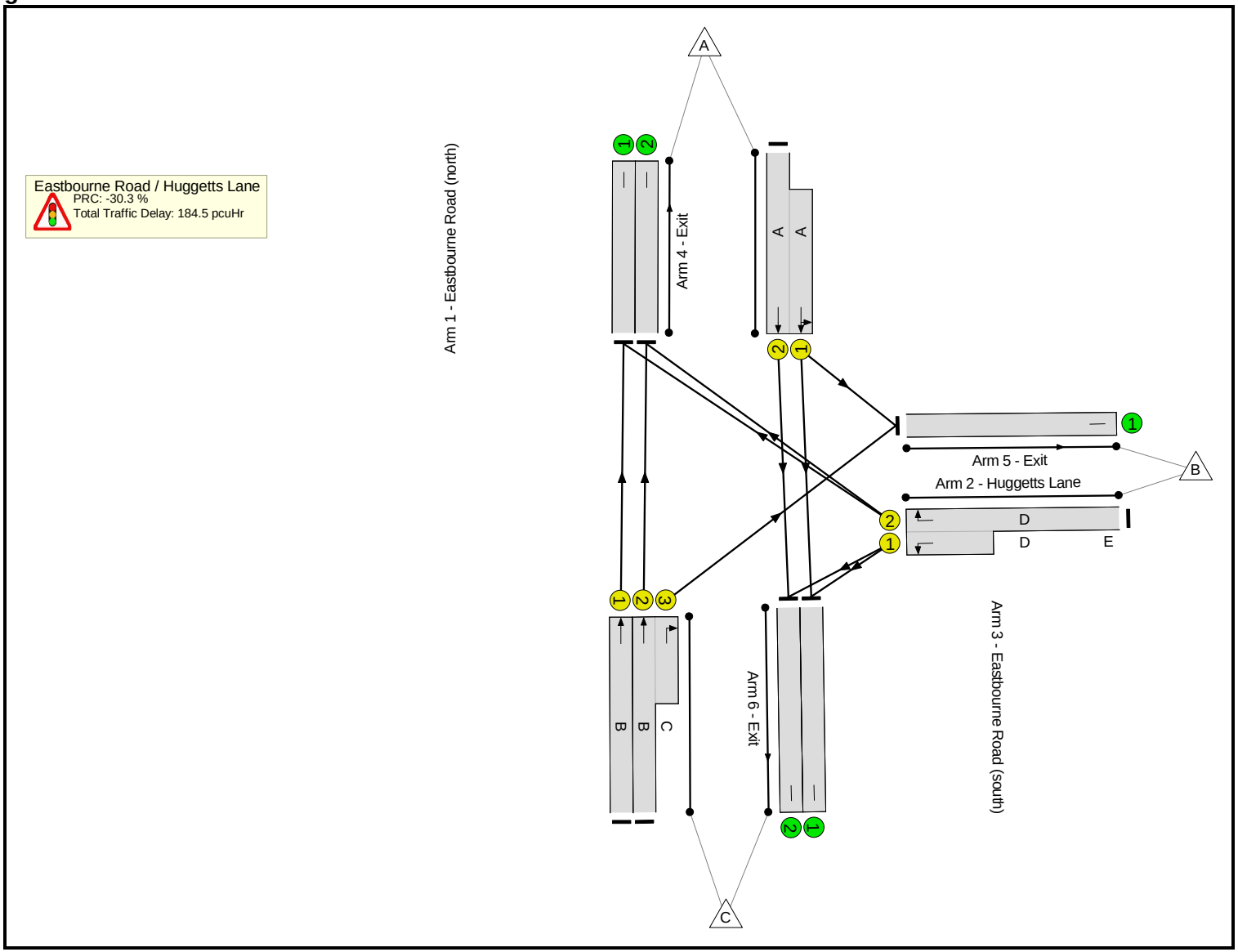
Stage	1	2	3	4
Duration	71	7	7	7
Change Point	0	78	93	107

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**117.3%**
Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**117.3%**
1/2+1/1	Eastbourne Road (north) Left Ahead	U	N/A	N/A	A		1	71	-	1752	1905:1854	748+745	117.3 : 117.3%
2/2+2/1	Huggetts Lane Right Left	U	N/A	N/A	D	E	1	7:35	28	312	1770:1741	118+163	111.0 : 111.0%
3/1	Eastbourne Road (south) Ahead	U	N/A	N/A	B		2	79	-	676	1965	1326	51.0%
3/2+3/3	Eastbourne Road (south) Ahead Right	U	N/A	N/A	B C		2:1	79:23	-	742	1915:1685	1110+201	56.6 : 56.6%
4/1	Exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
4/2	Exit	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/2	Exit	U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%

Full Input Data And Results

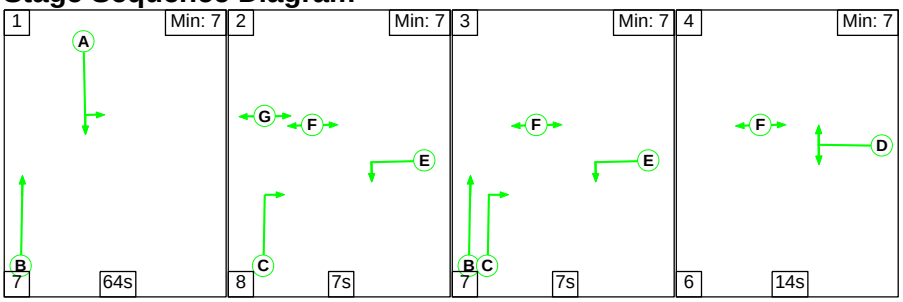
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**31.2**	**153.2**	**0.0**	**184.5**	**-**	**-**	**-**	**-**
Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**31.2**	**153.2**	**0.0**	**184.5**	**-**	**-**	**-**	**-**
1/2+1/1	1752	1493	-	-	-	23.3	132.6	-	155.8	320.2	60.1	132.6	192.7
2/2+2/1	312	299	-	-	-	4.5	19.5	-	24.0	276.6	5.1	19.5	24.5
3/1	676	676	-	-	-	1.2	0.5	-	1.7	8.9	6.7	0.5	7.2
3/2+3/3	742	742	-	-	-	2.3	0.7	-	3.0	14.4	5.9	0.7	6.5
4/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -30.3 Total Delay for Signalled Lanes (pcuHr): 184.45 Cycle Time (s): 120
PRC Over All Lanes (%): -30.3 Total Delay Over All Lanes(pcuHr): 184.45

Full Input Data And Results

Scenario 9: '2030 With Development (MMF at 700 dwellings) - AM' (FG9: '2030 With Development (MMF at 700 dwellings) - AM', Plan 1: 'Network Control Plan 1')

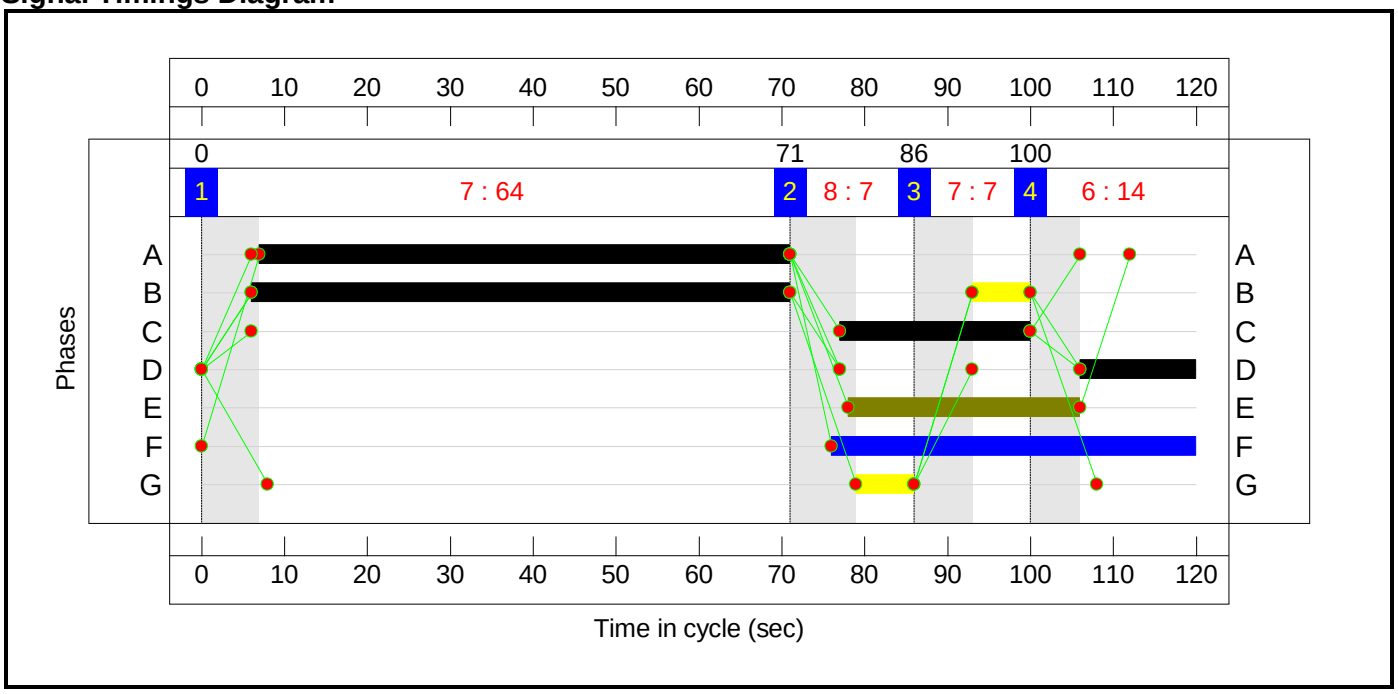
Stage Sequence Diagram



Stage Timings

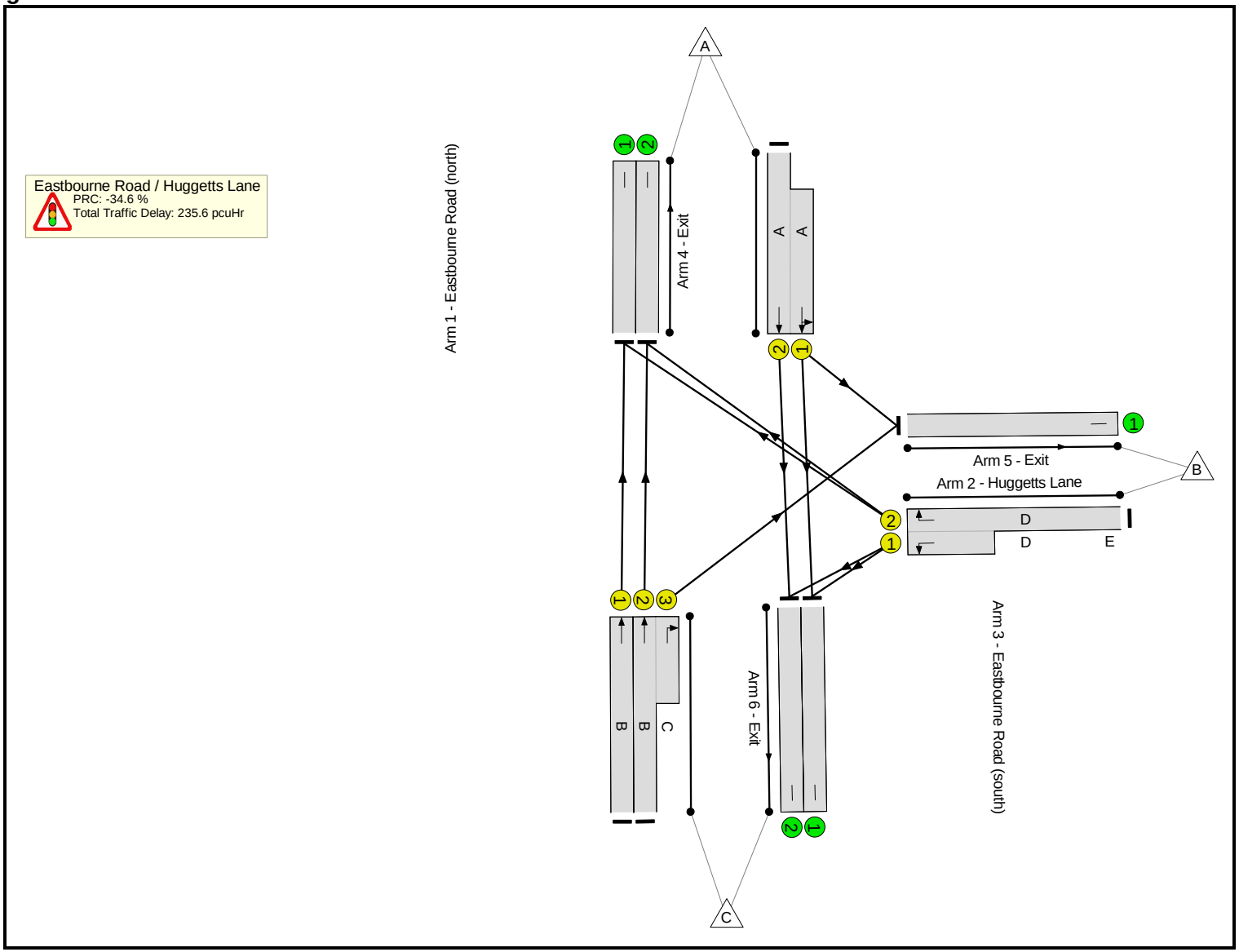
Stage	1	2	3	4
Duration	64	7	7	14
Change Point	0	71	86	100

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**121.1%**
Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**121.1%**
1/2+1/1	Eastbourne Road (north) Left Ahead	U	N/A	N/A	A		1	64	-	1684	1905:1890	697+694	121.1 : 121.1%
2/2+2/1	Huggetts Lane Right Left	U	N/A	N/A	D	E	1	14:42	28	550	1770:1741	199+269	117.6 : 117.6%
3/1	Eastbourne Road (south) Ahead	U	N/A	N/A	B		2	72	-	541	1965	1212	44.6%
3/2+3/3	Eastbourne Road (south) Ahead Right	U	N/A	N/A	B C		2:1	72:23	-	560	1915:1685	1109+106	46.1 : 46.1%
4/1	Exit	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
4/2	Exit	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
6/2	Exit	U	N/A	N/A	-		-	-	-	1002	Inf	Inf	0.0%

Full Input Data And Results

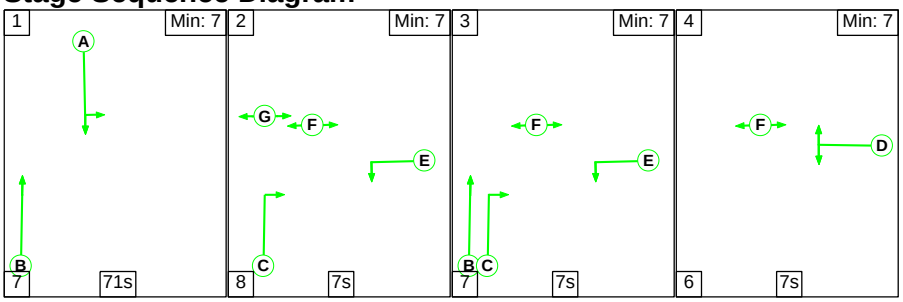
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**40.9**	**194.7**	**0.0**	**235.6**	**-**	**-**	**-**	**-**
Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**40.9**	**194.7**	**0.0**	**235.6**	**-**	**-**	**-**	**-**
1/2+1/1	1684	1390	-	-	-	27.0	149.6	-	176.6	377.6	58.9	149.6	208.5
2/2+2/1	550	468	-	-	-	11.6	44.2	-	55.8	365.4	18.8	44.2	63.1
3/1	541	541	-	-	-	0.9	0.4	-	1.3	8.8	5.1	0.4	5.5
3/2+3/3	560	560	-	-	-	1.4	0.4	-	1.8	11.7	4.8	0.4	5.3
4/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -34.6 Total Delay for Signalled Lanes (pcuHr): 235.59 Cycle Time (s): 120
PRC Over All Lanes (%): -34.6 Total Delay Over All Lanes(pcuHr): 235.59

Full Input Data And Results

Scenario 10: '2030 With Development (MMF at 700 dwellings) - PM' (FG10: '2030 With Development (MMF at 700 dwellings) - PM', Plan 1: 'Network Control Plan 1')

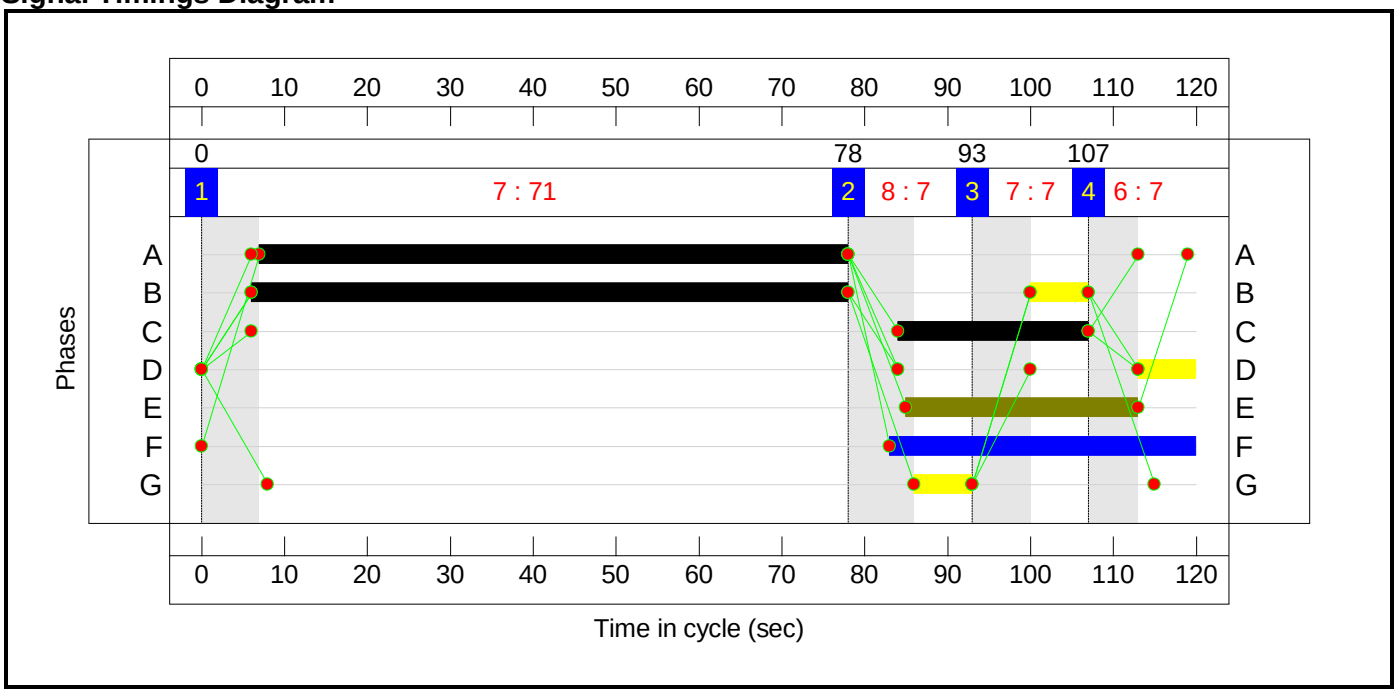
Stage Sequence Diagram



Stage Timings

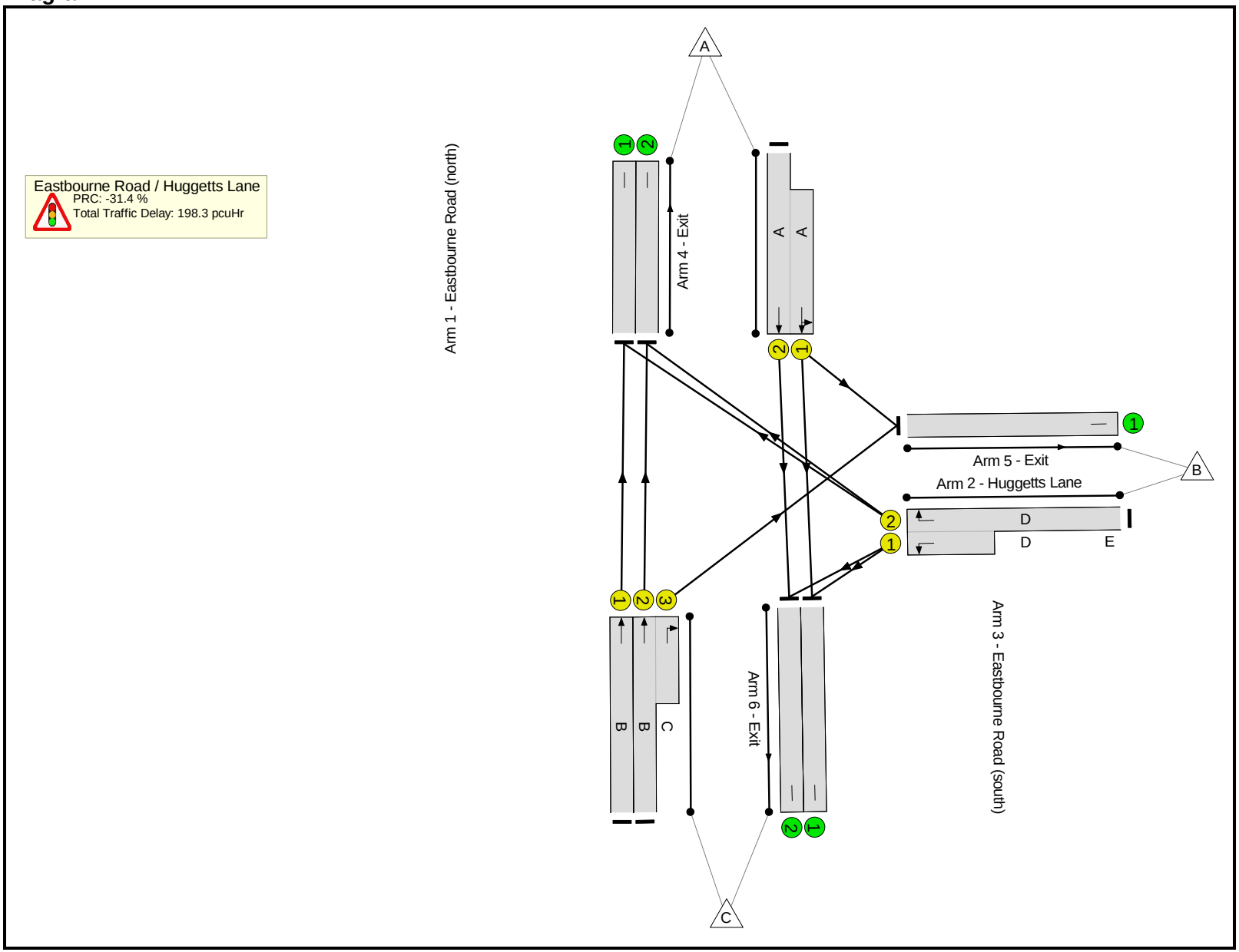
Stage	1	2	3	4
Duration	71	7	7	7
Change Point	0	78	93	107

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.2%**
Eastbourne Road / Huggetts Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.2%**
1/2+1/1	Eastbourne Road (north) Left Ahead	U	N/A	N/A	A		1	71	-	1766	1905:1854	748+746	118.2 : 118.2%
2/2+2/1	Huggetts Lane Right Left	U	N/A	N/A	D	E	1	7:35	28	318	1770:1741	118+156	116.1 : 116.1%
3/1	Eastbourne Road (south) Ahead	U	N/A	N/A	B		2	79	-	687	1965	1326	51.8%
3/2+3/3	Eastbourne Road (south) Ahead Right	U	N/A	N/A	B C		2:1	79:23	-	757	1915:1685	1127+200	57.1 : 57.1%
4/1	Exit	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
4/2	Exit	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
6/2	Exit	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**32.6**	**165.7**	**0.0**	**198.3**	**-**	**-**	**-**	**-**
Eastbourne Road / Huggetts Lane	**-**	**-**	**0**	**0**	**0**	**32.6**	**165.7**	**0.0**	**198.3**	**-**	**-**	**-**	**-**
1/2+1/1	1766	1494	-	-	-	24.1	139.2	-	163.3	332.9	61.1	139.2	200.3
2/2+2/1	318	299	-	-	-	5.0	25.2	-	30.2	341.7	5.6	25.2	30.8
3/1	687	687	-	-	-	1.2	0.5	-	1.7	9.1	6.9	0.5	7.4
3/2+3/3	757	757	-	-	-	2.4	0.7	-	3.0	14.4	6.1	0.7	6.8
4/1	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

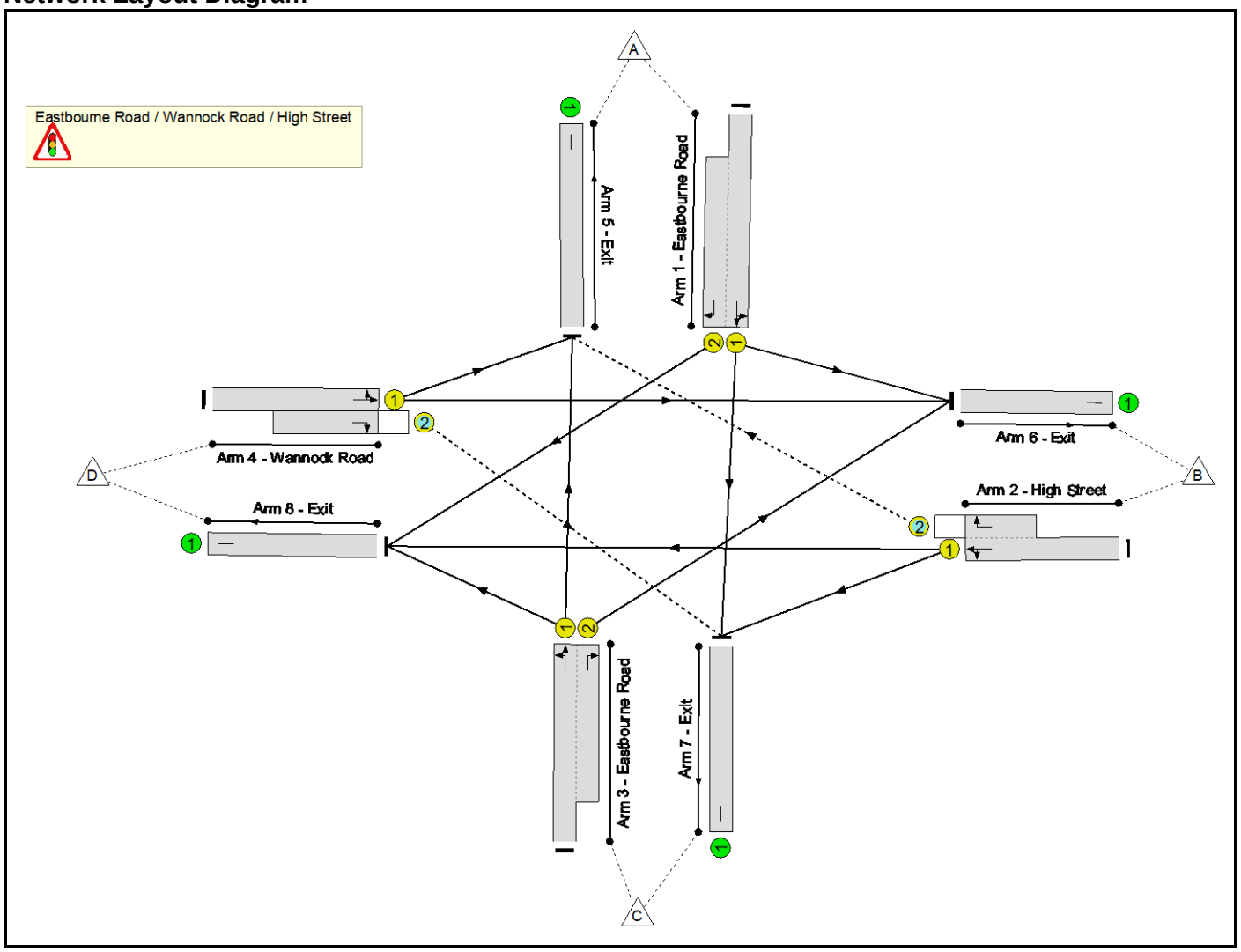
C1 PRC for Signalled Lanes (%): -31.4 Total Delay for Signalled Lanes (pcuHr): 198.29 Cycle Time (s): 120
PRC Over All Lanes (%): -31.4 Total Delay Over All Lanes(pcuHr): 198.29

Full Input Data And Results

User and Project Details

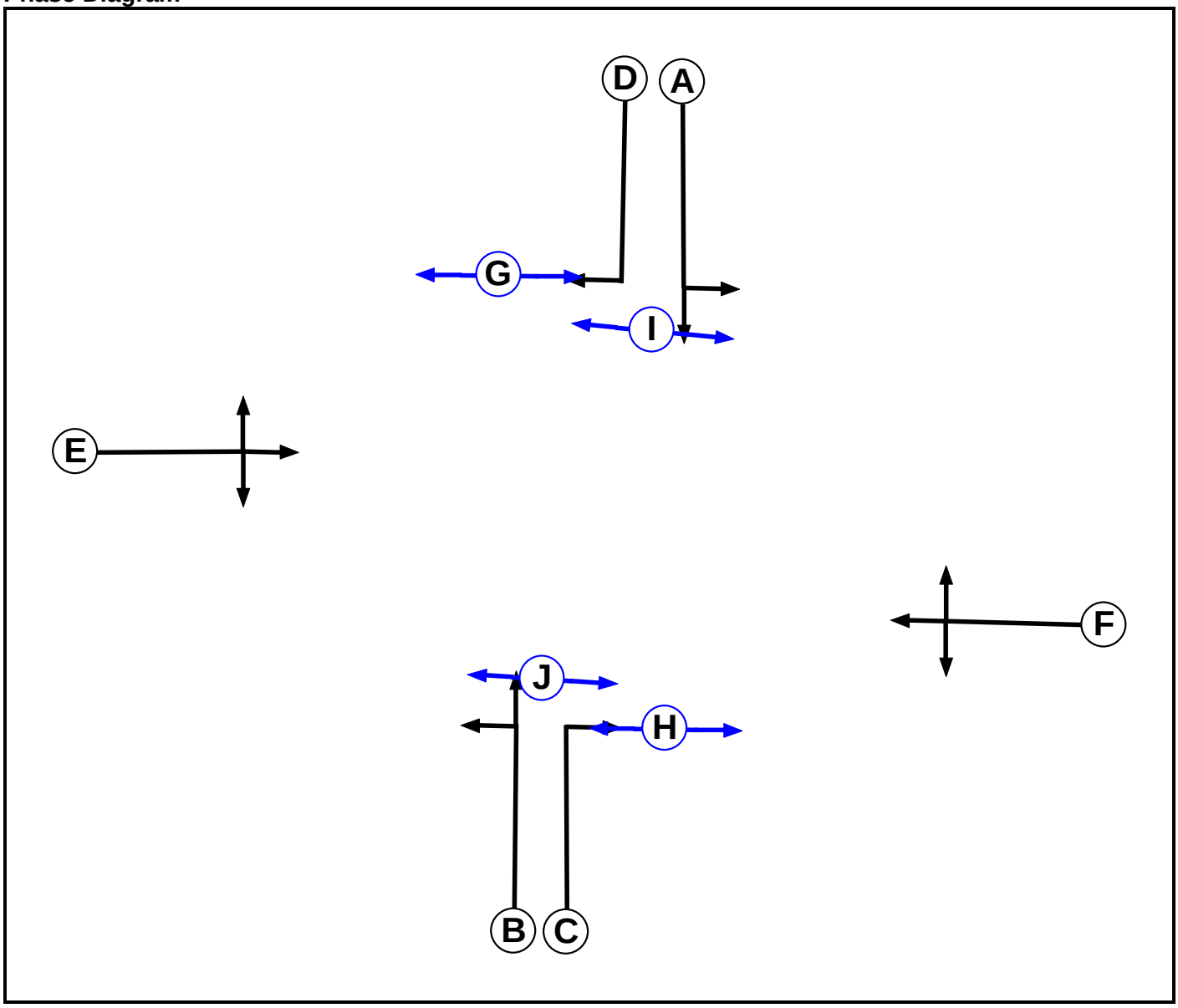
Project:	**Willingdon**
Title:	**Eastbourne Road / Wannock Road / High Street**
Location:	
Date Started:	09/02/2021
Additional detail:	
File name:	Eastbourne Road_Wannock Road_High Street - MOVA.lsg3x
Author:	Mike Lancaster
Company:	i-Transport LLP
Address:	Manchester

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6

Full Input Data And Results

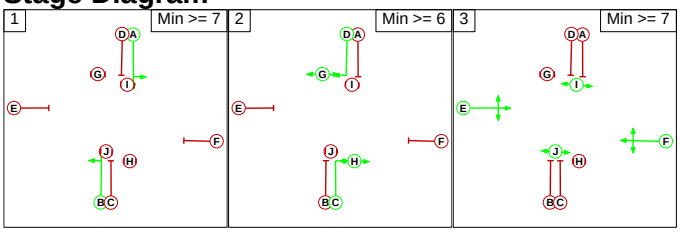
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	5	-	6	6	-	8	5	-
B	-		-	5	6	6	8	-	-	5
C	6	-		-	6	6	-	-	-	5
D	-	6	-		6	6	-	-	5	-
E	7	7	6	6		-	7	10	-	-
F	7	7	6	6	-		9	7	-	-
G	-	7	-	-	7	7		-	-	-
H	7	-	-	-	7	7	-		-	-
I	9	-	-	9	-	-	-	-		-
J	-	9	9	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C D G H
3	E F I J

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		8	6
2	7		7
3	9	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Eastbourne Road / Wannock Road / High Street											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/2 (High Street)	5/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
4/2 (Wannock Road)	7/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Eastbourne Road / Wannock Road / High Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Eastbourne Road)	U	A	2	3	60.0	User	1800	-	-	-	-	-
1/2 (Eastbourne Road)	U	D	2	3	21.6	User	1800	-	-	-	-	-
2/1 (High Street)	U	F	2	3	60.0	User	1800	-	-	-	-	-
2/2 (High Street)	O	F	2	3	4.7	User	1800	-	-	-	-	-
3/1 (Eastbourne Road)	U	B	2	3	60.0	User	1800	-	-	-	-	-
3/2 (Eastbourne Road)	U	C	2	3	11.8	User	1800	-	-	-	-	-
4/1 (Wannock Road)	U	E	2	3	60.0	User	1800	-	-	-	-	-
4/2 (Wannock Road)	O	E	2	3	7.0	User	1800	-	-	-	-	-
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base - AM'	08:00	09:00	01:00	
2: '2021 Base - PM'	17:00	18:00	01:00	
3: '2030 Without Development (MMF 520 dwellings) - AM'	08:00	09:00	01:00	
4: '2030 Without Development (MMF 520 dwellings) - PM'	17:00	18:00	01:00	
5: '2030 Without Development (MMF 700 dwellings) - AM'	08:00	09:00	01:00	
6: '2030 Without Development (MMF 700 dwellings) - PM'	17:00	18:00	01:00	
7: '2030 With Development (MMF 520 dwellings) - AM'	08:00	09:00	01:00	
8: '2030 With Development (MMF 520 dwellings) - PM'	17:00	18:00	01:00	
9: '2030 With Development (MMF 700 dwellings) - AM'	08:00	09:00	01:00	
10: '2030 With Development (MMF 700 dwellings) - PM'	17:00	18:00	01:00	

Scenario 1: '2021 Base - AM' (FG1: '2021 Base - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	34	732	151	917
	B	125	0	90	128	343
	C	742	51	0	8	801
	D	241	114	24	0	379
	Tot.	1108	199	846	287	2440

Traffic Lane Flows

Lane	Scenario 1: 2021 Base - AM
Junction: Eastbourne Road / Wannock Road / High Street	
1/1 (with short)	917(In) 766(Out)
1/2 (short)	151
2/1 (with short)	343(In) 218(Out)
2/2 (short)	125
3/1 (with short)	801(In) 750(Out)
3/2 (short)	51
4/1 (with short)	379(In) 355(Out)
4/2 (short)	24
5/1	1108
6/1	199
7/1	846
8/1	287

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Wannock Road / High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2060	2060
1/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1818	1818
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1890	1890
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						1813	1813
3/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2027	2027
3/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1818	1818
4/1 (Wannock Road Lane 1)	This lane uses a directly entered Saturation Flow						1802	1802
4/2 (Wannock Road Lane 2)	This lane uses a directly entered Saturation Flow						1813	1813
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 Base - PM' (FG2: '2021 Base - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	964	151	1215
	B	79	0	120	100	299
	C	732	73	0	15	820
	D	189	145	28	0	362
	Tot.	1000	318	1112	266	2696

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 Base - PM
Junction: Eastbourne Road / Wannock Road / High Street	
1/1 (with short)	1215(In) 1064(Out)
1/2 (short)	151
2/1 (with short)	299(In) 220(Out)
2/2 (short)	79
3/1 (with short)	820(In) 747(Out)
3/2 (short)	73
4/1 (with short)	362(In) 334(Out)
4/2 (short)	28
5/1	1000
6/1	318
7/1	1112
8/1	266

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Wannock Road / High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2013	2013
1/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1834	1834
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						1782	1782
3/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
3/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
4/1 (Wannock Road Lane 1)	This lane uses a directly entered Saturation Flow						1796	1796
4/2 (Wannock Road Lane 2)	This lane uses a directly entered Saturation Flow						1782	1782
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 Without Development (MMF 520 dwellings) - AM' (FG3: '2030 Without Development (MMF 520 dwellings) - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	34	873	151	1058
	B	125	0	90	128	343
	C	916	51	0	8	975
	D	241	114	24	0	379
	Tot.	1282	199	987	287	2755

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2030 Without Development (MMF 520 dwellings) - AM
Junction: Eastbourne Road / Wannock Road / High Street	
1/1 (with short)	1058(In) 907(Out)
1/2 (short)	151
2/1 (with short)	343(In) 218(Out)
2/2 (short)	125
3/1 (with short)	975(In) 924(Out)
3/2 (short)	51
4/1 (with short)	379(In) 355(Out)
4/2 (short)	24
5/1	1282
6/1	199
7/1	987
8/1	287

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Wannock Road / High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2056	2056
1/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1812	1812
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1885	1885
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						1808	1808
3/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2022	2022
3/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1812	1812
4/1 (Wannock Road Lane 1)	This lane uses a directly entered Saturation Flow						1797	1797
4/2 (Wannock Road Lane 2)	This lane uses a directly entered Saturation Flow						1808	1808
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Without Development (MMF 520 dwellings) - PM' (FG4: '2030 Without Development (MMF 520 dwellings) - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	1125	151	1376
	B	79	0	120	100	299
	C	863	73	0	15	951
	D	189	145	28	0	362
	Tot.	1131	318	1273	266	2988

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2030 Without Development (MMF 520 dwellings) - PM
Junction: Eastbourne Road / Wannock Road / High Street	
1/1 (with short)	1376(In) 1225(Out)
1/2 (short)	151
2/1 (with short)	299(In) 220(Out)
2/2 (short)	79
3/1 (with short)	951(In) 878(Out)
3/2 (short)	73
4/1 (with short)	362(In) 334(Out)
4/2 (short)	28
5/1	1131
6/1	318
7/1	1273
8/1	266

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Wannock Road / High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2051	2051
1/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1818	1818
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						1813	1813
3/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2026	2026
3/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1818	1818
4/1 (Wannock Road Lane 1)	This lane uses a directly entered Saturation Flow						1828	1828
4/2 (Wannock Road Lane 2)	This lane uses a directly entered Saturation Flow						1813	1813
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2030 Without Development (MMF 700 dwellings) - AM' (FG5: '2030 Without Development (MMF 700 dwellings) - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	34	884	151	1069
	B	125	0	90	128	343
	C	946	51	0	8	1005
	D	241	114	24	0	379
	Tot.	1312	199	998	287	2796

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2030 Without Development (MMF 700 dwellings) - AM
Junction: Eastbourne Road / Wannock Road / High Street	
1/1 (with short)	1069(In) 918(Out)
1/2 (short)	151
2/1 (with short)	343(In) 218(Out)
2/2 (short)	125
3/1 (with short)	1005(In) 954(Out)
3/2 (short)	51
4/1 (with short)	379(In) 355(Out)
4/2 (short)	24
5/1	1312
6/1	199
7/1	998
8/1	287

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Wannock Road / High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2046	2046
1/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1803	1803
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1876	1876
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						1799	1799
3/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2012	2012
3/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1803	1803
4/1 (Wannock Road Lane 1)	This lane uses a directly entered Saturation Flow						1788	1788
4/2 (Wannock Road Lane 2)	This lane uses a directly entered Saturation Flow						1799	1799
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 Without Development (MMF 700 dwellings) - PM' (FG6: '2030 Without Development (MMF 700 dwellings) - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	1154	151	1405
	B	79	0	120	100	299
	C	876	73	0	15	964
	D	189	145	28	0	362
	Tot.	1144	318	1302	266	3030

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2030 Without Development (MMF 700 dwellings) - PM
Junction: Eastbourne Road / Wannock Road / High Street	
1/1 (with short)	1405(In) 1254(Out)
1/2 (short)	151
2/1 (with short)	299(In) 220(Out)
2/2 (short)	79
3/1 (with short)	964(In) 891(Out)
3/2 (short)	73
4/1 (with short)	362(In) 334(Out)
4/2 (short)	28
5/1	1144
6/1	318
7/1	1302
8/1	266

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Wannock Road / High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2052	2052
1/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1818	1818
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						1813	1813
3/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2026	2026
3/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1818	1818
4/1 (Wannock Road Lane 1)	This lane uses a directly entered Saturation Flow						1828	1828
4/2 (Wannock Road Lane 2)	This lane uses a directly entered Saturation Flow						1813	1813
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2030 With Development (MMF 520 dwellings) - AM' (FG7: '2030 With Development (MMF 520 dwellings) - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	34	907	151	1092
	B	125	0	90	128	343
	C	954	51	0	8	1013
	D	241	114	24	0	379
	Tot.	1320	199	1021	287	2827

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2030 With Development (MMF 520 dwellings) - AM
Junction: Eastbourne Road / Wannock Road / High Street	
1/1 (with short)	1092(In) 941(Out)
1/2 (short)	151
2/1 (with short)	343(In) 218(Out)
2/2 (short)	125
3/1 (with short)	1013(In) 962(Out)
3/2 (short)	51
4/1 (with short)	379(In) 355(Out)
4/2 (short)	24
5/1	1320
6/1	199
7/1	1021
8/1	287

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Wannock Road / High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2026	2026
1/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1857	1857
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						1782	1782
3/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						1993	1993
3/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
4/1 (Wannock Road Lane 1)	This lane uses a directly entered Saturation Flow						1771	1771
4/2 (Wannock Road Lane 2)	This lane uses a directly entered Saturation Flow						1782	1782
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2030 With Development (MMF 520 dwellings) - PM' (FG8: '2030 With Development (MMF 520 dwellings) - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	1162	151	1413
	B	79	0	120	100	299
	C	891	73	0	15	979
	D	189	145	28	0	362
	Tot.	1159	318	1310	266	3053

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2030 With Development (MMF 520 dwellings) - PM
Junction: Eastbourne Road / Wannock Road / High Street	
1/1 (with short)	1413(In) 1262(Out)
1/2 (short)	151
2/1 (with short)	299(In) 220(Out)
2/2 (short)	79
3/1 (with short)	979(In) 906(Out)
3/2 (short)	73
4/1 (with short)	362(In) 334(Out)
4/2 (short)	28
5/1	1159
6/1	318
7/1	1310
8/1	266

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Wannock Road / High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2052	2052
1/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1818	1818
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						1813	1813
3/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2026	2026
3/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1818	1818
4/1 (Wannock Road Lane 1)	This lane uses a directly entered Saturation Flow						1828	1828
4/2 (Wannock Road Lane 2)	This lane uses a directly entered Saturation Flow						1813	1813
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2030 With Development (MMF 700 dwellings) - AM' (FG9: '2030 With Development (MMF 700 dwellings) - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	34	918	151	1103
	B	125	0	90	128	343
	C	984	51	0	8	1043
	D	241	114	24	0	379
	Tot.	1350	199	1032	287	2868

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2030 With Development (MMF 700 dwellings) - AM
Junction: Eastbourne Road / Wannock Road / High Street	
1/1 (with short)	1103(In) 952(Out)
1/2 (short)	151
2/1 (with short)	343(In) 218(Out)
2/2 (short)	125
3/1 (with short)	1043(In) 992(Out)
3/2 (short)	51
4/1 (with short)	379(In) 355(Out)
4/2 (short)	24
5/1	1350
6/1	199
7/1	1032
8/1	287

Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Wannock Road / High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2046	2046
1/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1803	1803
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1876	1876
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						1799	1799
3/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2012	2012
3/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1803	1803
4/1 (Wannock Road Lane 1)	This lane uses a directly entered Saturation Flow						1788	1788
4/2 (Wannock Road Lane 2)	This lane uses a directly entered Saturation Flow						1799	1799
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2030 With Development (MMF 700 dwellings) - PM' (FG10: '2030 With Development (MMF 700 dwellings) - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	1191	151	1442
	B	79	0	120	100	299
	C	904	73	0	15	992
	D	189	145	28	0	362
	Tot.	1172	318	1339	266	3095

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2030 With Development (MMF 700 dwellings) - PM
Junction: Eastbourne Road / Wannock Road / High Street	
1/1 (with short)	1442(In) 1291(Out)
1/2 (short)	151
2/1 (with short)	299(In) 220(Out)
2/2 (short)	79
3/1 (with short)	992(In) 919(Out)
3/2 (short)	73
4/1 (with short)	362(In) 334(Out)
4/2 (short)	28
5/1	1172
6/1	318
7/1	1339
8/1	266

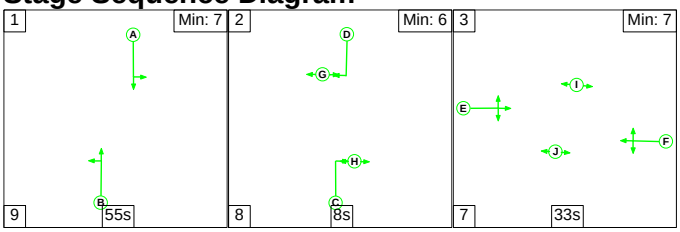
Full Input Data And Results

Lane Saturation Flows

Junction: Eastbourne Road / Wannock Road / High Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2052	2052
1/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1818	1818
2/1 (High Street Lane 1)	This lane uses a directly entered Saturation Flow						1867	1867
2/2 (High Street Lane 2)	This lane uses a directly entered Saturation Flow						1813	1813
3/1 (Eastbourne Road Lane 1)	This lane uses a directly entered Saturation Flow						2026	2026
3/2 (Eastbourne Road Lane 2)	This lane uses a directly entered Saturation Flow						1818	1818
4/1 (Wannock Road Lane 1)	This lane uses a directly entered Saturation Flow						1828	1828
4/2 (Wannock Road Lane 2)	This lane uses a directly entered Saturation Flow						1813	1813
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2021 Base - AM' (FG1: '2021 Base - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

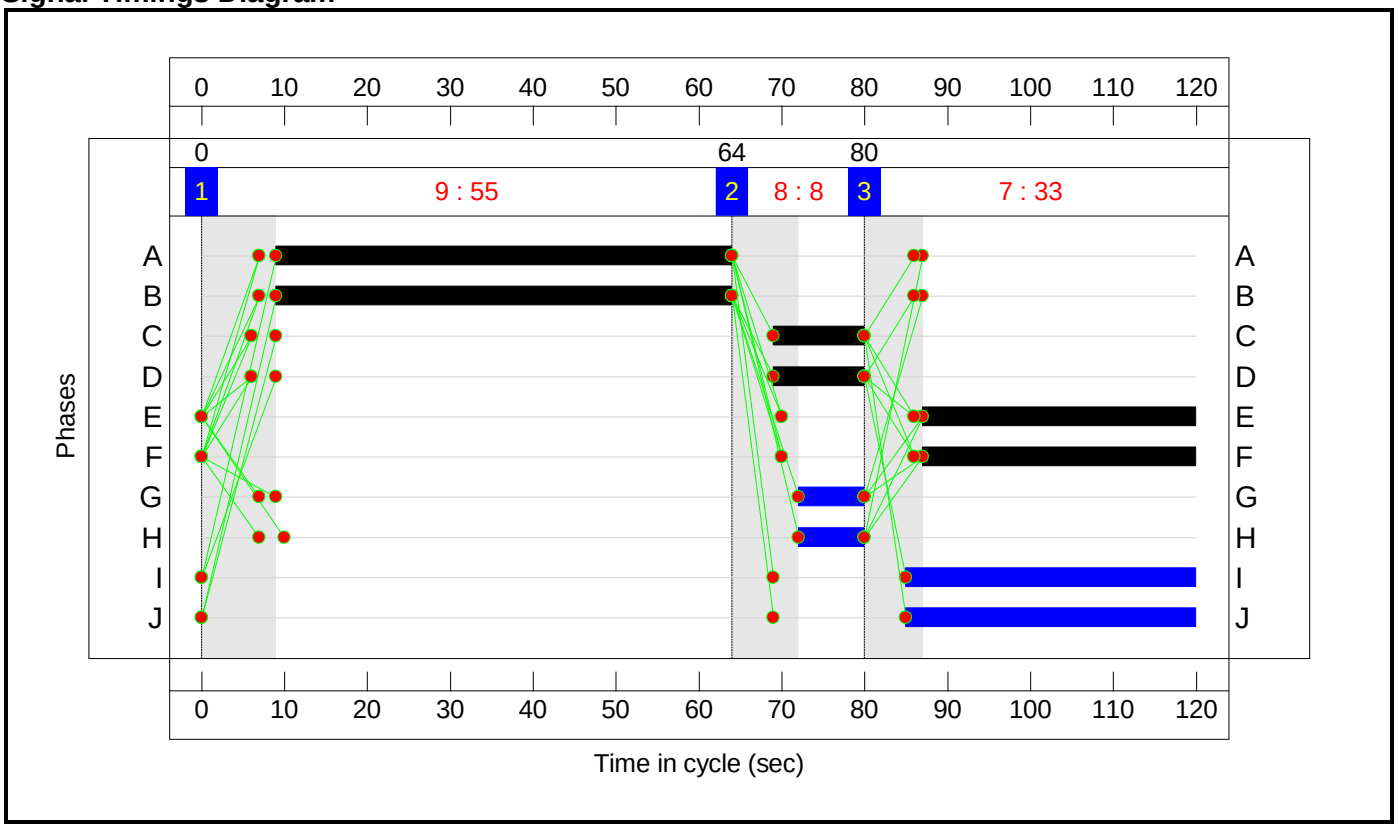


Stage Timings

Stage	1	2	3
Duration	55	8	33
Change Point	0	64	80

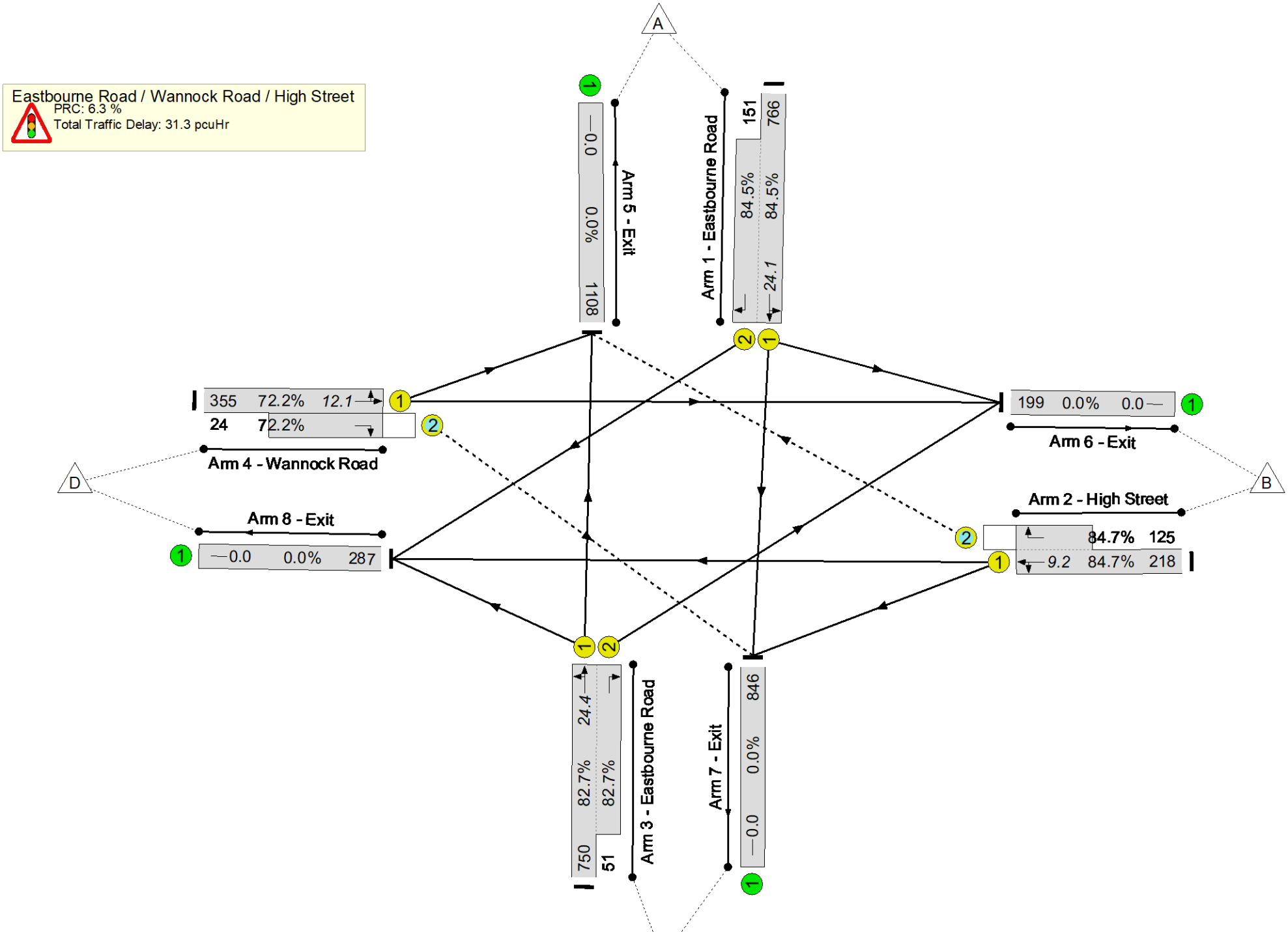
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Eastbourne Road / Wannock Road / High Street
PRC: 6.3 %
Total Traffic Delay: 31.3 pcuHr
A
B
D
Arm 5 - Exit
1108
0.0%
0.0
Arm 1 - Eastbourne Road
151
766
84.5%
84.5%
24.1
355 72.2% 12.1
24 72.2%
Arm 4 - Wannock Road
199 0.0% 0.0
Arm 6 - Exit
Arm 8 - Exit
0.0 0.0% 287
Arm 2 - High Street
84.7% 125
9.2 84.7% 218
750
51
24.4
82.7%
82.7%
Arm 3 - Eastbourne Road
Arm 7 - Exit
846
0.0%
0.0

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**
1/1+1/2	Eastbourne Road Left Ahead Right	U	N/A	N/A	A D		1	55:11	-	917	2060:1818	907+179	84.5 : 84.5%
2/1+2/2	High Street Right Left Ahead	U+O	N/A	N/A	F		1	33	-	343	1890:1813	258+148	84.7 : 84.7%
3/1+3/2	Eastbourne Road Ahead Right Left	U	N/A	N/A	B C		1	55:11	-	801	2027:1818	907+62	82.7 : 82.7%
4/1+4/2	Wannock Road Left Ahead Right	U+O	N/A	N/A	E		1	33	-	379	1802:1813	491+33	72.2 : 72.2%
5/1	Exit	U	N/A	N/A	-		-	-	-	1108	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%

Full Input Data And Results

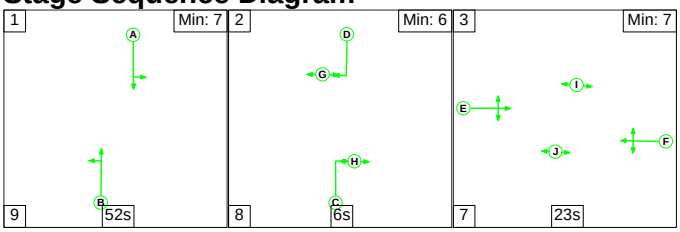
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**129**	**0**	**20**	**22.0**	**8.8**	**0.5**	**31.3**	**-**	**-**	**-**	**-**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**129**	**0**	**20**	**22.0**	**8.8**	**0.5**	**31.3**	**-**	**-**	**-**	**-**
1/1+1/2	917	917	-	-	-	8.0	2.6	-	10.6	41.8	21.5	2.6	24.1
2/1+2/2	343	343	105	0	20	3.6	2.5	0.5	6.6	69.0	6.6	2.5	9.2
3/1+3/2	801	801	-	-	-	6.4	2.3	-	8.7	39.2	22.1	2.3	24.4
4/1+4/2	379	379	24	0	0	4.0	1.3	0.0	5.3	50.8	10.8	1.3	12.1
5/1	1108	1108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.3 Total Delay for Signalled Lanes (pcuHr): 31.28 Cycle Time (s): 120
PRC Over All Lanes (%): 6.3 Total Delay Over All Lanes(pcuHr): 31.28

Full Input Data And Results

Scenario 2: '2021 Base - PM' (FG2: '2021 Base - PM', Plan 1: 'Network Control Plan 1')

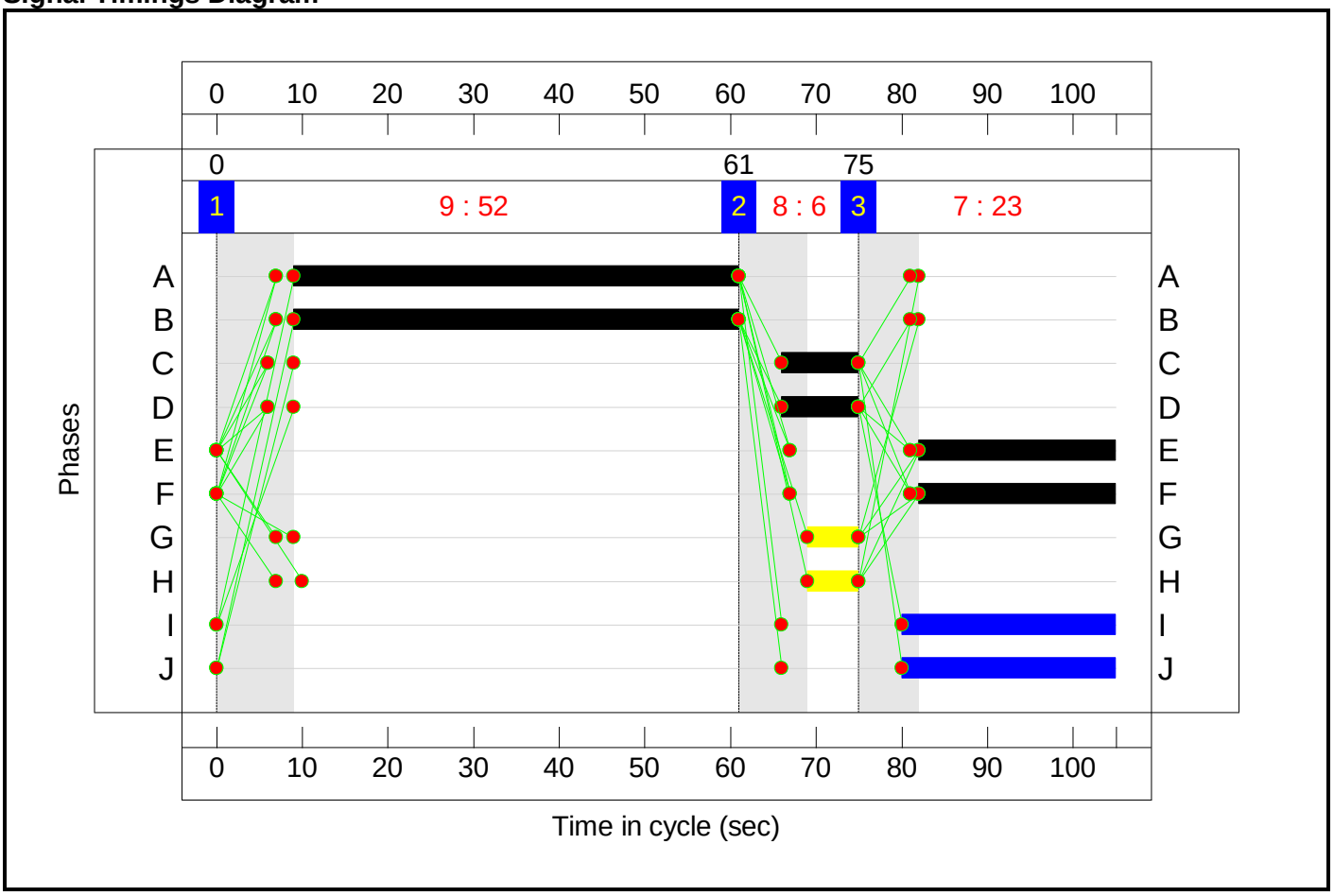
Stage Sequence Diagram



Stage Timings

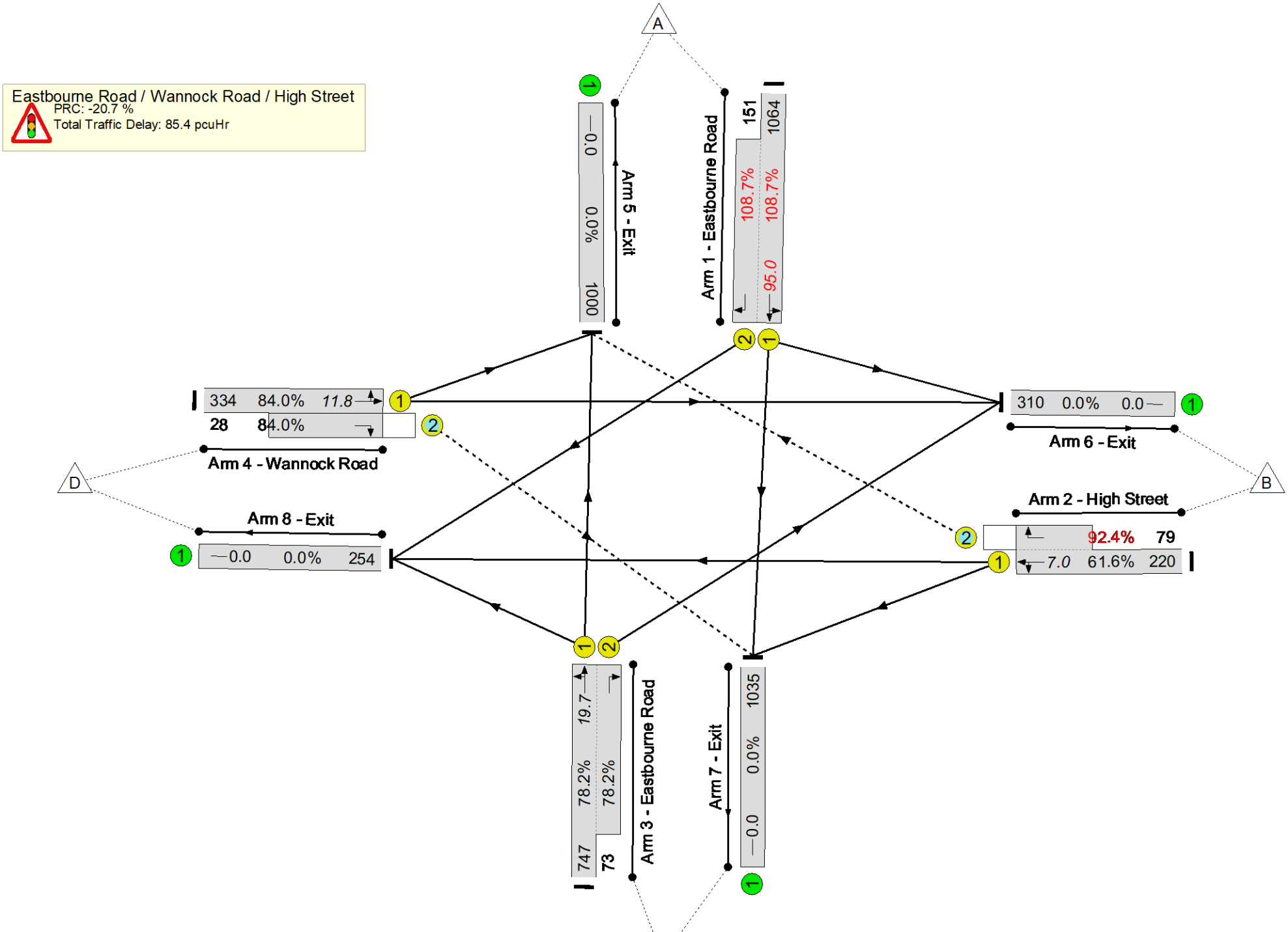
Stage	1	2	3
Duration	52	6	23
Change Point	0	61	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Eastbourne Road / Wannock Road / High Street
PRC: -20.7 %
Total Traffic Delay: 85.4 pcuHr
A
B
D
Arm 5 - Exit
1000
0.0%
0.0
Arm 1 - Eastbourne Road
151
1064
108.7%
108.7%
95.0
334 84.0% 11.8
28 84.0%
Arm 4 - Wannock Road
310 0.0% 0.0
Arm 6 - Exit
Arm 8 - Exit
0.0 0.0% 254
Arm 2 - High Street
92.4% 79
7.0 61.6% 220
747
73
78.2%
78.2%
19.7
Arm 3 - Eastbourne Road
Arm 7 - Exit
0.0 0.0% 1035

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.7%**
Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.7%**
1/1+1/2	Eastbourne Road Left Ahead Right	U	N/A	N/A	A D		1	52:9	-	1215	2013:1786	979+139	108.7 : 108.7%
2/1+2/2	High Street Right Left Ahead	U+O	N/A	N/A	F		1	23	-	299	1834:1782	357+86	61.6 : 92.4%
3/1+3/2	Eastbourne Road Ahead Right Left	U	N/A	N/A	B C		1	52:9	-	820	1990:1786	955+93	78.2 : 78.2%
4/1+4/2	Wannock Road Left Ahead Right	U+O	N/A	N/A	E		1	23	-	362	1796:1782	398+33	84.0 : 84.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	1000	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1112	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**79**	**0**	**28**	**25.7**	**59.3**	**0.4**	**85.4**	**-**	**-**	**-**	**-**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**79**	**0**	**28**	**25.7**	**59.3**	**0.4**	**85.4**	**-**	**-**	**-**	**-**
1/1+1/2	1215	1118	-	-	-	13.7	54.1	-	67.8	200.8	40.9	54.1	95.0
2/1+2/2	299	299	51	0	28	2.9	1.0	0.4	4.3	52.0	6.0	1.0	7.0
3/1+3/2	820	820	-	-	-	5.2	1.8	-	7.0	30.6	18.0	1.8	19.7
4/1+4/2	362	362	28	0	0	3.8	2.4	0.1	6.3	63.0	9.4	2.4	11.8
5/1	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -20.7
PRC Over All Lanes (%): -20.7

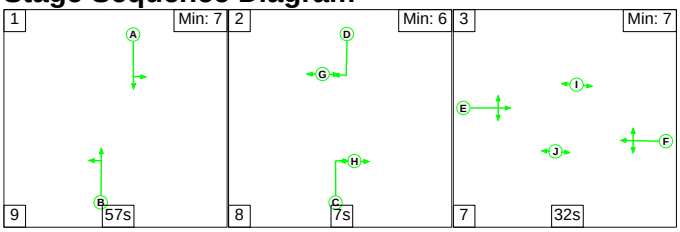
Total Delay for Signalled Lanes (pcuHr): 85.39
Total Delay Over All Lanes(pcuHr): 85.39

Cycle Time (s): 105

Full Input Data And Results

Scenario 3: '2030 Without Development (MMF 520 dwellings) - AM' (FG3: '2030 Without Development (MMF 520 dwellings) - AM', Plan 1: 'Network Control Plan 1')

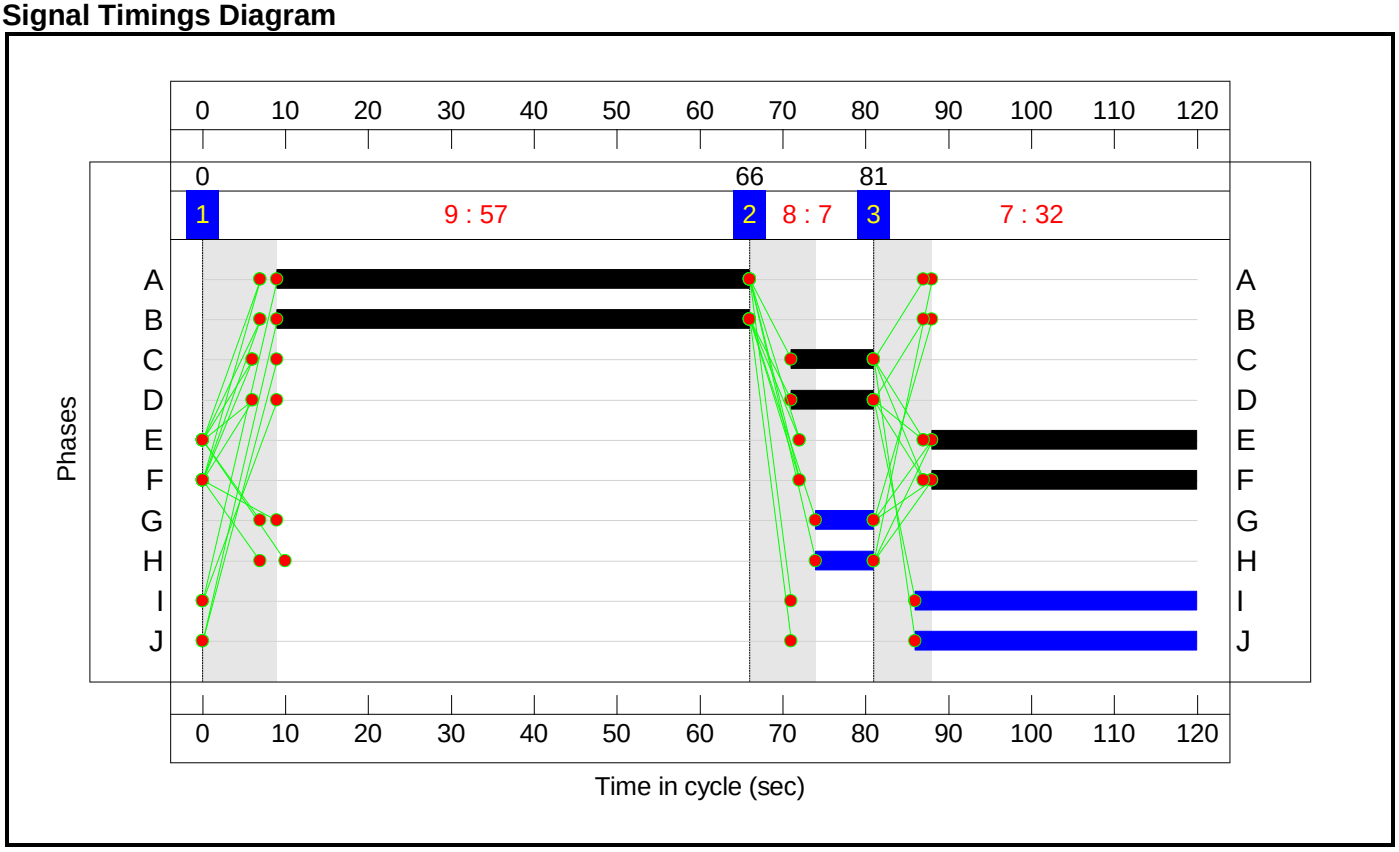
Stage Sequence Diagram



Stage Timings

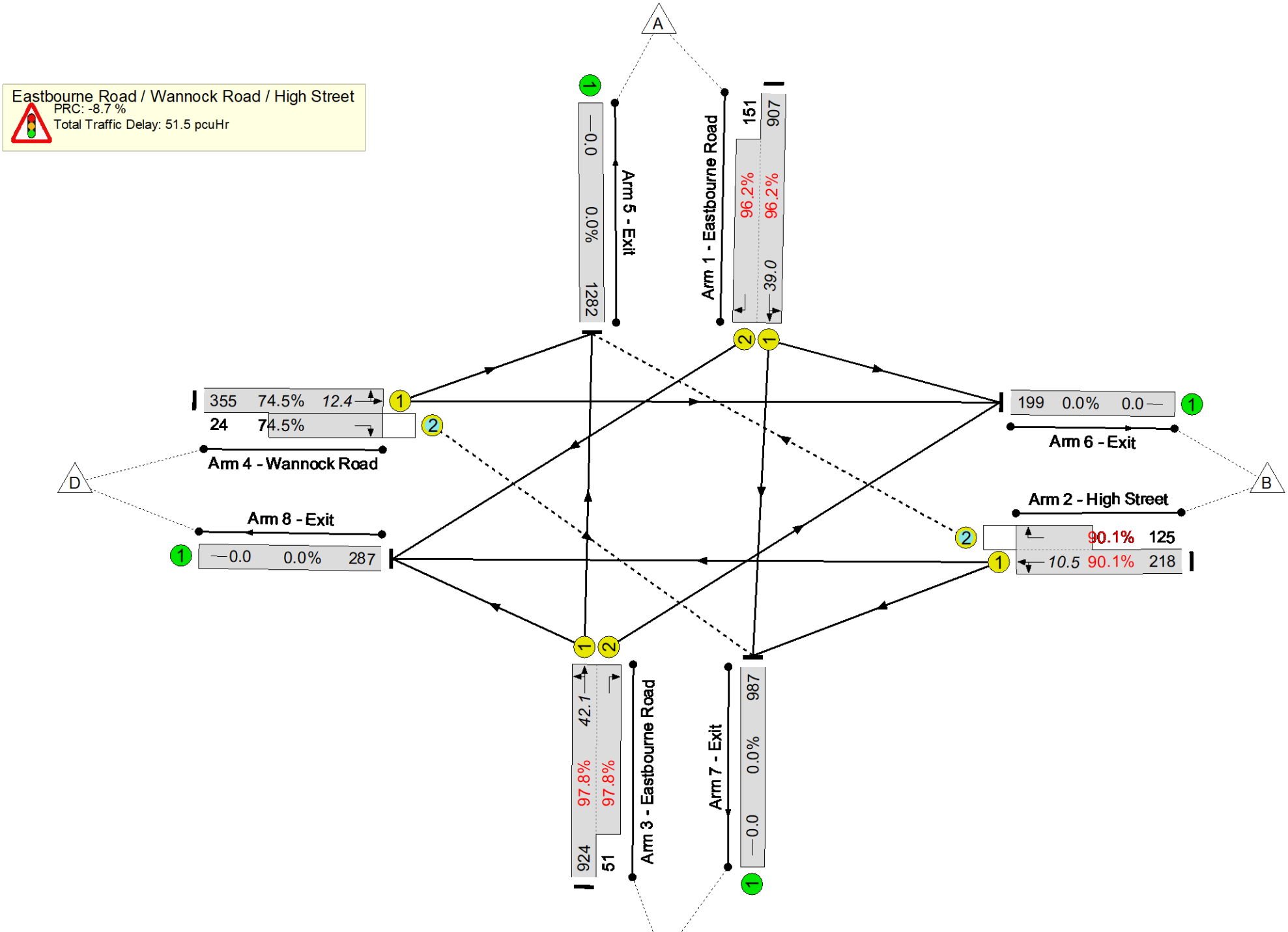
Stage	1	2	3
Duration	57	7	32
Change Point	0	66	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Eastbourne Road / Wannock Road / High Street
PRC: -8.7 %
Total Traffic Delay: 51.5 pcuHr
A
B
D
Arm 5 - Exit
0.0
0.0%
1282
Arm 1 - Eastbourne Road
151
907
96.2%
96.2%
39.0
355 74.5% 12.4
24 74.5%
Arm 4 - Wannock Road
199 0.0% 0.0
Arm 6 - Exit
Arm 8 - Exit
0.0 0.0% 287
Arm 2 - High Street
90.1% 125
10.5 90.1% 218
924
97.8%
97.8%
42.1
51
Arm 3 - Eastbourne Road
Arm 7 - Exit
0.0
0.0%
987

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.8%**
Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.8%**
1/1+1/2	Eastbourne Road Left Ahead Right	U	N/A	N/A	A D		1	57:10	-	1058	2056:1812	943+157	96.2 : 96.2%
2/1+2/2	High Street Right Left Ahead	U+O	N/A	N/A	F		1	32	-	343	1885:1808	242+139	90.1 : 90.1%
3/1+3/2	Eastbourne Road Ahead Right Left	U	N/A	N/A	B C		1	57:10	-	975	2022:1812	945+52	97.8 : 97.8%
4/1+4/2	Wannock Road Left Ahead Right	U+O	N/A	N/A	E		1	32	-	379	1797:1808	477+32	74.5 : 74.5%
5/1	Exit	U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%

Full Input Data And Results

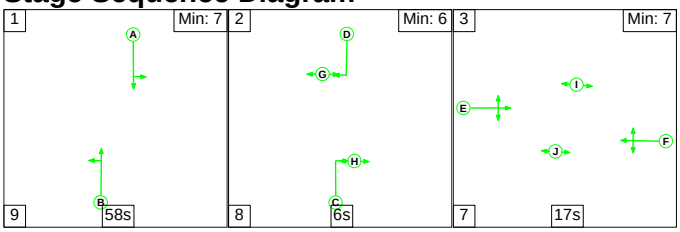
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**120**	**0**	**29**	**25.7**	**25.2**	**0.5**	**51.5**	**-**	**-**	**-**	**-**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**120**	**0**	**29**	**25.7**	**25.2**	**0.5**	**51.5**	**-**	**-**	**-**	**-**
1/1+1/2	1058	1058	-	-	-	9.5	8.9	-	18.5	62.8	30.1	8.9	39.0
2/1+2/2	343	343	96	0	29	3.6	3.8	0.5	7.9	83.0	6.7	3.8	10.5
3/1+3/2	975	975	-	-	-	8.4	11.1	-	19.5	72.0	31.0	11.1	42.1
4/1+4/2	379	379	24	0	0	4.1	1.4	0.0	5.6	53.2	11.0	1.4	12.4
5/1	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 51.46 Cycle Time (s): 120
PRC Over All Lanes (%): -8.7 Total Delay Over All Lanes(pcuHr): 51.46

Full Input Data And Results

Scenario 4: '2030 Without Development (MMF 520 dwellings) - PM' (FG4: '2030 Without Development (MMF 520 dwellings) - PM', Plan 1: 'Network Control Plan 1')

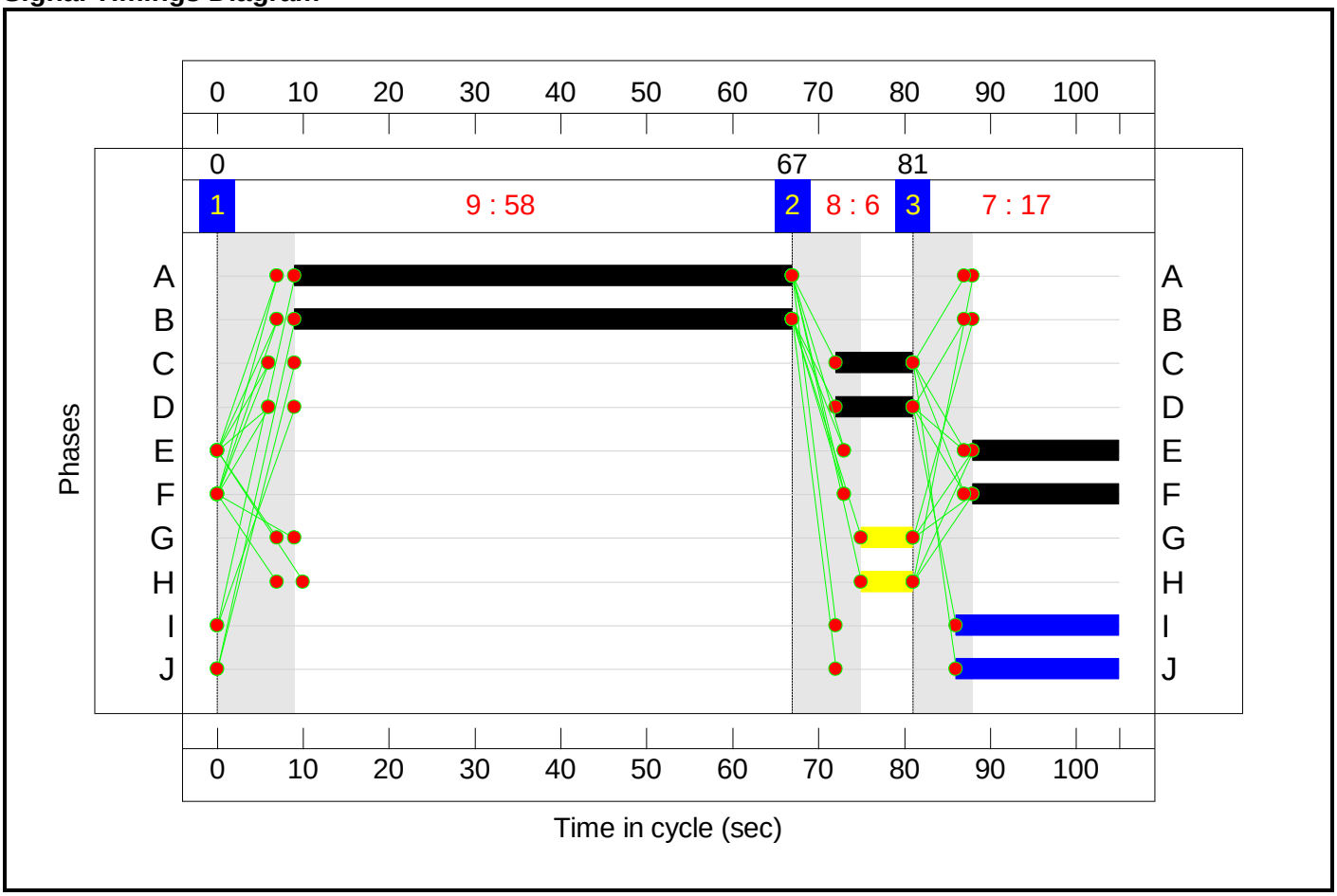
Stage Sequence Diagram



Stage Timings

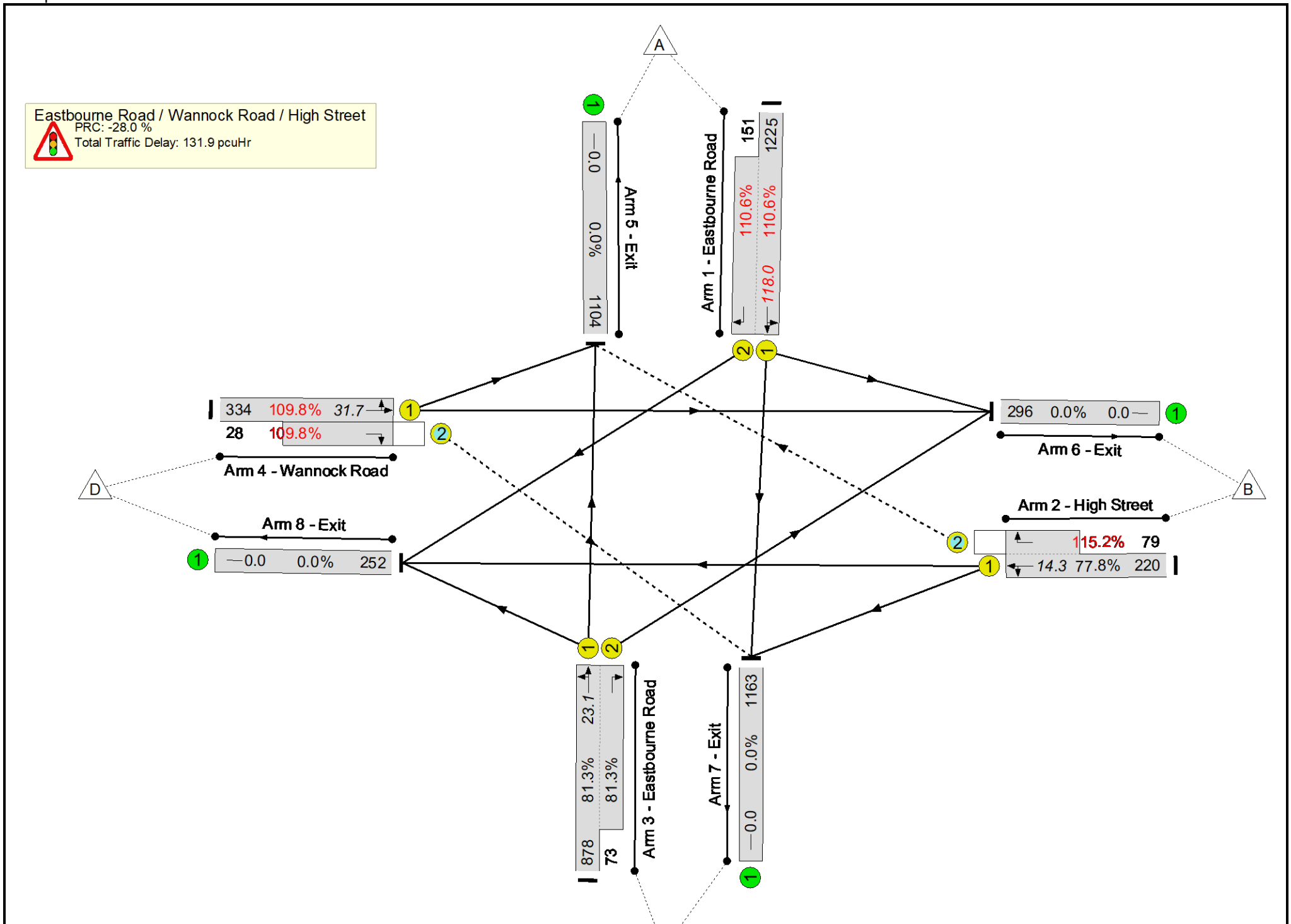
Stage	1	2	3
Duration	58	6	17
Change Point	0	67	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Eastbourne Road / Wannock Road / High Street
PRC: -28.0 %
Total Traffic Delay: 131.9 pcuHr
A
B
D
Arm 5 - Exit
0.0
0.0%
1104
Arm 1 - Eastbourne Road
151
1225
110.6%
110.6%
118.0
334 109.8% 31.7
28 109.8%
Arm 4 - Wannock Road
296 0.0% 0.0
Arm 6 - Exit
Arm 8 - Exit
0.0 0.0% 252
Arm 2 - High Street
115.2% 79
14.3 77.8% 220
878
73
81.3%
81.3%
23.1
Arm 3 - Eastbourne Road
Arm 7 - Exit
0.0 0.0% 1163

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.2%**
Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.2%**
1/1+1/2	Eastbourne Road Left Ahead Right	U	N/A	N/A	A D		1	58:9	-	1376	2051:1818	1108+137	110.6 : 110.6%
2/1+2/2	High Street Right Left Ahead	U+O	N/A	N/A	F		1	17	-	299	1867:1813	283+69	77.8 : 115.2%
3/1+3/2	Eastbourne Road Ahead Right Left	U	N/A	N/A	B C		1	58:9	-	951	2026:1818	1079+90	81.3 : 81.3%
4/1+4/2	Wannock Road Left Ahead Right	U+O	N/A	N/A	E		1	17	-	362	1828:1813	304+26	109.8 : 109.8%
5/1	Exit	U	N/A	N/A	-		-	-	-	1131	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1273	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**26**	**0**	**69**	**30.5**	**101.0**	**0.4**	**131.9**	**-**	**-**	**-**	**-**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**26**	**0**	**69**	**30.5**	**101.0**	**0.4**	**131.9**	**-**	**-**	**-**	**-**
1/1+1/2	1376	1245	-	-	-	15.4	70.5	-	85.9	224.8	47.4	70.5	118.0
2/1+2/2	299	289	0	0	69	3.9	7.8	0.3	12.1	145.5	6.5	7.8	14.3
3/1+3/2	951	951	-	-	-	5.3	2.1	-	7.4	28.1	20.9	2.1	23.1
4/1+4/2	362	330	26	0	0	5.9	20.5	0.1	26.5	263.3	11.2	20.5	31.7
5/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1163	1163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -28.0
PRC Over All Lanes (%): -28.0

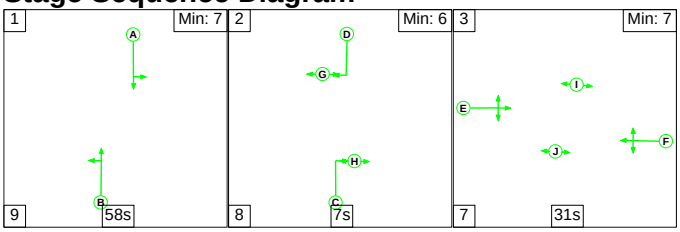
Total Delay for Signalled Lanes (pcuHr): 131.92
Total Delay Over All Lanes(pcuHr): 131.92

Cycle Time (s): 105

Full Input Data And Results

Scenario 5: '2030 Without Development (MMF 700 dwellings) - AM' (FG5: '2030 Without Development (MMF 700 dwellings) - AM', Plan 1: 'Network Control Plan 1')

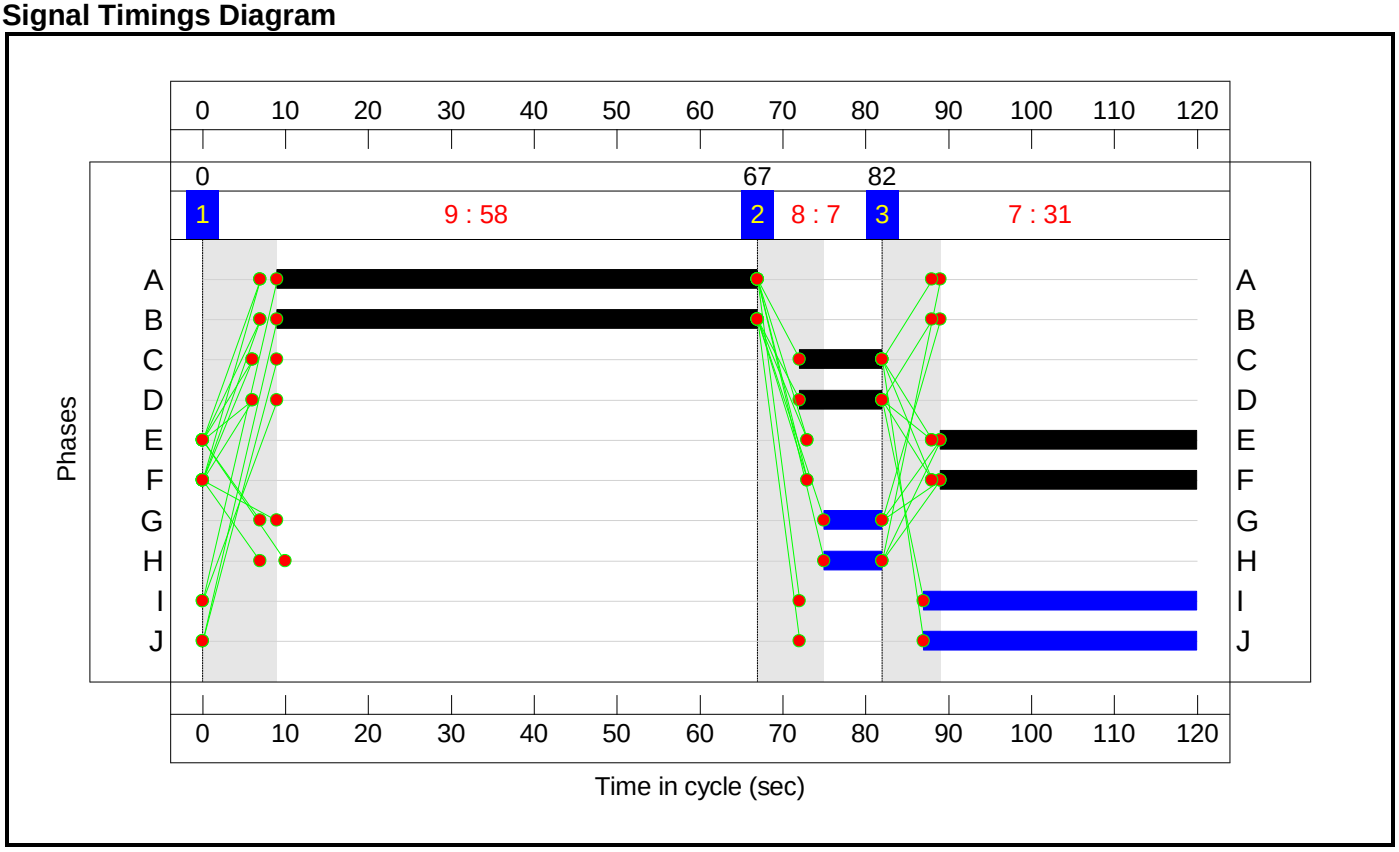
Stage Sequence Diagram



Stage Timings

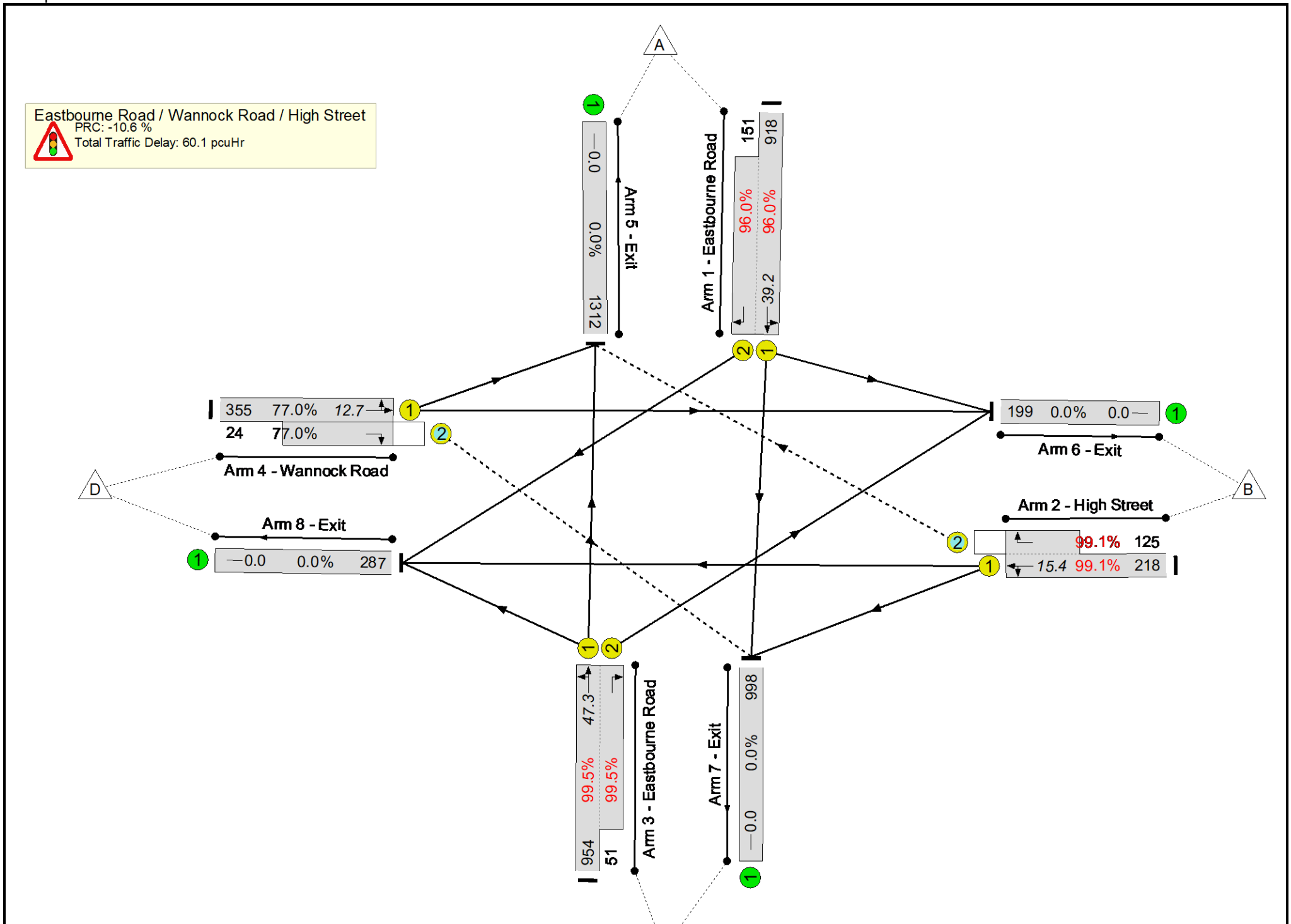
Stage	1	2	3
Duration	58	7	31
Change Point	0	67	82

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Eastbourne Road / Wannock Road / High Street
PRC: -10.6 %
Total Traffic Delay: 60.1 pcuHr
A
B
D
Arm 5 - Exit
0.0
0.0%
131
Arm 1 - Eastbourne Road
151
96.0%
39.2
96.0%
918
355 77.0% 12.7
24 77.0%
Arm 4 - Wannock Road
199 0.0% 0.0
Arm 6 - Exit
Arm 8 - Exit
0.0 0.0% 287
Arm 2 - High Street
99.1% 125
15.4 99.1% 218
954
47.3
99.5%
99.5%
51
Arm 3 - Eastbourne Road
Arm 7 - Exit
998
0.0%
0.0

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
1/1+1/2	Eastbourne Road Left Ahead Right	U	N/A	N/A	A D		1	58:10	-	1069	2046:1803	956+157	96.0 : 96.0%
2/1+2/2	High Street Right Left Ahead	U+O	N/A	N/A	F		1	31	-	343	1876:1799	220+126	99.1 : 99.1%
3/1+3/2	Eastbourne Road Ahead Right Left	U	N/A	N/A	B C		1	58:10	-	1005	2012:1803	959+51	99.5 : 99.5%
4/1+4/2	Wannock Road Left Ahead Right	U+O	N/A	N/A	E		1	31	-	379	1788:1799	461+31	77.0 : 77.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	1312	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	998	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%

Full Input Data And Results

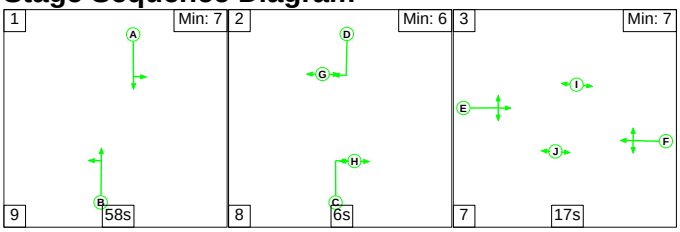
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**108**	**0**	**41**	**26.1**	**33.5**	**0.5**	**60.1**	**-**	**-**	**-**	**-**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**108**	**0**	**41**	**26.1**	**33.5**	**0.5**	**60.1**	**-**	**-**	**-**	**-**
1/1+1/2	1069	1069	-	-	-	9.5	8.7	-	18.1	61.1	30.5	8.7	39.2
2/1+2/2	343	343	84	0	41	3.7	8.6	0.5	12.8	133.9	6.8	8.6	15.4
3/1+3/2	1005	1005	-	-	-	8.7	14.7	-	23.3	83.6	32.6	14.7	47.3
4/1+4/2	379	379	24	0	0	4.2	1.6	0.0	5.9	56.0	11.1	1.6	12.7
5/1	1312	1312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -10.6 Total Delay for Signalled Lanes (pcuHr): 60.14 Cycle Time (s): 120
PRC Over All Lanes (%): -10.6 Total Delay Over All Lanes(pcuHr): 60.14

Full Input Data And Results

Scenario 6: '2030 Without Development (MMF 700 dwellings) - PM' (FG6: '2030 Without Development (MMF 700 dwellings) - PM', Plan 1: 'Network Control Plan 1')

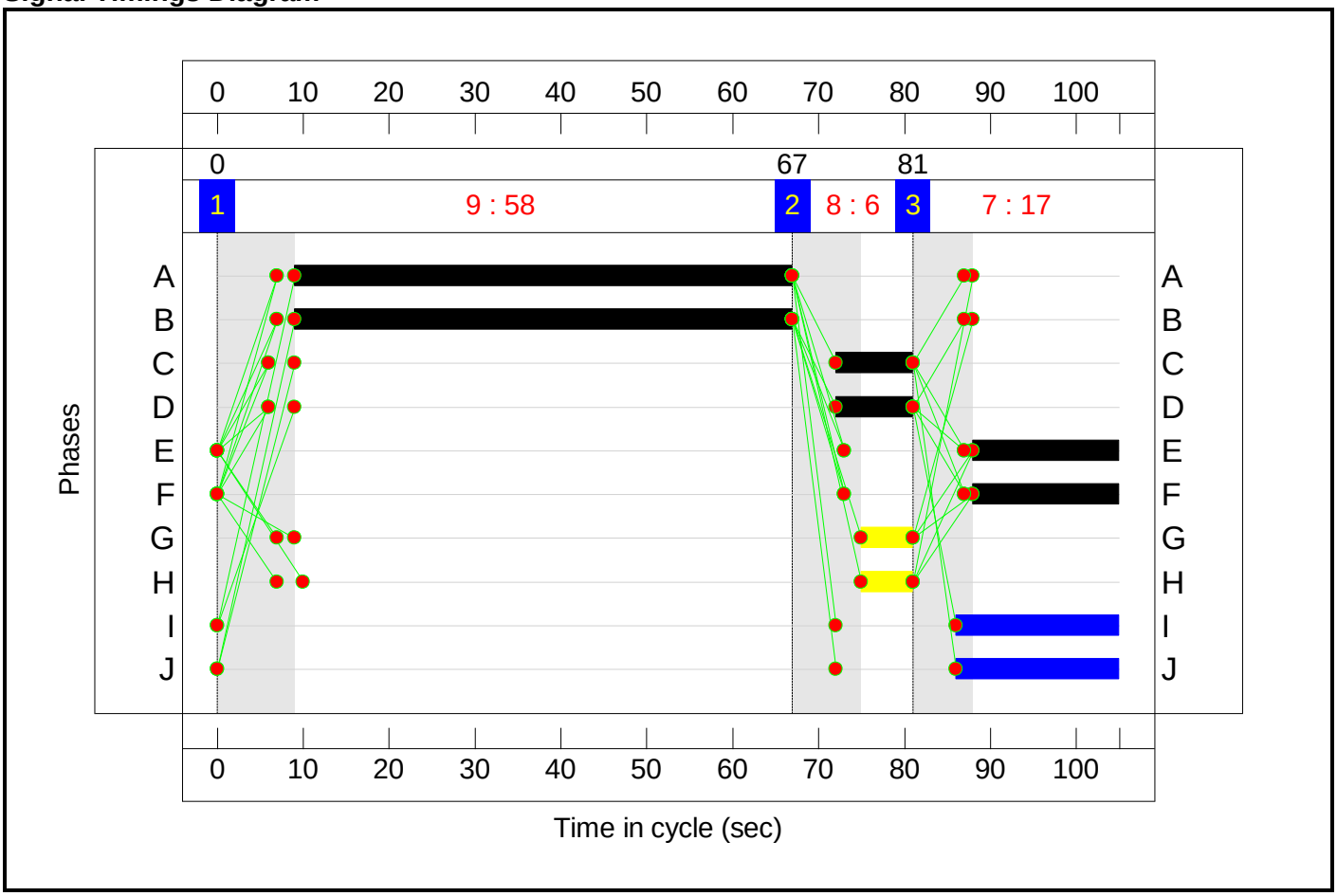
Stage Sequence Diagram



Stage Timings

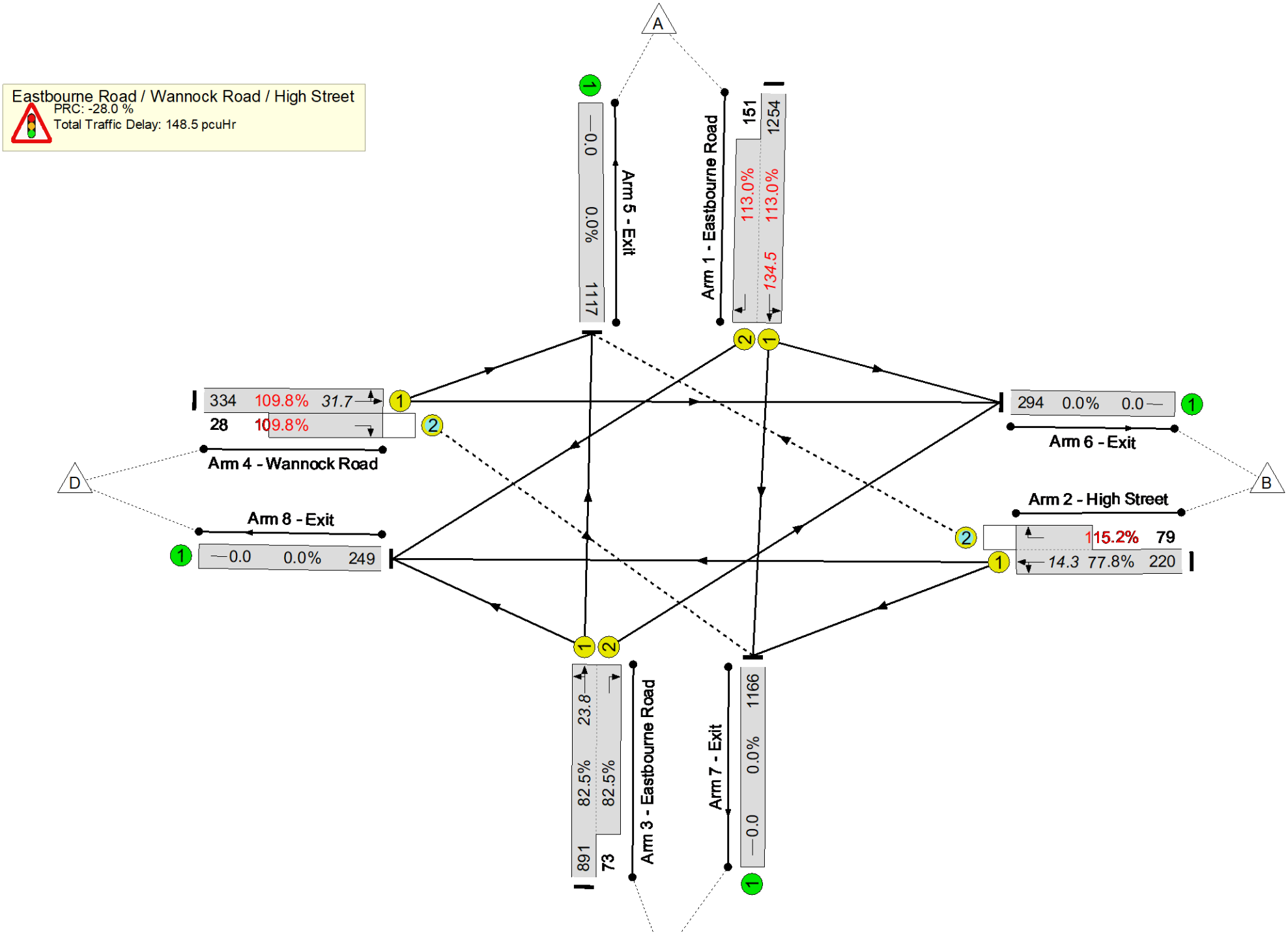
Stage	1	2	3
Duration	58	6	17
Change Point	0	67	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Eastbourne Road / Wannock Road / High Street
PRC: -28.0 %
Total Traffic Delay: 148.5 pcuHr
A
B
D
Arm 5 - Exit
0.0
0.0%
1117
Arm 1 - Eastbourne Road
151
1254
113.0%
113.0%
134.5
334 109.8% 31.7
28 109.8%
Arm 4 - Wannock Road
294 0.0% 0.0
Arm 6 - Exit
Arm 8 - Exit
0.0 0.0% 249
Arm 2 - High Street
115.2% 79
14.3 77.8% 220
Arm 3 - Eastbourne Road
891
73
82.5%
82.5%
23.8
Arm 7 - Exit
0.0
0.0%
1166

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.2%**
Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.2%**
1/1+1/2	Eastbourne Road Left Ahead Right	U	N/A	N/A	A D		1	58:9	-	1405	2052:1818	1109+134	113.0 : 113.0%
2/1+2/2	High Street Right Left Ahead	U+O	N/A	N/A	F		1	17	-	299	1867:1813	283+69	77.8 : 115.2%
3/1+3/2	Eastbourne Road Ahead Right Left	U	N/A	N/A	B C		1	58:9	-	964	2026:1818	1080+89	82.5 : 82.5%
4/1+4/2	Wannock Road Left Ahead Right	U+O	N/A	N/A	E		1	17	-	362	1828:1813	304+26	109.8 : 109.8%
5/1	Exit	U	N/A	N/A	-		-	-	-	1144	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1302	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**26**	**0**	**69**	**32.2**	**115.9**	**0.4**	**148.5**	**-**	**-**	**-**	**-**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**26**	**0**	**69**	**32.2**	**115.9**	**0.4**	**148.5**	**-**	**-**	**-**	**-**
1/1+1/2	1405	1243	-	-	-	17.0	85.2	-	102.2	261.9	49.3	85.2	134.5
2/1+2/2	299	289	0	0	69	3.9	7.8	0.3	12.1	145.5	6.5	7.8	14.3
3/1+3/2	964	964	-	-	-	5.4	2.3	-	7.7	28.8	21.5	2.3	23.8
4/1+4/2	362	330	26	0	0	5.9	20.5	0.1	26.5	263.3	11.2	20.5	31.7
5/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1166	1166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -28.0
PRC Over All Lanes (%): -28.0

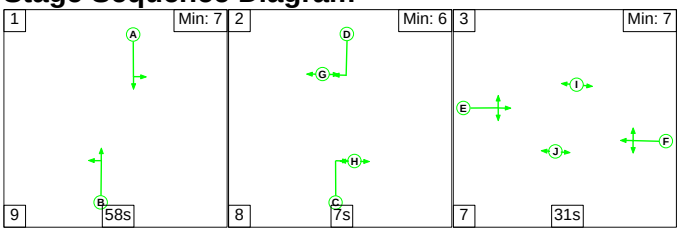
Total Delay for Signalled Lanes (pcuHr): 148.47
Total Delay Over All Lanes(pcuHr): 148.47

Cycle Time (s): 105

Full Input Data And Results

Scenario 7: '2030 With Development (MMF 520 dwellings) - AM' (FG7: '2030 With Development (MMF 520 dwellings) - AM', Plan 1: 'Network Control Plan 1')

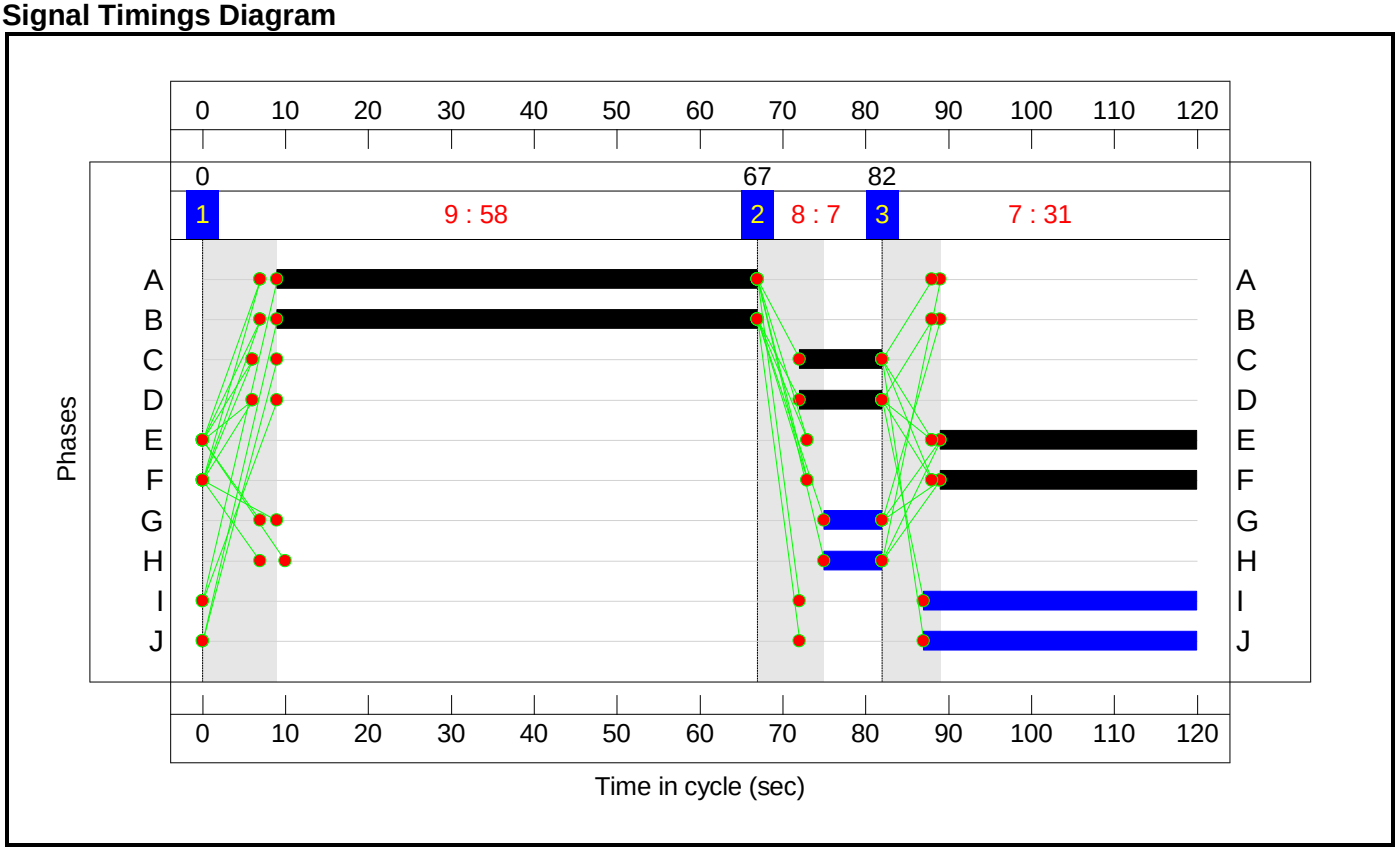
Stage Sequence Diagram



Stage Timings

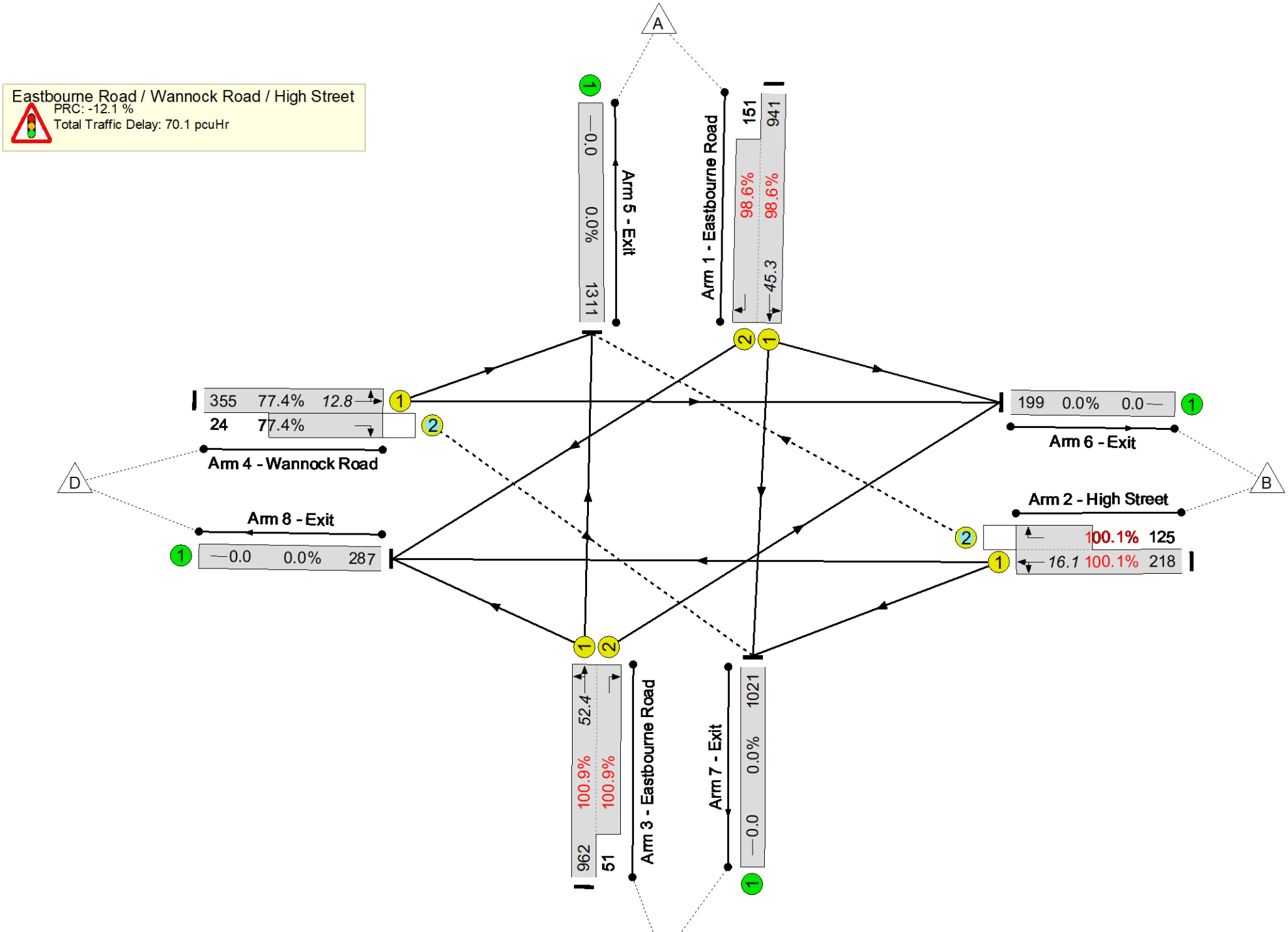
Stage	1	2	3
Duration	58	7	31
Change Point	0	67	82

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Eastbourne Road / Wannock Road / High Street
PRC: -12.1 %
Total Traffic Delay: 70.1 pcuHr
A
B
D
Arm 5 - Exit
0.0
0.0%
131
Arm 1 - Eastbourne Road
151
941
98.6%
98.6%
45.3
355 77.4% 12.8
24 77.4%
Arm 4 - Wannock Road
199 0.0% 0.0
Arm 6 - Exit
Arm 8 - Exit
0.0 0.0% 287
Arm 2 - High Street
100.1% 125
16.1 100.1% 218
962
100.9%
52.4
100.9%
51
Arm 3 - Eastbourne Road
Arm 7 - Exit
0.0 0.0% 1021

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.9%**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.9%**
1/1+1/2	Eastbourne Road Left Ahead Right	U	N/A	N/A	A D		1	58:10	-	1092	2026:1786	954+153	98.6 : 98.6%
2/1+2/2	High Street Right Left Ahead	U+O	N/A	N/A	F		1	31	-	343	1857:1782	218+125	100.1 : 100.1%
3/1+3/2	Eastbourne Road Ahead Right Left	U	N/A	N/A	B C		1	58:10	-	1013	1993:1786	953+51	100.9 : 100.9%
4/1+4/2	Wannock Road Left Ahead Right	U+O	N/A	N/A	E		1	31	-	379	1771:1782	459+31	77.4 : 77.4%
5/1	Exit	U	N/A	N/A	-		-	-	-	1320	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1021	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%

Full Input Data And Results

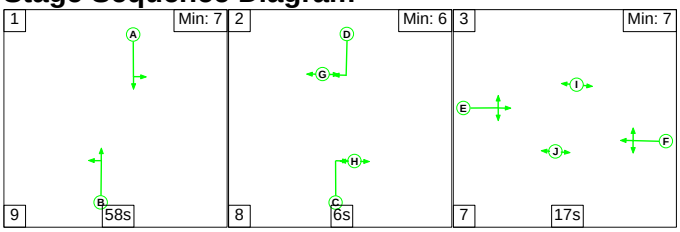
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**106**	**0**	**42**	**27.1**	**42.5**	**0.5**	**70.1**	**-**	**-**	**-**	**-**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**106**	**0**	**42**	**27.1**	**42.5**	**0.5**	**70.1**	**-**	**-**	**-**	**-**
1/1+1/2	1092	1092	-	-	-	9.9	13.1	-	23.0	75.8	32.2	13.1	45.3
2/1+2/2	343	343	82	0	42	3.7	9.3	0.5	13.5	142.0	6.8	9.3	16.1
3/1+3/2	1013	1004	-	-	-	9.3	18.4	-	27.7	98.3	34.0	18.4	52.4
4/1+4/2	379	379	24	0	0	4.2	1.7	0.0	5.9	56.4	11.1	1.7	12.8
5/1	1311	1311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1021	1021	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -12.1 Total Delay for Signalled Lanes (pcuHr): 70.14 Cycle Time (s): 120
PRC Over All Lanes (%): -12.1 Total Delay Over All Lanes(pcuHr): 70.14

Full Input Data And Results

Scenario 8: '2030 With Development (MMF 520 dwellings) - PM' (FG8: '2030 With Development (MMF 520 dwellings) - PM', Plan 1: 'Network Control Plan 1')

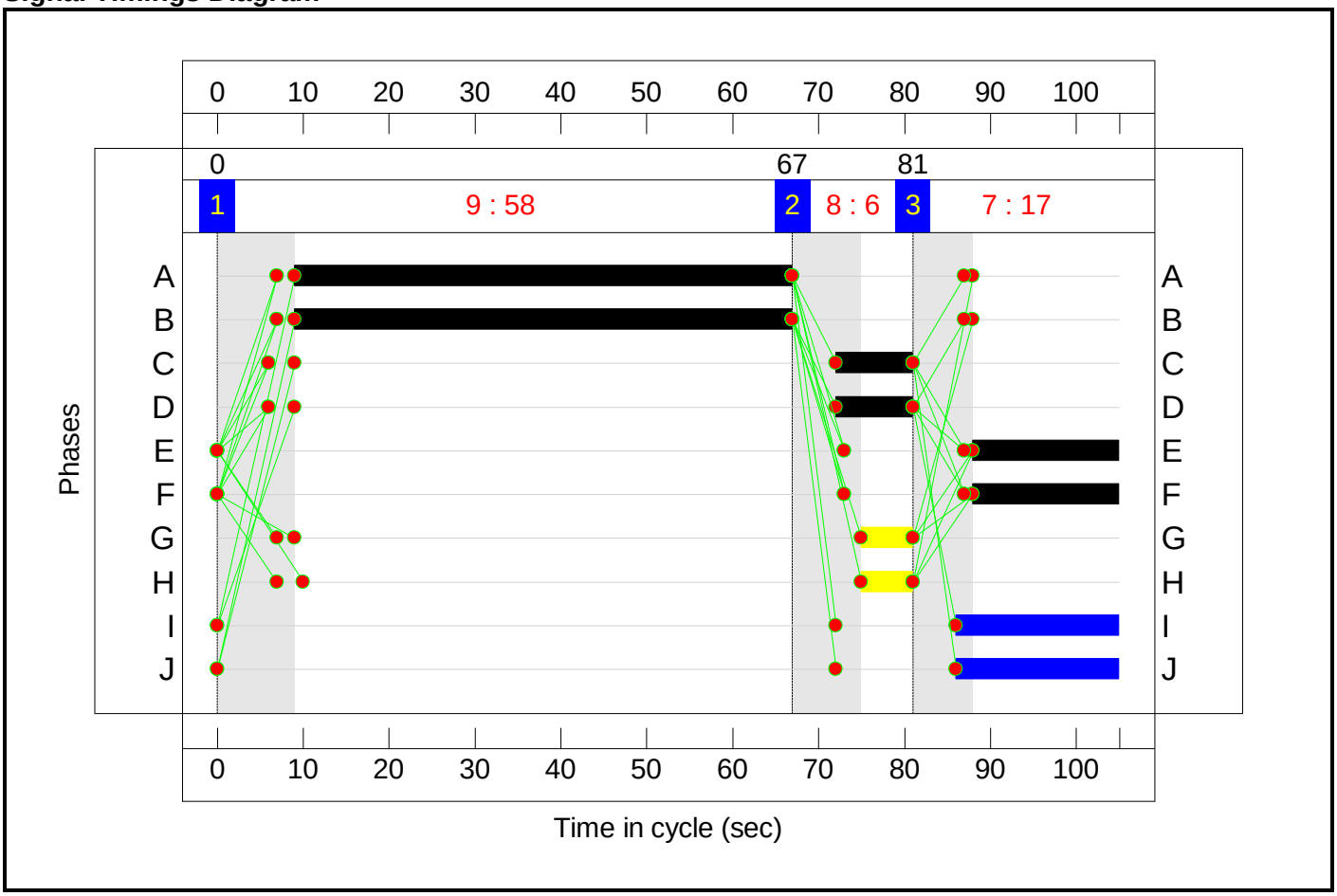
Stage Sequence Diagram



Stage Timings

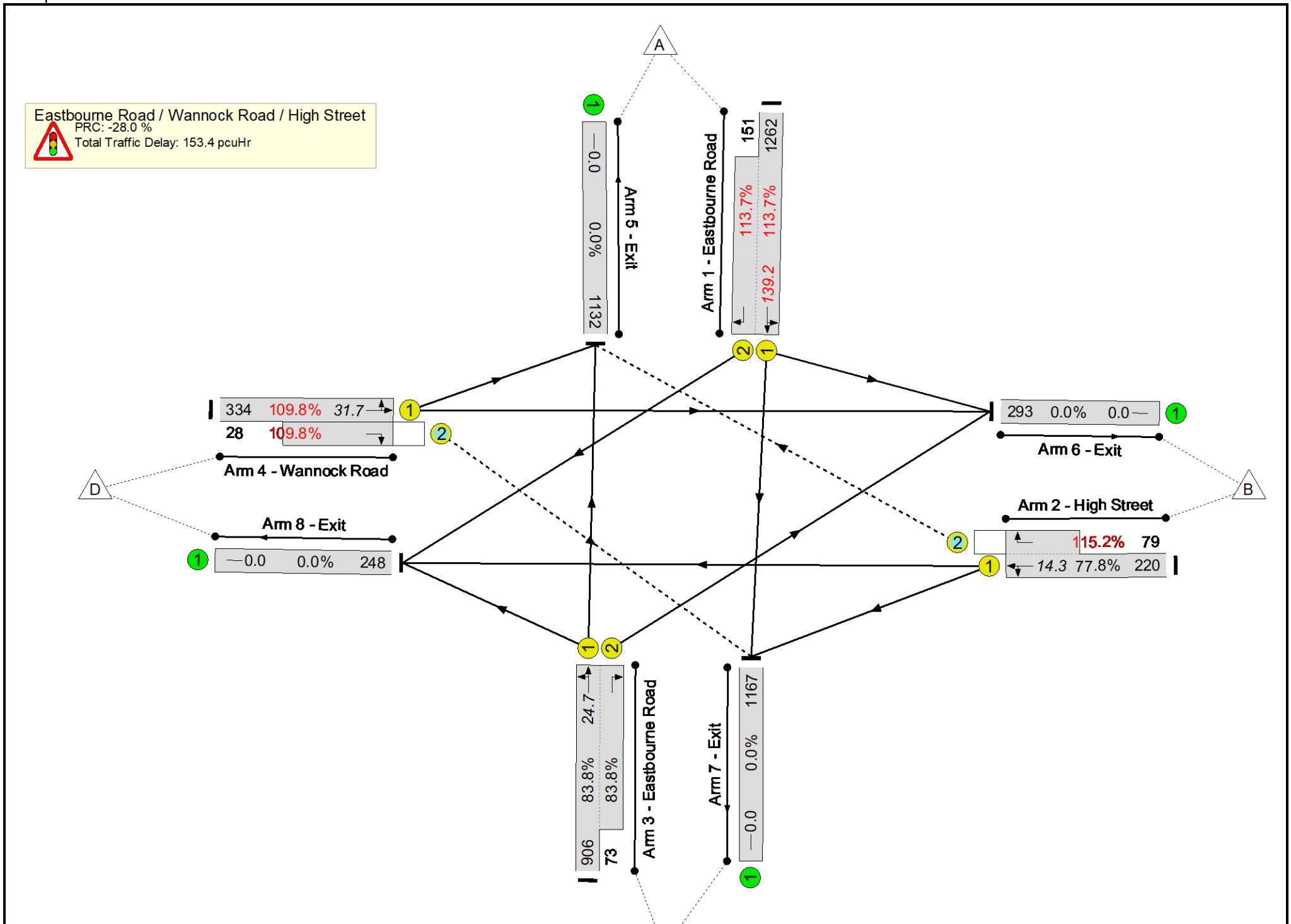
Stage	1	2	3
Duration	58	6	17
Change Point	0	67	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Eastbourne Road / Wannock Road / High Street
PRC: -28.0 %
Total Traffic Delay: 153.4 pcuHr
A
B
D
Arm 5 - Exit
0.0
0.0%
113
Arm 1 - Eastbourne Road
151
1262
113.7%
113.7%
139.2
334
109.8%
31.7
28
109.8%
Arm 4 - Wannock Road
293
0.0%
0.0
Arm 6 - Exit
Arm 8 - Exit
0.0
0.0%
248
Arm 2 - High Street
115.2%
79
14.3
77.8%
220
906
24.7
83.8%
83.8%
73
Arm 3 - Eastbourne Road
Arm 7 - Exit
0.0
0.0%
1167

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.2%**
Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.2%**
1/1+1/2	Eastbourne Road Left Ahead Right	U	N/A	N/A	A D		1	58:9	-	1413	2052:1818	1110+133	113.7 : 113.7%
2/1+2/2	High Street Right Left Ahead	U+O	N/A	N/A	F		1	17	-	299	1867:1813	283+69	77.8 : 115.2%
3/1+3/2	Eastbourne Road Ahead Right Left	U	N/A	N/A	B C		1	58:9	-	979	2026:1818	1081+87	83.8 : 83.8%
4/1+4/2	Wannock Road Left Ahead Right	U+O	N/A	N/A	E		1	17	-	362	1828:1813	304+26	109.8 : 109.8%
5/1	Exit	U	N/A	N/A	-		-	-	-	1159	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1310	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**26**	**0**	**69**	**32.8**	**120.2**	**0.4**	**153.4**	**-**	**-**	**-**	**-**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**26**	**0**	**69**	**32.8**	**120.2**	**0.4**	**153.4**	**-**	**-**	**-**	**-**
1/1+1/2	1413	1242	-	-	-	17.5	89.3	-	106.8	272.0	49.9	89.3	139.2
2/1+2/2	299	289	0	0	69	3.9	7.8	0.3	12.1	145.5	6.5	7.8	14.3
3/1+3/2	979	979	-	-	-	5.5	2.5	-	8.1	29.7	22.2	2.5	24.7
4/1+4/2	362	330	26	0	0	5.9	20.5	0.1	26.5	263.3	11.2	20.5	31.7
5/1	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1167	1167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -28.0
PRC Over All Lanes (%): -28.0

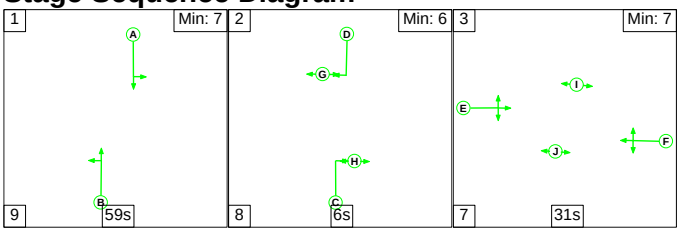
Total Delay for Signalled Lanes (pcuHr): 153.40
Total Delay Over All Lanes(pcuHr): 153.40

Cycle Time (s): 105

Full Input Data And Results

Scenario 9: '2030 With Development (MMF 700 dwellings) - AM' (FG9: '2030 With Development (MMF 700 dwellings) - AM', Plan 1: 'Network Control Plan 1')

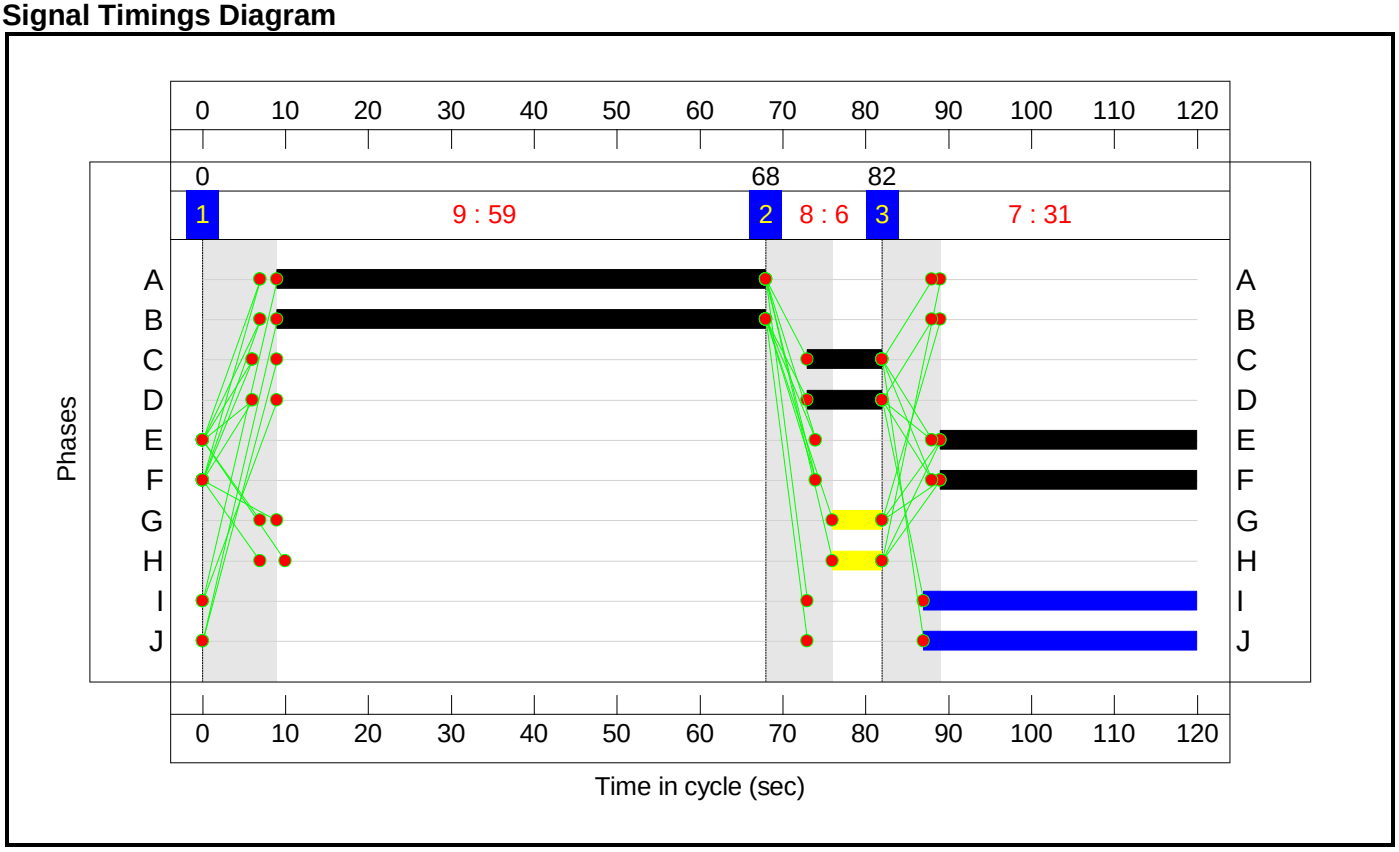
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	59	6	31
Change Point	0	68	82

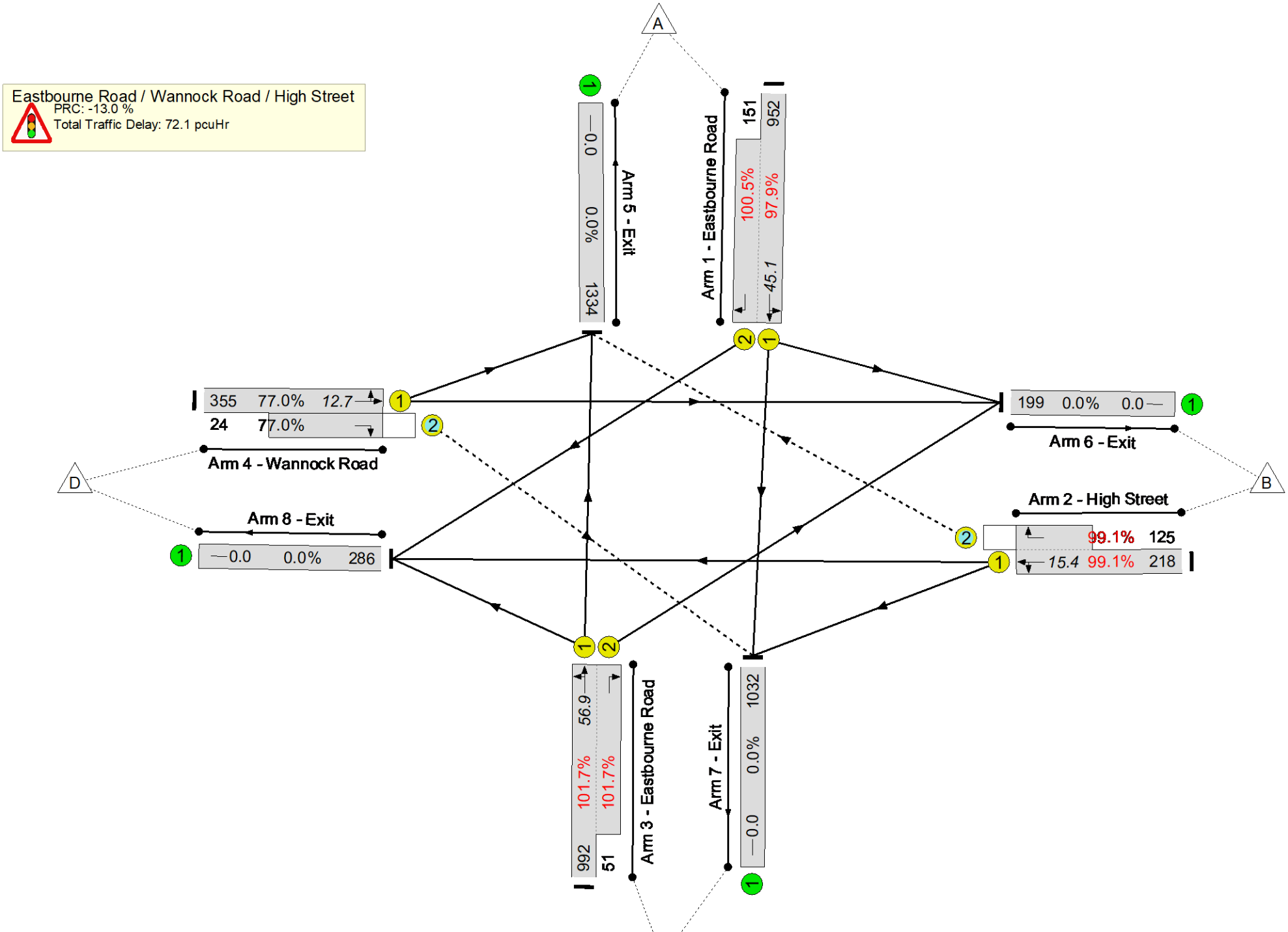
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**
1/1+1/2	Eastbourne Road Left Ahead Right	U	N/A	N/A	A D		1	59:9	-	1103	2046:1803	972+150	97.9 : 100.5%
2/1+2/2	High Street Right Left Ahead	U+O	N/A	N/A	F		1	31	-	343	1876:1799	220+126	99.1 : 99.1%
3/1+3/2	Eastbourne Road Ahead Right Left	U	N/A	N/A	B C		1	59:9	-	1043	2012:1803	976+50	101.7 : 101.7%
4/1+4/2	Wannock Road Left Ahead Right	U+O	N/A	N/A	E		1	31	-	379	1788:1799	461+31	77.0 : 77.0%
5/1	Exit	U	N/A	N/A	-		-	-	-	1350	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1032	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%

Full Input Data And Results

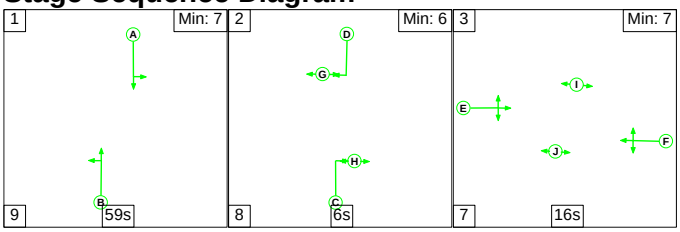
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**108**	**0**	**41**	**27.6**	**44.0**	**0.5**	**72.1**	**-**	**-**	**-**	**-**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**108**	**0**	**41**	**27.6**	**44.0**	**0.5**	**72.1**	**-**	**-**	**-**	**-**
1/1+1/2	1103	1102	-	-	-	9.8	12.8	-	22.6	73.9	32.3	12.8	45.1
2/1+2/2	343	343	84	0	41	3.7	8.6	0.5	12.8	133.9	6.8	8.6	15.4
3/1+3/2	1043	1027	-	-	-	9.8	21.0	-	30.8	106.2	35.9	21.0	56.9
4/1+4/2	379	379	24	0	0	4.2	1.6	0.0	5.9	56.0	11.1	1.6	12.7
5/1	1334	1334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1032	1032	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -13.0 Total Delay for Signalled Lanes (pcuHr): 72.05 Cycle Time (s): 120
PRC Over All Lanes (%): -13.0 Total Delay Over All Lanes(pcuHr): 72.05

Full Input Data And Results

Scenario 10: '2030 With Development (MMF 700 dwellings) - PM' (FG10: '2030 With Development (MMF 700 dwellings) - PM', Plan 1: 'Network Control Plan 1')

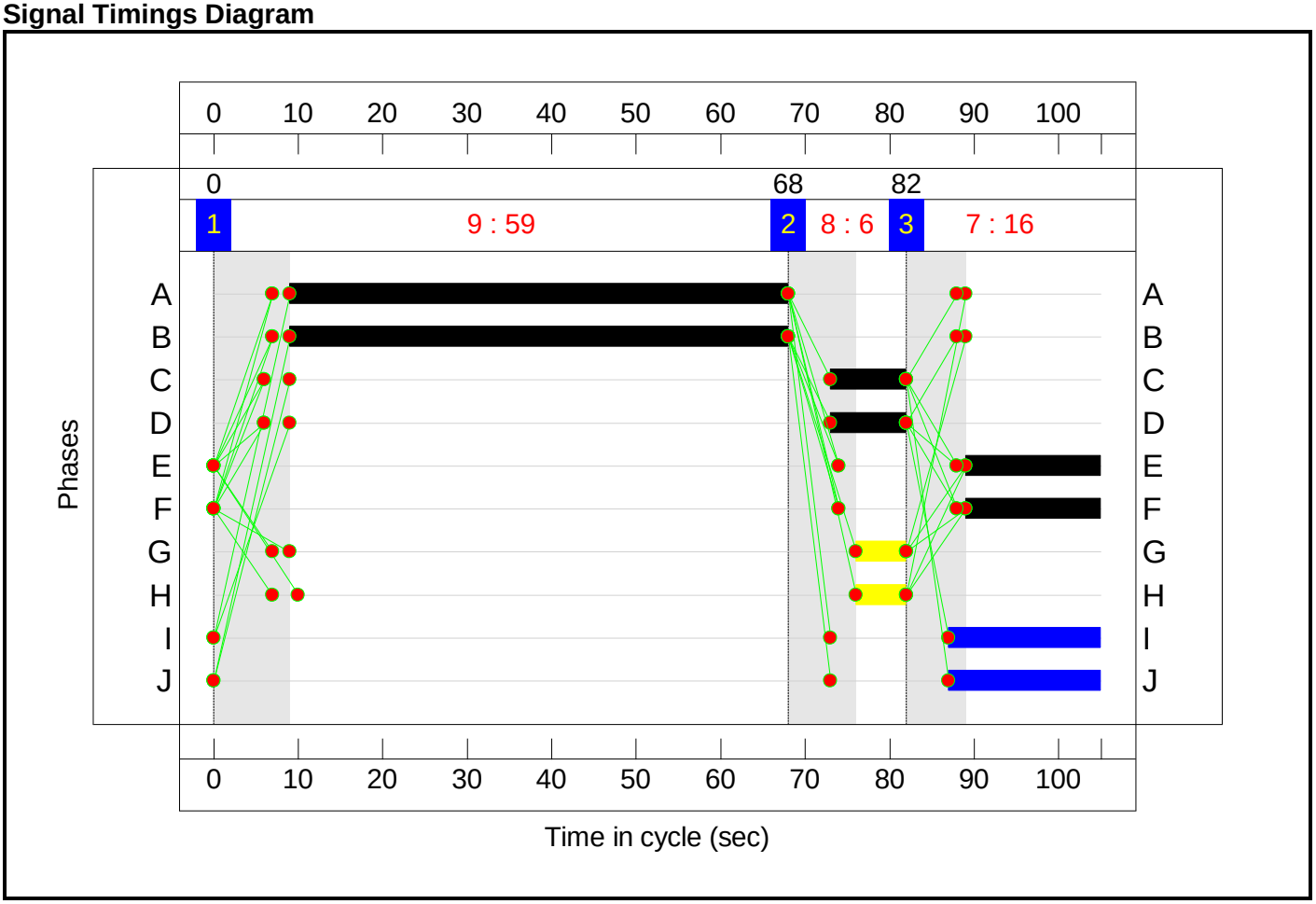
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	59	6	16
Change Point	0	68	82

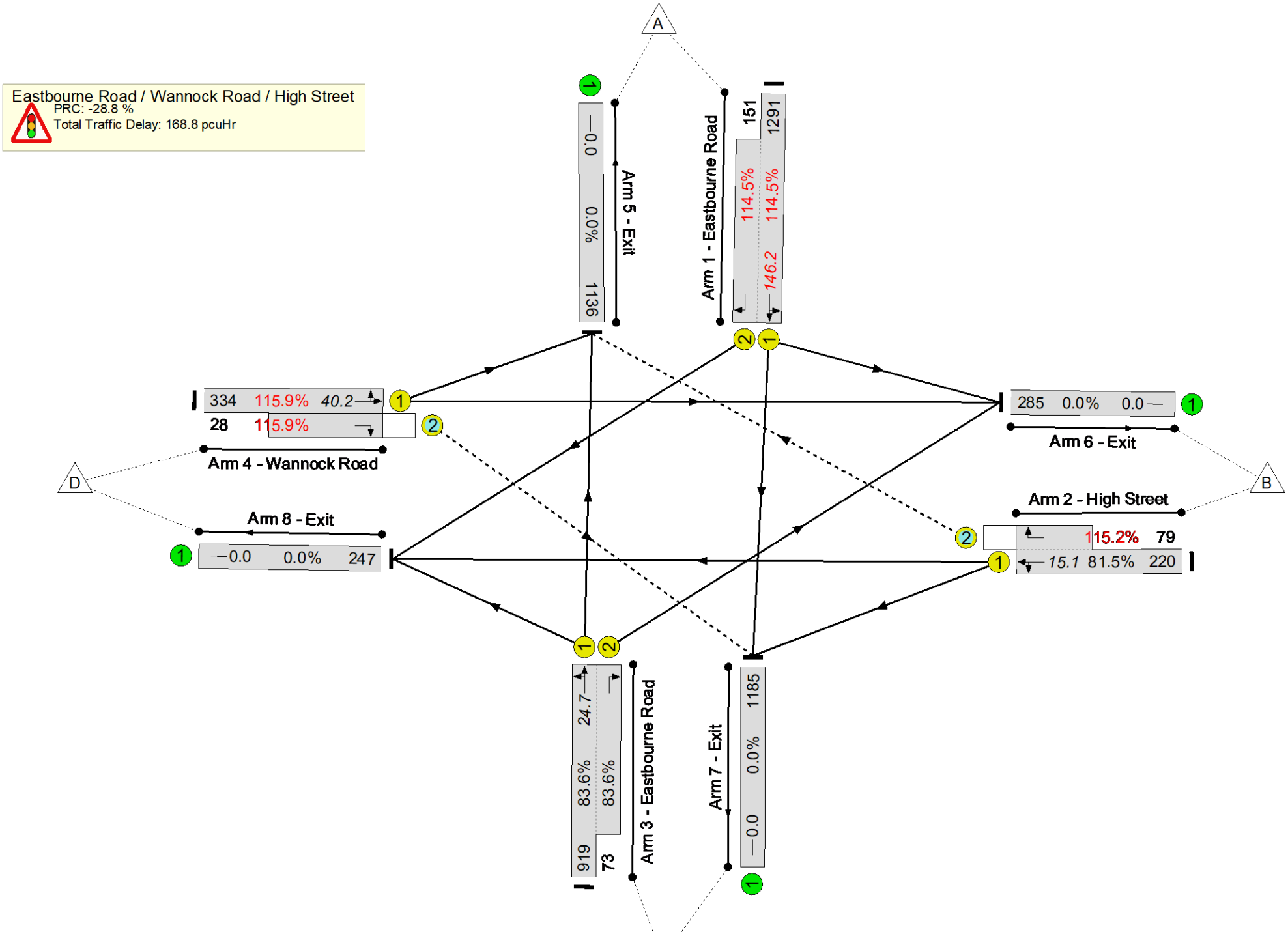
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.9%**
Eastbourne Road / Wannock Road / High Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.9%**
1/1+1/2	Eastbourne Road Left Ahead Right	U	N/A	N/A	A D		1	59:9	-	1442	2052:1818	1128+132	114.5 : 114.5%
2/1+2/2	High Street Right Left Ahead	U+O	N/A	N/A	F		1	16	-	299	1867:1813	270+69	81.5 : 115.2%
3/1+3/2	Eastbourne Road Ahead Right Left	U	N/A	N/A	B C		1	59:9	-	992	2026:1818	1100+87	83.6 : 83.6%
4/1+4/2	Wannock Road Left Ahead Right	U+O	N/A	N/A	E		1	16	-	362	1828:1813	288+24	115.9 : 115.9%
5/1	Exit	U	N/A	N/A	-		-	-	-	1172	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1339	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eastbourne Road / Wannock Road / High Street	**-**	**-**	**24**	**0**	**69**	**34.4**	**134.0**	**0.4**	**168.8**	**-**	**-**	**-**	**-**
Eastbourne Road / Wannock Road / High Street	**-**	**-**	**24**	**0**	**69**	**34.4**	**134.0**	**0.4**	**168.8**	**-**	**-**	**-**	**-**
1/1+1/2	1442	1260	-	-	-	18.0	94.9	-	112.9	281.9	51.3	94.9	146.2
2/1+2/2	299	289	0	0	69	4.0	8.5	0.3	12.8	154.1	6.6	8.5	15.1
3/1+3/2	992	992	-	-	-	5.5	2.5	-	7.9	28.8	22.2	2.5	24.7
4/1+4/2	362	312	24	0	0	7.0	28.1	0.1	35.1	349.0	12.2	28.1	40.2
5/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1185	1185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -28.8 Total Delay for Signalled Lanes (pcuHr): 168.77 Cycle Time (s): 105
PRC Over All Lanes (%): -28.8 Total Delay Over All Lanes(pcuHr): 168.77

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